

# APPENDICES

## San Pablo Avenue Corridor Project

### Phase 1:

## Outreach & Engagement Report

#### **A. Round 1 Outreach and Engagement - Surveys and Materials**

1. Postcard advertising Needs/Issues Survey
2. Corridor Needs and Issues Survey (Administered through Crowdsport)
3. Merchant loading survey

#### **B. Round 1 Feedback**

1. Needs/Issues Survey (Crowdsport) results memo
2. Merchant loading survey results
3. Round 1 focus group feedback

#### **C. Round 2 Outreach and Engagement - Surveys and Materials**

1. Postcards and flyers publicizing Round 2 workshops and online survey
2. Online survey (Administered through SurveyMonkey, English, Spanish, Chinese)
3. Intercept survey
4. Preference matrix

#### **D. Round 2 Feedback**

1. Online survey results: Summarized concept preferences by City
2. Dot-voting summary
3. Trade-off responses by city, type of user and mode
4. Round 2 focus group feedback
5. Comments communicated at pop-ups and intercept surveys

# APPENDIX A

## ROUND 1 OUTREACH & ENGAGEMENT SURVEYS & MATERIALS

# APPENDIX A1

POSTCARD  
ADVERTISING NEEDS/  
ISSUES SURVEY



# WE'RE MAKING IMPROVEMENTS ALONG SAN PABLO AVENUE AND WE WANT YOUR INPUT!

How do you use San Pablo Avenue and what challenges have you faced along the corridor?

**San Pablo Avenue connects thousands of people each day who drive, bike, walk, bus and BART to job, shopping, and other activity centers in the East Bay.**

The Alameda County Transportation Commission is developing projects along San Pablo Avenue to improve the safety and experience of all users.

**Improvements may include enhanced:**

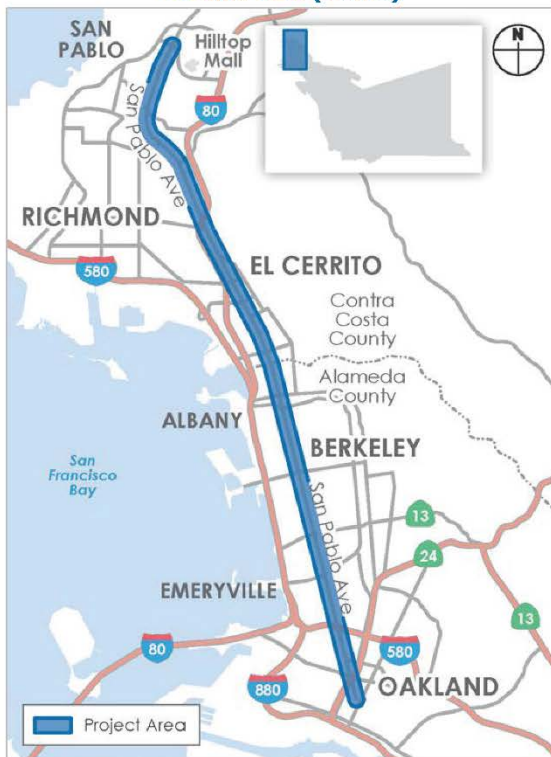
- Bus stops
- Crosswalks
- Curb ramps
- Bicycle infrastructure
- Street lights
- Parking
- Traffic signals
- Transit priority lanes



**Take a short online survey to help identify improvements that will meet your needs:** [www.crowdspot/SanPabloAvenue.com](http://www.crowdspot/SanPabloAvenue.com)

To find out more about the project please visit [www.AlamedaCTC.org/SanPabloCorridor](http://www.AlamedaCTC.org/SanPabloCorridor)

## SAN PABLO AVENUE MULTI MODAL CORRIDOR (MMC)



[www.AlamedaCTC.org/SanPabloCorridor](http://www.AlamedaCTC.org/SanPabloCorridor)

Return Address

# APPENDIX A2

CORRIDOR NEEDS AND ISSUES SURVEY  
(ADMINISTERED THROUGH  
CROWDSPOT)

## San Pablo Avenue Corridor Project | Round 1 Outreach | Crowdsport Survey

- Users were prompted to answer a brief survey to understand how they used the corridor.
- They could then place pins along the corridor in locations where they felt improvements are needed (“Issue Spots”) or where they were in support of current conditions (“Like Spots”).
- Users also had the ability to comment on others’ pins to show support or disagreement of previously made comments.

The screenshot shows the "San Pablo Avenue Survey" web application. At the top, there is a navigation bar with "Welcome", "FAQs", "Filter", and "English" buttons. A "List All Spots" button is located in the top right corner. The main area is divided into three sections:

- Map:** A map of the San Pablo Avenue corridor from 14th St to 17th St. Several pins are placed along the corridor, including a red pin with a car icon at the 17th St intersection and a red pin with a bicycle icon at the 16th St intersection. A green pin with a checkmark is also visible.
- Comments Panel:** A central panel displays comments on a selected spot. The comments are as follows:
  - around 2 months ago: Disagree! San Pablo has a businesses and homes, it is not an expressway. 180 is right there if you want a highway. San Pablo should be converted to dedicated bus rapid transit with one lane for cars.
  - around 2 months ago: This would violate Caltrans' Complete Streets policy and Routine Accommodation policy. So .... no.
  - around 2 months ago: It's important that San Pablo Avenue provides a safe space for bicycles. Cars have the option of taking I-80, bikes don't. Also, the pedestrian realm is an important part of the transit system, for obvious reasons. Improvements should facilitate transit passage and pedestrian access. Much of the corridor has traffic driving over posted speed limits. More enforcement is needed.
  - around 2 months ago: San Pablo Ave should not be an expressway, but lanes should not be narrowed for bikes as it is already too congested. Plan better side road use for bikes.
  - around 2 months ago: [comment partially obscured]
- Spot List:** A sidebar on the right lists all spots, including:
  - added a Car Issue Spot named San Pablo and Thomas L Berkley
  - commented on San Pablo/17th Intersection
  - added a Walk Issue Spot named North leg of San Pablo/18th
  - commented on San Pablo Ave at 19th St
  - added a Car Issue Spot named 20th/San Pablo/MLK
  - commented on Interstate 80 Central Avenue underpass.
  - added a Car Issue Spot named carlson blvd
  - resident commented on Carlson St at Van Fleet Ave
  - resident commented on Carlson Blvd between Central Avenue and Sacramento
  - resident commented on San Pablo Ave
  - Resident added a Walk Issue Spot named intersection
  - Resident added a Walk Issue Spot named autobody shops
  - added a Walk Issue Spot named Schmidt Lane
  - added a Walk Issue Spot named intersection of 20th/MLK/San Pablo/TLB Way
  - commented on illegal left runs into BevMo on San Pablo Avenue

**SAN PABLO AVENUE CORRIDOR PROJECT | CROWDSPOT SURVEY | FINAL QUESTIONS (10/12/2017)**

**GENERAL SURVEY QUESTIONS**

Q1: What is your primary connection to the San Pablo Avenue corridor?

- I live, work, or go to school along the corridor
- I own a business along the corridor
- I shop, eat, or visit activity destinations
- I travel through the corridor to other destinations
- I use the corridor for recreation/exercise
- I don't use it, but I am interested in the project

Q2: What is your secondary connection to San Pablo Avenue?

- I live, work, or go to school along the corridor
- I own a business along the corridor
- I shop, eat, or visit activity destinations
- I travel through the corridor to other destinations
- I use the corridor for recreation/exercise
- I don't use it, but I am interested in the project

Q3: How frequently do you typically visit or travel along the San Pablo Avenue corridor [Choose 1]?

- Several times per day
- Once per day
- Several times per week
- Once per week
- Several times per month
- Once per month
- Less than once per month

Q4: What is the primary mode of travel that you use on the corridor?

- Car
- Bus
- BART
- Walk
- Bike
- Lyft/Uber/Taxi

Q5: What is the secondary mode of travel that you use on the corridor?

- Car
- Bus
- BART
- Walk
- Bike
- Lyft/Uber/Taxi

Q6: How far do you typically travel on the corridor?

- Less than 1 mile
- 1-3 miles
- 4-6 miles
- 7-10 miles
- 10+ miles

Q7. Would you like to receive email updates about the project? [Yes/No]

If "Yes", "Please provide your email below:"

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### **SPOT ISSUES**

A. What type of spot is this?

- Good Spot
- Car Issue Spot
- Bus Issue Spot
- BART Issue Spot
- Walk Issue Spot
- Bike Issue Spot
- Lyft/Uber/Taxi Issue Spot
- Parking Issue Spot

### **GOOD SPOT**

Please share the reasons why you like this spot on the San Pablo Avenue corridor. [Choose all that apply]

- Easy for cars to drive or maneuver
- Easy to park
- Good for biking
- Good for walking
- Pleasing landscaping /aesthetics
- Good shops and restaurants
- Good bus service
- Easy access to/from BART
- Easy Uber/Lyft/Taxi service
- Other

Please feel free to tell us more about this spot:

You are welcome to upload a photograph that shows the issue or challenge you faced at this spot.

### **IF CAR ISSUE SPOT**

What is the primary issue for drivers at this spot on the San Pablo Avenue corridor? [Choose all that apply]

- Too much traffic congestion
- Poor road maintenance



- Lack of signage or wayfinding
- Inadequate street lighting
- High traffic speeds
- Dangerous to drive/High risk of collision
- Congestion due to double parking or truck deliveries
- Other

Please feel free to tell us more about this spot:

You are welcome to upload a photograph that shows the issue or challenge you faced at this spot.

**IF BUS ISSUE SPOT**

What is the primary issue for buses at this spot on the San Pablo Avenue corridor? [Choose all that apply]

- Infrequent bus service
- Bus transfers are poorly timed
- Bus service is slow or unreliable
- No bus stop within walking distance
- Limited seating/shelter at the bus stop
- No secure bicycle parking near the bus stop
- Bus stop facilities are broken/unclean
- Lack of signage or wayfinding
- Lack of lighting
- Unsafe at the bus stop because of crime
- Other

Please feel free to tell us more about this spot:

You are welcome to upload a photograph that shows the issue or challenge you faced at this spot.

**IF BART ISSUE SPOT**

What is the primary issue for BART at this spot on the San Pablo Avenue corridor? [Choose all that apply]

- Traffic congestion around BART station
- Not enough vehicle parking
- Not enough bike parking
- Difficult pedestrian access, no crosswalk
- Lack of signage or wayfinding
- Unsafe because of crime
- Inadequate lighting
- Other

Please feel free to tell us more about this spot:

You are welcome to upload a photograph that shows the issue or challenge you faced at this spot.

**IF WALK ISSUE SPOT**

What is the primary issue for pedestrians at this spot on San Pablo Avenue?

[Choose all that apply]

- Sidewalk maintenance or cleanliness
- Uncomfortable to walk because of traffic
- Uncomfortable to walk because of crime
- Inadequate lighting
- No crosswalk/difficult to cross the street
- Lack of signage or wayfinding
- Unappealing or unpleasant to walk
- Other

Please feel free to tell us more about this spot:

You are welcome to upload a photograph that shows the issue or challenge you faced at this spot.

**IF BIKE ISSUE SPOT**

What is the primary issue for cyclists at this spot on the San Pablo Avenue corridor? [Choose all that apply]

- High-speed vehicles
- Vehicles encroaching on cyclists' space
- Vehicles parking and opening doors in cyclists' path
- Vehicles or delivery trucks double-parking
- Bicyclists cut off by vehicles making right turns
- Difficult to make left turns as a cyclist
- Maintenance/pavement issues
- Lack of bike parking
- Lack of signage or wayfinding
- Other

Please feel free to tell us more about this spot:

You are welcome to upload a photograph that shows the issue or challenge you faced at this spot.

**IF UBER/LYFT/TAXI ISSUE SPOT**

What is the primary issue for Ubers/Lyfts/Taxis at this spot on the San Pablo Avenue corridor? [Choose all that apply]

- Unsafe pick-up and drop-off in traffic
- Ubers/Lyfts/Taxis block traffic for passengers
- Ubers/Lyfts/Taxis block bus stops for passengers
- Ubers/Lyfts/Taxis take up parking spaces waiting
- Unsafe driving/behaviors by Lyft/Uber/Taxi drivers
- Other

Please feel free to tell us more about this spot:

You are welcome to upload a photograph that shows the issue or challenge you faced at this spot.

**IF CAR PARKING ISSUE SPOT**

What is the primary parking issue at this spot on the San Pablo Avenue corridor? [Choose all that apply]

- Lack of parking
- Lack of permit parking for residents and businesses
- Lack of commercial loading zones
- Striping for parking spaces is hard to see
- Lack of signage or wayfinding
- Parking meters do not work
- Parking is too expensive
- Other

Please feel free to tell us more about this spot:

You are welcome to upload a photograph that shows the issue or challenge you faced at this spot.

# APPENDIX A3

## MERCHANT LOADING SURVEY

# San Pablo Avenue Corridor Project

## Business and Merchant Loading Survey

The San Pablo Avenue Corridor Project is working to make San Pablo Avenue safer, more comfortable and more convenient for people who walk, drive, bike and take the bus and BART along San Pablo Avenue. The Project is focusing on the cities of Oakland, Emeryville, Berkeley, Albany, El Cerrito, Richmond and San Pablo.

We are surveying businesses along the corridor to ensure that your loading/unloading needs are considered alongside the needs of others who use the corridor. Go to [www.alamedactc.org/sanpabloave](http://www.alamedactc.org/sanpabloave) to learn more about this multimodal corridor project.

This survey can be completed and submitted in the following three ways:



### Online

[www.surveymonkey.com/r/sanpabloavemerchants](http://www.surveymonkey.com/r/sanpabloavemerchants)

### Email scan or photograph

[sanpablo@alamedactc.org](mailto:sanpablo@alamedactc.org)

### U.S. mail

Planning Department  
Attn: San Pablo Avenue Corridor Project  
Alameda County Transportation Commission  
1111 Broadway, Suite 800  
Oakland, CA 94607

**PLEASE COMPLETE SURVEY BY FRIDAY, JULY 13, 2018.**

### 1. Contact information, in case we need to follow up with you for more information.

Business name: \_\_\_\_\_

Business address (including city): \_\_\_\_\_

Your name: \_\_\_\_\_

Best way to contact you:

Email: \_\_\_\_\_  Phone: \_\_\_\_\_

# San Pablo Avenue Corridor Project

## 2. What kind of business do you operate?

- |  |  |                                       |
|--|--|---------------------------------------|
| <input type="checkbox"/> Automotive services | <input type="checkbox"/> Personal services         | <input type="checkbox"/> Restaurant   |
| <input type="checkbox"/> Bar or night club   | <input type="checkbox"/> Production & distribution | <input type="checkbox"/> Retail       |
| <input type="checkbox"/> Convenience store   | <input type="checkbox"/> Professional services     | <input type="checkbox"/> Other: _____ |

## 3. How many daily patrons typically visit your establishment?

To ensure we hear from businesses of all sizes, we would like to know the number of patrons that visit your business in a typical day.

- |   |                                  |                                      |
|---|----------------------------------|--------------------------------------|
| <input type="checkbox"/> Fewer than 100 | <input type="checkbox"/> 100-500 | <input type="checkbox"/> 500 or more |
|---|----------------------------------|--------------------------------------|

## 4. How often does your business need to load/unload goods?

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Multiple times a day | <input type="checkbox"/> Several times a week | <input type="checkbox"/> Less than weekly            |
| <input type="checkbox"/> Once a day           | <input type="checkbox"/> Weekly               | <input type="checkbox"/> Never (skip questions 5-10) |

## 5. What time does your business usually do its loading and unloading? (Check all that apply.)

- |  |   |                                       |
|--|---|---------------------------------------|
| <input type="checkbox"/> Before 6 a.m. | <input type="checkbox"/> 9 a.m.-12 p.m. | <input type="checkbox"/> 3-6 p.m.     |
| <input type="checkbox"/> 6-9 a.m.      | <input type="checkbox"/> 12-3 p.m.      | <input type="checkbox"/> After 6 p.m. |

## 6. How long does loading and unloading at your business usually take?

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Less than 10 minutes | <input type="checkbox"/> 10 to 30 minutes | <input type="checkbox"/> More than 30 minutes |
|---|---|---|

## 7. Where do delivery vehicles currently load and unload? (Check all that apply.)

- |  |  |
|--|--|
| <input type="checkbox"/> Curbside parking on San Pablo Avenue not designated as a loading zone         |  |
| <input type="checkbox"/> Curbside spaces on San Pablo Avenue dedicated as a loading zone (yellow curb) |  |
| <input type="checkbox"/> Curbside loading on side streets perpendicular to San Pablo Avenue            |  |
| <input type="checkbox"/> Off-street loading zone or dock   |  |
| <input type="checkbox"/> Driveways   | <input type="checkbox"/> Double park in travel lane or bike lane |
| <input type="checkbox"/> Parking lot   | <input type="checkbox"/> Park in median                          |

# San Pablo Avenue Corridor Project

## 8. How far is the closest yellow curb loading zone to your business?

- In front of my business  There is no loading zone on my block
- Less than 100 feet from my business  Don't know/Not sure
- Further than 100 feet from my business, but on the same block

## 9. What type(s) of vehicles usually load/unload at your business? (Check all that apply.)

- Van or car  Package delivery truck  Large semi-truck
- Pick-up truck  Beverage truck  Other: \_\_\_\_\_

## 10. How are goods carried between the delivery vehicle and your business? (Check all that apply.)

- Carried by hand  Pallets and forklift
- Handcart  Other: \_\_\_\_\_

## 11. Does your business have passenger loading and unloading needs?

- Yes  No (skip questions 12-13)

## 12. Where do passengers load and unload to reach your business?

- A white zone in front of my business  Double park in bike lane or traffic lane
- A white zone elsewhere on my block  There is no free curb space typically available for this purpose
- Other types of available curb space on my block  Don't know/Not sure

## 13. What is the busiest time for passenger loading and unloading at your business?

- 6-9 a.m.  12-6 p.m.  10 p.m.-3 a.m.
- 9 a.m.-12 p.m.  6-10 p.m.  After 3 a.m.

# San Pablo Avenue Corridor Project

14. Which of the following improvement types on the San Pablo Avenue Corridor are your highest priority? (Check up to three.)

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Sidewalk cleanliness      | <input type="checkbox"/> Bus stop facilities            | <input type="checkbox"/> Commercial loading zones     |
| <input type="checkbox"/> Street lighting           | <input type="checkbox"/> Improved/increased bus service | <input type="checkbox"/> Passenger loading areas      |
| <input type="checkbox"/> Street trees              | <input type="checkbox"/> Bike parking                   | <input type="checkbox"/> Unobstructed driveway access |
| <input type="checkbox"/> Pedestrian safety         | <input type="checkbox"/> Bike access                    | <input type="checkbox"/> Other: _____                 |
| <input type="checkbox"/> Parklets or public spaces | <input type="checkbox"/> Auto parking                   | _____   |

15. Do you have any additional comments about commercial or passenger loading or general comments about the San Pablo Avenue Corridor Project?

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Would you like to sign up for San Pablo Avenue Corridor Project email updates?

Yes, sign me up for email updates.

My email address is: \_\_\_\_\_

No, thank you.





# APPENDIX B

## ROUND 1 FEEDBACK

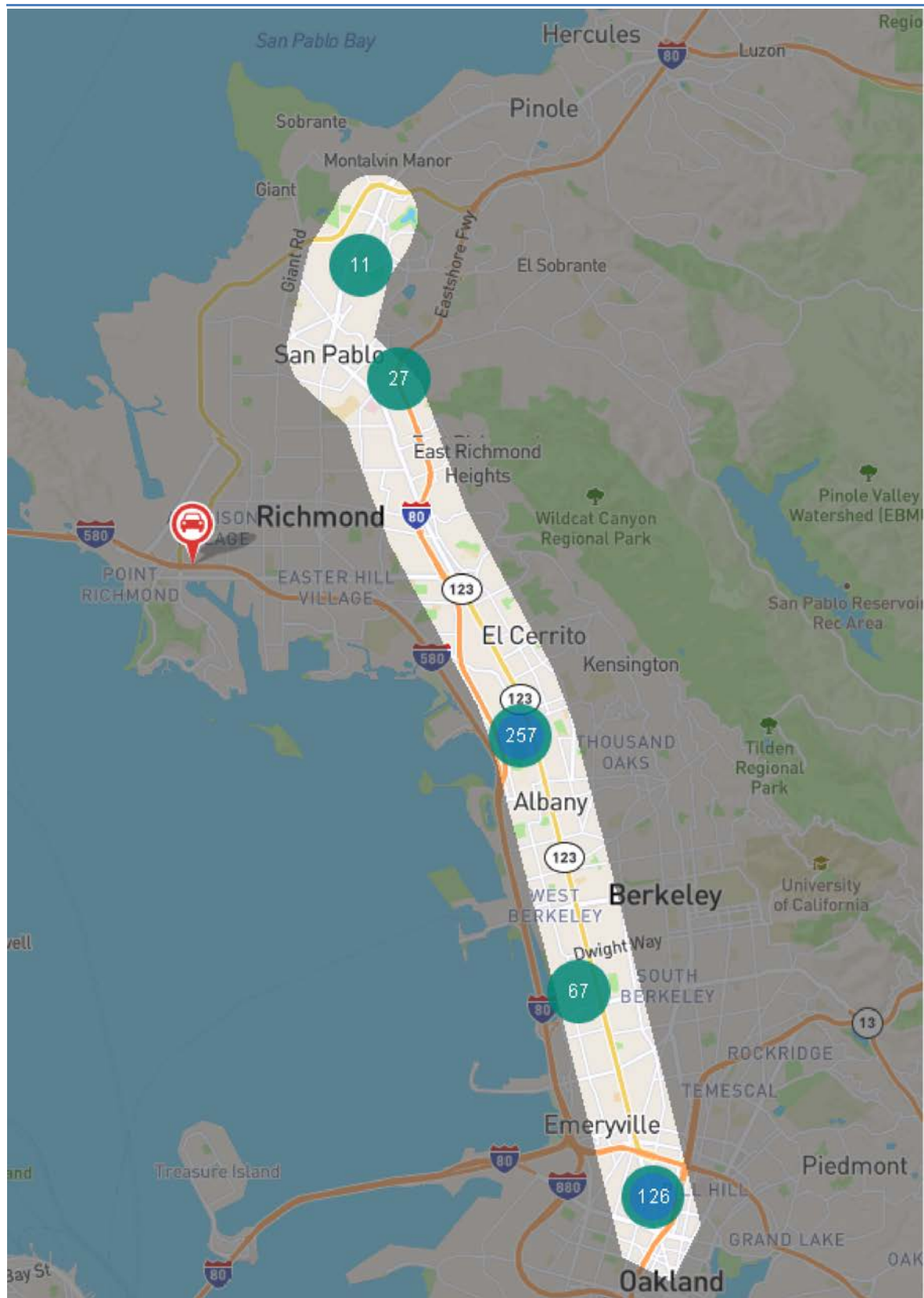
# APPENDIX B1

NEEDS/ISSUES SURVEY (CROWDSPOT)

RESULTS MEMO



# San Pablo Avenue Multimodal Corridor Public Survey Results





## TABLE OF CONTENTS

### **1. Introduction**

### **2. Key Findings**

### **3. Specific Conditions**

Specific infrastructure conditions related to facilities and maintenance

### **4. Hotspots**

Intersections with 5+ locations identified

### **5. Appendix**

Complete documentation of all spots, comments, and supports from the public. This reference document can be used to review specific details and comments outlined in the summary. To locate a specific comment, utilize the Spot # provided in the summary and match it to the corresponding Spot # in the reference document.



## INTRODUCTION

An online, map-based survey was developed and launched during the month of November 2017 that asked stakeholders and the public to share their experiences using the San Pablo Ave corridor between Oakland and San Pablo (near Hilltop Mall). The survey was provided in three languages (Chinese, Spanish and English) and promoted via the Alameda CTC website, agency newsletter, partner agency distribution, in the East Bay Times, on AC Transit bus cards, and postcards distributed to businesses along the corridor for customers. Participants described existing conditions in specific locations by dropping pins onto an online map. 495 spots were identified along the corridor where participants provided input and 320 additional comments were added to those locations.

The following reference document summarizes the key input received from participating members of the public and lists intersections or hotspots that received the most feedback. These intersections present opportunities for short-term improvements and longer-term concepts to be considered for making the San Pablo Avenue corridor safer and more navigable for all modes of travel.

## KEY INPUT

1. Congestion relief is needed along the corridor
2. “Sharrows” are creating verbal and physical conflicts between cars and cyclists  
(Sharrows are lanes marked for shared use by motorists and cyclists)
3. Cars turning right on red is dangerous for bike/ped users along most of the corridor
4. Some slip lanes should be removed along the corridor to increase bike/ped safety
5. Marked crosswalks are needed at specific locations for improved pedestrian access
6. Dedicated bike lanes or parallel bike routes are needed along the entire corridor
7. On-street parking is dangerous for adjacent traveling cyclist
8. Buchanan is referenced as an example to replicate for bike/ped access and safety
9. Adjust timing of crosswalks and traffic signals for ped access and congestion relief
10. Traffic and turn signals are not successfully triggered by bikes in many locations
11. Public feedback supports far-side bus stops
12. Buses both cause congestion and are slowed down because of congestion



## SPECIFIC CONDITIONS

The specific conditions captured here catalogue feedback that is not associated with a Hotspot intersection. Important connector streets like Alcatraz or Ashby have a series of spots on either side of San Pablo Ave that are noted here for further review. Opportunities for maintenance, reconfiguration, and safety programming near schools are included as identified by the public.

### Alcatraz pedestrian crossings and flooding

Between San Pablo Ave and Idaho St, Alcatraz Ave has heavy pedestrian use and includes several schools, businesses, cafes, residential homes and apartment buildings for seniors. The public has identified several needs, including traffic calming, improving drainage at crosswalks to reduce road flooding, and marking the crosswalk.



Salem and Alcatraz (flooding)



Essex and Alcatraz (needs marked crosswalk)

### 9<sup>th</sup> at Ashby and Emeryville - Greenway bicycle connection

Emeryville Greenway crosses Folger Ave, 667<sup>th</sup>, 66<sup>th</sup>, and 65<sup>th</sup> but the area lacks safe bicycle infrastructure and it is difficult for bikes to navigate across RR tracks. Complete the gap between Murray St and Berkeley Bowl and yield signs at 9<sup>th</sup> and Murray so cyclists can turn safely.

### 7<sup>th</sup> and 9<sup>th</sup> between Ashby and Heinz - Berkeley Bowl West

Heavy bicycle and pedestrian use occurs in this area, and bicycle and pedestrian infrastructure and crossing treatments have been installed. However, the intersection is still overcrowded and should be reviewed for ongoing improvements and adjustments.



## Garvin, Solano, and Clinton – Safe Routes to School opportunity

Garvin, Solano, and Clinton have been identified as streets near local schools and neighborhoods where there is opportunity to increase bicycle and pedestrian safety through Safe Routes to School programming and improvements. There are additional schools and preschools along the corridor that should be reviewed when making improvements to bicycle and pedestrian access.

## S. 56th and Potrero traffic light need

The intersection at S 56<sup>th</sup> and Potrero needs a traffic light. “It's a divided highway with only a stop sign, so it's very dangerous to turn left and has high traffic, because it's so close to the highway on-ramp.”



S. 56<sup>th</sup> facing Potrero



## **HOT SPOTS**

**Intersections that have 5 or more spots have been identified moving north along the corridor to inform long-term concepts and/or short-term improvements. The intersections listed received the most comments in a concentrated area and present opportunities to reconfigure access for multiple modes of travel.**

- 1. MLK / 20th / Thomas L Berkeley Way**
- 2. West Grand Ave / Brush St**
- 3. I 580 Underpass / 36th / West MacArthur Blvd**
- 4. 40th St**
- 5. Stanford Ave / Powell St**
- 6. Gilman St**
- 7. Marin Ave**
- 8. Central**
- 9. Hill St**
- 10. Cutting Blvd**
- 11. Barrett**





## Hotspot 1 - MLK / 20<sup>th</sup>

- Intersection is too large
- Too many streets and confusing intersection
- Remove slip lane
- Protection for bike/ped from turning cars

## Hotspot 2 - West Grand Ave

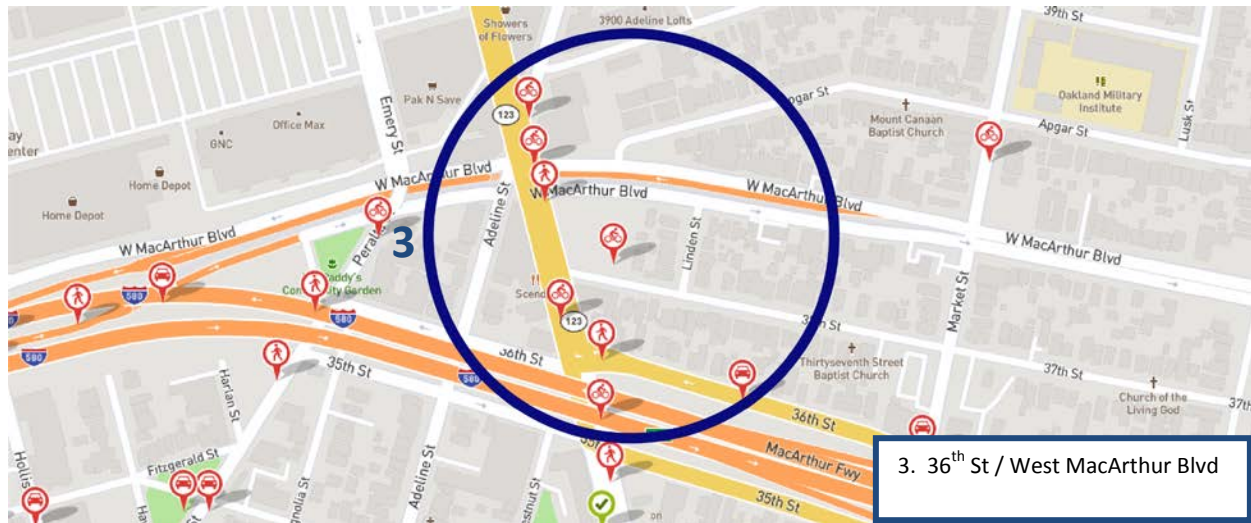
- Left turn signal doesn't trigger for bikes
- Left turn arrow onto Grand is too short
- Cars don't recognize sharrow or yield



Intersections 1 & 2	Notes	Spot #s	Related comments	Support
<b>MLK / 20<sup>th</sup> / Thomas L. Berkeley Way</b>	Dangerous 5-way intersection	55120		
	Confusing for cars (where to stop)	55098		
	5-way intersection difficult for peds	55056		
	Cars park in bike lane	53830		2
	Remove slip lane, cars turning right don't yield to bikes/peds	53655	Agree	1
<b>W. Grand Ave. / Brush</b>	Left turn signal onto Grand from SP does not trigger for bikes	53964		1
	Left turn arrow to Grand is too short for cyclists	53579		
	Cars don't recognize "sharrow" / physical confrontation between motorists and cyclists	53642	Agree	
	Cars turning right don't yield to cyclists	53839		1
	Cars don't recognize "sharrow" / physical confrontation between motorists and cyclists	53827		1
	Dangerous merge from "sharrow" to left turn lane to Grand during the morning commute	53578		

## Hotspot 3 – I 580 Underpass / 36th / West MacArthur Blvd

- Needs bike lane
- Traffic calming
- Pedestrian infrastructure and lighting
- Protection for bike/ped from turning cars



Intersection 3	Notes	Spot #s	Related comments	Support
<b>580 underpass / 36<sup>th</sup> / West MacArthur Blvd</b>	Underpass needs bike lane, too dark for cyclists	54429		2
	Traffic calming needed on 36th	53710		1
	Cars turning right on eastbound 36 <sup>th</sup> don't yield to pedestrians, need bulbouts	53708		1
	Needs bike lanes, dangerous for cyclists due to high traffic volumes and speed	53669	1	3
	High speed traffic trying to merge and turn is dangerous for cyclists	54431		1
	Northbound cars drive through red light toward Adeline, dangerous for bikes/peds with pocket lane and arrow	53554		2
	Needs bike connectivity, Adeline bikeway is blocked by SP median for people biking west on MacArthur			1
Signal does not detect bikes in any left turn lane	53641	3		5

## Hotspot 4 - 40<sup>th</sup> St

- Bus infrastructure improvements
- Better facilities, lighting
- Dedicated bike lane
- Continue 40<sup>th</sup> St bike lane that drops
- Protection for bike/ped from turning cars

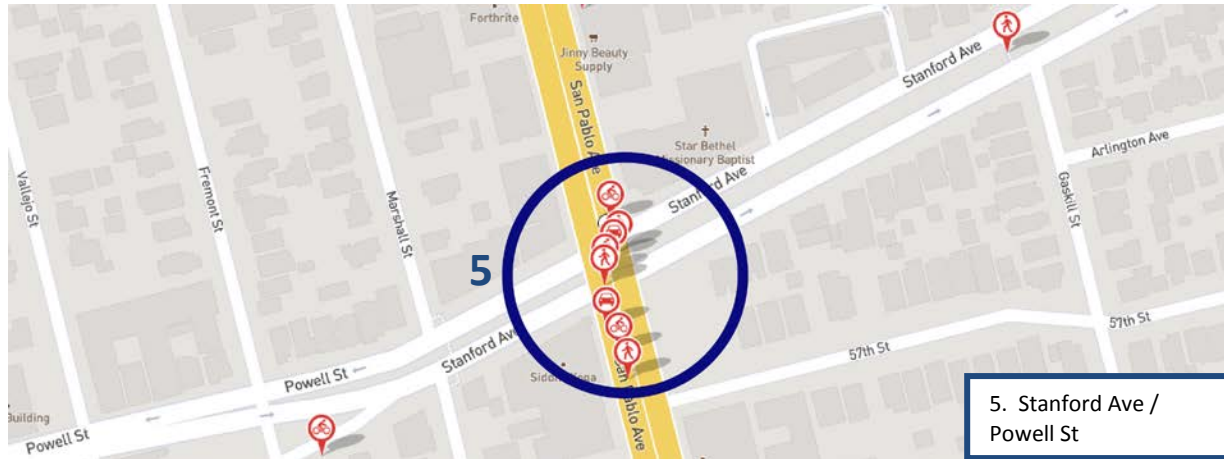


Intersection	Notes	Spot #s	Related comments	Support	
4          40 <sup>th</sup> St.	Move far-side bus stop farther down	53068			
	Cars turning right don't yield for cyclists	55016			
	Difficult crossing 40 <sup>th</sup> , sidewalks too narrow, 25% car-free neighborhood isn't reflected	54801			
	Need better bus facilities, more lighting	54483		1	
	40 <sup>th</sup> bike lane drops, difficult merge w/ bus bay	53597			
	Reconfigure, no parking on WB 40 <sup>th</sup> , shift lanes over into existing parking, widen EB 40 <sup>th</sup> , add right turn and bus jump lanes, retime signals to coordinate with Emeryville's signal timing (Caltrans controls light)	54482			1
	Improve bus transfer area, improve signage (Comments: needs bathroom, health hazard)	54169	2		1
	When traffic backs up on 580, traffic backs up from here to Stanford	53587			
	Needs continuous bike lane or continuous bike route on parallel street (Comments: Remove street parking, plenty of off-street parking for businesses)	54545	1		1
	Unreliable bus service, add dedicated bus lane (Comments: 1 Agree, 1 suggests BRT)	54214	2		3



## Hotspot 5 - Stanford Ave / Powell St

- Traffic calming
- Better signage and lighting
- Adjust traffic signal timing
- Dedicated bike lane
- Light doesn't detect bikes
- Protection for bike/ped from turning cars



Intersection	Notes	Spot #s	Related comments	Support
<b>5</b>				
<b>Stanford / Powell St.</b>	Unpleasant to walk, too many surface parking lots, tax private parking	54729		
	Needs bike lane, cars don't share the road / confrontation between motorists and cyclists (Comments: 1 agree, 1 agree / physical confrontation, 1 cars travel too fast)	53588	3	3
	No turn on red creates backlog of cars (Comments: 2 disagree)	53561	2	
	Cars turning right don't yield to pedestrians	53582		2
	Dangerous left turn for bikes onto Stanford	54385		1
	Drivers ignore no right on red, improve signage	54384		1
	Needs traffic calming, dangerous for bike/ped, difficult to cross SP (Comments: Business owner of Studio Naga on 59 <sup>th</sup> says dangerous crosswalk used to have lights, speeding cars, difficult for peds)	53566	3	3
	Green light to cross SP doesn't detect bikes, long light causes jaywalking, cyclists run red lights, and cars give up and turning right	53560		2



## Hotspot 6 – Gilman St

- Improve pedestrian infrastructure and crossing treatments
- Improve infrastructure and safety for bike/ped
- Fix bus infrastructure / technology
- Congestion relief

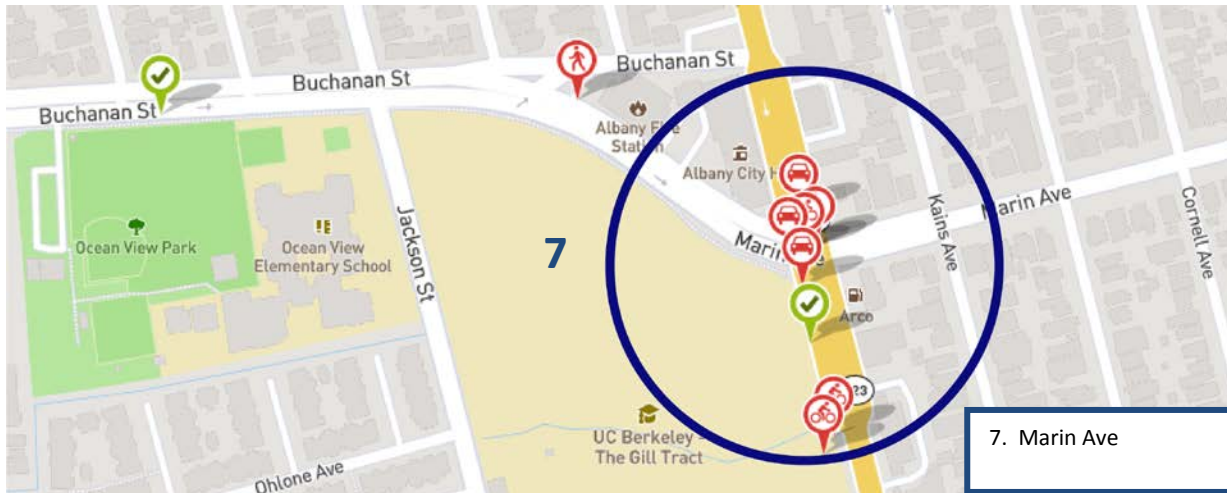


Intersection	Notes	Spot #s	Related comments	Support
<b>6</b>     <b>Gilman</b>	Fix broken real-time bus info	54176		
	Cars back up on eastbound Gilman, needs protected left turn lane and signal (Comments: 1 agree, 1 dangerous, 1 dangerous for bike/ped and better signal timing)	54461	3	2
	Difficult merge to 1 lane on eastbound Gilman after SP, eliminate parking in the first block after signal; change westbound on-street parking to bike space or second vehicle lane (Comments: 2 agree, 1 need left turn lanes)	53920	2	5
	Unsafe intersection, westbound far-side bus stop forces cyclists to merge into traffic lane, cars turning don't yield to cyclists (Comment: unsafe for cyclists)	54302	1	
	Connects Ohlone Greenway to soccer fields / waterfront, route feels unsafe for bike/ped, cars clip bike lanes, widen shared lane east of SP (Comment: 1 create off-street bike path on Gilman like Buchanan, 1 unsafe to bike between traffic and parked cars, 1 agree)	53924	3	3
	Gilman and 10 <sup>th</sup> crossing is dangerous for peds Cars coming out of Whole Foods run into heavy traffic on Gilman, congested intersection	54570 53959		



## Hotspot 7 – Marin Ave

- Bicycle network connectivity
- Improve/ fix bike signal at Sprouts crossing
- Add pedestrian infrastructure and crossing treatments
- Improve safety for bike/ped
- Fix bus infrastructure / technology
- Congestion relief



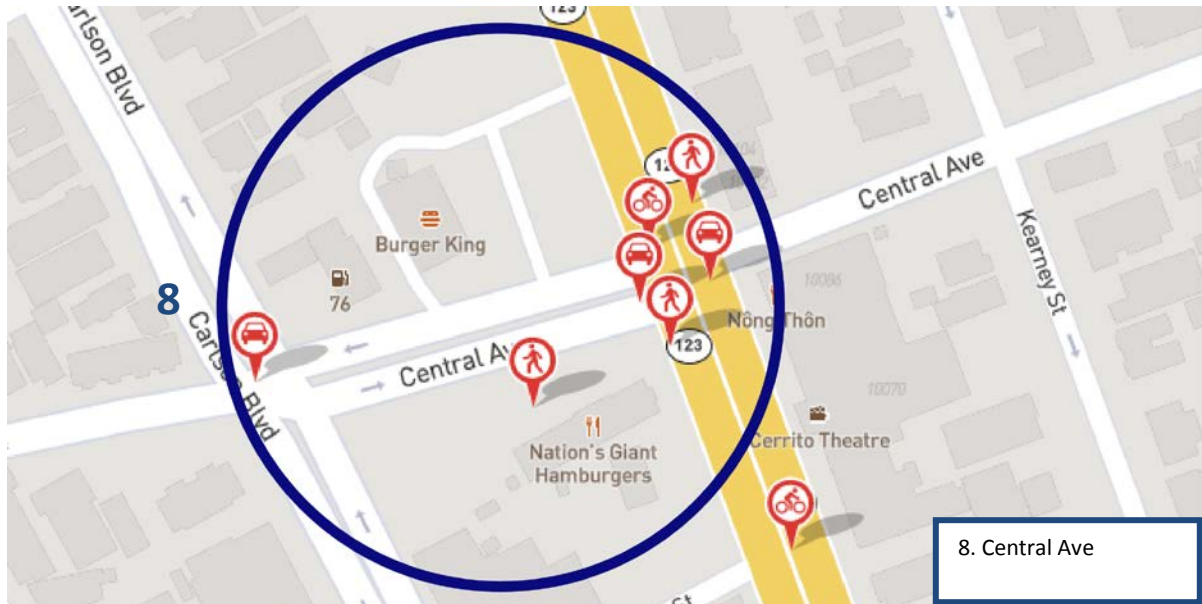
Intersection	Notes	Spot #s	Related comments	Support
<b>7</b>     <b>Marin Ave</b>	Needs connection to bike network	54763		2
	Bike signal crossing to Sprouts should be triggered by cyclists, it comes on regardless (Comments: The green light confuses drivers, confusing lights and signage, should be setup like Buchanan and Jackson, 1 person likes it as is)	53918	4	
	More speed limit signs are needed on SP in Albany, traffic calming is needed	54358		
	EB cars on Marin run the red light, light is long enough, yellow should be longer. (Comment: major bicycle intersection needs infrastructure and is unsafe for bikes / peds, needs protected signal)	53931	1	1
	Intersection is huge and difficult for peds, needs curb bump outs / ped islands to shorten crossing	54559		1
	Better traffic light synchronization between Washington and Cedar St. to ease congestion	54165		

Intersection	Notes	Spot #s	Related comments	Support
<b>Solano Ave</b>	<b>Intersection of interest with 5 spots nearby</b>			



## Hotspot 8 – Central Ave

- Connect Bay Trail and EC Plaza BART
- Adjust traffic signal timing
- Protection for bike/ped from turning cars
- Infrastructure for visually impaired community
- Fix crosswalk buttons
- Add left turn lane



Intersection	Notes	Spot #s	Related comments	Support
Central Ave	Signal is too long for peds, fix crosswalk button (Comments: agree peds should cross each cycle)	53723	2	1
	No right on red, dangerous for peds, allow peds to cross before green light (Comment: Orientation Center for the Blind is close by and students have a hard time crossing)	54202		
	EB travelers on Central turning left onto SP block the center lane, cars back up past Carlson	54282		
	Improve traffic signal timing, congestion relief (Comment: Too many poorly timed lights, not functional for any mode)	54139	1	4
	Connect Bay Trail and EC Plaza BART (Comments: dangerous intersection, poor Ped access, needs complete streets, bike facilities, and adjacent trail like Buchanan St,)	53572	4	9
	Develop this to attract visitors via bus / BART	54976		1
	Needs left turn lanes in both directions on Central at Carlson	54268		2

## Hotspot 9 - Hill St

- North side of Hill St needs crosswalk
- Congestion relief
- Adjust traffic signal timing
- Reconfigure entry/exit around BART
- Sidewalk or pedestrian path needed between BART and Safeway
- Improve pavement conditions for Ohlone Greenway connection
- Crosswalk to BART needed in between Hill and Cutting

## Hotspot 10 - Cutting Blvd

- Congestion relief
- South side of Cutting needs crosswalk
- Protection for bike/ped from turning cars
- Needs dedicated bike lane/ bike facilities
- Eastbound Cutting bus lane after SP confuses drivers
- Red arrow for traffic turning right from Cutting onto SP
- Extend bike lane that drops on Cutting between 49th and BART
- Dangerous area for bikes/peds with freeway entrance







## Hotspot 9 & 10 - Hill St & Cutting Blvd

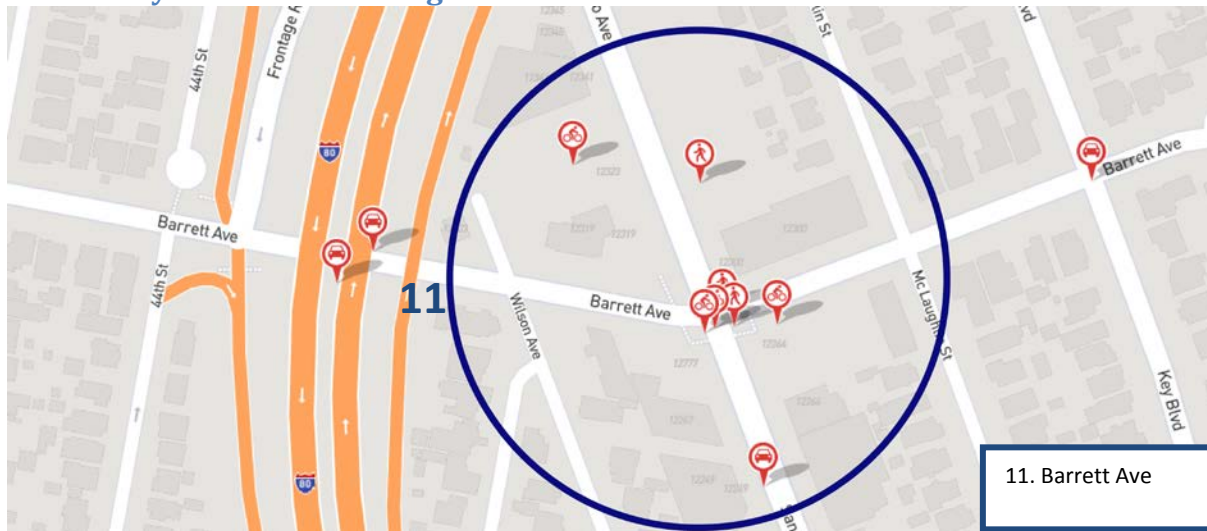
Intersections 9 and 10	Notes	Spot #s	Related comments	Support
Hill St	Needs crosswalk to BART on North side of Hill St intersection, crossing 4 street on the South side takes too long and signals are not timed (Comments: agree and the lights are very slow, worst spot in El Cerrito for peds)	53635	2	5
	Congested for cars going South on SP, wait 2-3 lights before getting through (Comment: agree most congested part of SP)	54523	1	
	Traffic congestion, slows access to BART and Safeway, slow buses add to congestion (Comment: strongly agree)	54566	1	
	Improve configuration around BART , congestion one-way streets and turning traffic is a challenge for local residents (Comment: intersection is always congested)	53615	1	2
	Redesign intersection, signal timing is too long, congestion leads to heavier use of Richmond St, multiple lanes of traffic is difficult for bike / ped, consider traffic circle (Comment: agree difficult for all modes and replace with roundabout)	53720	1	2
	Needs ped path between BART and Safeway	54093		1
	Needs sidewalk between BART and Safeway	54100		1
	Need street footbridge or crossing from shopping center to BART, pedestrian run across SP in the middle of the block (Comments: 3 agree , BART walkway across parking lots end in the middle of SP block)	53594	4	10
	Needs better pedestrian access in front of BART (Comments: 2 agree, agree not enough crosswalks and long lights)	53625	3	6
	Too congested for cars (Comment: agree)	53571		
	Too congested for cars (Comment: agree takes 2-3 lights to get through one block)	54366	1	
	BART permit lot only has one entrance/exit, it is now used for Uber and Lyft, traffic exiting blocks Hill and SP, add entrance on cutting (Comment: congested traffic leaving garage, passenger dropoff is dangerous)	53877	1	
	Access to BART from Ohlone Greenway needs	53727	2	2



	to be repaved, dangerous pavement conditions for cyclists, too narrow (Comments: agree, overcrowding of peds too)			
	Drivers don't yield to peds in crosswalks or follow signals, speeding cars make it dangerous for bikes/peds	54102		2
	Need ped crossing on South side of Cutting, impractical for peds to cross 3 intersections to get across SP to BART (Comments: agree, agree and Walgreens across the street from BART is the only place to reload a Clipper car, agree and crosswalk signals should be timed)	53593	3	5
	Too much traffic congestion on southbound SP, backups on weekends and weekdays, makes lights longer	54090		2
	Needs separate bike facility, cycle tracks, something like the off-street facilities near Sprouts / University village	54219		1
<b>Cutting Blvd</b>	Eastbound Cutting bus lane after SP confuses drivers and they accidentally travel in the lane	54162		
	Heavy congestion, cars to pull into intersection when the light changes and blocking traffic (Comments: 2 agree, needs red arrow for cars turning right from Cutting onto SP, they block green arrow for cars turning left from WB Cutting, dangerous for bikes/peds)	53682	4	3
	Crosswalk needed on South side of Cutting (see image submitted below)	54233		1
	Needs continuous bike lane, bike lane drops on Cutting between 49 <sup>th</sup> and BART, dangerous area for bikes/peds with freeway entrance	54601		
	Too much traffic congestion	54061		2
	Too much traffic congestion (Comment: agree)	54223	1	1
	Too much traffic congestion, cars turning into BART block traffic going South in SP, congestion starts at 7:30am	54143		

## Hotspot 11 - Barrett Ave

- WB turn signal on Barrett too short
- Widen bike lane / bike connectivity
- Fix crossing signals
- EB Barrett needs more than 1 lane
- Protection for bike/ped from turning cars
- Hwy overflow into neighborhood



Intersection	Notes	Spot #s	Related comments	Support
<b>11</b>     <b>Barrett Ave</b>	Poor sight lines for cars turning out of strip malls causes congestion	54155		1
	WB left turn signal on Barrett short for cyclists (Comment: short light is an issue for cars, short light in both directions is dangerous for cyclists)	53564	2	2
	Widen bike lane, no right on red, bike connectivity from Barrett bike lane to Key Blvd bike route, resurface intersection (Comment: strongly agree)	53563	1	1
	WB turn lane signal does not detect cyclists	54296		2
	Crossing signal doesn't always work on South side of SP	54101		2
	WB left turn signal on Barrett is too short for more than 1 car, EB Barrett needs more than 1 lane, too many left turn lanes in neighborhood, too much Hwy overflow to Key, Barrett, and Richmond Heights neighborhood	54160		
	Cars entering /exiting I-80 don't yield to bike/ped (Comment: agree)	54235 54149	1	4

# APPENDIX B2

## MERCHANT LOADING SURVEY RESULTS



## MEMORANDUM

**To** | Natalie Chyba, Fehr & Peers  
**From** | Victoria Eisen  
**Date** | October 5, 2018  
**Project** | San Pablo Avenue Corridor Study  
**Subject** | Merchant survey summary

In summer 2018, Alameda CTC distributed a link to an online survey to merchants along the San Pablo Avenue corridor in the cities of Oakland, Emeryville, Berkeley, El Cerrito, Richmond and San Pablo.<sup>1</sup> Representatives of 84 businesses responded to the survey, most located in Berkeley:

<i>City</i>	<i>Responses</i>	
Oakland	5%	4
Emeryville	7%	6
Berkeley	74%	62
Albany	0%	0
El Cerrito	12%	10
Richmond	1%	1
San Pablo	0%	0
Multiple cities <sup>2</sup>	1%	1

Business types that responded to the survey are about a third retail, with the rest about evenly divided between professional services, automotive services and restaurants. Three-quarters of respondents have fewer than 100 employees.

### Key takeaways

With the caveat that not enough businesses completed the survey to be representative, particularly since most are in Berkeley, this section summarizes the key messages the survey responses provide regarding San Pablo Avenue curb space.

1. 87 percent of respondents need to load/unload at least weekly (see Table 1).
2. Most businesses do not have regular loading/unloading times, presumably because different goods are delivered at different times and many are not on a schedule. The most popular load/unload times are 9am-3pm, but almost half of businesses do so 3-6pm and one-third 6-9am (Table 2).
3. 87 percent of businesses (61 of 70 responses to this question) currently load/unload curbside on San Pablo Avenue, most in parking spaces that are not loading zones. 20 percent load/unload in a travel lane or bike lane (Table 3).

<sup>1</sup> To avoid confusion with a concurrent city effort, surveys were not distributed to businesses in Albany.

<sup>2</sup> Coinstar kiosks, which are in multiple locations.

4. 41 percent of businesses have passenger loading/unloading needs. Of those who answered, more than half of businesses say passengers load/unload on non-white curb space. There is no curb space typically available for this purpose say 21 percent of businesses that answered this question. The busiest time for passenger loading/unloading is 12-6pm, with equal amounts 9am-12pm and 6-10pm (Table 4).
5. In answer to a question about respondents' three highest priority improvement types, 38 percent answered "auto parking," 30 percent said "commercial loading zones" and 12 percent said "passenger loading areas".

**Table 1**

<b>Loading/Unloading Frequency</b>	<b>Responses</b>	
Multiple times a day	33%	28
Once a day	8%	7
Several times a week	17%	14
Weekly	14%	12
Less than weekly	14%	12
Never	13%	11

**Table 2**

<b>Typical load/unload time</b>	<b>Responses</b>	
Before 6 a.m.	6%	4
6-9 a.m.	34%	24
9 a.m.-12 p.m.	75%	53
12-3 p.m.	65%	46
3-6 p.m.	48%	34
After 6 p.m.	11%	8

**Table 3**

<b>Where do delivery vehicles currently load and unload</b>	<b>Responses</b>	
Curbside parking on San Pablo Ave. not designated as a loading zone	66%	46
Curbside spaces on San Pablo Ave. dedicated as a loading zone (yellow curb)	21%	15
Curbside loading on side streets perpendicular to San Pablo Ave.	19%	13
Off-street loading zone or dock	13%	9
Driveways	19%	13
Parking lot	39%	27
Double park in travel lane or bike lane	20%	14
Park in median	1%	1

**Table 4**  
**Busiest time for passenger loading/unloading**

	<b>Responses</b>	
6-9 a.m.	6%	2
9 a.m.-12 p.m.	18%	6
12-6 p.m.	56%	19
6-10 p.m.	18%	6
10 p.m.-3 a.m.	3%	1
After 3 a.m.	0%	0

**Table 5**  
**Highest priority improvement types (check up to three)**

	<b>Responses</b>	
Sidewalk cleanliness	61%	47
Street lighting	31%	24
Street trees	23%	18
Pedestrian safety	35%	27
Parklets or public spaces	17%	13
Bus stop facilities	5%	4
Improved/increased bus service	8%	6
Bike parking	17%	13
Bike access	10%	8
Auto parking	38%	29
Commercial loading zones	30%	23
Passenger loading areas	12%	9
Unobstructed driveway access	6%	5
Other (please specify)	14%	11

In addition to responses to the questions summarized above, businesses submitted the following additional comments that are relevant to curb use:

- Loading and unloading are EXTREMELY important to our business survival!
- Would like to have truck deliveries before 7am on San Pablo Avenue.
- I wish I could receive deliveries midnight on through the morning, instead of after 7am.
- The issue we most need addressed is parking enforcement. (3850 San Pablo Ave, Berkeley)
- Future 87-unit family affordable housing project will have a lot of deliveries and visitors. (3706 San Pablo Ave, Emeryville)
- I would love a parklet! (2115 San Pablo Ave Berkeley)
- Desperately need a loading zone in front of or near our office as we sometimes get tickets. (3850 San Pablo)
- IT IS VERY UNSAFE WHEN LOADING TRUCKS SUDDENLY STOP WITH OUT SIGNALING AND THEN TAKE UP A WHOLE LANE
- We do not require a loading zone. Passengers pull into one of three available off-street lots for loading and unloading. (2871 San Pablo Ave Berkeley)

- While I only have one to two large truck deliveries per month that require a forklift, I do have 30-40 deliveries from USPS/UPS/FedEx/Amazon, etc. per month, and these trucks also require space for loading and typically double park to make deliveries.



# APPENDIX B3

## ROUND 1 FOCUS GROUP FEEDBACK

- TRANSIT RIDERS
- SENIORS & PEOPLE WITH DISABILITIES
- BICYCLISTS

**To:** Carolyn Clevenger & Cathleen Sullivan, Alameda CTC

**From:** Victoria Eisen, Eisen|Letunic

**Date:** May 18, 2018

**Subject:** **Summary of Transit Focus Groups  
(Alameda County & Contra Costa County Meetings)**

## 1. OVERVIEW

In March and April 2018, the Alameda CTC/consultant team arranged and facilitated two focus groups:

- March 27, 2018 focus group on transit issues in Alameda County
- April 12, 2018 focus group on transit issues in Contra Costa County

These notes describe these meetings, report on surveys administered at the meetings and highlight the key messages heard at each, as well as other mode-specific and location-specific comments.

Participants in both groups were recruited via AC Transit's email list of riders who have requested to be informed of schedule changes to the Route 72/72R/72M, which operates on San Pablo Avenue (SPA) between Contra Costa College and downtown Oakland (the Project area). Interested passengers completed a survey in which they indicated the frequency they ride one or more of these routes, their typical boarding and alighting bus stop locations, their age and their ethnicity. Eighteen participants were selected for each focus group; 15 came to the Alameda County meeting; 10 came to the one in Contra Costa County.

The agendas of these meetings were similar: After an overview of the project, there were facilitated discussions about challenges traveling on SPA on the AC Transit Route 72/72R/72M and potential solutions, some that currently exist somewhere along the corridor (e.g., shelters, bus arrival information, high-visibility crosswalks) and some that do not (e.g., bus-only lanes, bus bulbs/islands, protected bike lanes). An important part of the meetings was a survey about all of these concepts. Using a handout that showed photographs of potential improvements, participants were asked to choose the three most important ones of those listed, add any that they thought were missing and rank the three most important, 1, 2 and 3. Page 2 of this memo summarizes the results of this survey.



## 2. SURVEY RESULTS

Photographs and brief descriptions of potential improvements were distributed and presented at the focus groups. The handouts used at the two focus groups were similar, but not identical, and each included the option to add other potential improvements that weren't listed.

Table 1 shows the potential improvements participants at the Alameda County and Contra Costa County focus groups considered and suggested ("Potential Improvement") and how many at each meeting put each in their top three ("Top 3") and ranked each first, second or third ("#1," "#2," "#3"). The last four columns combine the findings from the two meetings. Shaded cells indicate the improvement wasn't offered and no one suggested it at this meeting.

This analysis shows that bus-only lanes and more frequent buses were included in focus group participants' top three, and were listed as #1, more often than other improvements.



**Table 1: Survey Results, Alameda County & Contra Costa County Transit Focus Groups**

Potential Improvement	ALA				CCC				Combined			
	Top 3	#1	#2	#3	Top 3	#1	#2	#3	Top 3	#1	#2	#3
Bus-only lanes	7	4	1	2	7	5	1	1	14	9	2	3
More frequent buses	5	2	1	2	5	2	1	2	10	4	2	4
Accurate information	8	3	4	1					8	3	4	1
Bus stop amenities	4	0	2	2	4	0	2	2	8	0	4	4
Buses that load from all doors	3	0	2	1	4	0	1	3	7	0	3	4
Pay fare at bus stop	3	0	1	2	2	0	2	0	5	0	3	2
Bus islands	4	2	1	1	0	0	0	0	4	2	1	1
Roadway xing improvements near bus stops	3	0	2	1	1	1	0	0	4	1	2	1
Getting a seat on the bus	3	1	1	1					3	1	1	1
More bus stops	1	0	0	1	2	0	1	1	3	0	1	2
Lanes to help buses bypass traffic	2	0	1	1					2	0	1	1
Fewer bus stops	1	1	0	0	0	0	0	0	1	1	0	0
Other: More reliable arrival times					1	1	0	0	1	1	0	0
Other: shorter SPA green to facilitate xing	1	0	0	1					1	0	0	1
Other: don't require pushing button to cross	1	0	0	1					1	0	0	1

Shaded cells indicate the improvement wasn't offered and no one suggested it at this meeting.

### 3. KEY ISSUES

Some of the issues raised by focus group participants fall outside the scope of this project, e.g. issues with vehicle design or etiquette of fellow passengers. These will be forwarded to AC Transit for their consideration.

All feedback relevant to this project is summarized below.

#### DEDICATED BUS LANES

- One participant said he likes Portland's dedicated bus-lanes.
- All buses should use a dedicated bus-only lane (not just the Rapid).
- Keep bus and bike separated.
- Traffic is already so bad that taking a lane shouldn't be an option.
- Just like Telegraph Avenue in Oakland now flows fine with the parking-protected bike lanes, people on San Pablo Avenue would become acclimated to losing a traffic lane.

#### *Preference for center-running bus-only lanes*

- These make the most sense because the outside lane is where people park when they're shopping.
- Crossing to a platform in the middle of the street would be better than stops serving curb-running bus service.

#### STREET-CROSSINGS

- Long green times on San Pablo Avenue mean that sometimes buses pass when passengers are waiting to cross SPA to reach the bus stop.
- It is difficult crossing SPA at unsignalized intersections, including at corners where there are bus stops, because drivers do not yield to pedestrians.
- At signalized intersections where pedestrians must push a button to call a green cycle, sometimes they have to wait a long time to cross.

#### BUS STOPS & AMENITIES

- A desire was voiced by a number of participants for accurate real time bus arrival information at all stops with bus shelters (they say that NextBus is often inaccurate, particularly on the Route 72/72R/72M. They feel this is worse than not having real time bus info.
- Better-marked/signed bus stops would help passengers find them (particularly stops without benches or shelters) and would help prevent drivers from neglecting to pick up passengers.
- Participants want more seating at bus stops: benches at all stops, more seating in shelters and larger shelters.

- Bus stops without shelters need better lighting for security and to help drivers see when there are passengers waiting.
- Participants suggested having a blue beacon passengers could turn on when they're waiting for the bus so drivers don't miss them.
- Raised platforms would allow all passengers to avoid having to step up into bus and would reduce dwell time when loading/unloading passengers who use wheelchairs.
- A bus stop is requested at El Cerrito City Hall, especially since the senior center is moving there.



**To:** Carolyn Clevenger & Cathleen Sullivan, Alameda CTC

**From:** Victoria Eisen, Eisen|Letunic

**Date:** May 18, 2018

**Subject:** **Summary of Meetings with Seniors & People with Disabilities**

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## 1. OVERVIEW

In April 2018, the Alameda CTC/consultant team met with representatives of the elderly and people with disabilities communities at the following gatherings:

- April 5, 2018 meeting of senior citizens and people with disabilities (and people who work with them) in Alameda County
- May 9, 2018 West Contra Costa County Mobility Management meeting

These notes describe these meetings, report on a survey administered at the Alameda County meeting and highlight the key messages heard at each, as well as other mode-specific and location-specific comments. There was not time for a survey at the Contra Costa County meeting.

The 90-minute April gathering was convened expressly to hear from representatives of the elderly and people with disabilities communities in the Alameda County portion of San Pablo Avenue (SPA) about their experiences traveling along the roadway and ideas for improvements. Participants included representatives of public and private non-profit agencies that serve these communities, as well as senior citizens and people with mobility and visual disabilities themselves. After an overview of the project, there was a facilitated discussion including those that currently exist somewhere along the corridor (e.g., shelters, bus arrival information, high-visibility crosswalks) and others that do not (e.g., bus-only lanes, bus bulbs/islands, protected bike lanes). An important part of this meeting was a survey about all of these concepts. Using a handout that showed photographs of potential improvements, participants were asked to choose the three most important ones of those listed, add any that they thought were missing and rank the three most important, 1, 2 and 3. Page 2 of this memo summarizes the results of this survey.

The May discussion was under one agenda item of a bigger meeting of a group that focuses on mobility issues in West Contra Costa County. That discussion included a

ten-minute presentation by Alameda CTC staff and a 25 minute discussion in which the seven participants shared what they think are the best and worst aspects of traveling on San Pablo Avenue and one improvement they would like to see.

## 2. SURVEY RESULTS

According to participants in the Alameda County meeting of representatives of the elderly and people with disabilities communities, by far the most popular improvement to San Pablo Avenue would be roadway crossing improvements, such as projects that shorten crossing distances and make people walking more visible, regardless of how survey results are sorted (see Table 1). Twice as many people put this improvement in their top three as the second most cited improvement (bus stop features) and 3.5 times as many people marked it #1 as the improvement cited as #1 by the second most number of people (protected bike lanes).

**Table 1: Survey Results**  
**Alameda County Seniors/People with Disabilities Meeting**

Potential Improvement Category	Top 3	#1	#2	#3
Roadway crossing improvements that shorten crossing distances & make people walking more visible	10	7	2	1
More bus stop features	5	1	4	0
Protected bike lanes	4	2	0	2
Wider sidewalks	3	0	2	1
Corner extensions at bus stops & bus islands	3	0	2	1
Landscaping on sidewalks and medians	3	0	1	2
Bus-only lanes	2	1	0	1
Other: Create guidelines for Orientation Center to review all projects.	1	1	0	0
Other: Triple 4 crosswalk striping	1	0	1	0
Other: Better identification of crosswalks for visually impaired pedestrians, especially at bus stops.	1	0	0	1
Other: SPA road diet, 20th-40th Streets to reduce speeds	1	0	0	1



### 3. KEY ISSUES

The key San Pablo Avenue travel-related issues raised by participants at the two elderly/people with disabilities meetings that this project could address are summarized in this section.

- Bicycles frequently encountered riding on the sidewalk, which is dangerous to pedestrians, but is understandable because it isn't safe to bike on SPA.
- More greenery is great, but some cities struggle with maintenance.
- Want more signalized intersections, where it feels safer to cross.
- Skewed intersections are especially difficult to cross.
- Need improved markings at midblock crosswalks.
- Creating special lanes for transit will create congestion. Traffic flow should be a priority.
- Considerations for people with disabilities should include visual impairments (relevant at crossings and bus stops). Orientation Center for the Blind in Albany is a great advising resource.
- Perhaps this is the wrong time for a massive investment in bus facilities, while we're waiting to see impact of TNCs and automated vehicles.

### 4. OTHER ISSUES

Other issues mentioned by participants in the two seniors/people with disabilities meetings are listed in this section.

#### SIDEWALKS

- Effective width sometimes reduced by bike racks and sandwich boards.
- Underpasses create barriers between neighborhoods but also offer opportunities for public art.
- Need consistent street name signs and wayfinding signage.
- Quality of sidewalks is an issue – tripping hazards.
- Need places for people to sit (not just at bus stops).
- Need to address homelessness and crime.
- Need clear path of travel to reach curb ramps.
- Curb angles and the location of the request to cross buttons on poles need to be carefully thought through to be sure people in wheelchairs can access the buttons and go down ramps without ending up in the travel lane.
- Need two directional ramps at each corner.

## STREET-CROSSINGS

- Lots of failure to yield, so pedestrians get stuck in the intersection.
- Crossing at unsignalized intersections or those with flashing pedestrian beacons both feel unsafe.
- People with visual impairments try to only cross at signalized intersections, so it's imperative that these be equipped with auditory facilities, adequate crossing timing and a tactile indication of where the crosswalk lines are located.
- Like median refuges; could even be nice rest area with benches. Need truncated domes at both entrances to median.
- Like corner curb extensions, but need to avoid obstructing turning buses.
- Triple-four crosswalk marking is better than high-visibility crosswalks.
- Seniors need better crossing areas (clearer markings, longer green phases, LPIs)
- Crossing times need to be longer for seniors and those with disabilities.

## BICYCLES

- People bike on the sidewalk because there are no bike lanes in WCCC.
- Biking on SPA is awful due to dark sections, bike lanes come and go, some cyclists ride on the wrong side of the street.
- Need to pay attention to potential conflicts between protected bike lanes and pedestrians.
- The Ohlone Greenway is safer and more comfortable for cyclists than SPA.

## BUSES

- Need to indicate bus stops on sidewalk for people with visual impairments.
- Oakland bus stops do not have maps or NextBus
- Frequency of bus stop spacing is fine.
- Center-running bus lanes may make SPA more of a barrier by cutting the street in half. In Oakland, SPA is already a neighborhood boundary.
- Like the high ceilings on the 20<sup>th</sup> Street bus shelter.
- Provide more information at bus stops about community resources (not just maps and wayfinding).
- Need more clean places to sit at bus stops, including benches and shelters.

## DRIVING

- There is no disabled-accessible parking on SPA, but there is plentiful parking (though not easy to parallel park on such a busy street).
- Needs to be slower speeds and less reckless driving.
- Need better signal timing to keep traffic flowing.
- The I-80 ICM project is diverting traffic from the freeway to SPA and worsening congestion.
- Signal coordination and TSP need to be improved.
- Don't like construction impacts of BRT on International Blvd.

## LOCATION-SPECIFIC COMMENTS

- Difficult to cross at Powell in Emeryville.
- Lots of failure to yield to pedestrians at 43<sup>rd</sup> Street in Emeryville.
- High-speed chases, donuts, drug sales (especially in front of preschool) at Brockhurst in Oakland.
- South of 43<sup>rd</sup> Street, not enough time to cross the street.
- South of 40<sup>th</sup> Street, character of SPA changes: medians change, businesses become more auto-oriented, no traffic signals 30<sup>th</sup>-35<sup>th</sup> Streets.
- Very dark south of 35<sup>th</sup> Street.
- Potholes 14<sup>th</sup>-40<sup>th</sup> Streets, which require bikes to detour into traffic.
- Tripping on sidewalks in Oakland portion of SPA particularly an issue.
- Not many parallel bike routes:
  - In Oakland and Emeryville, particularly south of 32<sup>nd</sup> Street
  - Between MacDonald and San Pablo City Hall
  - North of Richmond
- Road 20 intersection (San Pablo) is a mess.
- Sidewalk gap near Robert Miller Drive, so people walk in the road.
- Signal timing at Richmond Parkway creates long backups on SPA.

# San Pablo Avenue Corridor Project Alameda CTC

## MEETING MINUTES

<b>Meeting</b>	Stakeholder meeting with Bike East Bay #1
<b>Date and Time</b>	Wednesday, December 13, 2017
<b>Location</b>	Alameda CTC

*Meeting Minutes prepared by Victoria Eisen—Eisen/Letunic (3 Jan, 2018)*

### ATTENDEES

Five participants representing Oakland, Emeryville, Berkeley and Albany.

### DISCUSSION ITEMS

The format of this meeting was very informal. After an overview by Alameda CTC staff, participants presented the challenges to bicycling on, across and parallel to San Pablo Avenue. These notes are grouped by city.

#### Albany

There is a relatively short segment of San Pablo Avenue (SPA) through Albany, so what will make sense in terms of improvements will have to be closely coordinated with El Cerrito and Berkeley. With that said, Albany has already done some Complete Streets planning work on SPA, primarily at intersections and via a recently newly constructed 2-way cycle track that is envisioned to eventually join the Ohlone Greenway with the Bay Trail, via Dartmouth and Buchanan Streets. The City is in the process of designing and piloting a reconfiguration of Kains Ave (one block east of SPA) and Ninth St/Jackson St/Adams St (one block west of SPA) to allow two-way bike traffic on both parallel streets. The Ninth/Jackson/Adams route could connect to Carlson Blvd if a bridge over Cerritos Creek were constructed. Would Alameda CTC consider funding the pilot?

#### Berkeley

It was reported that neighbors have been asking the City of Berkeley to update the San Pablo Avenue Plan that dates back to the 1980s. They are hoping for a “European-style” boulevard that would allow faster buses and be bike-friendly, particularly for destinations on SPA. The crossing at Virginia Street – a designated Bicycle Boulevard – was called out as being particularly difficult. It was acknowledged that Ninth Street, which parallels SPA two blocks to

the west, is a designated Bicycle Boulevard, but it was noted that it fulfills a different purpose than San Pablo Avenue because most destinations in the area are on SPA. Others noted that they bike on San Pablo Avenue at night because it is better lit and feels more secure than parallel streets, and has less traffic than during the day.

## **Oakland**

Some participants believe that this process should result in facilities that serve experienced bicyclists on San Pablo Avenue and those who are less so on parallel streets. Where parallel streets are used to travel through the corridor, some would not want people on bikes to be forced to make a lot of turns, which are difficult to sign and confusing to follow. In particular, crossing the intersection of 40<sup>th</sup> and SPA is particularly difficult to cross by bike, in both the westbound and eastbound directions. Funding police departments so they can train their officers to identify and address motorist behavior that threatens people on bikes was suggested. When cycle-tracks are constructed, like the one on Telegraph Ave, some would prefer barriers with flowers to using parked cars as the barrier. Some find the “super sharrow” on 40<sup>th</sup> Street to be confusing for people driving and biking alike. In response to the idea of eliminating the SPA median in order to dedicate space for bicyclists, some said that the medians are valuable for pedestrians.

## **Emeryville**

It was reported that, in Emeryville, crossings are a huge part of what makes SPA uninviting. The intersection of 55<sup>th</sup> Street was singled out as being terrible, particularly for bike collisions. Eastbound 63<sup>rd</sup> doesn't serve people traveling by bike or on foot because the signal doesn't detect them, although the westbound direction is OK. Some would get rid of medians on SPA because they allow cars to go faster and landscaping planted on them hinders visibility. Some advocate for bulbouts to reduce the distance people have to cross the street. It was reported that BPAC members wanted SPA to be included in Emeryville's bike plan network (adopted five years ago), but staff did not agree. Protected bike lanes on SPA are now at the top of the BPAC's list of desired projects. They want it to be an “8-80” facility (i.e., serving people biking from eight to 80 years old). SPA is very direct, but not safe – some ask, Why shouldn't cyclists get to use the direct route? The transformation of Market Street in San Francisco was raised as an example and some imagine something similar on SPA. Parallel routes, particularly through Emeryville, are not as direct as SPA. In addition to protected bike lanes, some also want BRT on San Pablo Avenue so there are options to driving along the entire corridor. The road could become a tourist and commute corridor with these facilities. The City of Emeryville has painted sharrows on SPA, which were placed within the door zone so they don't improve safety for folks traveling by bike. The City Council was described as “very bike-friendly” and says the city will support projects with funding. The following stakeholder groups were mentioned, which will be added to the project database: Emeryville Center for Community Life and Escuela Bilingue.

Bike East Bay acknowledges that AC Transit buses should have higher priority on SPA than bikes. The group then discussed barriers to relying on the bus, including the perception that it's for lower classes, wasted time waiting for and on slow buses, the "weirdo" factor and prostitution at bus stops. They said that more eyes on the street would make people more comfortable using the bus, but that high traffic speeds contribute to an unsafe feeling.

*These minutes are based on the perception of the recorder. Please submit any corrections to [victoria@eisenletunic.com](mailto:victoria@eisenletunic.com)*

# **Bike East Bay San Pablo Ave. Project Focus Group**

Monday, July 30, 2018, 6:00 – 8:00 p.m.

**Participants:** 9 from Berkeley, Oakland, Albany, Emeryville

## **Participant:**

- Did you look at bike in the middle of the median, in between the BRT lanes? That would provide a direct, separated bike facility, and there would be safety in numbers because the cyclists would all be together.
- Are we underestimating the long-distance cyclist because we are focused on how people use the corridor now?

## **2B:**

- Could you have bike “advance” signal like bus?
- Would queue jump turn into right turn lane?

## **4A/B- bikes in middle**

- Use median space
- For this becoming more long-haul facility
- Mandela Parkway

## **4B:** Preference for lane extended to intersection

**Berkeley:** Please give us bike on SPA, want SPA to be more like boulevard; these are neighborhoods. A parallel facility would have too many stop signs and not be as direct.

## **3A:**

- Ped/commercial experience would be awful
- Too many vehicle lanes
- Non-starter, ruins neighborhood
- Shattuck is a prime example: too wide
  - Lack of cohesiveness across SPA

## **Participant:**

- Is BRT a given?
- Caltrans – are there any pre-existing restrictions for the part of the facility that is Caltrans?
- No attachment to median in Oakland, but recognize it is better in other areas
  - Just attracts trash
- Chris W: can beautify the sidewalk instead; would prefer to remove the median
- Chris L: Berkeley very attracted to trees; beautiful mature trees

## **Participant:**

- Look at sidewalks – inventory; we should be greening the sidewalk
- Is there a requirement for auto travel speed to reduce lane width?
- Isn't goal to reduce speed?
- What time of day are accidents happening?

**General:**

- Some questions/confusion about the 2-stage turn box; how to use them, how many people will really use them, and are they safe
- Would pedestrian scrambles be an option?

**Participant:** People are skeptical of left turn box – unfamiliar

**2B:**

- Concern about bike lane behind Potrero/16<sup>th</sup> island
  - Broken glass, need maintenance
- Don't emphasize side streets; cyclists will still use San Pablo
- Re-purpose median to allow separate bike lane

**4B:** Seems better for everyone

**4A:** Advantage, allows right turn

**Participant:** Mid-block xings, how do they fit in?

**Participant:**

- Looking forward, are you projecting less vehicle use?
- Appreciates preservation of parking
  - Don't make merchants suffer
  - Senior residences and access issues

**Participant:**

- Unified strategy for maintenance, the feel of the street, enforcement and quality
- Foster a "bid" for SPA

**Participant:**

- SPA is a connector between cities
- Incredibly important
- Must have BRT – opens up major opportunities
- Perfect transit route
- Community-led improvements are important

**Concept 5:** Uncompelling, what gain?

Could you phase Concept 4 in Oakland with bus lane and bike lane?

**Participants:**

- Agree BRT & uninterrupted bike facility, revisit center lanes
- Concerned about BRT if means bikes on parallel; businesses need loading
- Continuity is important
- Not opposed to parallel streets if there is a safe way to get there (if too many driveways), E.g., not Ashby
- Yield for bikes on parallel – too many stop signs



# APPENDIX C

## ROUND 2 OUTREACH & ENGAGEMENT SURVEYS & MATERIALS

# APPENDIX C1

POSTCARDS AND FLYERS PUBLICIZING  
ROUND 2 WORKSHOPS AND  
ONLINE SURVEY



# San Pablo Avenue Corridor Project

Events hosted by the Alameda County Transportation Commission

San Pablo Avenue connects thousands of people each day. It is the heart of a critical travel corridor, serving transit riders, pedestrians, bicyclists and those who drive as they access businesses, services, community activities and their homes. Neighborhoods along the corridor are experiencing a lot of growth, which is expected to continue into the future. The **San Pablo Avenue Corridor Project** seeks to develop a long-term vision and near-term improvements for San Pablo Avenue to improve mobility, efficiency and safety for current and future users while supporting a strong local economy and communities. This multi-year effort spans from Downtown Oakland in the south through the City of San Pablo in the north. The project is currently at the early conceptual design stage.



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AlamedaCTC.org @AlamedaCTC

## Public Input Opportunity: Complete the Survey or Join Us At a Workshop

To learn more about how the space on San Pablo Avenue could be used differently in the future and provide your input on the trade-offs between different types of improvements, please **COMPLETE OUR ONLINE SURVEY** and/or attend a public workshop.

Please complete the online survey:  
<http://bit.ly/sanpabloave-survey>

### WORKSHOPS

**Thursday, April 4, 2019**  
**6:00-7:30 p.m.**

**Albany City Council  
Chambers  
1000 San Pablo Avenue  
Albany, CA 94706**

**Wednesday, April 24, 2019**  
**6:30-8:00 p.m.**

**Emeryville Center of  
Community Life  
4727 San Pablo Avenue  
Emeryville, CA 94608**

More workshops will be scheduled. Find the latest information on workshops at:

[www.AlamedaCTC.org/sanpabloave](http://www.AlamedaCTC.org/sanpabloave)

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# San Pablo Avenue Corridor Project

Events hosted by the Alameda County Transportation Commission

The San Pablo Avenue Corridor Project seeks to develop a long-term vision and near-term improvements for San Pablo Avenue that will allow it to function better and be safer for people who walk, bike, drive and take the bus. To provide input in English, Spanish or Chinese, please visit [bit.ly/sanpabloave-survey](http://bit.ly/sanpabloave-survey).

El Proyecto de Corredor de San Pablo Avenue procura generar una visión a largo plazo y mejoras a corto plazo en San Pablo Avenue para que la avenida funcione mejor y sea un lugar más seguro para los peatones, ciclistas, automovilistas y pasajeros de autobús. Para dar su opinión en inglés, español o chino, visite [bit.ly/sanpabloave-survey](http://bit.ly/sanpabloave-survey).

聖帕布羅大道交通要道專案旨在為聖帕布羅大道的未來發展擬定長期願景與推動近期改進, 以期改善其運作方式, 對於步行、騎自行車、駕駛和乘坐公車的人們來說更加安全。若要提出英文、西班牙文或中文意見, 請造訪 [bit.ly/sanpabloave-survey](http://bit.ly/sanpabloave-survey)。



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## WORKSHOPS

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**Emeryville Center of Community Life**  
**4727 San Pablo Avenue**  
**Emeryville, CA 94608**

**Tuesday, May 14, 2019, 7:00-8:15 p.m.**  
**Environmental Quality Committee Meeting**  
**El Cerrito City Hall**  
**10890 San Pablo Avenue**  
**El Cerrito, CA 94530**

**Thursday, May 23, 2019, 6:30-8:00 p.m.**  
**Francis Albrier Community Center**  
**2800 Park Street**  
**Berkeley, CA 94702**

Find the latest information on the project at:  
[www.AlamedaCTC.org/sanpabloave](http://www.AlamedaCTC.org/sanpabloave).

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# San Pablo Avenue Corridor Project: Please provide your input!

The San Pablo Avenue Corridor Project is developing a long-term vision and near-term improvements for San Pablo Avenue to improve mobility, efficiency and safety for current and future users while supporting a strong local economy and communities.

The project is currently at the conceptual design stage. The team has taken a detailed look at what can fit within the existing roadway and identified what the trade-offs are between different types of improvements. Several options have been developed for how the space on San Pablo Avenue could be used differently in the future.

To provide your input on the trade-offs between different types of improvements, please complete our online survey and/or attend a public workshop.



**SURVEY: <http://bit.ly/sanpabloave-survey>**

**The survey will be live until April 30, 2019.**

## WORKSHOPS

**Thursday, April 4, 2019**

**6:00-7:30 p.m.**

**Albany City Council Chambers**

**1000 San Pablo Avenue**

**Albany, CA 94706**

**Wednesday, April 24, 2019**

**6:30-8:00 p.m.**

**Emeryville Center of Community Life**

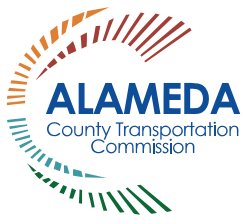
**4727 San Pablo Avenue**

**Emeryville, CA 94608**

More workshops will be scheduled in April or early May. Please check the project website for the latest information:

**PROJECT WEBPAGE: [www.AlamedaCTC.org/sanpabloave](http://www.AlamedaCTC.org/sanpabloave)**





# San Pablo Avenue Corridor Project: Please provide your input!

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**6:30-8:00 p.m.**

**Francis Albrier Community Center**

**(at San Pablo Park)**

**2800 Park Street**

**Berkeley, CA 94702**

Please check the project web page for the latest information:

**[www.AlamedaCTC.org/sanpabloave](http://www.AlamedaCTC.org/sanpabloave)**



# APPENDIX C2

ONLINE SURVEY

(ADMINISTERED THROUGH  
SURVEYMONKEY; ENGLISH, SPANISH,  
CHINESE)





IN PARTNERSHIP WITH



## San Pablo Avenue Survey

San Pablo Avenue connects thousands of people each day. It is the heart of a critical travel corridor, serving transit riders, pedestrians, bicyclists and those who drive as they access businesses, services, community activities and their homes. Neighborhoods along the corridor are experiencing a lot of growth and will continue to grow in the future.

A number of public agencies are working in partnership to develop projects for San Pablo Avenue to improve the safety and experience of all users. The project is at the early conceptual design stage and seeking input on which design options to take into further refinement. Please take this brief survey to tell us what improvements would best serve you!

Please select your language preference

- English
- Español
- Chinese (廣東話)

**\* 1. Which city do you live in?**

- Albany
- Berkeley
- El Cerrito
- Emeryville
- Oakland
- Richmond
- San Pablo
- Other (please specify)

**\* 2. Which sentence(s) best describe how you use San Pablo Avenue (select all that apply):**

- I own a business on San Pablo Avenue.
- I live on or near San Pablo Avenue.
- I commute to work or school/college along San Pablo Avenue.
- I shop along San Pablo Avenue.
- I visit restaurants or other entertainment on San Pablo Avenue.
- I visit other destinations on San Pablo Avenue.
- I use San Pablo Avenue to avoid I-80 or as a route to get to other places.
- Other (please specify)

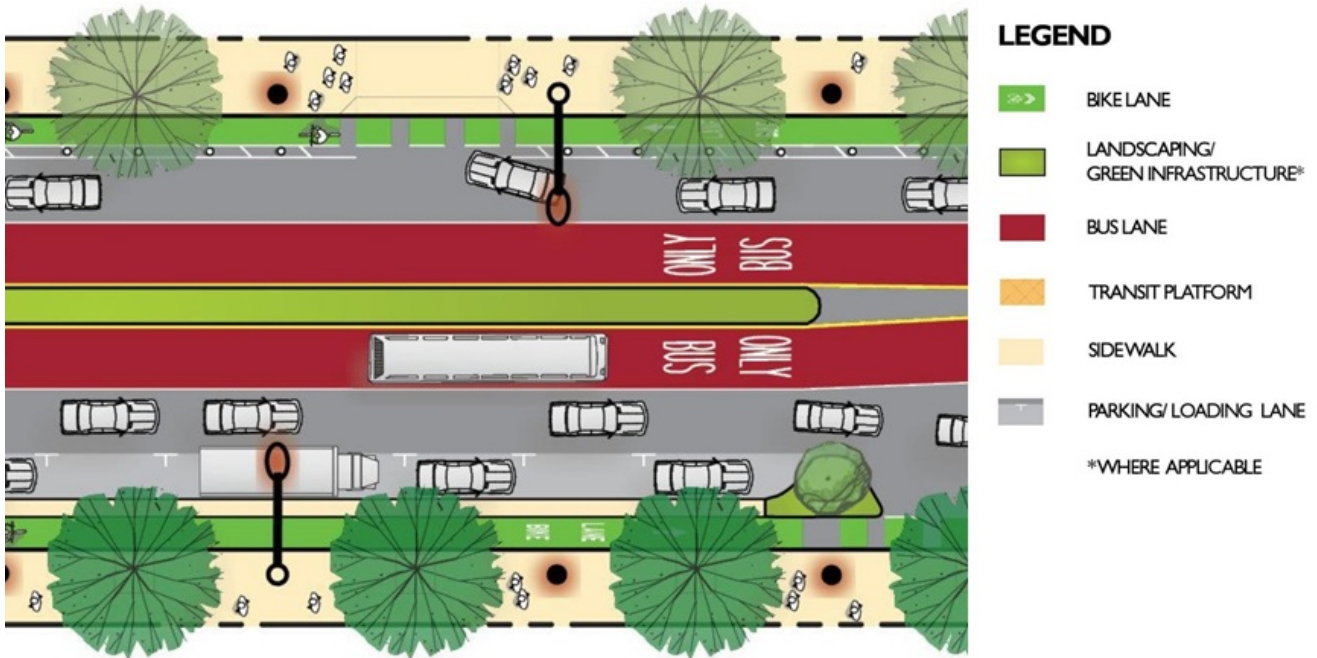
\* 3. How do you travel on San Pablo Avenue (select all that apply)?

- Walk
- Drive
- Bike
- Lyft/Uber
- Bus
- Scooter
- BART
- Other (please specify)

The San Pablo Avenue Project team is considering three different general concepts for the future of the roadway. Based on your input and what we hear from others, one or a blend of these concepts will be selected for further refinement, design and analysis, potentially leading to eventual construction. Each concept has benefits and challenges. An illustration and a brief description of each concept with high level trade-offs are shown below.

### Concept A: Bus and Bike Lanes on San Pablo

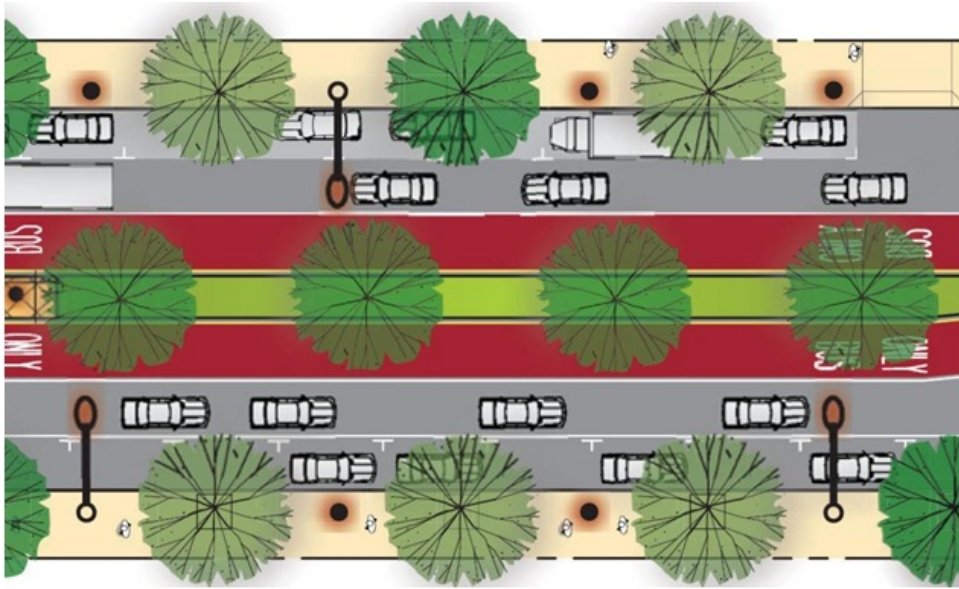
**Concept A** improves bus speed and reliability via center-running dedicated bus lanes and station platforms. Bicyclist safety and comfort is improved via a protected bike lane along the curb, although it is not a truly low-stress facility due to driveways, speeds and conflicts with turning motor vehicles at intersections. One auto lane is maintained in each direction, reducing auto speeds and capacity. Space for parking and loading would be significantly reduced.



CONCEPT A

## Concept B: Bus and Managed Lane on San Pablo, Bikes on Parallel Facility

**Concept B** also improves bus speed and reliability via center-running dedicated bus lanes and station platforms. This concept has one auto lane in each direction and maintains most on-street parking or loading for most of the day, except during the afternoon/evening commute, when parking on the northbound side of the street would be converted into an auto lane to provide additional auto capacity. Bicycles would be accommodated on high quality, low-stress parallel facilities that would be improved as part of this project. This concept has the most potential for pedestrian safety improvements at intersections.



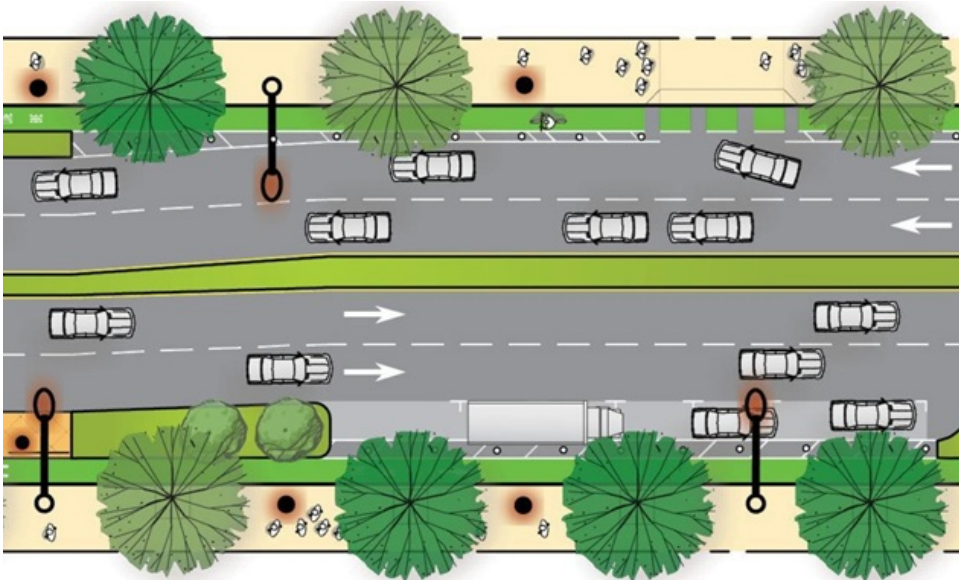
**LEGEND**

-  BIKE LANE
-  LANDSCAPING/  
GREEN INFRASTRUCTURE\*
-  BUS LANE
-  TRANSIT PLATFORM
-  SIDEWALK
-  PARKING/ LOADING LANE
- \*WHERE APPLICABLE

CONCEPT B

**Concept C: Bike Lane on San Pablo**

Concept C maintains two lanes of traffic, shared by buses, cars and trucks, resulting in slower and less reliable bus service. Bicyclist safety and comfort is improved via a protected bike lane along the curb, although it is not a truly low-stress facility due to driveways, speeds and conflicts with turning motor vehicles at intersections. Space for parking and loading would be significantly reduced.



**LEGEND**

-  BIKE LANE
-  LANDSCAPING/  
GREEN INFRASTRUCTURE\*
-  BUS LANE
-  TRANSIT PLATFORM
-  SIDEWALK
-  PARKING/ LOADING LANE
- \*WHERE APPLICABLE

CONCEPT C

\* 4. Which of the options would you prefer for San Pablo Avenue? Please select one.


A

B

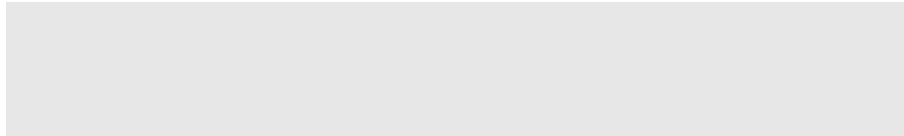
C

How San Pablo is today (two shared lanes for all vehicles in each direction, parking on both sides of the street, generally no bike lanes)

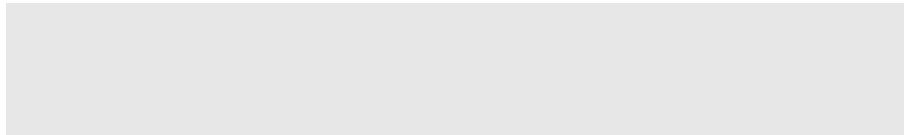
Other (please specify)



5. Are there elements of one or more concepts that you particularly like? Why?



6. Are there elements of one or more concepts that you particularly dislike? Why?



Without any changes to San Pablo Avenue, traffic congestion and travel times are expected to increase significantly by 2040. To accommodate this growth and improve safety, there is a wide range of improvement types being considered, which are described in the questions below.

For each question, please choose either A or B as your preferred option. Images below each question provide visual examples of each improvement type.

**7. Please choose your preferred option:**

- A: A dedicated bus lane and one auto lane in each direction, which will improve bus reliability and speed but decrease space and speed for autos.**
- B: A street with two auto lanes in each direction (today's conditions), which result in auto and bus reliability and speed worsening over time.**



(A: Dedicated bus lanes, example picture only)



(B: Two auto lanes in each direction, example picture only)

**8. Please choose your preferred option:**

- A: Bike facility on a nearby parallel street to San Pablo Avenue that is low-stress and high-comfort.**
- B: Protected bike facility directly on San Pablo Avenue that would require mixing with cars at driveways and intersections.**



(A: Parallel bike facility, example picture only)



(B: Bike facility mixing with other traffic at intersection, example picture only)

**9. Please choose your preferred option:**

- A: Bike facility on San Pablo Avenue that would require mixing with cars at intersections in auto right turn lanes.**
- B: Bike facility on San Pablo Avenue that continues with protection through intersections but removes right turn lanes for autos; autos would turn right from the through lane across the bike lane.**



(A: Bike facility mixing with other traffic at intersection, example picture only)



(B: Protected intersection, example picture only)



**10. Please choose your preferred option:**

- A: A managed lane where the curbside parking lane converts to a travel lane at high-traffic periods to allow for more travel capacity (like Ashby Avenue in Berkeley).**
- B: Keep parking on both sides of the street all the time and have one less lane for autos throughout the day.**



(A. Managed traffic lane, example picture only)



(B. Parking on both sides of the street, example picture only)

**11. Please choose your preferred option:**

- A: Landscaped median and parking on only one side of the street.**
- B: No median and parking on both sides of the street.**



(A. Landscaped median, example picture only)



(B. No median and parking on both sides of the street, example picture only)

## 12. Please choose your preferred option:

- A: An extension of the curb to shorten crossing distances at intersections on San Pablo Avenue, with bike facilities on parallel streets.
- B: Bike lanes on San Pablo Avenue and no extensions of the curb at intersections to shorten crossing distances.



(A: Pedestrian Bulb, example picture only)



(B: Bike lane with no pedestrian bulb, example picture only)

For additional information about the San Pablo Avenue Corridor Project and for opportunities to tell us what you think in person, please visit [www.alamedactc.org/sanpablo](http://www.alamedactc.org/sanpablo) and click on "Public Meetings".

To learn more about the project and receive the latest updates, please add your name and email address below:

Name

Email Address

**Thank you for taking our survey.**

**Your feedback is greatly appreciated!**



IN PARTNERSHIP WITH



## Encuesta sobre San Pablo Avenue

San Pablo Avenue conecta miles de personas todos los días. Es el corazón de un corredor vial crucial que sirve a pasajeros, peatones, ciclistas y conductores para acceder a negocios, servicios, actividades de la comunidad y sus casas. Los vecindarios cercanos están teniendo un gran crecimiento y continuarán creciendo en el futuro.

Varias agencias públicas están colaborando para desarrollar proyectos para San Pablo Avenue para mejorar la seguridad y la experiencia de los usuarios. El proyecto está en la etapa temprana de diseño conceptual y busca sugerencias sobre qué opciones de diseño desarrollar y refinar. Le pedimos que responda esta encuesta para contarnos qué mejoras le servirían más.

**\* 1. ¿En qué ciudad vive?**

- Albany
- Berkeley
- El Cerrito
- Emeryville
- Oakland
- Richmond
- San Pablo
- Otra (especificar)

**\* 2. ¿Cuáles de estas afirmaciones describen mejor la manera en que usa San Pablo Avenue actualmente? (Seleccione todas las que correspondan)**

- Tengo un negocio en San Pablo Avenue.
- Vivo en San Pablo Avenue o cerca.
- Viajo al trabajo o la escuela/universidad por San Pablo Avenue.
- Hago compras en San Pablo Avenue.
- Voy a restaurantes u otros sitios de entretenimiento en San Pablo Avenue..
- Voy a otros lugares en San Pablo Avenue.
- Uso San Pablo Avenue para evitar la autopista I-80 o como ruta para llegar a otros lugares.
- Otra (especificar)

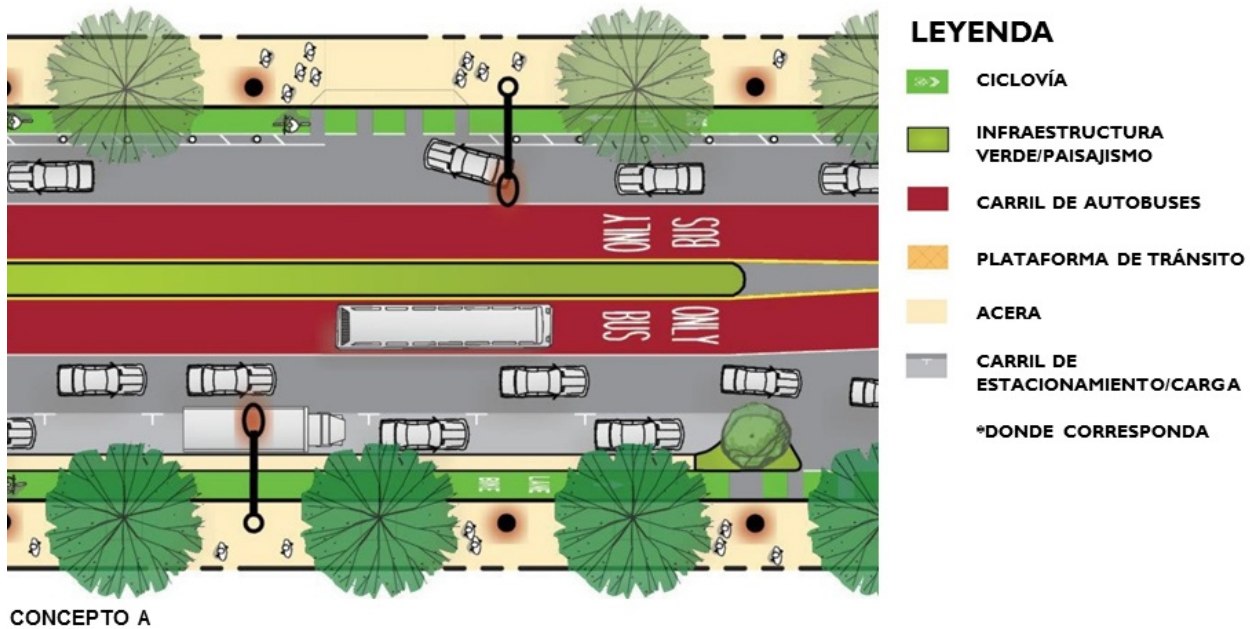
\* 3. ¿Cómo viaja por San Pablo Avenue? (Seleccione todas las que correspondan)

- A pie
- Bicicleta
- Autobús
- BART
- Automóvil
- Lyft/Uber
- Scooter
- Otra (especificar)

El equipo del Proyecto San Pablo Avenue está considerando tres conceptos generales diferentes para el futuro de esta vía. En función de sus sugerencias y lo que opinen otras personas, uno de estos conceptos o una combinación de los tres se seleccionará para ser desarrollado, diseñado y analizado en profundidad, lo que podría llevar a su construcción en algún momento. Cada concepto tiene beneficios y desafíos. A continuación, se muestra una ilustración y una breve descripción de cada concepto con las ventajas y desventajas.

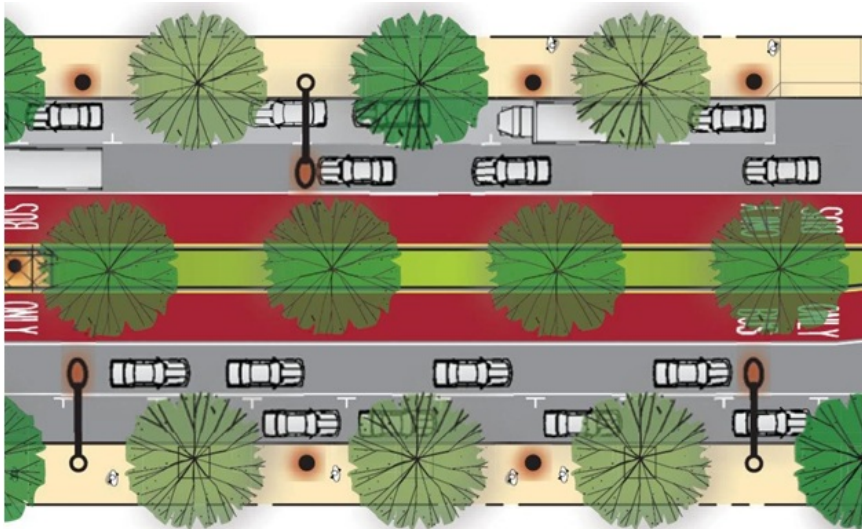
### **Concepto A: Carriles para autobuses y bicicletas en San Pablo**

El **Concepto A** mejora la velocidad y la confiabilidad de los autobuses a través de andenes y carriles centrales exclusivos para autobuses. Se mejora la seguridad y comodidad de los ciclistas con una ciclovía protegida junto a la acera, aunque no es realmente una instalación de baja complejidad debido a las entradas, la velocidad y los conflictos con los automóviles que giran en las intersecciones. Se mantiene un carril en cada sentido para los automóviles, lo que reduce la velocidad de los vehículos y la capacidad para estos. Se reduciría significativamente el espacio de estacionamiento y de carga.



## Concepto B: Carriles para autobuses y carril de acceso controlado en San Pablo, bicicletas en instalación paralela

El **Concepto B** también mejora la velocidad y la confiabilidad de los autobuses a través de andenes y carriles centrales exclusivos para autobuses. Este concepto tiene un carril para automóviles en cada sentido y mantiene el área de estacionamiento o carga durante la mayor parte del día, excepto durante el horario de la tarde/noche, cuando el espacio de estacionamiento del carril que se dirige al norte se convertiría en un carril de tránsito para mejorar la capacidad de automóviles. Las bicicletas pasarían a transitar por instalaciones paralelas de alta calidad y baja complejidad que se mejorarían como parte de este proyecto. Este concepto tiene el mayor potencial para mejoras de la seguridad peatonal en las intersecciones.



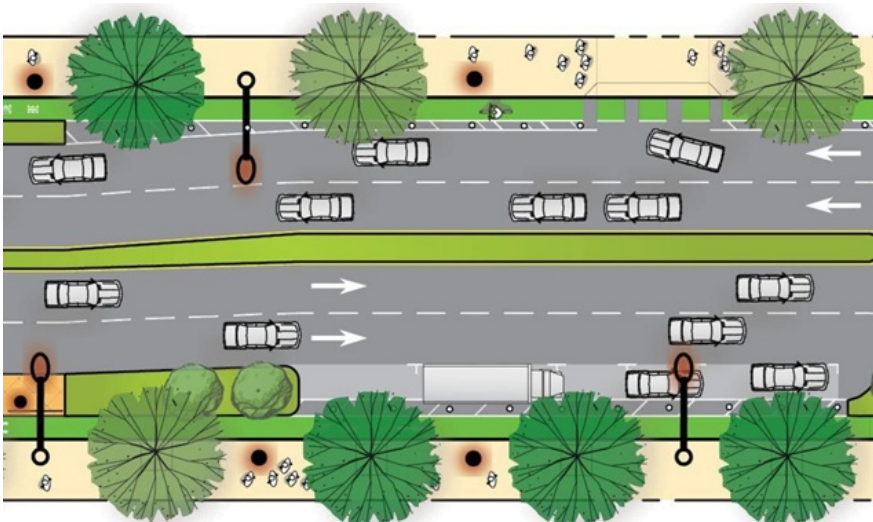
### LEYENDA

-  CICLOVÍA
-  INFRAESTRUCTURA VERDE/PAISAJISMO
-  CARRIL DE AUTOBUSES
-  PLATAFORMA DE TRÁNSITO
-  ACERA
-  CARRIL DE ESTACIONAMIENTO/CARGA
- \*DONDE CORRESPONDA

CONCEPTO B

## Concepto C: Carriles para bicicletas en San Pablo

El **Concepto C** mantiene dos carriles de tránsito compartidos por los autobuses, los automóviles y los camiones, lo que resulta en un servicio de autobuses más lento y menos confiable. Se mejora la seguridad y comodidad de los ciclistas con una ciclovía protegida junto a la acera, aunque no es realmente una instalación de baja complejidad debido a las entradas, la velocidad y los conflictos con los automóviles que giran en las intersecciones. Se reduciría significativamente el espacio de estacionamiento y de carga.



### LEYENDA

-  CICLOVÍA
-  INFRAESTRUCTURA VERDE/PAISAJISMO
-  CARRIL DE AUTOBUSES
-  PLATAFORMA DE TRÁNSITO
-  ACERA
-  CARRIL DE ESTACIONAMIENTO/CARGA
- \*DONDE CORRESPONDA

CONCEPTO C

\* 4. ¿Cuál de las opciones preferiría para San Pablo Avenue?

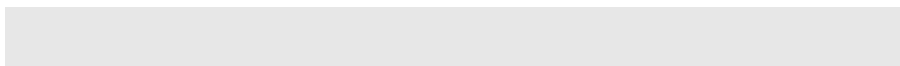
A

B

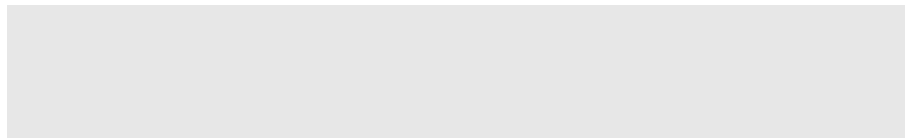
C

La forma en la que está actualmente San Pablo (dos carriles compartidos para todos los vehículos en cada sentido, estacionamiento a ambos lados de la calle, en general ninguna ciclovía)

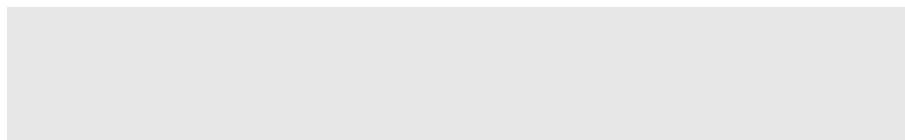
Otra (especificar)



5. ¿Existen elementos de uno o más conceptos que le gusten en particular? ¿Por qué?



6. ¿Existen elementos de uno o más conceptos que le desagraden en particular? ¿Por qué?



Sin cambios en San Pablo Avenue, se espera que la congestión del tráfico y los tiempos de viaje aumenten significativamente para el año 2040. Para adaptarnos a este crecimiento y mejorar la seguridad, existen muchos tipos de mejoras que se están teniendo en cuenta, las cuales se describen en las preguntas que aparecen a continuación.

Para cada pregunta, elija la opción que más prefiera entre la A y la B. Las imágenes que aparecen debajo de cada pregunta proporcionan ejemplos visuales de cada tipo de mejora.







(A: Instalación paralela para bicicletas, imagen a modo ilustrativo)



(B: Bicicletas en contacto con el resto del tráfico en las intersecciones, imagen a modo ilustrativo)

### 9. Elija la opción que prefiere:

- A: Instalación para bicicletas sobre San Pablo Avenue que requeriría el contacto con los automóviles en las intersecciones en los carriles de giro a la derecha de los automóviles.
- B: Instalación para bicicletas sobre San Pablo Avenue que continúa con protección a través de las intersecciones, pero elimina los carriles de giro hacia la derecha para los automóviles. Los automóviles girarían a la derecha desde el carril de circulación cruzando la ciclovía.



(A: Bicicletas en contacto con el resto del tráfico en las intersecciones, imagen a modo ilustrativo)



(B: Intersección protegida, imagen a modo ilustrativo)

**10. Elija la opción que prefiera:**

- A: Un carril de acceso controlado en donde el carril de estacionamiento junto a la acera se convierta en un carril de tránsito en períodos de mucho tráfico para aumentar la capacidad de tránsito (al igual que Ashby Avenue en Berkeley)**
- B: Mantener el estacionamiento a ambos lados de la calle todo el tiempo y que haya un carril menos para los automóviles durante todo el día.**



(Carriles de acceso controlado de tráfico, imagen a modo ilustrativo)

**11. Elija la opción que prefiera:**

- A: Una franja central verde y estacionamiento solo en un lado de la calle.**
- B: Sin franja central, pero con estacionamiento en ambos lados de la calle.**



(Franja central verde, imagen a modo ilustrativo)

## 12. Elija la opción que prefiera:

- A: Extensiones de la acera para peatones en las intersecciones sobre San Pablo Avenue, con instalaciones para bicicletas en una calle paralela.
- B: Ciclovías en San Pablo Avenue sin extensiones de la acera en las intersecciones para acortar las distancias de cruce.



(A: Extensión de acera para peatones, imagen a modo ilustrativo)



(B: Ciclovía sin extensión de acera, imagen a modo ilustrativo)

Para obtener información adicional sobre el Proyecto de Corredor de San Pablo Avenue y para tener la oportunidad de decirnos lo que piensa en persona, visite [www.alamedactc.org/sanpablo](http://www.alamedactc.org/sanpablo) y haga clic en “Public Meetings” (Reuniones públicas).

Para aprender más sobre el proyecto y recibir las últimas novedades, escriba su nombre y dirección de correo electrónico a continuación:

Nombre:

Correo electrónico:

**Gracias por responder esta encuesta.**

**¡Apreciamos sus sugerencias!**



IN PARTNERSHIP WITH



## 聖帕布羅大道民意調查

聖帕布羅大道 (San Pablo Avenue) 每日銜接成千上萬的人。它是一條交通要道的核心道路，便於中轉乘客、行人、自行車騎士和開車的人們往來於公司行號、服務機構、社區活動中心以及他們的家園之間。這條交通要道的週邊社區正在快速發展，未來也將會持續成長。

一些公共機構正通力合作為聖帕布羅大道開發專案，為所有用戶加強安全並提升體驗。專案尚處於早期概念設計階段，正在尋求建議以確定進一步改良的設計方案。誠邀您參與這項簡短調查，告訴我們哪些改進最符合您的需求！

\* 1. 您住在哪個城市？

- 奧爾巴尼 (Albany)
- 柏克萊 (Berkeley)
- 厄爾塞利托 (El Cerrito)
- 愛莫利維爾 (Emeryville)
- 奧克蘭 (Oakland)
- 列治文 (Richmond)
- 聖帕布羅 (San Pablo)
- 其他 (請註明)

\* 2. 哪句話最能說明您目前如何使用聖帕布羅大道 (請選擇所有適用選項)：

- 我在聖帕布羅大道有一家公司。
- 我住在聖帕布羅大道上或附近。
- 我沿著聖帕布羅大道上下班或上下學。
- 我在聖帕布羅大道購物。
- 我去聖帕布羅大道上的餐館或其他娛樂場所。
- 我參觀聖帕布羅大道上的其他景點。
- 我走聖帕布羅大道來避開 I-80 公路，或者從這裡通往其他地方。
- 其他 (請註明)

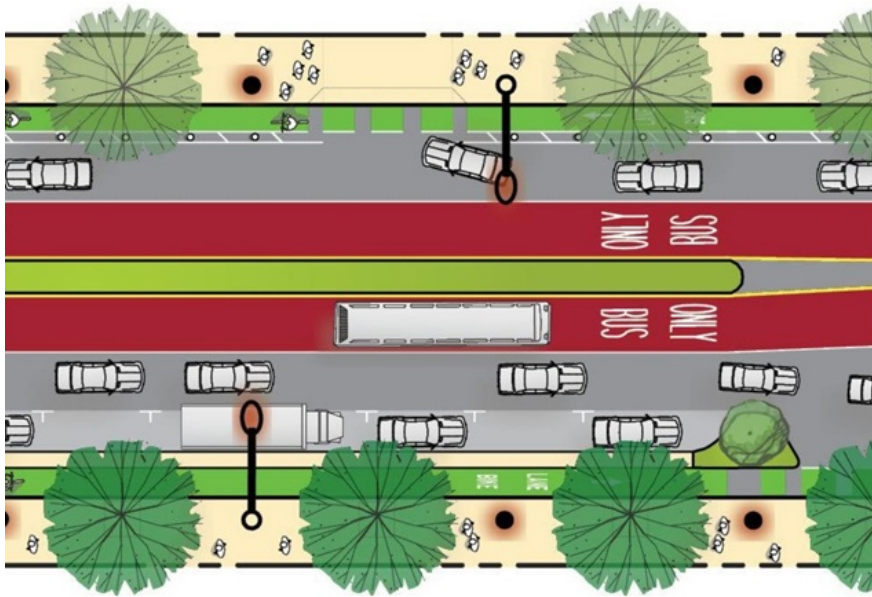
\* 3. 您如何穿行於聖帕布羅大道（選擇所有適用的選項）？

- |                                  |                                    |
|----------------------------------|------------------------------------|
| <input type="checkbox"/> 步行      | <input type="checkbox"/> 開車        |
| <input type="checkbox"/> 騎自行車    | <input type="checkbox"/> Lyft/Uber |
| <input type="checkbox"/> 巴士      | <input type="checkbox"/> 滑板車       |
| <input type="checkbox"/> BART捷運  |                                    |
| <input type="checkbox"/> 其他（請註明） |                                    |
- 

聖帕布羅大道專案團隊為道路的未來建設設計了三種不同的總體概念。根據您的建議和我們從他處收集的資訊，我們將從這些概念中挑選一個或多個來進一步完善、設計與分析，這可能會影響最終的建設方案。每個概念都有各自的好處和挑戰。以下是對每個概念進行高層次權衡的說明和簡要描述。

### 概念 A：聖帕布羅大道上的公車和自行車專用道

**概念 A** 通過中央操控的公車專用道和站臺來提高公車的速度和可靠性。自行車與在十字路口轉彎的機動車輛車道交叉、速度不一、時而衝突，雖說沿路設置一條受保護的自行車道無法真正達到減壓的目的，但這有助於改善自行車騎士的安全和舒適度。每個方向只保留一條車道，借此降低車速和汽車通行量。停車位和裝卸區將顯著地減少。



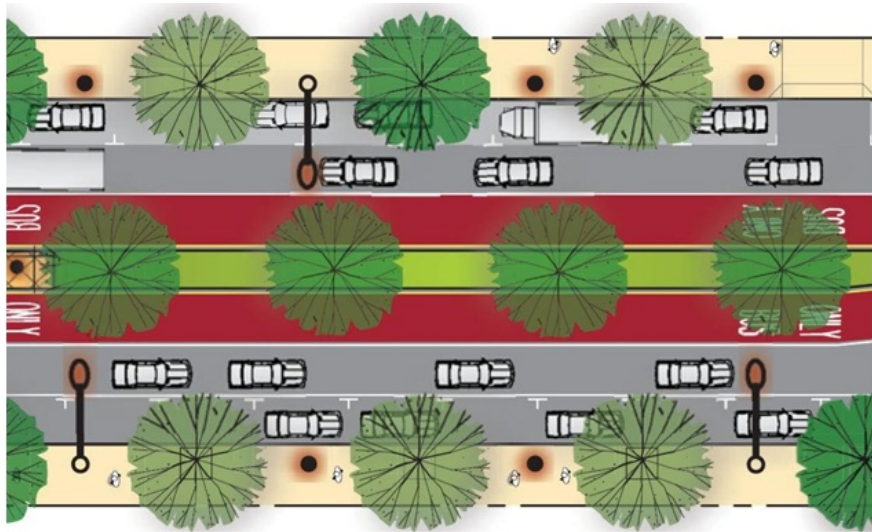
概念 A

圖例說明

-  自行車道
-  景觀美化/綠化設施
-  公車專用道
-  大眾交通工具站臺
-  人行道
-  停車位/裝卸區
- \*如果情況適用

概念 B：在聖帕布羅大道上設置公車調撥車道，以及平行自行車專用道

概念 B 也通過中央操控的公車專用道和站臺來提高公車的速度和可靠性。在這個概念中，每個方向只有一條車道，除了下午和傍晚通勤時間以外，全天大部分時間都維持最多的路邊停車位或裝卸區，此時街道北向一側會轉換成一條車道，以提供額外的汽車通行量。將為自行車規劃高品質的減壓平行專用道，這也是本專案的改進計畫之一。這個概念最有可能改善行人在十字路口的安全。



概念 B

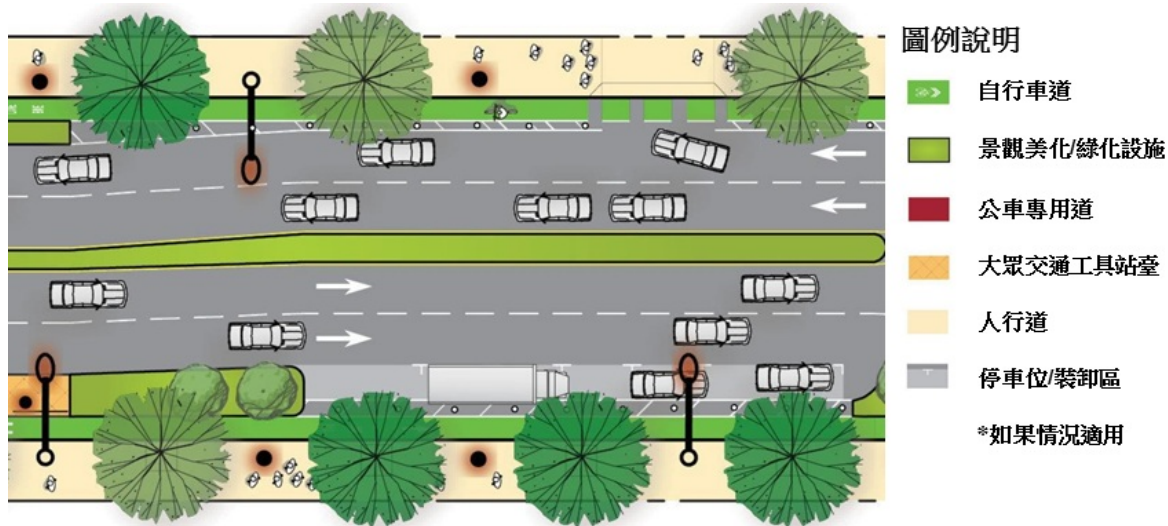
圖例說明

-  自行車道
-  景觀美化/綠化設施
-  公車專用道
-  大眾交通工具站臺
-  人行道
-  停車位/裝卸區
- \*如果情況適用

概念 C：聖帕布羅大道上的自行車道



**概念 C** 維持兩條公車、汽車及貨車共用車道，因此將使得公車服務更緩慢而且不可靠。自行車與在十字路口轉彎的機動車輛車道交叉、速度不一、時而衝突，雖說沿路設置一條受保護的自行車道無法真正達到減壓的目的，但這有助於改善自行車騎士的安全和舒適度。停車位和裝卸區將顯著地減少。



概念 C

\* 4. 對聖帕布羅大道未來的建設，您比較喜歡以上哪一項？

- A
- B
- C

您認為聖帕布羅大道現在怎麼樣（每個方向各有兩條共用車道，街道兩側都有停車位，通常沒有自行車道）

其他（請註明）

5. 您是否特別喜歡某一個或多個概念的元素？為什麼？

## 6. 您是否特別不喜歡某一個或多個概念的元素？為什麼？

如果聖帕布羅大道不做任何改變，預計到了 2040 年，交通擁塞情況和出行時間將會顯著增加。為了適應這種增長並且改善安全，我們正在考慮各種改進措施，如下面的問題所述。

對於每個問題，請選擇您比較喜歡 A 或 B 選項。每個問題下面的圖片都可做為每一種改進類型的參考圖示。

### 7. 請選擇您比較喜歡哪一項

- A:** 在每個方向設置一條公車專用車道和一條車道，這將提高公車的可靠性和速度，但會減少汽車的行駛空間和速度。
- B:** 街道每個方向各有兩條車道（現在的情況），這使得汽車和公車的可靠性和速度隨著時間過去而逐漸惡化。



(A: 公車專用車道，圖片只供示例)



(B: 每個方向各有兩條車道，圖片只供示例)

8. 請選擇您比較喜歡哪一項：

- A: 在附近與聖帕布羅大道平行的一條街上設置減壓的高舒適度自行車專用道。
- B: 直接在聖帕布羅大道上設置設有保護的自行車專用道，但在機動車道和十字路口必須與其他車輛混用。



(A: 平行自行車專用道，圖片只供示例)



(B: 在十字路口與其他車輛混用的自行車道，圖片只供示例)

9. 請選擇您比較喜歡哪一項：

- A: 在聖帕布羅大道上設置自行車專用道，但是在十字路口必須與其他車輛混用汽車右轉車道。
- B: 在聖帕布羅大道上設置自行車專用道，通過十字路口繼續設有保護，但撤除汽車右轉車道；汽車要從直行車道跨越自行車道右轉。



(A: 在十字路口與其他車輛混用的自行車道，圖片只供示例)



(B: 受保護的十字路口，圖片只供示例)

10. 請選擇您比較喜歡哪一項：

- A: 調撥車道，在交通高峰時段，路邊停車車道會轉換成行車車道，以容納更多的通行能力（如柏克萊的阿什比大道 (Ashby Avenue)）
- B: 所有時間都保留街道兩側的停車位，全天少開一條車道。



(調撥車道，圖片只供示例)

11. 請選擇您比較喜歡哪一項：

- A: 僅在街道一側設置景觀中隔島和停車位。
- B: 街道兩側沒有中隔島也沒有停車位。



(園景中隔島，圖片只供示例)

12. 請選擇您比較喜歡哪一項：

- A: 在聖帕布羅大道的十字路口設置人行道延展路緣，在平行的街道上設有自行車設施。
- B: 在聖帕布羅大道上設置自行車道，但是在十字路口不延長路邊，以縮短穿越距離。



(A: 人行道延展路緣，圖片只供示例)



(B: 沒有人行道延展路緣的自行車道，圖片只供示例)

欲知聖帕布羅大道交通要道專案的其他資訊，或者希望有機會當面告訴我們您的想法，請造訪 [www.alamedactc.org/sanpablo](http://www.alamedactc.org/sanpablo) 然後按一下「Public Meetings」（公眾會議）。

如欲瞭解專案詳情盒最新消息，請在下方填寫您的姓名和電子郵件地址：

姓名：

電郵：

感謝您參與這項調查。

我們非常重視您的回饋意見！

# APPENDIX C3

## INTERCEPT SURVEY



IN PARTNERSHIP WITH



## San Pablo Avenue Intercept Survey

San Pablo Avenue connects thousands of people each day. It is the heart of a critical travel corridor, serving transit riders, pedestrians, bicyclists and those who drive as they access businesses, services, community activities and their homes. Neighborhoods along the corridor are experiencing a lot of growth, which is expected to continue in the future.

A number of public transportation agencies are working in partnership to develop projects for San Pablo Avenue to improve the safety and experience of all users. Please take this short survey to tell us what improvements would best serve you!



**How do you typically use San Pablo Avenue today?**

**\* 1. Which sentence(s) best describe how you use San Pablo Avenue (select all that apply)?**

- I own a business on San Pablo Avenue.
- I live on or near San Pablo Avenue.
- I commute to work or school/college along San Pablo Avenue.
- I shop along San Pablo Avenue.
- I visit restaurants or other entertainment on San Pablo Avenue.
- I visit other destinations on San Pablo Avenue.
- I use San Pablo Avenue to avoid I-80 or as a route to get to other places.
- Other (please specify)

**\* 2. How do you travel along San Pablo Avenue (select all that apply)?**

- Walk
- Bike
- Bus
- BART
- Drive
- Lyft/Uber
- Scooter
- Other (please specify)

---

**San Pablo Avenue Improvements:** Without any changes to San Pablo Avenue, traffic congestion and travel times are expected to increase significantly by 2040. To accommodate this growth and improve safety, there is a wide range of improvement types being considered, which are described in the questions below.

For each question, please choose either A or B as your preferred option. Images below each question provide visual examples of each improvement type.

**3. Please choose your preferred option:**

- A: A dedicated bus lane and one auto lane in each direction, which will improve bus reliability and speed but decrease space and speed for autos.**
- B: A street with two auto lanes in each direction (today's conditions), which result in auto and bus reliability and speed worsening over time.**



(A. Dedicated bus lanes, example picture only)



(B. Two auto lanes in each direction, example picture only)

**4. Please choose your preferred option:**

- A: Bike facility on a nearby parallel street to San Pablo Avenue that is low-stress and high-comfort.**
- B: Protected bike facility directly on San Pablo Avenue that would require mixing with cars at driveways and intersections.**



(A. Parallel bike facility, example picture only)



(B. Bike facility mixing with other traffic at intersection, example picture only)

**5. Please choose your preferred option:**

- A: Bike facility on San Pablo Avenue that would require mixing with cars at intersections in auto right turn lanes.**
- B: Bike facility on San Pablo Avenue that continues with protection through intersections but removes right turn lanes for autos; autos would turn right from the through lane across the bike lane.**



(A. Bike facility mixing with other traffic at intersection, example picture only)



(B. Protected intersection, example picture only)

**6. Please choose your preferred option:**

- A: A managed lane where the curbside parking lane converts to a travel lane at high-traffic periods to allow for more travel capacity (like Ashby Avenue in Berkeley).**
- B: Keep parking on both sides of the street all the time and have one less lane for autos throughout the day.**



(A. Managed traffic lane, example picture only)



(B. Parking on both sides of the street, example picture only)

**7. Please choose your preferred option:**

- A: Landscaped median and parking on only one side of the street.**
- B: No median and parking on both sides of the street.**



(A. Landscaped median, example picture only)



(B. No median and parking on both sides of the street, example picture only)

### 8. Please choose your preferred option:

- A: An extension of the curb to shorten crossing distances at intersections on San Pablo Avenue, with bike facilities on parallel streets.
- B: Bike lanes on San Pablo Avenue and no extensions of the curb at intersections to shorten crossing distances.



(A. An extension of the curb to shorten crossing distances at intersections on San Pablo Avenue, with bike facilities on parallel streets.)



(B. Bike lane with no pedestrian bulb, example picture only)

9. To learn more about the project, please visit [www.alamedactc.org/sanpabloave](http://www.alamedactc.org/sanpabloave).  
To receive updates about the project, please add your name and address below:

Name

Email Address

**Thank you for taking our survey.**

**Your feedback is greatly appreciated!**

# APPENDIX C4

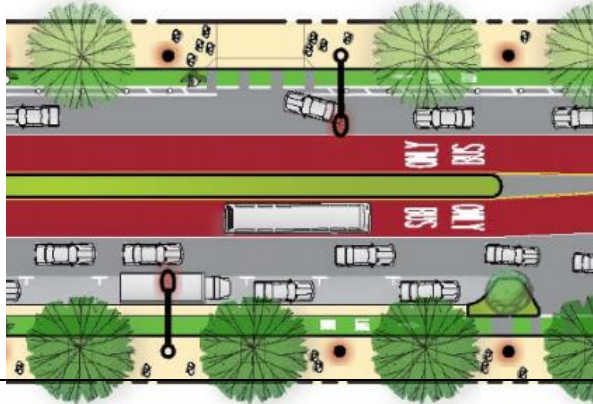
## PREFERENCE MATRIX

Mark your favorite Concept

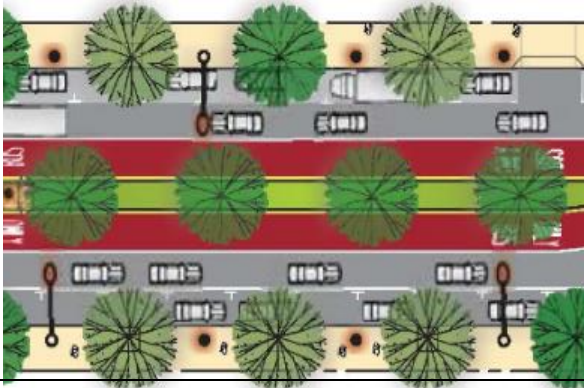
Things I like about this Concept

Things I dislike about this Concept

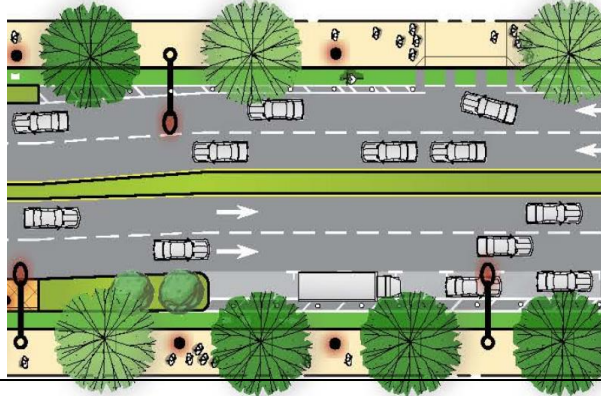
Concept A: Bus and Bike Lane on San Pablo



Concept B: Bus & Managed Lane on San Pablo



Concept C: Bike Lane on San Pablo



Blank space for notes about Concept A.

Blank space for notes about Concept B.

Blank space for notes about Concept C.

Blank space for notes about Concept A.

Blank space for notes about Concept B.

Blank space for notes about Concept C.



# APPENDIX D

## ROUND 2 FEEDBACK

# APPENDIX D1

ONLINE SURVEY RESULTS:  
SUMMARIZED CONCEPT PREFERENCES  
BY CITY

# Survey Results | Preferred Concept by City

**Survey question:** *Which of the options would you prefer for San Pablo Avenue? Please select one.*

	Bus lanes on SPA (A & B)	Bike Lanes on SPA (A & C)	Existing Conditions
City	%	%	%
Oakland	78%	66%	4%
Emeryville	70%	50%	6%
Berkeley	55%	39%	26%
Albany	45%	29%	32%
El Cerrito	47%	36%	28%
Richmond	43%	37%	31%
San Pablo	43%	32%	36%
Other	60%	49%	17%
<b>Total Unique Resp.</b>	<b>57%</b>	<b>44%</b>	<b>22%</b>

\* Source: Online survey



# APPENDIX D2

## DOT-VOTING SUMMARY

## San Pablo Avenue Corridor Project | Appendix D3 Results of Dot-Voting Exercises

Four community workshops were held as part of the San Pablo Avenue Corridor Project. At these meetings, participants could put an adhesive dot on a blown-up preference matrix (see Appendix C4) to indicate their preferred concept (or to complete the online survey on iPads provided for that purpose). In response to requests from the public, at the Berkeley workshop, a fourth option was added, "No Change," akin to the "How San Pablo Avenue is Today" option in the online survey. The table below shows the votes cast using this method.

**Dot-Voting Results | Preferred Concept**

Preferred Concept	Albany	Emeryville/ Oakland	El Cerrito	Berkeley
<b>A</b>	0	11	1	11
<b>B</b>	0	3	0	2
<b>C</b>	0	0	0	0
<b>"No Change"</b>	0	0	0	7
	0	14	1	20

Shaded cells indicate option was not offered.

# APPENDIX D3

TRADE-OFF RESPONSES  
BY CITY, TYPE OF USER  
AND MODE

## San Pablo Avenue Corridor Project | Appendix D3

### Responses to Trade-off Questions by City, Type of User and Mode (Page 1)

**Trade-off Questions** | Responses from Everyone (bold indicates majority choice)

Everyone	#	%
<b>1: A dedicated bus lane and one auto lane in each direction, which will improve bus reliability and speed but decrease space and speed for autos.</b>	1,516	49%
1: A street with two auto lanes in each direction (today's conditions), which result in auto and bus reliability and speed worsening over time.	950	31%
No response	632	20%
<b>2: Bike facility on a nearby parallel street to San Pablo Avenue that is low-stress and high-comfort.</b>	1,748	56%
2: Protected bike facility directly on San Pablo Avenue that would require mixing with cars at driveways and intersections.	736	24%
No response	614	20%
3: Bike facility on San Pablo Avenue that would require mixing with cars at intersections in auto right turn lanes.	936	30%
<b>3: Bike facility on San Pablo Avenue that continues with protection through intersections but removes right turn lanes for autos; autos would turn right from the through lane across the bike lane.</b>	1,384	45%
No response	778	25%
<b>4: A managed lane where the curbside parking lane converts to a travel lane at high-traffic periods to allow for more travel capacity (like Ashby Avenue in Berkeley).</b>	1,610	52%
4B: Keep parking on both sides of the street all the time and have one less lane for autos throughout the day.	767	25%
No response	721	23%
<b>5: Landscaped median and parking on only one side of the street.</b>	1,423	46%
5: No median and parking on both sides of the street.	997	32%
No response	678	22%
<b>6: An extension of the curb to shorten crossing distances at intersections on San Pablo Avenue, with bike facilities on parallel streets.</b>	1,294	42%
6: Bike lanes on San Pablo Avenue and no extensions of the curb at intersections to shorten crossing distances.	1,106	36%
No response	698	23%

## San Pablo Avenue Corridor Project | Appendix D3

### Responses to Trade-off Questions by City (Page 2)

**Trade-off choices: By city** (Source: online survey & intercept survey)

Survey question: *For each question, please choose either the first or second choice as your preferred option.*

By City	1			2			3			4			5			6		
	Bus lane 1 auto lane	No bus lane 2 auto lanes	No Response	Parallel bike	Bikes on SPA	No Response	Mixing zone	No right turn lane	No Response	Managed lane	Parking on both sides	No Response	Landscaped median	Parking on both sides	No Response	Curb extensions	Bike lanes	No Response
Oakland	434	97	118	294	238	117	158	376	115	349	177	123	387	145	117	221	316	112
Emeryville	95	38	22	81	55	19	42	87	26	92	38	25	92	40	23	69	63	23
Berkeley	532	333	236	650	221	230	310	458	333	554	265	282	496	335	270	477	350	274
Albany	103	126	62	183	47	61	117	93	81	132	82	77	81	141	69	131	81	79
El Cerrito	147	153	81	236	67	78	134	154	93	201	84	96	157	136	88	169	117	95
Richmond	125	151	71	215	62	70	121	142	84	195	77	75	135	143	69	163	109	75
San Pablo	13	23	12	23	11	14	20	13	15	24	11	13	20	15	13	19	15	14
Other	67	29	30	66	35	25	34	61	31	63	33	30	55	42	29	45	55	26
<b>Total unique respondents</b>	1,516	950	632	1,748	736	614	936	1,384	778	1,610	767	721	1,423	997	678	1,294	1,106	698
<b>Total %s</b>	49%	31%	20%	56%	24%	20%	30%	45%	25%	52%	25%	23%	46%	32%	22%	42%	36%	23%

Source: online & intercept surveys (intercept survey cities inferred from survey location)

Reference Figure 21 for full trade-off wording.



## San Pablo Avenue Corridor Project | Appendix D3

### Responses to Trade-off Questions by Type of User (Page 3)

**Trade-off choices: By type of user** (Source: online survey & intercept survey)

Survey question: *For each question, please choose either the first or second choice as your preferred option.*

By Type of User	1			2			3			4			5			6		
	Bus lane 1 auto lane	No bus lane 2 auto lanes	No Response	Parallel bike	Bikes on SPA	No Response	Mixing zone	No right turn lane	No Response	Managed lane	Parking on both sides	No Response	Landscaped median	Parking on both sides	No Response	Curb extensions	Bike lanes	No Response
Business-owner	25	49	39	50	24	39	46	24	43	26	43	44	30	40	43	32	37	44
Resident	860	532	323	1021	386	308	549	767	399	935	411	369	835	535	345	756	606	353
Commuter	585	327	209	610	314	197	353	529	239	609	280	232	570	328	223	428	466	227
Shopper	976	654	362	1162	485	345	636	884	472	1058	504	430	928	670	394	853	734	405
Restaurant patron	1126	701	384	1309	537	365	694	1022	495	1212	550	449	1055	737	419	965	823	423
To avoid I-80	589	473	260	819	262	241	454	542	326	722	301	299	559	487	276	579	448	295
Other	73	34	30	75	34	28	28	67	42	64	35	38	59	46	32	60	44	33
<b>Total Unique Respondents</b>	<b>1,516</b>	<b>950</b>	<b>632</b>	<b>1,748</b>	<b>736</b>	<b>614</b>	<b>936</b>	<b>1,384</b>	<b>778</b>	<b>1,610</b>	<b>767</b>	<b>721</b>	<b>1,423</b>	<b>997</b>	<b>678</b>	<b>1,294</b>	<b>1,106</b>	<b>698</b>
<b>Total %s</b>	<b>49%</b>	<b>31%</b>	<b>20%</b>	<b>56%</b>	<b>24%</b>	<b>20%</b>	<b>30%</b>	<b>45%</b>	<b>25%</b>	<b>52%</b>	<b>25%</b>	<b>23%</b>	<b>46%</b>	<b>32%</b>	<b>22%</b>	<b>42%</b>	<b>36%</b>	<b>23%</b>

Source: online & intercept surveys (respondents can choose more than one type of user.)

Reference Figure 21 for full trade-off wording

## San Pablo Avenue Corridor Project | Appendix D3

### Responses to Trade-off Questions by Mode (Page 4)

**Trade-off choices: By mode used on SPA** (Source: online survey & intercept survey)

Survey question: *For each question, please choose either the first or second choice as your preferred option.*

By Mode Used on San Pablo Avenue	1 Bus lane 1 No bus lane 2 No Response			2 Parallel bike Bikes on SPA No Response			3 Mixing zone No right turn lane No Response			4 Managed lane Parking on both sides No Response			5 Landscaped median Parking on both sides No Response			6 Curb extensions Bike lanes No Response		
	1 auto lane	2 auto lanes	No Response	Parallel bike	Bikes on SPA	No Response	Mixing zone	No right turn lane	No Response	Managed lane	Parking on both sides	No Response	Landscaped median	Parking on both sides	No Response	Curb extensions	Bike lanes	No Response
Walk	977	433	317	979	445	303	488	858	381	926	441	360	895	499	333	751	640	336
Bike	821	184	239	557	465	222	289	710	245	664	329	251	724	279	241	403	603	238
Bus	745	187	185	593	343	181	280	626	211	602	311	204	626	292	199	482	437	198
BART	312	132	108	316	132	104	151	289	112	295	152	105	267	177	108	240	206	106
Drive	1104	887	499	1481	530	479	845	1016	629	1320	594	576	1081	873	536	1073	855	562
Lyft/Uber	348	144	98	349	148	93	169	311	110	328	157	105	312	178	100	243	240	107
Scooter	78	20	16	58	39	17	30	68	16	62	36	16	75	22	17	44	52	18
Other Travel Mode	27	17	8	28	15	9	17	23	12	25	19	8	17	25	10	22	20	10
<b>Total Unique Respondents</b>	1,516	950	632	1,748	736	614	936	1,384	778	1,610	767	721	1,423	997	678	1,294	1,106	698
<b>Total %s</b>	<b>49%</b>	<b>31%</b>	<b>20%</b>	<b>56%</b>	<b>24%</b>	<b>20%</b>	<b>30%</b>	<b>45%</b>	<b>25%</b>	<b>52%</b>	<b>32%</b>	<b>30%</b>	<b>46%</b>	<b>41%</b>	<b>28%</b>	<b>42%</b>	<b>46%</b>	<b>29%</b>

Source: online & intercept surveys (respondents can choose more than one mode.)

Reference Appendix D3, Page 1 for full trade-off wording.

# APPENDIX D4

## ROUND 2 FOCUS GROUP

### FEEDBACK

- TRANSIT RIDERS
- SENIORS & PEOPLE WITH DISABILITIES
- BICYCLISTS

## Transit Rider Focus Group – Alameda County

3/12/19, 11 participants

- Congestion gets worse north of El Cerrito del Norte
- Questions
  - Where does traffic go? Everyone won't switch to the bus
  - Would the buses have left side doors?
  - Growth – do the new developments have parking plans?
    - Want to have SPA be more walkable, but there needs to be somewhere to park
    - Really need to have this coordinated with parking plans – places for people to park off-street if we take away parking on SPA
- Feedback
  - Hate the one with no bike lanes
    - Bikes and scooters use the sidewalk today, bike lane would get the off the sidewalk
  - Likes the one without a bike lane on SPA, but uses parallel facility – it is more pleasant and safer, especially for longer distances
    - Without bike lanes, it is better flowing, more parking
    - The parallel facility really needs to be high quality/wonderful because we don't want bikes on sidewalk on SPA
  - You mentioned Ashby, when people park there they leave 3-4 feet that is useless
    - Ashby is a mess on weekends
    - Parallel facility – don't want to stop at every stop sign
      - Milvia is an attempt at bike street, but the pavement quality is unrideable – needs to be smooth pavement
      - Need to have right of way at intersections – no stop sign at every block
    - Prefer A
      - How works with Caltrans – this seems like we are rebelling against state
  - Are there ways to flex bike lanes
    - A is the world I want to live in, but in the reality of traffic increasing, what would really happen if we eliminated auto lane
  - They have protected bike lanes on Telegraph and it isn't working
    - Cars park in bike lane
    - A and C won't work without constant enforcement
    - Can't do C, Uber and Lyft are going to stop on curb and congestion is coming whether we like it or not
    - Make bus faster must be option
      - Like A, but no parking and Uber/Lyft will block bike lane
      - B – more parking but no bike lane – this would work if there is a very close by parallel facility that is truly attractive
  - Is a center-running bike lane viable?
  - Like concept A because I bike
    - Sometimes I use middle lane in Albany

- Solano is where problem is – bus stop location, cars get stopped and bus loses a lot of time right there with turning cars
      - Should entertain moving bus stops
- Either A or B
  - Less speeding
  - B – like more parking but no strong preference
- Parking – what happens to people who live on San Pablo and have parked there for years – what happens to them?
- Emeryville is looking at different rates for different lengths of time – this is what they say is working in Berkeley
  - This should be tacked on to A and B; need parking management plan as part of this
- Telegraph – the new design is unsafe for pedestrians – you can't see anything crossing bike lanes and parking lanes – cross Telegraph at your own peril
  - Parking blocks visibility on Telegraph
  - Love idea of station in middle
- Other thing that is dangerous about Telegraph – parking needs to be pulled back from intersections to provide more visibility for bicyclists also
- A – like better having bike lanes; need to encourage people to bike more
  - Like right turns for cars – this will keep cars moving
    - But not as good for bikes and pedestrians
  - Like better light fixtures
  - Having one lane puts pressure on cars to make light – people already don't respect the lights
  - Right now there is a lot of double parking; with a bike lane with vertical separation people won't double park
  - Like middle station but must have shelter
  - Get rid of people who are cutting through
- Intersection – how are they really different than today; intersections are terrible today
- What about a combined station with both directions on one platform – like that about International
- Like A and B
  - Really like having the protected bike lane actually have a physical curb – this will keep cars from blocking bike lane
  - Anything that reduces speed will decrease injuries/collisions
  - Do like having bike lane on SPA
    - Parallel route disappears at Emeryville – south of 40<sup>th</sup> SPA is only option for bikes
    - Don't trust that cities will maintain parallel route
  - Really like dedicated bus lane – might actually spur behavior change, get people to get rid of cars
  - 5-7 minute frequency – really like that
- Like B –
  - Like what it does for pedestrians

- Loading spaces are critical for people in wheelchairs
  - Would need to make sure there is a bike lane option on parallel
- A lot of traffic isn't local
- How will you address homeless people sleeping at bus shelters
  - Makes riding bus a lot less pleasant
  - Tough because need shelters – they have eliminated stations where the glass got broken a lot or where people were sleeping in them
- Could you do a flex transit/auto lane – when traffic is worst, have bus lane in operation
  - Hard to see Berkeley going with this
  - People don't respect the bus lanes in SF already
- As much as I'm in favor of bike lanes, SPA is different from Telegraph
  - The idea of going down to one lane on SPA is hard to imagine
- Really like the blinking lights that have been added on San Pablo – makes it feel safer for crossing street

## **San Pablo Ave. Multimodal Corridor Study Route Transit Riders Focus Group - Contra Costa Co.**

**February 6, 2019**

14 participants

Half of the participants attended the prior focus group

All agree to be photographed

Participant: rides bus for personal and work. Goes shopping. Lives in Richmond. Works in Oakland. Shops in El Cerrito. Attended last focus group. Noticed that there's more kiosks with bus readouts/next bus. But they don't work in inclement weather. Need more trash cans. Buses going down San Pablo are synced to the traffic signals.

Participant rides the bus sometimes for work, mostly for fun. Visits brother in San Pablo. Wasn't at the last meeting. Happy he doesn't have to drive.

Participant: new roommate drives her. Used to live in Emeryville and rode a lot more. To Vale. Likes Nextbus. Sometimes it says 19 minutes and she can walk faster. She wants more ped push buttons.

Participant: lives in El Sobrante, works in Oakland. Rides often. He's been watching how bus drivers enter and exit travel lanes.

Participant: takes bus from downtown Oakland to del Norte. She's been noting whether the stop is clean or not.

Participant: normally goes to BART stations to catch bus. They've taken out seats at bus stops. Should put back the kind that allow people to sit and homeless can't sleep. Buses bunch up. Using Uber more than bus lately.

Participant first time. Buses leave earlier than they are supposed to. Ghost buses. Lives at edge of Atchison Village. And goes to Pt Richmond/plunge and goes to BART for work. Took bus and transferred to f bus and transferred at 40<sup>th</sup> and San Pablo. Mostly at BART station and Pt. Richmond. Only travels San Pablo Ave. on Sundays.

Participant: travels Berkeley to Oakland and sometimes to Richmond. Hazardous for pedestrians to walk on San Pablo where there is no traffic signal. Doesn't bike on SPA. But feels bad for those who do ride there. Nextbus not always accurate.

Participant: SPA and Stockton and the next block south. 72M scheduled bus never comes so he has to wait 30 minutes

Participant: Takes 72R Van Ness to 19<sup>th</sup> St. Doesn't like to get off at Grand because he doesn't feel safe. Wants more pedestrian traffic signal to make crossing easier especially, at night

Participant lives and works in San Pablo. Gets bus at San Pablo Dam Rd. to Van Ness or El Portal or other direction to del Norte BART to Berkeley or Jack London Square. Stopped using Nextbus. Uses the AC

transit app. Provides more info. She's visually impaired and teaches mobility and travel skills. Intersection at SPA and x very difficult to cross.

Participant lives at SPA and Carol. Was at the last focus group. He goes to Berkeley. Wants more seats at stops. During BART strike took 72 to downtown Oakland for work.

Participant: Taking the 72 at Contra Costa College in San Pablo. Wants more pedestrian lighting at stops and shelters. Wants to maximize pedestrian safety. Since there's the greenway, thinks bikes would be safer there than on SPA. Gets on at MacBride. A bus only lane would be helpful. Reduce bus weaving. Wouldn't want to bike on SPA.

Participant: bus lane is a good idea but he's visually impaired but need to educate people on how to get to the bus lane.

Participant: attended last time. Lives on Arlington by MacBride. Takes the L from SF and gets dropped off at Garvin. Would like a bus to stop up the hill more.

Participant: has noticed that in the kiosk at the BART station to hear what the readout is displaying. Need more. Now it's only at big stations. Transit app more accurate than Nextbus.

Participant: if no bike lanes, bikes will be on the sidewalk.

Participant: Metered on ramps are putting more vehicles on SPA.

Participant: she prefers Option B because C wouldn't work because aren't doing anything to fix existing situation. B and acknowledges autos use. Thinks southbound also has a managed lane. Considers both autos, buses and peds. Her only concern is that in Berkeley the greenway is far away and need to add bike facility in that section.

Participant: likes B best. For same reasons as Peace. However, is concerned about peds and she's visually impaired. Concerned about bus lane in the middle. There's a long distance between crosswalks. Concerned people will run across travel lanes to get to the bus median. Wants signals to help pedestrian crossings. Will a wheelchair be able to turn around on the bus platform for turning around to get on the bus?

Participant: likes C. likes current flow of traffic. Wants more travel lanes so more traffic flow. Doesn't want it turning into San Francisco. Doesn't want it jammed like SF. Wants people using trail for biking. Doesn't get difference between B and A. Doesn't want bus stops to be farther apart.

Participant: prefers B over A. because it slightly inconveniences bike riders and bikes don't care about others and will go wherever they want. Problem with A is the bump outs is that people who aren't used to them will run over them. She'd rather see flowing traffic in am and pm. (managed lanes)

Participant: doesn't like C at all. He wants better coordination with signals, especially at Marin. C is too similar to what it is today. Trees are nice. Doesn't see difference between A and B. Likes greenery. Likes squeezing cars to slow them down. Concerned about long distance between bus stops.

Participant: takes a long time to cross wide street. Concerned about people running across street to get to median. B with lane changing from parking to travel lane not good for disabled people. How do you



know what to expect? Where will scooters go? Medians in the middle is problematic. Likes B least. Reluctantly selected A over C.

Jacob: something new is hard to educate people. Hates change but need to educate people about change. Concept C is like doing nothing. Longer bus time is convincing. He doesn't like managed lane concept. Ashby drives him nuts. Likes A best because it has best bus flow. Concerned about left turn lanes being removed in concept A.

Me: Important to describe the number of new signals that will be added when presenting the concepts.

Andrew Q.: Will A and B go to El Cerrito BART stations? Its very important to him. He doesn't trust population projections provided. Wouldn't base his preference on those projections. He can't walk far. Wants stops to be no more than 1/3 of a mile. Doesn't get difference between A and B. He likes B over A because it serves auto traffic better. Don't want drivers frustrated because that could create frustrated drivers and that's unsafe. Limit bike lanes. Not enough volume of bikes to justify dedicating the space to them.

David: likes A or B and favors A. too busy of a street to have just one lane. With B, he's concerned about obeying parking restrictions in managed lane. Doesn't like C because doesn't deal with future traffic volumes. Concerned that 1/3 mile spacing of the stops is too far especially for seniors and disabled and people who have difficulty walking.

Mary B: We need to talk to police. In Emeryville police write tickets for ped violations.

Ratha: maximize pedestrian safety. Doesn't want it to turn into SF. Likes idea of riding in a bus only lane while everyone else sits in their car. Prefers B. Light up streets for pedestrians. It's hard now to get onto the bus because of cars blocking bus stops.



**Alameda CTC**  
**San Pablo Avenue Corridor Project**

**MEETING MINUTES**

<b>Meeting</b>	Seniors & People with Disabilities Focus Group, Alameda County
<b>Date and Time</b>	Wednesday, February 13, 2019, 2:30-4pm
<b>Location</b>	Emeryville Senior Center

**PROJECT TEAM ATTENDEES**

Cathleen Sullivan	Alameda CTC	510.208.7484	<a href="mailto:csullivan@alamedactc.org">csullivan@alamedactc.org</a>
Victoria Eisen	Eisen Letunic	510.525.0220	<a href="mailto:victoria@eisenletunic.com">victoria@eisenletunic.com</a>

General before meeting started:

- Disabled parking access
- 3-wheel bikes/adaptive bicycle – Make sure wide enough bike lanes to accommodate this type of bike; is there room to pass
- World Institute on Disability
- When get rid of parking on street, give free access to garage parking
- Basic sidewalk improvements – it is currently degraded
- Diagonal crossing – all way/all direction for pedestrians

Participants: 4 Alameda County residents, representing Oakland, Emeryville and Berkeley.

Concepts

- ADA parking isn't included
  - Not able to choose a favorite
  - Wheelchair users must be accounted for – they don't see this as a detail; it is a critical design feature to allow wheelchair users to understand how they can use the corridor
  - Bike lane gets in way of off-loading ramp vehicle onto sidewalk



- Issue with concept B – important where you put accessible spot and understand distance to final destination
- Concept A – no designation for wheelchair access
  - Wheelchairs on the bus – how do they get off and where do they go
  - Wheelchair area on the platform
- We have progressed quite a ways and clear presentation
- Schematic diagram of parallel bike routes
- In Oakland – concentration of low-income and senior housing – reinforces need for robust public transit and pedestrian amenities
- Removal of parking – concern for merchants
- SPARC – 880-580 section
  - Are there concepts that could happen differently on that stretch?
  - Concept A offers a lot, but folks have said they don't want Telegraph Avenue – don't like crossing bike lane to get to sidewalk
  - Make sure space for loading preserved
  - San Pablo is so loud – trucks, etc. Concept C feels like a lot of the same, doesn't create a more welcoming environment, still speeding cars cutting through quickly
  - Community-centered activity at stops/stations – opportunities to create place
  - Slowing traffic
  - Lighting at crosswalks and more frequent crosswalks
  - Greenery – only if City of Oakland can maintain it
- Will this ultimately be a mix/match of concepts for the corridor
- Crazy to try to serve everyone well – don't have everyone get a little bit that is sub-optimal
  - Pedestrians, people in wheelchairs need to be highest priority
  - Bike thing can't be the priority
  - Bike boulevard would be a better solution for bicyclists

### Specific Elements

- Median bus station –
  - One expressed that she likes it; new different idea
  - Bus shelters – neighborhoods have advocated for removal of shelters because people are living there – would median station discourage that?
- Bike lane next to sidewalk
  - Protected bike lane
  - Telegraph example- really hard as a pedestrian at crosswalks especially at non-signalized intersection – make sure pull parking back to ensure better visibility
  - Hard for ADA users to cross bike lane to sidewalk – would need a curb cut
- Timing of signals to allow people to cross street is critical
- Managed lane
  - Really interested in what businesses think
  - Businesses – consistency is important for customers



- ADA - Safety issues with inconsistency- patterns and consistency is key for this population
- Transit lanes don't mesh with I-80 ICM; transit lanes seem like a fantasy
- Road rage is a concern with reducing lanes or reducing parking
  - SPA is not a friendly street even though it serves a diverse purpose; thoroughfare and arterial
- Medians – people really want to see greenery but it MUST be maintained
- Emergency vehicles – access to bus lane
- Short term loading for delivery vehicles, food delivery, Uber/Lyft

**SUMMARY OF SENIORS/PEOPLE WITH DISABILITIES  
FOCUS GROUP  
FEBRUARY 26, 2019**

Group Facilitator

Carolyn Clevenger – ACTC

Note Taker

Joanna Pallock – WCCTAC

Attendance

Five residents – El Cerrito Senior and Disabled community

General Comments

- Concern with removing any lanes on San Pablo Avenue
- Safety issue of placing a bus line in the medium
- Business and resident loading areas and parking are essential
- Bike priority is not essential in this part of the corridor due to easy access to Ohlone Greenway trail
- The area along SPA that is the worst bottleneck is between Marin Ave and Solano Ave in Albany
- Dangerous area around BART stations with cars hitting pedestrians – some improvements recently made.

The general consensus of the group was that Option C was the only viable option.

## San Pablo Avenue Project – April 9, 2019 Bicyclist Focus Group

Participants: 12 from Oakland, Emeryville, Berkeley, Albany, El Cerrito

### Question & Answer

- Medians in Berkeley – some well-established trees, what to do about those?
- Tree planting, species selection and maintaining trees all must be addressed
  - West Oakland would want to maintain the trees they just planted
- Could you do ped scrambles?
  - Ped scramble signal phase at major intersections
    - Signals will be timed
    - Bike phase with ped scramble
    - Perhaps don't need right turn lanes with ped scramble; that would allow for keeping bike protection through intersections
- Road diet → less traffic
  - May generate major mode shift
- How did we come up with projections?
- ACTC reported that we have gotten push back on removing lane of auto traffic – we provided more info
- Baseline ped improvements
- 2 way cycle track → why driveways matter
- Terrific opportunity to create connected bike network
  - Direct, continuous, connected bike infrastructure– need on San Pablo and then people will use it
  - Parallel would be good to have also, but main spine should be main route
  - Shame to miss this opportunity
- Percent of space for each mode; equitable as complete streets
- Increase mode share by providing real facilities
- Concern about bus stop spacing (participant heard in Albany) - Bus stops may be too infrequent
- New housing with bike storage – growth
  - Lots of new housing meant to be car-free
- E-bikes, Ford Go Bikes and scooters – maybe you should call them “people mover” lanes or “human lane”
- Are we considering the bus lanes as more than bus?
- Concept A – uncomfortable with lack of parking/loading
  - One of greatest challenges with Community Foods Market
  - How do businesses feel?
- Have we met with AC Transit?
- Parallel does not address full spectrum of safety and stress/comfort issue
  - High stress to memorize parallel route → different kind of stress
    - Stressful to memorize a map
    - Telegraph is low-stress
    - Survey tilting people away from San Pablo – calling it high stress

- Need to think about personal safety
  - Parallel routes don't have enough activity at night, not enough people on parallel routes at night, e.g. Ohlone Greenway
  - One participant was mugged on her bike, on a bike boulevard at dusk
  - Alternative routes off of main streets – participant would not use at night, especially in Oakland
- San Pablo is the main street – should be framed as that rather than a thoroughfare
  - Cyclists see local businesses when they are on San Pablo
  - To not have lanes means you are excluding bicycles from main street
  - Make SPA less of a pass-through
  - SPA suffers from pass through, noise, speed, congestion; don't want pass-through traffic
  - One lane great
  - More lively, more livable
- Tradeoffs tough – political battle
  - Bus prioritization is most important
    - 72R is borderline non-functional
      - Unreliable and slow, not being used
    - Insane people, especially bad when there are few people on bus
    - Bus only one lane is important
  - Bus is top priority – need to make it work
- Vibrant local economy created by bicyclist and pedestrians – need safe dedicated space
- Raised “bike” lanes, as extension of sidewalk
  - Any extension of sidewalk feels safer
  - Takes care to figure out how it would work with bikes and peds mixing
  - European city examples
  - Raise the whole bike lane
  - Wider sidewalk, trees between bike and ped space
  - At the Public Market in Emeryville (Shellmound St.)– bikes on sidewalk seems to work
- West Oakland Walks
  - 2 architects, local Emeryville
  - Norm Hooks & Phil – ideas for landscaping
- Concept C is a nonstarter
  - To not prioritize transit seems irresponsible
- Anything that #s tradeoffs between bulb outs and lower speeds
- Rethink what we want to turn SPA into, future vision – bus must be priority and traffic calming
  - A is favorite
- Businesses need visibility
  - If I am not riding on SPA I won't see new businesses
- Straight routes are inherently less stress

- Question assumption of increase in bus ridership
  - Bus isn't doing well today
  - Starting point isn't strong; is it realistic to compare to other places that have better baseline ridership and service?
  - Some examples of where invested in transit and outcomes - Seattle
- Climate crisis reframing the debate on non-auto
  - People are getting on board with reality of Climate change
- BEB – Dave Campbell
  - Transit highest priority
  - Bike lane higher than parking and median
  - Too much car emphasis
  - Flexibility – see what you can do as short term quick things
  - Pilot - Concept C potentially near term
  - How to measure if it's working



# APPENDIX D5

COMMENTS COMMUNICATED AT POP-UPS  
AND INTERCEPT SURVEYS

## **San Pablo Avenue Corridor Project** **Spoken comments from intercept surveys & pop-ups**

This document contains comments the project team heard during the intercept surveys and pop-up events that likely did not make it into an online or intercept survey.

### **Pop-up - 4/12/2019 - San Pablo Spring Eggstravaganza** (Staffed by Nate and Cindy)

- Mixed feedback on bus only concepts: public either hated the concept or really loved it
- Overall consensus that current San Pablo Avenue is unsafe for pedestrians. One woman stated she avoids the corridor as much as possible because it's unsafe for her and her small children.
- A majority of patrons were Spanish only speakers. Difficult to answer questions/explain concepts.

### **Pop-up - 4/16/2019 - Berkeley Farmers Market** (Staffed by Cindy and Warren)

- Good turnout with a preference for bicycle facilities and/or bus only lanes
- One user had concerns about traffic with a road diet
- One user had concerns about managed lanes/removal of parking/construction of project and the subsequent effect on small local businesses on San Pablo
- A person affiliated with "Friends of Adeline" wanted to make sure they were included in any additional outreach efforts
- The Alcatraz intersection was noted as a danger to bicycles turning from Alcatraz to San Pablo due to buses pulling back into traffic from a stopped condition.
- Skepticism about the feasibility and directness of a "parallel" bicycle route was expressed by several people
- Several people expressed concern at businesses without off-street parking lots losing access to on-street parking
- One person said that she would not allow her child to ride a bike along the corridor if the "mixing zones" were structured as shown on the concepts

### **Pop-up - 4/20/2019 - Emeryville Spring Carnival** (Staffed by Natalie and Warren)

- Many people passed by and were handed a flyer, but had kids with them and did not want to fill out the survey
- Support was distributed between all three concepts
- One couple who lives at the NE corner of 40th St/San Pablo expressed concern about difficulty of leaving the apartment by car with the upcoming 40th St project. Same couple said that crossing San Pablo by foot (which they do every day) is time-consuming and dangerous
- Skepticism was expressed about whether the dedicated bus lanes would in fact be paired with a corresponding increase in service frequency
- Disappointment from several people about the very long timeline involved in completing bus lanes
- Bus lanes received more support than bike lanes. Very little (surprisingly little?) objection to parking removal
- Several bike riders were not supportive of the idea of "parallel routes," given that they will be less direct in several segments of the corridor

### **Pop-up - 4/22/2019 - Earth Day at Contra Costa College** (Staffed by Natalie and Warren)

- Substantial support for additional transit priority along San Pablo Avenue

- Skepticism expressed that Richmond should become more like San Francisco - one participant said, "Let SF stay in SF"
- Preference for concepts A and B - bike lanes not cited as priority by many participants

**Pop-up - 5/1/2019 - Off The Grid El Cerrito** (Staffed by Natalie and Cindy)

- A number of people stopped by to chat but was already aware of the survey
- Concern for installation of bus-only lane and parking changes
- One bicycle user noted he disliked all of the bicycle options and proposed super sharrow (similar to existing 40th Street condition)
- Engaged approximately 50-70 people

**Pop-up - 5/9/2019 - Bike to Work Day** (Staffed by Natalie and Warren)

- Significant preference for Concept A
- Nearly everyone expressed that San Pablo is a dangerous route to bike on. Some people use it, but acknowledged that it is challenging and drivers do not respect the sharrow markings
- Frustration expressed that the survey made people choose between prioritizing buses and bikes
- Many people had filled out the survey already (perhaps through Bike East Bay email link)
- Several male, athletic riders expressed frustration at the fact that they have to ride more slowly in protected bike lanes
- Comparisons made to Telegraph Ave where many drivers park in bike lane and bike lane is often filled with dumpsters or broken glass

**INTERCEPT SURVEYS**

**Intercept Survey - 4/30/2019 - Brockhurst and San Pablo**

- Many people were not interested in filling out survey on iPads or declined because of a possible language barrier
- There should be a 72R stop at the St. Mary's Center because people have to walk to far to catch it
- The intersections of Myrtle, 32nd, and Brockhurst are very dangerous. Several people reported seeing multiple people being hit there
- On person riding a bike said he had been hit 3 times (either 3 times on San Pablo or 3 times at San Pablo and 32nd - it was unclear)
- Someone expressed the need for a stop light at San Pablo and 32nd
- Multiple people expressed concern about how fast people drive their cars on San Pablo

Total responses: 0 surveys completed, 31 people spoken to, ~10 people declined to speak

**Intercept Survey - 4/30/2019 – Contra Costa College bus stop at El Portal Dr. & Castro Rd.** (Staffed by Deepak and Samah)

- Someone shared that they have a hard time in the bike lane because it splits in the center from asphalt to concrete then slopes down. She mentioned that she prefers a bike lane that is wide enough to ride in the middle.

Total Responses - 3/43

**Intercept Survey - 4/29/2019 – 40th and San Pablo - EVENING** (Staffed by Deepak and Samah)

- Pedestrian bulb-outs are not necessary. The crossing distances are fine along San Pablo Avenue. Bike lanes are more important
- General comment about the need for protected bicycle facility a lot of bicyclists use the street already.
- Scooters on sidewalks is a nuisance. Recommend bicycle lanes that can also accommodate scooters.
- Medians do not solve any purpose. They cause maintenance issues. Comment about rather seeing space for various modes of transportation rather than medians
- General question about traffic issues if one of the travel lanes goes away. Will there be any increase in bus service
- Don't want this project to turn into E 14th near Durant Avenue
- Someone shared their email after they filled out the survey and would like to receive more information: jamesjbbrooks@yahoo.com

Total Responses - 19/94

**Intercept Survey - 4/25/2019 – 40th and San Pablo - MORNING** (Staffed by Deepak and Kristen)

- Managed parking lane sounds like it would result in a lot of tickets for folks, wary of it being exploitative and just a method for the city to make money at the expense of people who are used to parking the way they normally do
- Parking is important for businesses on both sides of the street.
- Curb extension was polarizing, one woman who primarily walks says she loves the idea because she almost got hit last week when someone tried to turn and didn't see her, however, a man who spends a lot of time driving for uber responded saying that curb extensions are terrible and has had to replace multiple tires driving over them because they aren't wide enough
- There are a lot of bicyclists along the corridor. They should get their own lane. The option showing mixing zones for bicyclist and vehicles will be very unsafe for the cyclists. The parallel facility is not adjacent to San Pablo Avenue. It will be difficult to access destinations along San Pablo Avenue.

Total Responses - 28/149

**Intercept Survey - 4/22/2019 – Oakland Golden Gate Branch Library** (Staffed by Samah and Kristen)

- No bus lane if there is not a bike lane also because cars get more aggressive about passing bikes when there is only one lane of travel for cars and it becomes less safe for the biker
- A few people expressed a strong desire to keep everything the same and that there is nothing wrong with how the street is now. International Blvd construction put this man's friend's business out of business because people weren't able to park while construction was going on. Frustration at the addition of the median in recent years at this spot because of it causing traffic and hurting business.
- Need for better and safer pedestrian crossing and traffic calming expressed by one man who witnessed an accident here earlier in the week, he walks this route everyday.

- Many people biking on the sidewalks and in the opposite direction of auto travel at this spot.
- More than one person said that they would want protected bike turn lanes at intersections if cars/transportation culture was caught up with how to interact with them but felt that it actually causes more confusion for drivers and could be more unsafe than the standard shared turn lane.
- Polarized view on the last question, a handful of people skipped it or begrudgingly picked an option because they didn't like either.

Total Responses - 21/50; 3 said no because of a language barrier

**Intercept Survey - 4/20/2019 – Richmond, Hill Top Mall** (Staffed by Samah and Kristen)

- Not enough benches here, it was common for people to bring shopping carts from the store and turn them on their side for seating until the bus came.
- A few people would combine biking and bus riding here, bringing their bikes onto the bus
- Mixed feelings on bike lanes
- General widespread skepticism towards bus lanes and doubt about whether it would actually improve bus efficiency - this feedback coming from almost entirely regular bus riders
- Expressed frustration at the 72R line because it goes too fast and feels unsafe for riders, cars, and bikes.

Total Responses - 18/52; 4 said no because of a language barrier

**Intercept Survey - 4/18/2019 – Albany, Solano Ave** (Staffed by Samah and Kristen)

- More parking, important to pull up right next to destination for her handicapped daughter
- Parking is extremely important to people here, high density of shops
- Spoke with an orientation mobility specialist at the nearby Orientation Center for the Blind. Offered a ton of valuable insights that the survey did not cover
  - Center running bus only lanes does not feel safe for visually impaired folks especially if there is not the right audible crossing signals to reach the center island. Curb running is highly preferred.
  - Bike lanes on SPA would not feel safe either since bikes are quiet and it is unsafe for both the biker if someone is sticking a pole out in their path and also for the pedestrian crossing the street if they can't hear the biker.
  - Tactile paving should extend the entire length of the bus stop, tactile paving works better than having a pole marking the boundaries of the bus stop and shelter although both are useful
  - Highly encouraged to talk to Jessica Groves the Acting Administrator at the Orientation Center for the Blind 510-559-1200
- People referenced International Blvd for bus only lanes - polarized opinions ranging from very positive to very negative.

Total Responses - xx/96; 5 said no because of a language barrier

**Intercept Survey - 4/17/2019 – El Cerrito del Norte BART Station** (Staffed by Deepak and Kristen)

- The wording "low-stress" is misleading. Bicycle facilities can be designed as a low-stress facility along San Pablo Avenue
- General comment about parking being important for businesses
- People didn't know what a 'bike facility' was

- Request for more bus schedules, maps, and wayfinding signage along San Pablo Ave for people who aren't tech savvy
- Strong preference on not having bike facilities on San Pablo Ave, people think it would be dangerous
- Interest in having more shops and businesses along San Pablo Ave in this area
- Multiple people expressed the need for better wheelchair, stroller, and wheeled cart accessibility for getting on and off buses
- Mixed reviews on managed lanes for travel, some thought it was a great idea for traffic
- Skepticism over bus only lanes and how the congestion it may cause for cars may back up the buses anyway. Though a few bus riders preferred the bus lane option.
- Curb extensions were polarizing, people had strong positive reactions but mostly strong negative reactions. Negative views being that it seemed it would cause traffic and that buses and cars run over them.
  - Many people who were opposed to bike facilities would pick the option with the bike facility on question 8 because they were so opposed to curb extensions

Total Responses - 30/210; 9 said no because of a language barrier

**Intercept Survey - 4/16/2019 – San Pablo Avenue/University Ave** (Staffed by Deepak and Kristen)

- General comment about having a bicycle facility on San Pablo Avenue as bicyclists already use the corridor
- The concept of a Managed lane will not work on San Pablo Ave. Ashby avenue is more of a byway, San Pablo Avenue is a corridor
- Preference to include pedestrian bulb-outs at the intersection. Bicyclists are mutable and can respond to roadway geometry
- Parking on both sides is beneficial for business and customers. Removing it will weaken small neighborhood businesses on San Pablo Avenue
- Parallel facility is great till Gilman and Heinz. In certain parts of the corridor, it gets very patchy (south of 40th Street, north of Gilman)
- A few respondents preferred curb-side bus only lanes rather than center running lanes

Total Responses - 28/199

**Intercept Survey - 4/13/2019 – San Pablo Avenue/Gilman Street (REI Parking Lot)** (Staffed by Deepak and Samah)

- For many of the questions, there are also alternatives that are between the two options. For example for #3 there could be parking off of San Pablo Avenue, but the residents would freak out.
- General feedback that parking is important and should be retained. Eliminating parking will really affect businesses. Many of these businesses rely on customers who drive and that is their only option to get around.
- Telegraph needs bus dedicated lanes.
- For #5 prefers the separated bikeway and no right turns because her friend got run over by semi truck in Downtown Oakland while on her bike.
- Neighborhood don't want to accommodate bike facilities because it only serves a certain age range and they've been so used to having parking in front of their homes.
- Questions about the efficacy of a managed lane for people visiting businesses during peak period. (Concerns about lack of sufficient parking at several businesses in Berkeley)
- What will be the increase in the number of buses in the option with bus only lanes?

- General concerns about turn movement (both right turn and left turn) when a travel lane is being eliminated.
- Concerns about questions being unclear. What is a typical mid-block condition on San Pablo in Question 4? Is right turn movement completely removed in Question 5B?
- Bulb-outs and bike lanes require automobiles to have a larger turning radius.

Total Responses - 31/217

**Intercept Survey - 4/11/2019 – San Pablo Avenue/20th Street** (Staffed by Deepak and Samah)

- Likes the work that has been done over the past 3 years at the beginning of San Pablo, towards the plaza. This includes the addition of medians and bike lanes.
- General feedback that parking is important and should be retained
- Concerns about questions being poorly worded and biased. It seems like ACTC wants everyone to choose option A.
- The conflict between pedestrians and drivers need to be resolved first.
- How will the traffic be impacted if a travel lane goes away?

Total Responses - 19/70