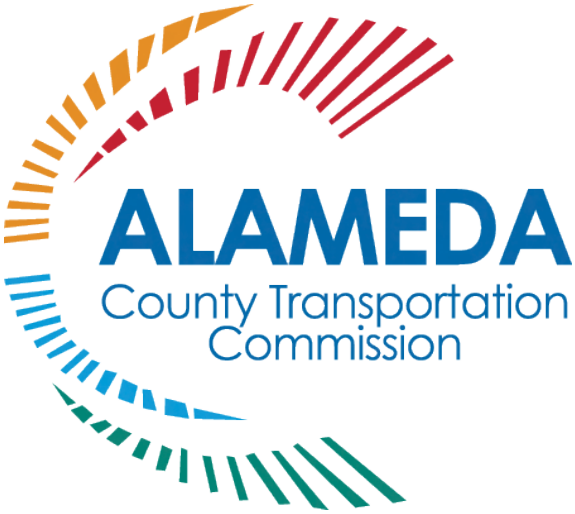

San Pablo Avenue Bus Lanes and Bike Lanes Project
2022-2024 Outreach and Engagement Report

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History of Outreach on San Pablo Avenue Corridor

San Pablo Avenue is a key multimodal arterial street that links the cities of Oakland, Emeryville, Berkeley, and Albany in Alameda County and provides important regional connections to Contra Costa County. San Pablo Avenue has the third highest rate of fatal and severe collisions in Alameda County. The corridor is also the second busiest corridor for AC Transit bus riders, is a Caltrans state highway route, and connects identified Equity Priority Communities and Priority Development Areas.

Since 2017, the Alameda County Transportation Commission (Alameda CTC) has worked with cities, AC Transit, and Caltrans to evaluate needs and propose improvements to San Pablo Avenue. This process has entailed outreach to business owners, residents, and others who rely on San Pablo Avenue to learn about community priorities for the corridor. Phase 1 of this planning and outreach effort, which ended in 2020, evaluated a wide variety of configurations for San Pablo Avenue, exploring how to safely accommodate multiple transportation modes within the limited right-of-way and analyzing trade-offs between different concepts.

This in-depth public engagement process revealed that participants placed the highest priorities on making walking safer and bus service more reliable. There was also widespread support for safer bike facilities, either on San Pablo Avenue or on nearby bike routes. The greatest support for significant changes to San Pablo Avenue was in Oakland and Emeryville, especially for a bus lane to make bus service faster and more reliable.

Following the conclusion of Phase 1 of the San Pablo Avenue Corridor project in 2020, in March 2022 the Alameda CTC's Commission approved conceptual designs for three separate projects along the corridor and directed staff to advance them to construction within three to five years. The project concepts also received support from the Oakland City Council, the Emeryville City Council, and the Mayor and councilmembers representing the corridor in Berkeley. The three projects are:

- **Safety Enhancements Project (Berkeley and Albany).** This project will improve the safety for pedestrians and bicyclists crossing San Pablo Avenue and improve transit speed by installing high visibility crosswalks, flashing beacons, pedestrian signals, median refuge islands, upgraded lighting, accessible curb ramp upgrades, bulb outs at Rapid bus stops, and bus stop relocations.
- **Parallel Bike Improvements Project (Berkeley, Albany, and North Oakland).** This project will implement improvements along bike boulevard/neighborhood bikeway routes that run along and connect to San Pablo Avenue, including traffic calming, crossing treatments at busy streets, and signage/wayfinding.
- **Bus Lanes and Bike Lanes Project (Oakland, Emeryville, and South Berkeley).** This project will improve transit speed and reliability by converting one vehicle travel lane in each direction to a dedicated bus lane and provide new cycling connections by

converting parking lanes to protected bike lanes. The project will also include intersection safety improvements, bus stop consolidation, and new loading zones.

This report details outreach for the San Pablo Avenue Bus Lanes and Bike Lanes Project, including how input was gathered, a summary of each outreach activity conducted, and key themes from input received during the outreach period. Outreach for the Safety Enhancements Project and Parallel Bike Improvements Projects was conducted in 2022–2023 and is documented in a separate outreach report available on the project website at alamedactc.org/sanpablo.

Purpose of this Round of Outreach

The San Pablo Avenue Bus Lanes and Bike Lanes Project outreach in 2022–2024 was intended as the primary opportunity for project stakeholders to learn about and provide feedback on the conceptual design details of proposed improvements. This public engagement had three objectives:

1. Increase awareness and share information about the overall project;
2. Share proposed design details and seek community input to inform adjustments to specific design elements; and
3. Gather, summarize, and report feedback on the overall project for decision-makers.

Key stakeholders in this round of outreach included storefronts along San Pablo Avenue, nearby residents, bus riders and others who travel along the corridor.

Outreach Approach

To reach stakeholders and community members across the San Pablo Avenue corridor, a variety of outreach activities and communications tools, both in-person and online, were leveraged. Activities included in-person open houses, pop-up events along San Pablo Avenue, presentations with local governments and committees, focus groups organized with community-based organizations, and storefront outreach. Input was collected in different ways to provide multiple opportunities to participate in the project, including through in-person conversations, feedback submitted to Alameda CTC, and Social Pinpoint, an interactive input tool. The below sections summarize each outreach activity and communication tool used, including audiences reached and details of implementation. Please refer to *Appendix A* for additional details about each activity:

Social Pinpoint

The Social Pinpoint outreach website (sanpabloave.mysocialpinpoint.com/interactive-map) (*see Appendix A.1*) shared a summary of the project, proposed improvements, in-person involvement opportunities, and virtual community input tools. The virtual community input tools consisted of an interactive map tool (*see Appendix A.1.1*) and a questionnaire (*see Appendix C.1*).The questionnaire was a short survey that consisted of questions regarding information about the

survey taker, such as place of residence, preferred mode of transportation, relationship with San Pablo Avenue, and several demographic questions. The survey was also provided in Spanish and Simplified Chinese.

The Interactive Map Tool was open for public comment between April 1, 2024 and June 11, 2024 and provided a public-friendly map view of the proposed design overlaid on aerial imagery of the project corridor. The map features proposed improvements such as bus lane, bike lane, auto lane, parking and loading changes, traffic signal upgrades, and sidewalk configurations. After the tool was closed, the map and all comments were left visible to the public. Between April 1 and June 11, 2024, the outreach website received 15,203 total views from 6,392 visitors, with 1,875 comments collected and 840 demographic survey responses. Please see *Appendix A.2* for a summary of comments received and *Appendix C.1* for a summary of demographic survey responses.

Focus Groups

The project team partnered with four community-based organizations (CBOs) within the project area to organize focus groups with their members, as detailed in the table below. The selected CBOs also supported outreach efforts, from sharing project information with their networks, to ensuring accessibility of focus group materials.

Focus Group	Date	Location	Participants
Golden Gate Community Association (GGCA)	April 10, 2024	Zoom	9
West Oakland Neighbors (WON)	April 25, 2024	Zoom	12
Satellite Affordable Housing Associates (SAHA)	April 26, 2024	In-Person, Monarch Housing	14
EAH Housing	May 2, 2024	In-Person, Estrella Vista	9

After dates were determined for each focus group, a brief survey was distributed to each CBO's network assessing interest in participation, how often potential attendees travel on San Pablo Avenue, and which travel mode(s) they use most often (*see Appendix A.3.1*). The project team and CBOs then reviewed survey responses to select 10–15 participants for each focus group.

At each focus group, participants reviewed proposed design elements and engaged in discussion with the project team about concerns, ideas, and comments they had on each aspect (pedestrian improvements, dedicated bus lane, protected bike lane, parking, and beautification), and also provided their feedback via a survey administered during the focus group *(see*

Appendix A.3.2). Please see *Appendix A.3.4* for a summary of the input received at each focus group.

Open Houses

Two open houses (*see Appendix A.4*) were held to provide community members with the opportunity to engage with members of the project team and share their input in-person. Attendees were able to see proposed designs on a large roll-out map of the 3.5-mile corridor and provide their input directly on the map. There were also five informational exhibit boards that detailed various project elements positioned around the room with multilingual project team staff available to answer questions and collect feedback via post-it notes.

	Location	Date/Time	Attendees	Number of Comments
Open House #1	Golden Gate Recreation Center (1075 62nd Street, Oakland, CA 94608)	April 15, 2024 from 6 - 8 pm	62	250
Open House #2	Emeryville Center for Community Life (1100 47th Street, Emeryville, CA 94608)	April 17, 2024 from 6 - 8 pm	60	400

All comments received at the open houses were entered into Social Pinpoint, which are summarized later in this report.

Pop-ups

To meet users of the San Pablo corridor where they were, 14 pop-ups were held across the 3.5-mile project corridor with information about the project and how to provide input. At each event, Language Link was available to provide interpretation services by phone if necessary. Four pop-ups were held in South Berkeley, two were held in Emeryville, and six were held in Oakland (spanning North, West, and downtown Oakland). All pop-ups were held in public locations where people visiting the location and passerby on the street could be reached. The following table summarizes where each pop-up was held and how many people were reached at each pop-up (touchpoints):

Pop-Up Location	Date/Time	Touchpoints
Oakland Library: Golden Gate Branch	Tuesday, April 9, 12pm - 3pm	44
West Oakland Farmers Market	Sunday, April 14, 10am - 2pm	66
Emeryville Senior Center	Friday, April 19, 1pm - 4pm	41
Bus Stop: San Pablo and 20th St./Thomas L. Berkley Way	Monday, April 22, 4pm - 6pm	23
Serenity House Monthly Event	Friday, April 26, 10am - 12:30 pm	18
Bus Stop: San Pablo and 40th	Tuesday, April 30, 4pm - 6pm	13
Bus Stop: San Pablo and Ashby	Friday, May 3, 3pm - 5pm	13
St. Columba Catholic Church	Sunday, May 5, 11am - 1pm	25
Bus Stop: 20th between Broadway and Telegraph	Tuesday, May 7, 4pm - 6pm	60
San Pablo Ave. and 65th	Wednesday, May 8, 3pm - 5pm	6
Berkeley Bowl West	Friday, May 10, 4pm - 6pm	48
South Berkeley Farmers Market	Tuesday, May 14, 2pm - 6:30pm	56
SAHA Homes*, South Berkeley	Tuesday, May 21, 10am - 12pm	112
Town Nights, Hoover-Foster	Friday, July 12, 6pm - 9pm	17

**This event was organized with support from SAHA and focused on engaging Spanish and Mandarin speaking community members*.

A summary of input heard at all pop-up events is included in *Appendix A.5.2*.

Presentations/Meetings

Twenty-seven presentations and meetings were held with various groups and stakeholders along the corridor to introduce the project and collect input on the proposed design plans. The following table lists the audience and date of each presentation/meeting, which took place from January 30 to August 15:

Group	Meeting Date
Heinz Building Businesses	January 30, 2024
Berkeley Breakfast Club	February 23, 2024
Emeryville - AC Transit Interagency Liaison Committee (ILC)	March 14, 2024
Active Transportation Working Group	March 25, 2024
AC Transit General Manager's Access Committee	April 9, 2024
South Berkeley Residents	April 10, 2024
East Bay Paratransit Access Committee	May 7, 2024
Berkeley Commission on Disability	May 8, 2024
Berkeley Commission on Aging	May 15, 2024
SAHA Staff - Hoover Neighborhood Engagement	May 16, 2024
Oakland Mayor's Commission on Persons with Disabilities	May 20, 2024
Healthy Black Families	May 21, 2024
Ecology EcoStore and Resource Center	May 21, 2024
Emeryville Bicyclist and Pedestrian Advisory Commission (BPAC)	June 3, 2024
Center for Independent Living	June 3, 2024
Emeryville Commission on Aging	June 12, 2024
San Pablo Area Revitalization Collaborative (SPARC)	June 17, 2024
Oakland Bicyclist and Pedestrian Advisory Commission (BPAC)	June 20, 2024
Paratransit Advisory and Planning Committee (PAPCO)	June 24, 2024

Group	Meeting Date
Potter Creek Neighborhood	June 24, 2024
Monarch Residents Presentation	June 25, 2024
Caltrans D4 Pedestrian Advisory Committee	June 26, 2024
Oakland BPAC - Infrastructure Committee	July 11, 2024
Alameda CTC BPAC	July 18, 2024
Studio Naga Merchants	July 22, 2024
Hoover-Foster Resident Action Council	August 1, 2024
Berkeley Transportation and Infrastructure Commission	August 15, 2024

A summary of input heard at the above presentations and meetings is included in *Appendices A.6.2* and *A.6.3.*

Storefront

Storefront surveys conducted in 2021–2022, prior to development of detailed project designs, asked about the parking and loading needs of each storefront and what accommodations might be needed to meet those needs if most parking and loading spaces were removed from San Pablo Avenue. The project team developed a proposed design based, in part, on results of that first survey. Then, during this 2023–2024 round of outreach, surveyors followed up with storefronts to share the design's proposed parking and loading accommodations and confirm whether they would meet storefront needs or if design adjustments were needed.

Survey teams visited each storefront, including retail shops, services and organizations, along the 3.5-mile corridor between December 2023 and June 2024. One or more follow-up visits or phone calls were made to businesses that were not open on the first visit or where someone was not available to speak with the surveyor.

A storefront leave-behind flyer with project information and surveyor contact information was also left with staff at each location visited or, if the location was closed, left at the front entrance if possible. There were 193 occupied storefronts along the length of the project, 133 (69%) of which were successfully surveyed. A summary of input received in this round of engagement, as well as previous rounds, is available in *Appendix A.7*.

Project Email and Phone Line

Community members could also share questions and comments via the project phone line and email address, which was provided on all project materials. There were 16 phone calls and 89 emails received, a summary of which is available in *Appendix A.8*.

Communications Materials

A variety of materials (*see Appendix B*) were developed to promote engagement in the Bus Lanes and Bike Lanes Project in Oakland, Emeryville and South Berkeley, including the following:

**Denotes communication material included content in English, Spanish, and Simplified Chinese*

*Project Fact Sheet**

To easily share project information, especially at in-person events, a comprehensive project fact sheet was developed that summarized the four main categories of changes under the design proposal (safety improvements, parking and loading zone changes, bus improvements, and vehicle traffic and access changes). Graphics showing the proposed changes and the project timeline, as well as information on how to get involved, were also included (*see Appendix B.1)*. The fact sheet was available and distributed at the pop-up events, open houses, and linked on the project webpage.

Sidewalk Decals

A sidewalk decal was created to increase awareness among pedestrians and those visiting businesses along the corridor, with a QR code to the project webpage and a call to action for community input (*see Appendix B.2*). Sidewalk decals were posted at 46 locations and were live for nine weeks.

*Bus Stop Flyers**

To increase awareness amongst current bus riders about the proposed designs, flyers (*Appendix B.3*) were posted at every bus stop along the 3.5-mile project corridor and were live for nine weeks.

*Storefront Window Flyers**

Flyers were also posted in the windows of 45 businesses and storefronts along the 3.5-mile project corridor and were live for nine weeks (*see Appendix B.4)*.

*Storefront Leave-Behind Flyers**

During storefront outreach, a leave-behind flyer was provided with project information and information specific to business access, including parking and loading accommodations.

*Mailer**

Mailers were developed and sent to different geographic boundaries along the 3.5-mile corridor. Mailers were also sent to property owners if they were different from the address occupants. Three different versions of the mailer were sent. The standard mailer depicted the project map and design proposal and included information about the open houses and other opportunities to provide input (*see Appendix B.5.1*). The turn restriction mailer had the same content as the standard mailer, but added a callout box informing recipients that the project design included a new turn restriction that would affect access to or from their block (*see Appendix B.5.2*). The MacArthur mailer included a map of the proposed closure of West MacArthur Blvd. between Apgar Street and San Pablo Avenue, with details about how traffic would be directed under the new proposal (*see Appendix B.5.3*).

All three mailers were distributed on March 29, 2024, to the following locations as detailed in the table below:

Mailer	Radii	Number of Addresses
Standard	500' or 1 block from San Pablo Avenue (whichever is greater)	5,874
Turn Restriction	500' or 1 block from San Pablo Avenue Turn Restriction (whichever is greater)	2,624
MacArthur	Custom boundary approx. ½ mi from San Pablo Avenue on MacArthur Blvd and to parallel streets that may be affected by diverted traffic	854
		Total: 9,352

*Project Video / Digital Advertising**

Informational videos about the project were developed and promoted using digital advertising on Google, Facebook, and Instagram, available to view at the links below:

- English
- Spanish
- Mandarin

Collectively, the ads (*see Appendix B.6*) were viewed on the social media platforms 222,245 times and generated 3,605 clicks to the community input website, Social Pinpoint.

Alameda CTC Communication Channels

The Alameda CTC project webpage *(see Appendix B.7*) included a project overview, project history and timeline, and a link to the Social Pinpoint webpage for community members to provide input.

Alameda CTC also posted twice about the project on its X (formerly known as Twitter) account and distributed three eBlasts with project information and a call to action for community members to share their input. These eBlasts were sent over the course of the project to their mailing list of people who have previously expressed interest in San Pablo Avenue project updates. Performance data for each eBlast is included in the following table:

Date sent	Distribution List Size	Opens	Bounces	Clicks	Unsub.	Mobile Open Percentage
April 1, 2024	1,794	1783 (60.5%)	194 (11%)	192 (12.1%)	8	4.5%
April 10, 2024	1,794	907 (56.8%)	197 (11%)	114 (7.1%)	4	3.3%
June 6, 2024	2,220	958 (47.5%)	205 (9%)	150 (7.4%)	4	3.5%

Key Findings from Outreach & Engagement

The project team received a wide range of input across the various outreach activities. The following table details the number of touchpoints, which encompasses people spoken to about the project or people who took project materials, for each outreach method. For available demographic information of participants, please see *Appendix C*.

Outreach Method	Touchpoints
Focus Groups	44
Open Houses	122
Pop-Ups	542
Storefront	133
Email/Phone	115
Total	**956**

Once the outreach period concluded, all comments received were categorized into the topics listed in the table below, which also specifies the number of comments received in each topic across all outreach activities.

	Category	Comments Received
Bike	Support	174
	Against	88
	Concern	141
	Design (General)	86
	Design (Specific)	259
	Project Limits	28
	Off-Topic	60
Walk	Support	46
	Against	2
	Concern	38
	Design (General)	37
	Design (Specific)	140
	Project Limits	0
	Off-Topic	27
Bus	Support	33
	Against	39
	Concern	49
	Design (General)	31
	Design (Specific)	38
	Project Limits	18
	Off-Topic	6

	Category	Comments Received
Traffic	Support	27
	Against	64
	Concern	101
	Design (General)	67
	Design (Specific)	129
	Project Limits	1
	Off-Topic	43
Parking and Loading	Support	36
	Against	26
	Concern	107
	Design (General)	100
	Design (Specific)	99
	Project Limits	0
	Off-Topic	6
Other	Support	52
	Against	65
	Concern	51
	Design (General)	22
	Design (Specific)	14
	Project Limits	12
	Off-Topic	48

General Themes by Outreach Activity

General themes heard by outreach activity and audience are provided below. For detailed input heard through each event, please refer to *Appendix A*.

Pop-Ups
At pop-up events, community members primarily had feedback expressing support, excitement, or concerns for the project as a whole, which included some who did not think the improvements were feasible or who wanted funding to go towards other community issues. Other than general feedback, the most common category of feedback concerned bike facilities, with many community members expressing their support for the introduction of protected bike lanes. There were also suggestions to add more lighting and signage around the bike lanes, especially among those concerned about cars driving or parking there.

Presentations and Meetings
Most input heard from presentations and meetings concerned parking and loading. Attendees had several concerns, including that loading zones may block bike lanes, cars will park in loading zones, and that parking will be diverted to side streets. Some suggestions included more metering enforcement and adding parking and loading areas for businesses on San Pablo Avenue. The second most common category of comments was regarding the bike facilities, with attendees concerned about shared areas where bikes use the sidewalk and that bike traffic might be diverted to side streets.

Focus Groups
Feedback on pedestrian and bus facilities was most common across the four focus groups. Participants supported the addition of street lights, median refuges, and leading pedestrian intervals, while there was conflicting feedback on flashing beacon lights. Some liked the addition of beacon lights, while others were concerned that motorists would ignore them. There was similarly conflicting feedback on the addition of a bus lane, with participants liking the addition of the bus lane but concerned that cars will drive in them or that it may be difficult to access bus stops with bike lanes proposed between the bus boarding islands and the sidewalks.

Storefront
The overwhelming majority of comments were regarding parking and loading changes and the impact they would have on business operations. Many business owners requested the addition of parking supply and loading spaces back onto San Pablo Avenue, expressing concerns with parking spillover on side streets, metered parking, and loading zones on side streets being too far away from storefronts.

Email and Phone
The majority of comments received via phone and email were requests for additional information about the project, such as specific questions about how proposed designs would impact businesses or a residential street, requests for meetings/presentations from the project team, or questions on how to use the community input site. Most input received on the project itself via calls and emails was in opposition to the project due to loss of parking / business impacts and concerns related to increased vehicle traffic congestion.

Key Takeaways

Key takeaways from comments received during all forms of outreach are provided by travel mode below.

Bike

Comments in support of the proposed bike lanes generally expressed appreciation for the design, given many commenters expressed they do not feel safe biking on San Pablo today. Concerns included doubts that there would not be proper enforcement or maintenance to make the bike lanes usable, as well as concerns about conflict between different modes in specific locations where cyclists would need to share space with other modes, such as pedestrians, transit, and/or other vehicles. These comments were generally in favor of additional physical separation from other modes, such as at loading zones and south of 20th Street.

Commenters who were not in favor of the proposed bike lanes expressed frustration with potential traffic and parking impacts. Some felt that bike lanes on San Pablo Avenue are unnecessary given existing bike facilities on other nearby routes and/or suggested adding bike lanes on other parallel routes. Some commenters felt that there are not enough community members who bike to merit new bike lanes, or that they would not benefit some populations, such as seniors and people with disabilities, who use San Pablo Avenue.

Walk

Comments in support of the pedestrian improvements generally expressed appreciation for the crossing safety measures to be implemented, and commenters indicated they would feel much more comfortable walking on the corridor. Concerns generally pertained to high vehicle speeds, with questions as to whether the proposed crossing improvements would be adequate to keep people walking safe; for example, some commenters said flashing beacons don't work because cars don't stop for them, and others noted that cars frequently run stop signs.

Comments expressed a desire for more pedestrian lighting and signal timing that allows more time to cross the street given the width of San Pablo Avenue. Design considerations included concerns related to having to cross the bike lane to access a bus loading platform, as well as concerns with people walking needing to share the sidewalk with people biking in some locations, such as where there are loading zones and at some corners with proposed shared pedestrian/bicycle space. There was also a desire to have more paratransit loading zones and accessible parking.

Bus

Comments in support of the bus lanes expressed excitement for improved service with the dedicated lanes and the shorter and more reliable travel times they would bring. There were concerns that people driving would illegally use the bus lanes and that there would not be adequate enforcement to mitigate this potential impact. Similar to comments in opposition to

bike lanes, comments against the bus lanes expressed frustration about traffic impacts and loss of parking for a service with low perceived ridership. Some commenters also said that unless buses are made more accessible and comfortable (clean, safe, affordable), they will not attract users.

Traffic

Comments in support of the project's changes to traffic circulation expressed appreciation of the reduction in traffic collisions and safer environment that could result from having fewer general purpose traffic lanes and new turn restrictions, crossing improvements, and protected bike lanes. Many of these commenters were concerned with the speeding and unsafe driving that occurs with the current street design.

Other comments expressed concerns with the increased traffic congestion that could result both on San Pablo Avenue and on parallel streets, particularly with overflow from I-80 during rush hour or when there is an incident on I-80. There were also concerns about the potential for traffic diverting onto surrounding neighborhood streets or concerns that the design would lead to more confusion and impatience, reducing safety. Some commenters added that these issues would only get worse as new housing developments are built, bringing more drivers to the area. Some felt that the corridor's role as a major auto thoroughfare, including for regional travel, should take priority rather than dedicating road space to buses and bikes.

Among commenters concerned about speeding on San Pablo Avenue and/or neighborhood cut-through traffic, suggestions included installing speed enforcement cameras and/or speed bumps on San Pablo Avenue, neighborhood streets, or both.

Parking and Loading

Comments in support of the proposed parking and loading designs expressed that parking on side streets is sufficient for most locations and some expressed appreciation that loading and short-term parking zones on San Pablo Ave. are included in the designs where needed. Supportive commenters noted the potential for the project to attract more people to San Pablo Avenue via walking, biking, and transit. However, parking and loading were major concerns of commenters who were opposed to the design, including many business owners, who expressed frustration that businesses could be negatively impacted due to the lack of parking on San Pablo Ave.

There were also concerns about potential commercial parking spillover into residential neighborhoods. Some commenters suggested that enforcement be implemented or increased for vehicles illegally parking in short-term parking and loading zones. Support for using meters on side streets was mixed, with some storefronts supportive to encourage turnover and short-term parking while others were opposed due to concerns that the cost would be unaffordable and/or deter customers. Some suggested time limits and/or permit parking on side streets.

APPENDICES

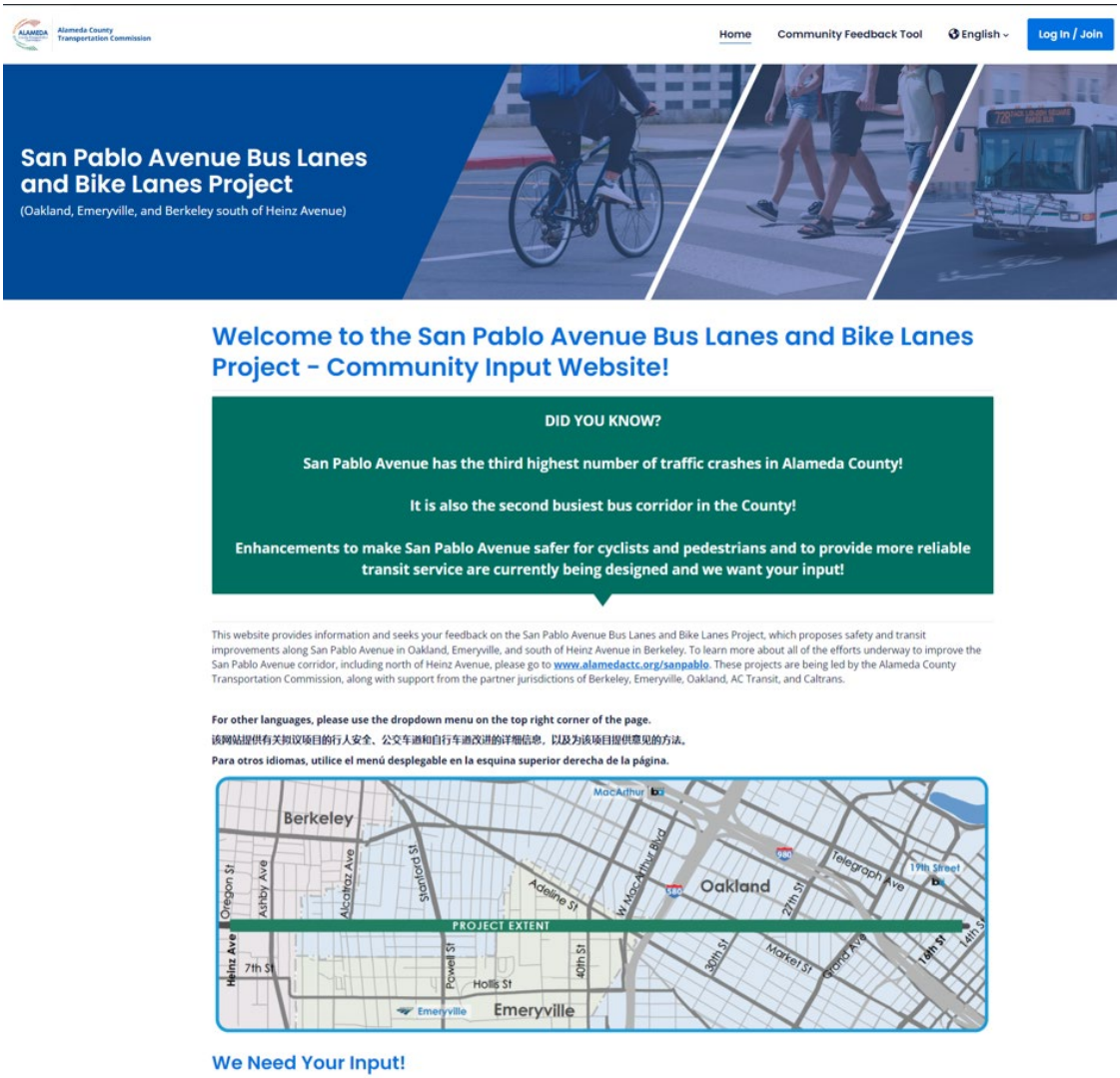
Appendix A -

Outreach Methods and Input Received

A.1 Social Pinpoint

A.1.1 Social Pinpoint Website

The main Social Pinpoint website landing page is where visitors first arrived when following a link or web address to provide input on the project. The site provided an overview of the project and ways to provide input. It directed visitors to both the Interactive Map Tool and to a demographic survey.

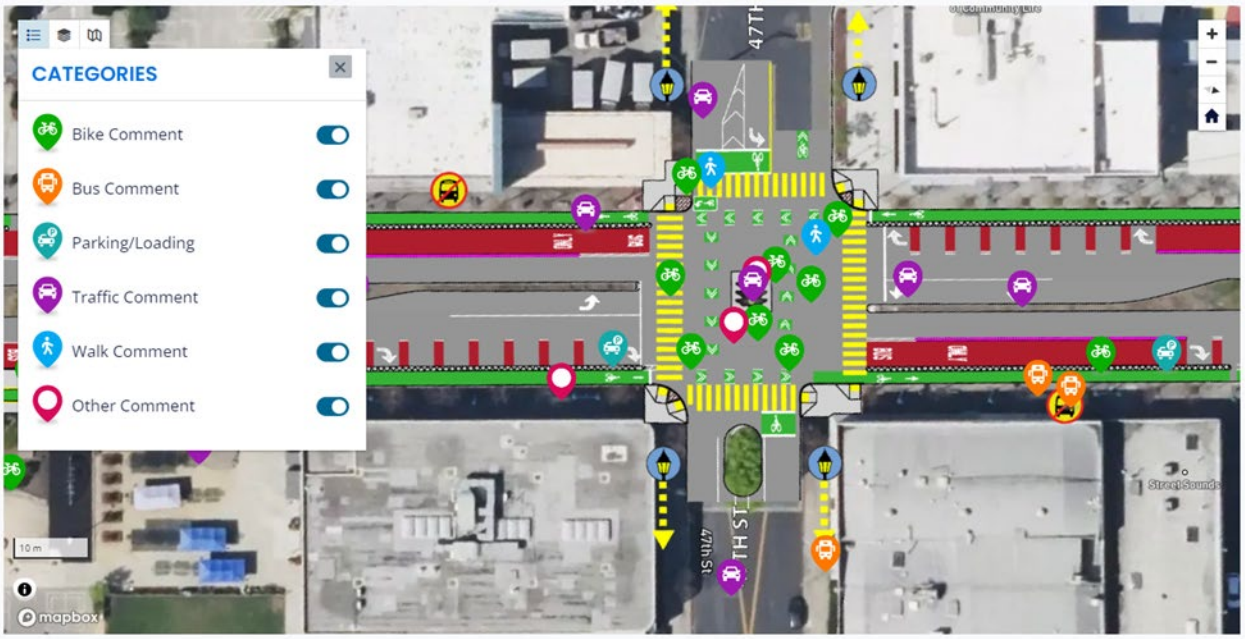


A.1.1 Interactive Map Tool

The ***Interactive Map Tool*** shared the proposed designs and allowed the community to provide feedback for San Pablo Avenue in Oakland, Emeryville, and Berkeley south of Heinz Avenue area. Six options of comment *types* were provided to users to illustrate what the comment theme is, which are:

- Bike Comment
- Bus Comment
- Parking/Loading
- Traffic Comment
- Walk Comment
- Other Comment

The proposed design overlaid could be turned off to show the existing conditions in the aerial imagery. Map legend is available in all three languages (English, Spanish, and Traditional Chinese). The community was able to zoom and pan within the tool to see in detail the improvements proposed along the corridor. The public were asked to leave comments by selecting a topic and map location, before writing and submitting their feedback directly onto the map. Submitted comments are visible to other visitors to the site. Comments submitted and Categories Tool are shown in **Figure 2**. Respondents could input a public screen name in the comment or post the comment anonymously. Comments could be toggled on/off for ease of navigation.



A.2 Summary of Input Received via Social Pinpoint

A.2.1 Analysis Methodology

Once the comment period was closed, all comments received from each six categories were categorized into seven *general topics* that capture their high-level sentiments included in the table below. Examples included are representative of the high level sentiments of actual comments received, but not verbatim.

General Topics	
Support	Expresses support only and does not propose changes. E.g. "I love the changes to this intersection because it will make me feel much safer!"
Against	Does not want the project to be implemented at all. E.g. "This project should not be built because traffic will become way worse."
Concern	Expresses concern over some topic but does not say that the project shouldn't be built (which would go into "against") and does not propose changes (which would go into a "design" category). E.g. "As a cyclist, I'm concerned about getting sideswiped by right-turning traffic."
Design (Specific)	Design discussion or suggestion on one or more changes at a specific location. E.g. "Please add loading spaces in front of the library."
Design (General)	Design discussion or suggestion on one or more changes throughout the corridor. E.g. "Bollards should be added at every street corner to prevent pedestrians from getting hit by traffic."
Off-topic	Off-topic, unable to deduce meaning, or out of project scope. E.g. "San Pablo & Virginia St. is a dangerous intersection!"
Project Limits	Only expresses that the project should extend beyond Heinz/Russell with no comments that would fit into other categories. E.g. "I'd love these improvements to extend to Solano Ave!"

Design comments under the “Design (General)” and “Design (Specific)” were further examined and categorized with *design subcategories* that describes the type of change suggested to the proposed design. Each design comment was then evaluated in depth by the Project design team to determine if they should be incorporated into the project.

A.2.2. Results Overview

Between April 1 and June 11, 2024, the outreach website received 15,203 total views from 6,392 visitors. The Interactive Map Tool collected 1,875 comments from 839 unique IP addresses. Figure 1 below represents a timeline and the number of comments received, which

shows a spike in comments between April 13 and April 18, coinciding with the time the two open houses were held. While comments received during the open houses were entered at a later date, this spike in traffic may indicate that promotional efforts for the open houses also drove traffic to Social Pinpoint. Approximately 40% (759) of the total comments were bicycle-focused. See Table 1 below for the total number of comments in each category. Comments in the “Other Comment” category were later assessed and funneled into another topic if applicable.

Figure 1. Number of Comments Received by Date

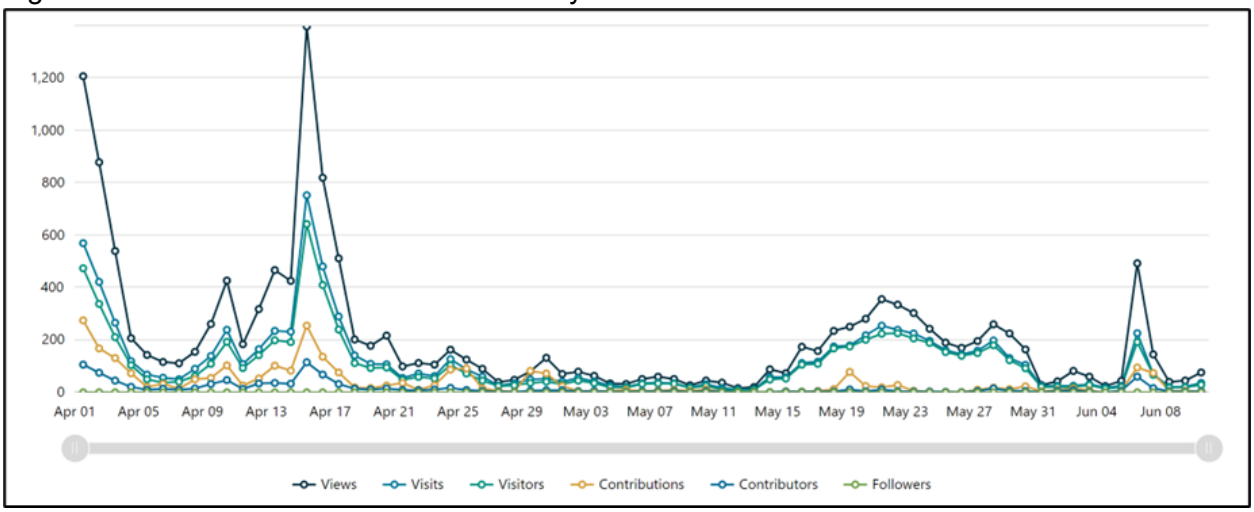
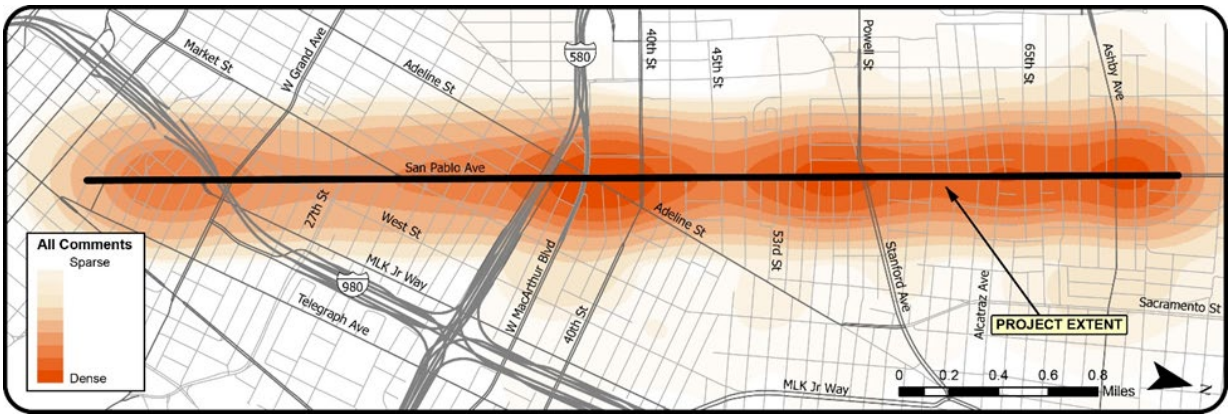


Table 1. Interactive Map Comments by Topic

	Number of Comments	Percent of Comments
Bike Comment	759	40%
Traffic Comment	358	19%
Walk Comment	244	13%
Parking/Loading	214	11%
Bus Comment	138	7%
Other Comment	162	9%
Grand Total	**1875**	**100%**

Spatially, the north section of the corridor within Emeryville and North Oakland had a higher density of comments. Particularly, the segment in Emeryville between I-580 and 40th St. had the highest concentration of comments. North Oakland, specifically near the Stanford Ave. and Ashby Ave. intersections, were also hotspots of comment activity.

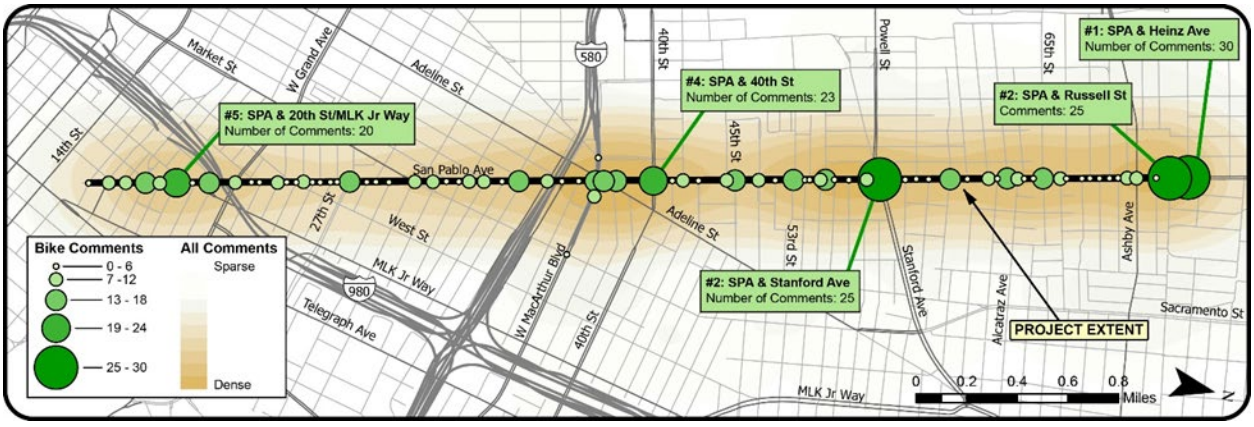
Figure 2. Comments by Location on the Project Area



Bike Comments

There were 759 comments total in the Bike category throughout the entire project corridor. The locations with the most comments on San Pablo Ave. are at Heinz Ave. and Russell St. in South Berkeley, followed by the Stanford Ave. intersection in North Oakland. Other hotspots of Bike comments exist in Emeryville between W Macarthur Blvd and 40th St., and in Downtown Oakland south of W Grand Ave.

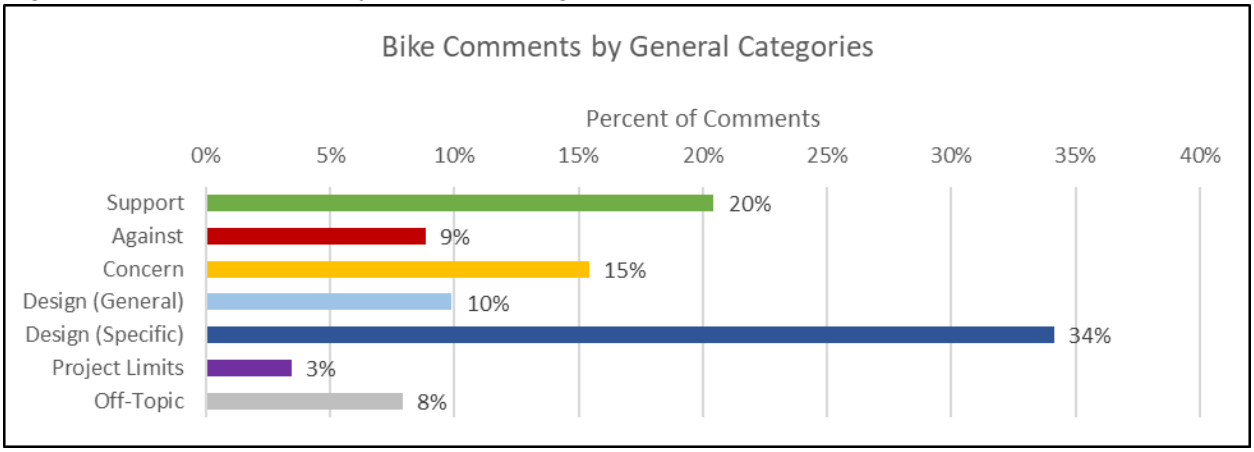
Figure 3. Bike Comments by Location on the Project Area



Rank	Intersection	Count
1	San Pablo Avenue & Heinz Ave.	30
2	San Pablo Avenue & Stanford Ave.	25
2	San Pablo Avenue & Russell St.	25
3	San Pablo Avenue & 40th St.	23
4	San Pablo Avenue & 20th St./MLK Jr Way	20

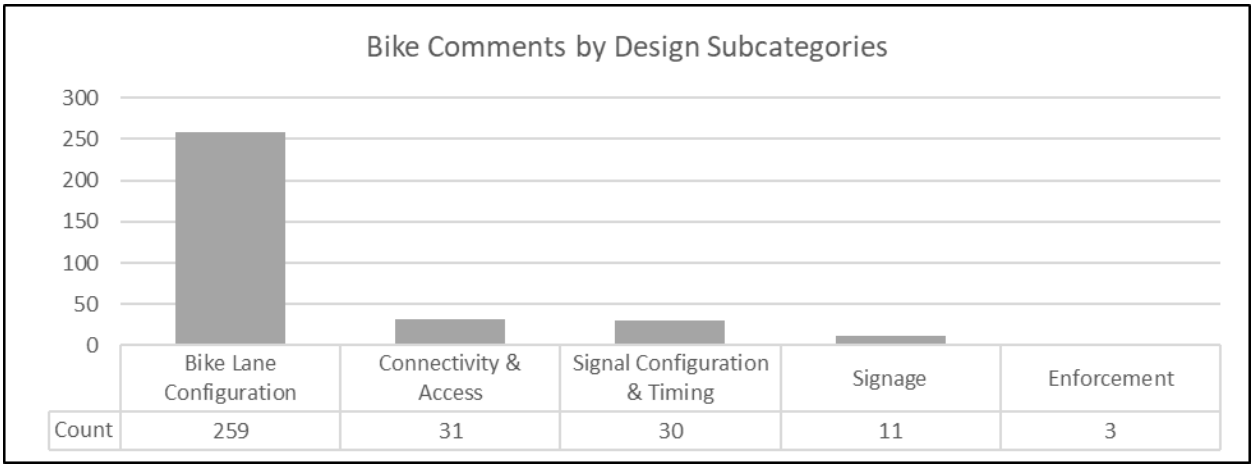
Bike comments were distributed into the seven general categories. Over 44% of submitted comments were design-related, followed by “Support” (20%) and “Concern” (15%). “Support” comments generally express appreciation for the proposed improvements, acknowledging that changes will improve their quality of life, and welcoming the new bike lane on San Pablo Ave. “Concern” comments generally express doubt related to enforcement of the bike lane, conflict between modes at mixing zones, and general maintenance. “Against” comments express frustration and opposition toward safety between modes, duplication of existing parallel bike facilities, and traffic impacts.

Figure 4. Bike Comments by General Categories



The design comments, from the above two “Design” categories (44%, 334), were further subcategorized into the following five subcategories. The chart below shows the breakdown of 334 design comments in the Bike category. Most design comments focused on the configuration of the bike lane (78%), such as its placement on the road, separation from vehicle traffic, design of the loading zones, etc.

Figure 5. Bike Comments by Design Subcategories



A summary of comments in each category is provided below:

Bike Lane Configuration
Add additional bike sharrows within intersections
Remove medians for more width to be used for more protection of bike lane
Construct bulb-outs and/or bollards and create protected intersections for bike lane, and also slow right-turning traffic
Remove vertical separation between bike lane and vehicle traffic to allow bikes to avoid obstacles in bike lane
Remove loading zones so that bicycles do not have to ride into the bus lane or ride onto the sidewalk
Create protected bike lanes south of 20th Street where buffered Class IIB lanes are proposed
Install tree grates under trees at loading zones where bikes ride on sidewalk
Maintain protected bike lane northbound near Alcatraz Ave. intersection
Reduce the number of curves in bike lane near bus stops
Convert two-way bike lane at Heinz Ave. to one-way bike lanes on both sides.
At intersections, place bike lane to left of right turn lane to reduce right-hook collisions

Connectivity & Access
Add bike boxes and intersection markings where San Pablo Ave. intersects streets with high bicycle volumes
Add bike racks in front of popular destinations

Signal Configuration & Timing
Install bicycle actuated traffic signals on side streets
Give bicycles a dedicated signal phase that is separate from vehicles
Optimize side street signal timing to avoid long waits for bicycles
Move ped/bike push buttons away from storm drains for easier access
Add leading pedestrian and bicycle intervals

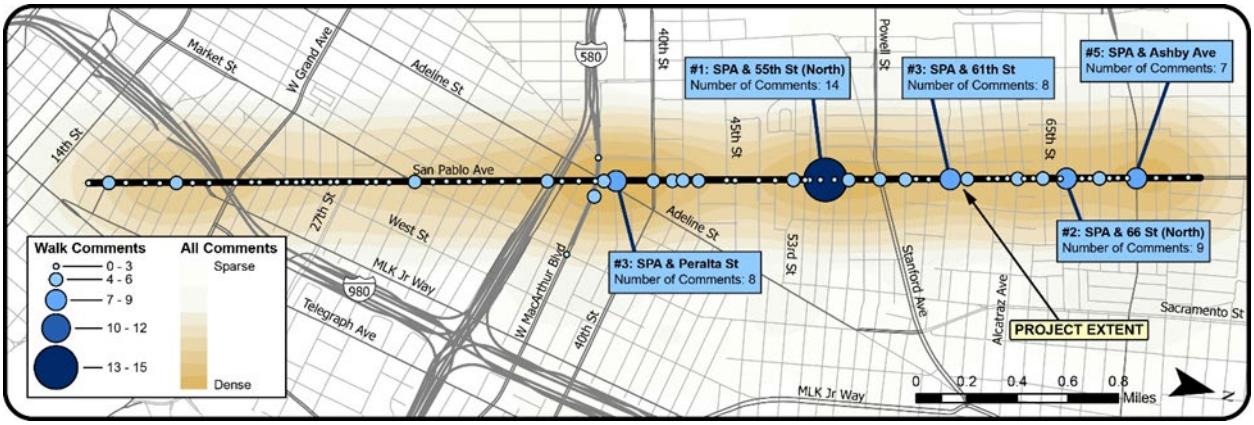
Signage
Install warning signage to drivers to yield to bicycles and pedestrians when turning
Install wayfinding signage to other bicycle infrastructure, such as Emeryville Greenway
Make signage and striping at loading zones clear for bicycles to avoid confusion

Enforcement
Maintain bike lane clearance
Better enforcement of the existing No Turn on Red restriction at Stanford and San Pablo
Increase signage and pull back stop line for cars to avoid blocking bike path

Walk Comments

There were 244 total comments in the Walk category, which are more concentrated north of I-580 within Emeryville and North Oakland. San Pablo Ave's intersection with 55th St. near the Emeryville Center for Community Life (ECCL) has the most comments. Other hotspots of comment activity include San Pablo Avenue's intersections with Peralta St./Adeline St. in Emeryville; and 61st St. and 66th St. in North Oakland.

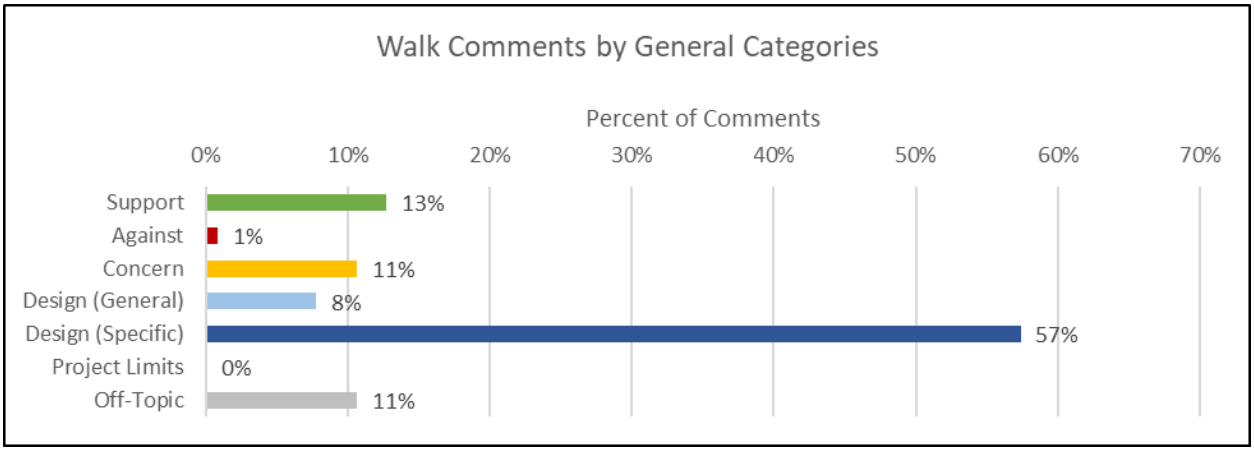
Figure 6. Walk Comments by Location on Project Area



Rank	Intersection	Count
1	San Pablo Avenue & 55th St. (North)	14
2	San Pablo Avenue & 66th St. (North)	9
3	San Pablo Avenue & 61st St	8
3	San Pablo Avenue & Peralta St/Adeline St	8
4	San Pablo Avenue & Ashby Ave	7

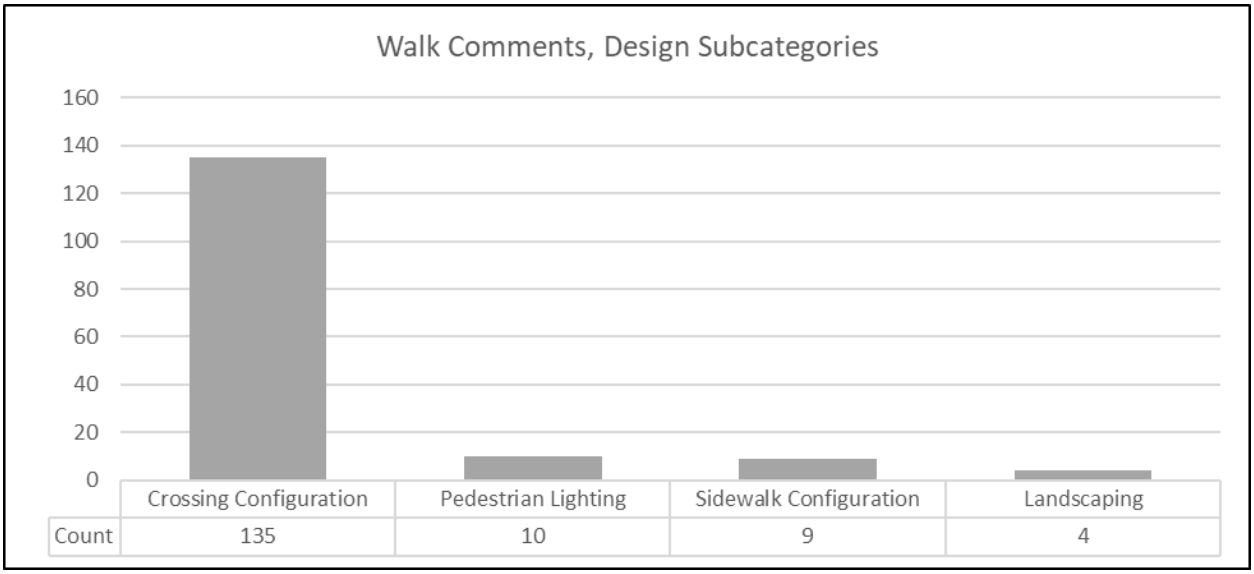
Of the general comment categories, "Design (Specific)" contains more than half of all comments (57%), followed by "Support" (13%) and "Concern" (11%). "Support" comments generally express appreciation for the crossing safety measures to be implemented and indicate they would feel much more comfortable walking on the corridor. "Concern" comments generally focus on high vehicle speeds and question if the proposed crossing improvements will be adequate to keep them safe. One "Against" comment says that the bus and bike improvements will leave pedestrians vulnerable, citing as an example Telegraph Ave. in the Temescal neighborhood.

Figure 7. Walk Comments by General Categories



The design comments, from the “Design (General)” and “Design (Specific)” categories (65%, 158), were further subcategorized into the following four subcategories. The chart below shows the breakdown of 158 design comments in the Walk category. Most of the design comments suggest changes to the configuration of pedestrian crossings at intersections (84%), such as crosswalk placement, bulb outs, and squaring up crosswalks.

Figure 8. Walk Comments by Design Subcategories



A summary of key takeaways from comments in each category is provided below:

Crossing Configuration
Convert all traditional crosswalks to high-visibility crosswalks
Add raised crosswalks to slow vehicles
Add bulb outs to shorten crossing distance
Add more crossings across San Pablo Ave, especially to popular destinations

Add PHB or RRFB push buttons within median refuge island to ensure pedestrians are not stranded in the middle
Square up crosswalks to minimize crossing distances

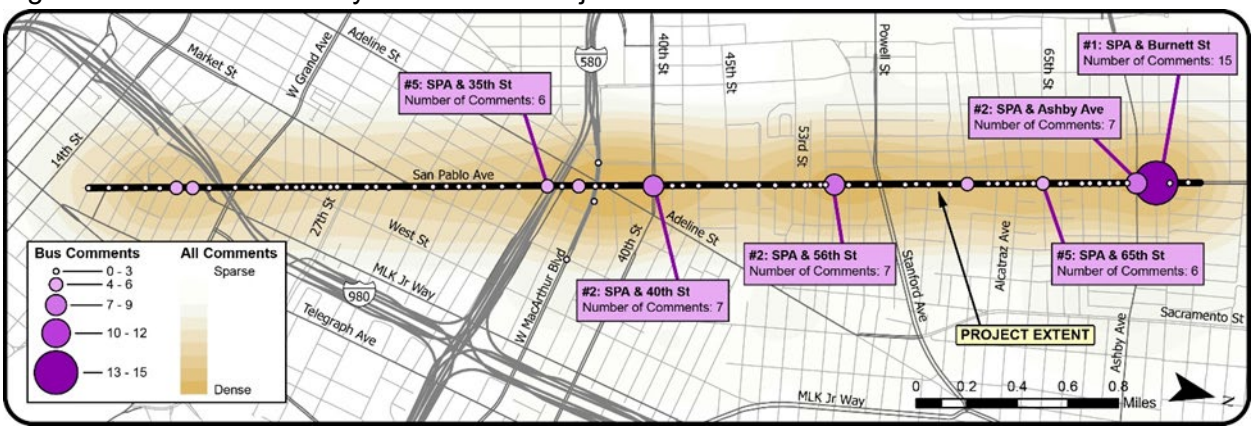
Pedestrian Lighting
Add improved pedestrian lighting at intersections
Add improved lighting at freeway underpasses for safety
Ensure lighting does not have glare and has a warm tone

Sidewalk Configuration
Widen sidewalks in loading zones where bicycles are on sidewalks
Widen sidewalks where bus stops are located to provide more space between pedestrians and waiting bus riders
Construct new sidewalk on westbound W MacArthur Blvd between San Pablo Ave. and Agpar St.

Landscaping
Add planters and other landscaping for improved aesthetics
Add trees for shade

Bus Comments
There were 139 total comments in the Bus category, which are more concentrated north of I-580 within Emeryville and North Oakland. San Pablo Ave's intersection with Burnett St. in South Berkeley has the highest number of comments, most requesting that bus lanes extend farther north. Other hotspots of comment activity include San Pablo Avenue's intersections with 40th St. in Emeryville; and 56st St. and Ashby Ave. in North Oakland.

Figure 9. Bus Comments by Location on Project Area

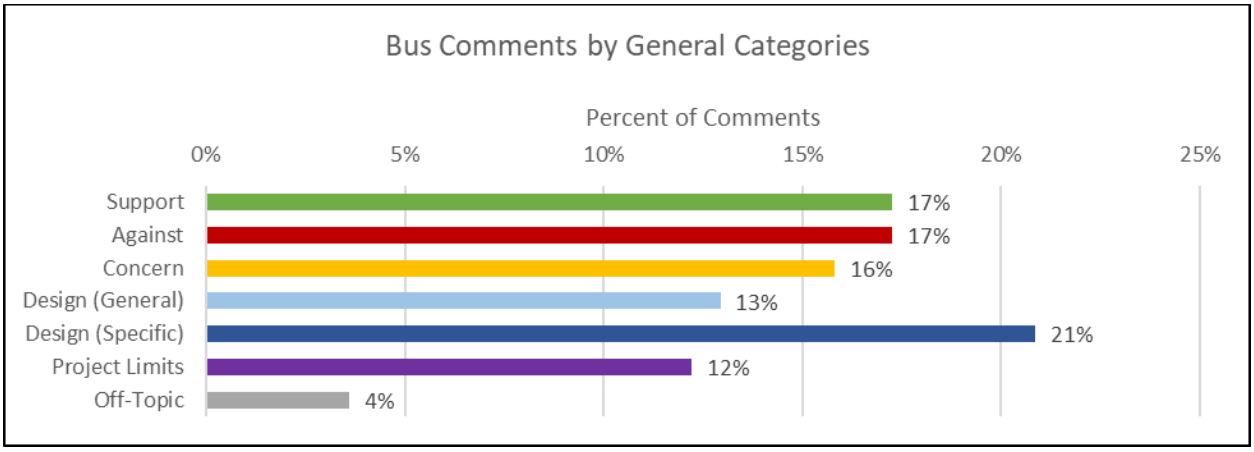


Rank	Intersection	Count
1	San Pablo Avenue & Burnett St	15

2	San Pablo Avenue & 56th St	7
2	San Pablo Avenue & Ashby Ave	7
2	San Pablo Avenue & 40th St	7
3	San Pablo Avenue & 35th St	6
3	San Pablo Avenue & 65th St	6

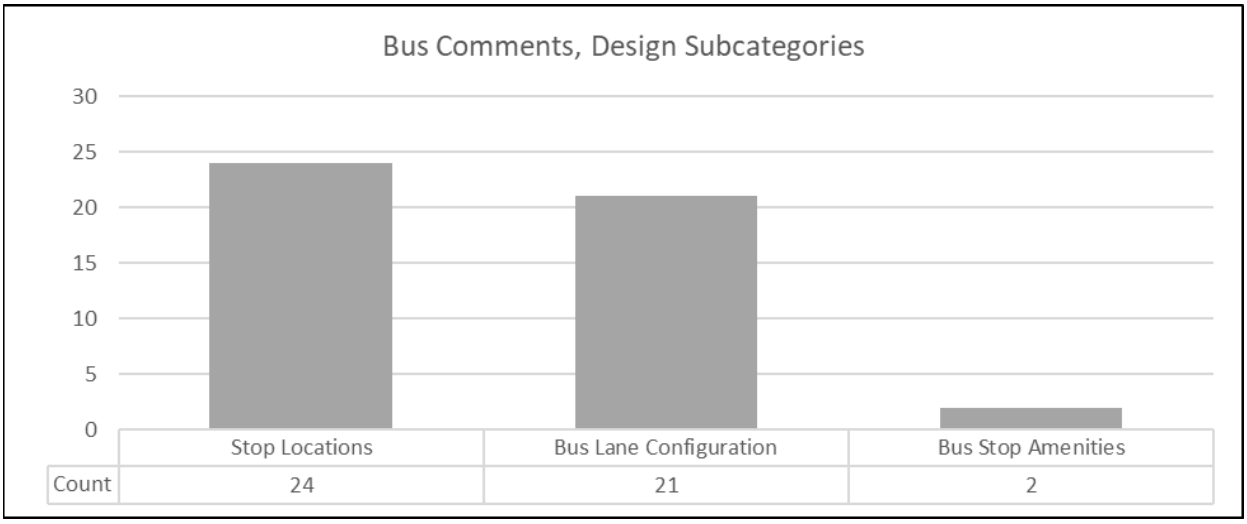
The distribution of comments is approximately even among the general categories. “Design (Specific)” contains the most comments (21%), followed by “Support” (17%) and “Against” (17%). “Support” comments express excitement for improved bus service in the dedicated lanes and anticipation of decreased and more reliable travel times. “Concern” comments raise questions about enforcement of private vehicles in the bus lanes. “Against” comments express frustration about the traffic impacts and question why space is allocated to buses despite low perceived ridership.

Figure 10. Bus Comments by General Categories



The design comments, from the “Design (General)” and “Design (Specific)” categories (34%, 47), were further subcategorized into the following five subcategories. The chart below shows the breakdown of 47 design comments in the Bus category. Design comments were roughly evenly split between discussing bus stop locations (51%) and the configuration of the bus lane (45%).

Figure 11. Bus Comments by Design Subcategories



A summary of key takeaways from comments in each category is provided below:

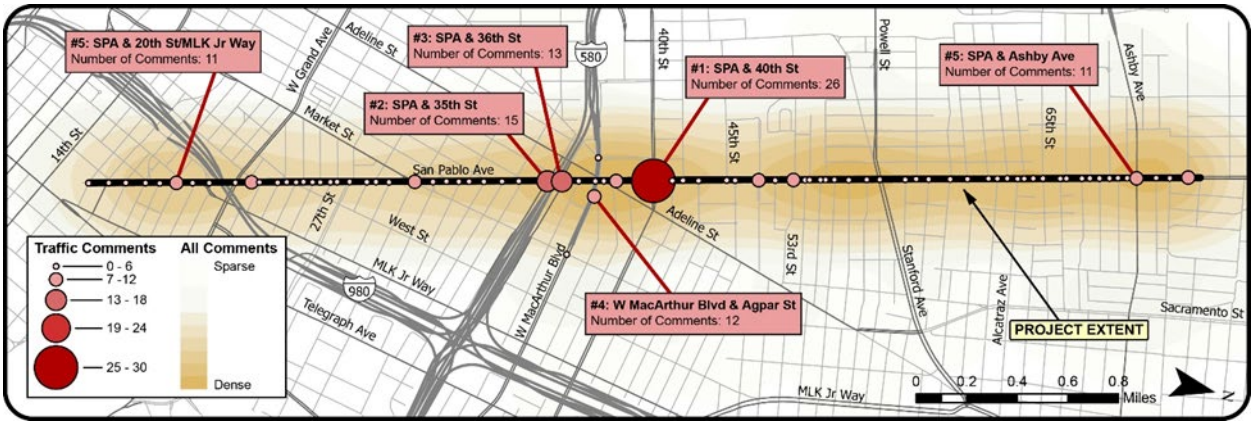
Stop Locations
Retain bus stops proposed to be removed near specific destinations and community centers, such as Golden Gate Library and St. Mary's Center
Retain bus stops proposed to be removed more generally to be considerate of those with mobility needs
Increase bus stop spacing to decrease stop delay

Bus Lane Configuration
Add vertical separation between vehicle lanes and bus lanes throughout corridor to prevent private autos from using bus lanes
Reconfigure bus lanes into HOV lanes to mitigate traffic impacts

Bus Stop Amenities
Ensure trash bins are installed at all bus stops to decrease littering

Traffic Comments
There were 359 total comments in the Traffic category, which are very concentrated in Emeryville: San Pablo Avenue's intersection with 40th St. contained the most comments. San Pablo Avenue's intersections with 35th and 36th St., which connect to I-580 ramps, also received a high number of comments.

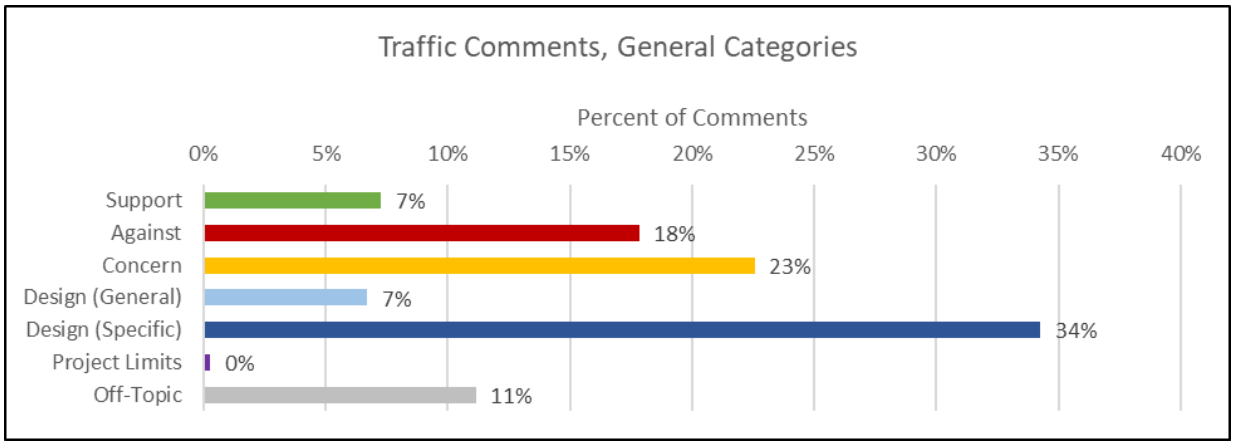
Figure 12. Traffic Comments by Location on Project Area



Rank	Intersection	Count
1	San Pablo Avenue & 40th St	26
2	San Pablo Avenue & 35th St	15
3	San Pablo Avenue & 36th St	13
4	W MacArthur Blvd & Apgar St	12
5	San Pablo Avenue & Ashby Ave	11
5	San Pablo Avenue & 20th St/MLK Jr Way	11

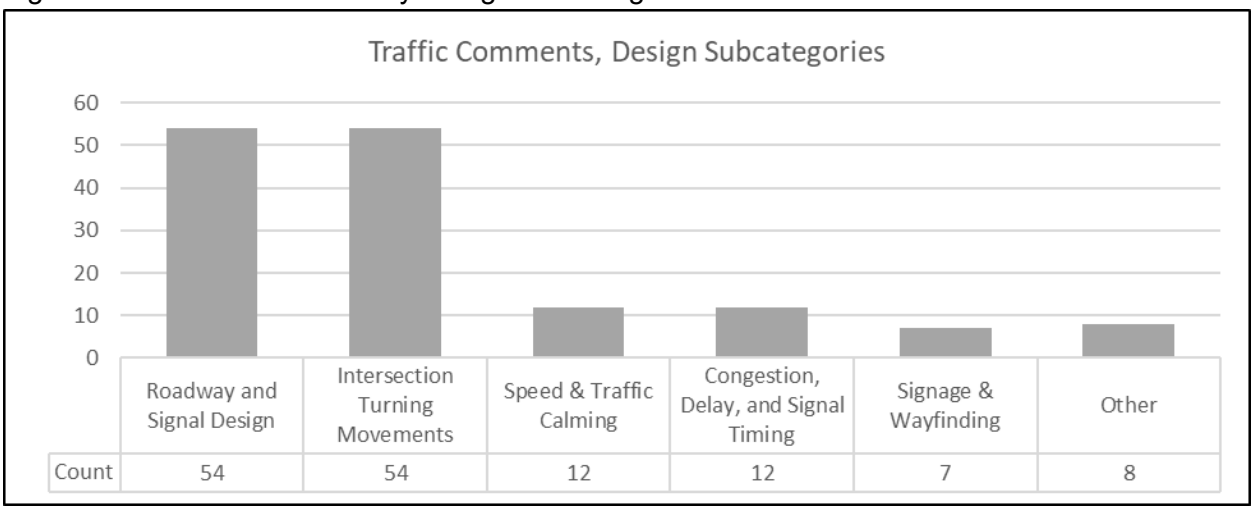
Of the general categories, “Design (Specific)” contains the most comments (34%), followed by “Concern” (23%) and “Against” (18%). “Support” comments express appreciation over turn restrictions, crossing improvements, and protected bike lanes and reduce vehicle collisions with pedestrians and bicyclists. Some comments agree with the proposed closure of westbound W MacArthur Blvd between Apgar St. and San Pablo Ave. “Concern” comments generally express concern over increased traffic both on San Pablo Ave. and diverting into side streets. Comments from residents of Apgar St. expressed opposition to closure of MacArthur Blvd between Apgar St. and San Pablo Ave. due to concerns about reducing Apgar St. residents’ access and diverting MacArthur Blvd. traffic onto their street. “Against” comments express opposition to the project due to traffic and congestion, anger that road space is being dedicated to buses and bikes instead of vehicles, and point out that the corridor is a major thoroughfare for regional travel.

Figure 13. Traffic Comments by General Categories



The design comments from the above two “Design” categories (41%, 147), were further subcategorized into the following five subcategories. The chart below shows the breakdown of 147 design comments in the Traffic category. Most of these comments suggested changes to roadway or signal design (37%), which involve the configuration of auto lanes and traffic signals; or intersection turning movements (37%), which involve turn lanes and turn restrictions.

Figure 14. Traffic Comments by Design Subcategories



A summary of key takeaways from comments in each category is provided below:

Roadway and Signal Design
Maintain two vehicle through lanes on corridor
Do not shorten medians, keep them to prevent illegal mid-block U-turns
Do not use PHBs due to driver confusion
Do not remove driveways at vacant parcels in case it becomes redeveloped
Convert complex intersections into roundabouts

Intersection Turning Movements
Make turn lane movements and intersection striping clear to avoid collisions, especially at complex intersections such as San Pablo Avenue, 20th St, and MLK Jr Way.
Allow northbound right turns onto 40th Street
Maintain thru access on MacArthur Blvd. between Apgar St. and San Pablo Ave.
Disallow southbound right turns onto 32nd Street
Allow northbound left turns onto 27th Street to improve access
Add more no right on red restrictions to protect pedestrians; make restriction clearer with illuminated sign

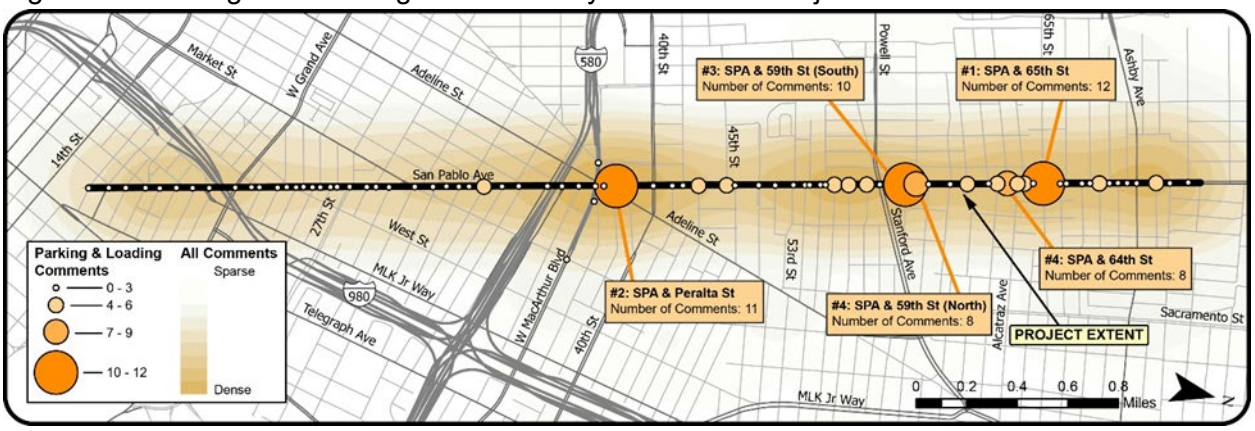
Speed & Traffic Calming
Add traffic calming, such as rumble strips or speed bumps, on side streets to slow drivers diverting onto the side streets
Add traffic calming onto San Pablo Ave. to slow vehicles down near crosswalks

Congestion, Delay, and Signal Timing
Optimize signal time and prevent long wait times at intersections
Add coordinated signals for consistent traffic flow
Add protected left turns at major intersections

Parking and Loading Comments

There were 214 total comments in the Parking & Loading category, which are more concentrated within North Oakland, with the area around the 65th St. intersection being a major hotspot. Other areas of high comment activity include the 59th St. intersection in North Oakland, and the Peralta St./Adeline St. intersection in Emeryville.

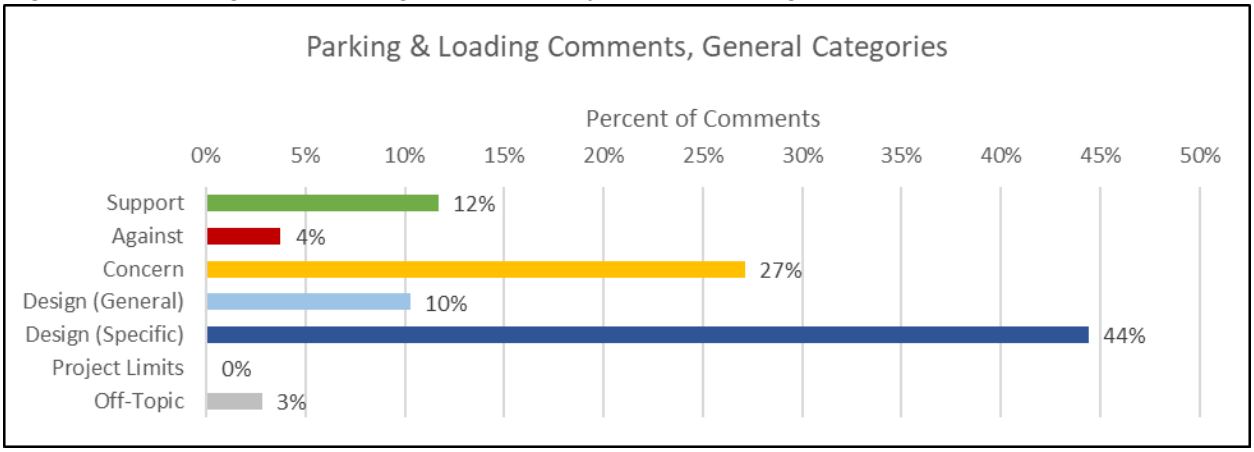
Figure 15. Parking and Loading Comments by Location on Project Area



Rank	Intersection	Count
1	San Pablo Avenue & 65th St	12
2	San Pablo Avenue & Peralta St/Adeline St	11
3	San Pablo Avenue & 59th St. (South)	10
4	San Pablo Avenue & 59th St. (North)	8
4	San Pablo Avenue & 64th St	8

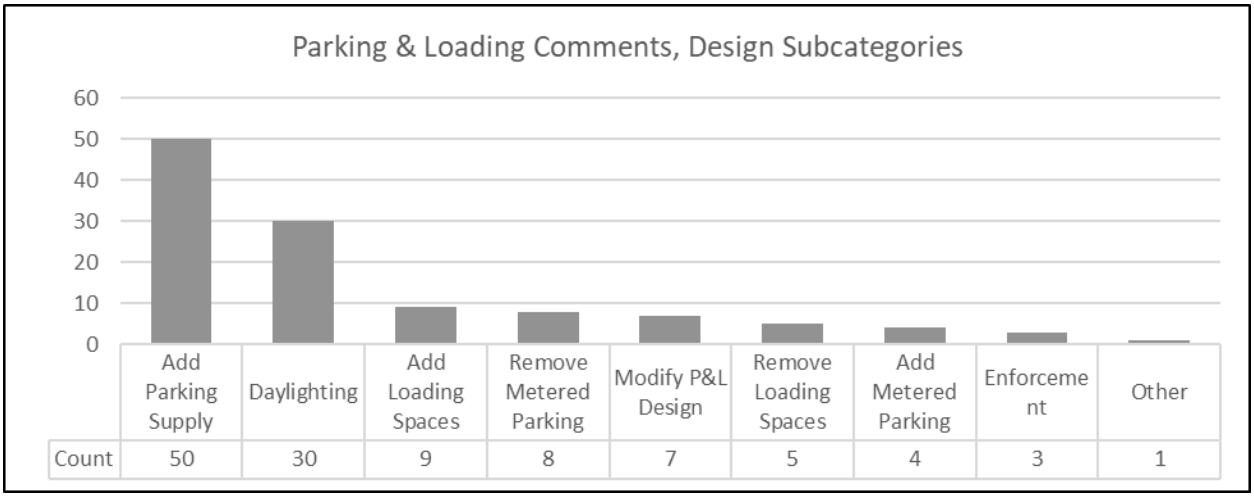
Out of the general categories, “Design (Specific)” contains close to half of all comments (44%), followed by “Concern” (27%) and “Support” (12%). “Support” comments indicate that the loss of parking is acceptable, parking on side streets is sufficient, and are appreciative that loading zones are included in the design. “Concern” comments express worry about whether people could find available parking and parking spillover effects into residential neighborhoods. “Against” comments express frustration that businesses will be negatively impacted due to the lack of parking.

Figure 16. Parking and Loading Comments by General Categories



The design comments, from the above two “Design” categories (55%, 117), were further subcategorized into the following five subcategories. The chart below shows the breakdown of 117 design comments in the Parking & Loading category. The largest subcategory was related to adding parking supply (43%), both on-street and off-street. The next subcategory was regarding daylighting near intersections (26%); however, note that many of these comments were left by the same respondent.

Figure 17. Parking and Loading Comments by Design Subcategories



A summary of key takeaways from comments in each category is provided below:

Add Parking Supply

Add on-street parking on San Pablo Ave. due to concerns over loss of business, concern for people with limited mobility, safety on side streets, spillover within residential neighborhoods, etc.

Remove median and use the width to add more on-street parking on San Pablo Ave

Add off-street parking supply by constructing parking lots on vacant parcels

Daylighting
Ensure on-street parking spaces comply with AB 413, where parking or stopping 20 feet from a crosswalk on the side approaching the crosswalk. Where parking is not allowed, paint the curb red.

Add Loading Spaces
Add more commercial loading spaces near businesses for deliveries
Add more passenger loading spaces near senior centers and medical facilities for paratransit loading
Add more passenger loading spaces for Uber, Lyft, etc

Remove metered parking
Remove metered parking on residential side streets so that residents may park in front of their house
Remove metered parking in front of St. Columba Church

Modify Parking & Loading Design
Add more disabled parking spaces throughout corridor
Add no parking signage on 53rd St. to prevent standing cars and maintain flow for Emery High School

Remove Loading Spaces
Remove loading zones that are perceived as unnecessary and prevent bikes from having to merge into bus lane or use sidewalk
Remove loading zones on commercial blocks perceived to have low usage

Add Metered Parking
Add more metered parking to keep parking turnover high since there is less parking

Enforcement
Prevent double parking or parking within bike lane with effective enforcement
Extend parking enforcement hours to 6PM
Add residential parking permits on side streets to preserve resident parking near homes

Within design subcategories involving adding, removing, or modifying parking spaces, the below table notes where the change was suggested (on or off San Pablo Ave.).

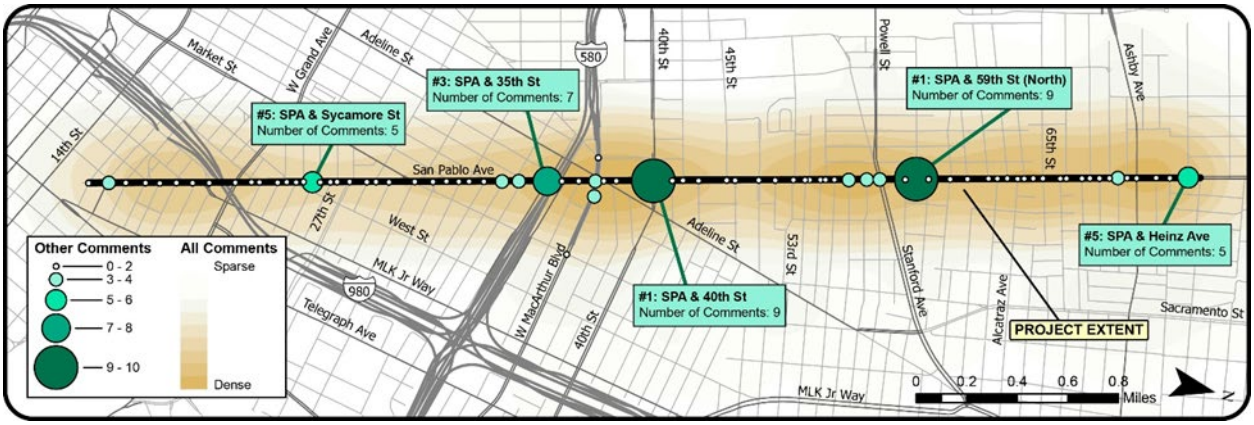
	On San Pablo Avenue	Off San Pablo Avenue
Add Parking Supply	45	5

Add Loading Spaces	9	0
Remove Loading Spaces	5	0
Modify P&L Design	6	1

Other Comments

There were 160 total comments in the Other category, which are defined as those that did not fit within the other general categories. San Pablo Ave's intersection with 59th St. in North Oakland and 40th St. in Emeryville contain the most comments in the Other category.

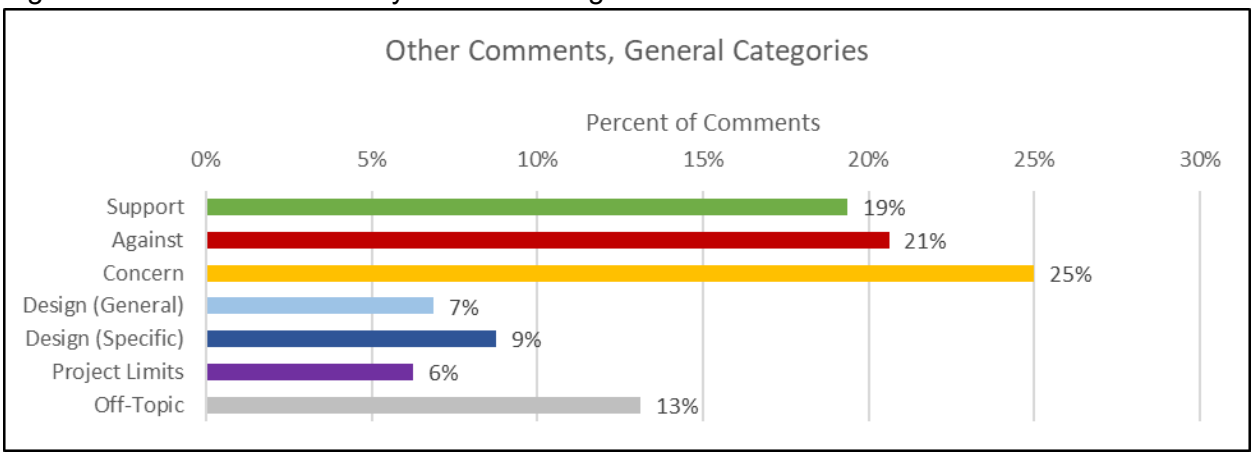
Figure 18. Other Comments by Location on Project Area



Rank	Intersection	Count
1	San Pablo Avenue & 40th St.	9
1	San Pablo Avenue & 59th St. (North)	9
2	San Pablo Avenue & 35th St.	7
3	San Pablo Avenue & Heinz Ave.	5
3	San Pablo Avenue & Sycamore St.	5

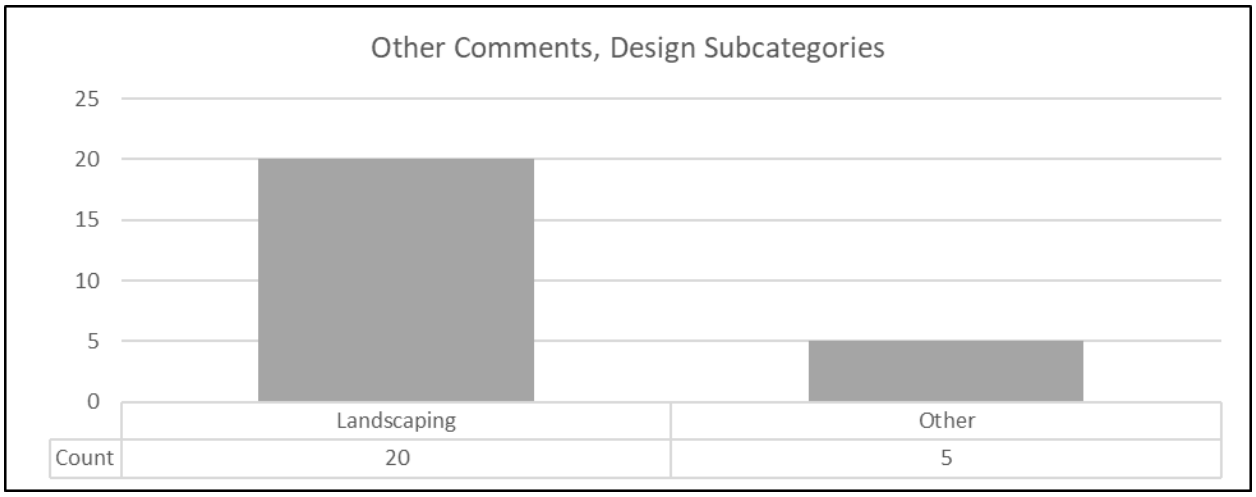
Of the general categories, "Concern" had the highest number of comments (25%), followed by "Against" (21%) and "Support" (19%). "Support" comments express excitement about the project and feelings that it will positively benefit the community through improved safety for bicycles and pedestrians and more efficient bus service. "Concern" comments question if the improvements will work to promote safety and multimodal transportation and raise a range of issues, such as emergency vehicle access, landscaping, loss of businesses, and unhoused people. "Against" comments express frustration over the increased traffic and loss of parking, indicate that the improvements on Telegraph Ave. have made conditions worse there, and argue that the government should divert resources to other social issues.

Figure 19. Other Comments by General Categories



The design comments from the above two “Design” categories (16%, 25), were further subcategorized into the following five subcategories. The chart below shows the breakdown of 25 design comments in the Other category. Most of these comments were regarding landscaping (80%), such as trees and decorated plaza spaces.

Figure 20. Other Comments by Design Subcategories



A summary of key takeaways from comments in each category is provided below:

Landscaping
Add more trees, planters, and other greenery on sidewalks, median, and pedestrian plazas for aesthetics and shade
Add public art in large pedestrian plazas to activate the space

A.3 Focus Groups

A.3.1 Focus group recruitment surveys

1. First Name

2. Last Name

3. City where you live

- ◯ Oakland
- ◯ Emeryville
- ◯ Berkeley
- ◯ Other (please specify)

4. Are you available DATE AT TIME for a virtual/in-person meeting via Zoom / at ADDRESS?

- ◯ Yes
- ◯ No

5. How often do you typically travel on San Pablo Avenue? (select one)

- ◯ Daily
- ◯ 2-3 times per week
- ◯ Weekly
- ◯ Less than weekly

6. Why do you typically travel on San Pablo Avenue? (choose all that apply)

- ☐ To travel to/from my home
- ☐ To shop, use services or visit other storefronts on San Pablo Avenue

7. By which travel mode do you most often travel on San Pablo Avenue? (choose all that apply)

- [ ] Walk
- [ ] Bike
- [ ] Bus
- [ ] Drive
- [ ] Other (please specify)

8. Which gender best describes you? (select one)

- ◯ Female
- ◯ Male
- ◯ Non-binary
- ◯ Other (please specify)

9. Which ethnicity would you use to describe yourself? (choose all that apply)

- [ ] African American or Black
- [ ] Asian
- [ ] Caucasian
- [ ] Other (please specify)
- [ ] Latino or Hispanic
- [ ] Multi-ethnic

10. In what range is your household's annual income? (select one)

- ◯ Less than $12,000
- ◯ $12,000-$54,000
- ◯ $54,001-$91,000
- ◯ $91,001-$116,000
- ◯ More than $116,000

11. How old are you? (select one)

- ◯ Less than 18
- ◯ 18-25
- ◯ 26-45
- ◯ 46-60
- ◯ 61-75
- ◯ Older than 75

12. Please provide your email address and phone number so, in the event you are selected to participate in one of the focus groups, we can contact you to make arrangements.

Demographics of participants

Of the 39[1] participants who took the survey, the most common age range was between 26-45 years old (28%), as well as 61-75 years old (28%). The most common income was $12,000-$54,000 (26%). Respondents were predominantly male compared to female, representing 54% and 33%, respectively. In terms of race and ethnicity, the highest percentage was Black/African American, representing 51% of the sample. Most participants live in Oakland (69%) and visit San Pablo Avenue daily (62%); participants were able to select more than one preferred mode of travel, with a majority traveling by car (64%) and walking (51%). Full demographic statistics can be found in the table below.

Demographics	Total number of participants	Percentage of participants
Age:		
18-25	4	10%
26-45	11	28%
46-60	7	18%
61-75	11	28%
Older than 75	1	3%
Decline to state	4	10%
Income:		
Less than $12,000	9	23%
$12,001-$54,000	10	26%
$54,001-$91,000	1	3%
$91,001-$116,000	7	18%
More than $116,000	6	15%
Decline to state	4	10%

[1] While there were a total of 44 participants across the focus groups, a few declined to take the demographic survey prior to participating.

Demographics	Total number of participants	Percentage of participants
Gender:		
Female	21	54%
Male	13	33%
Non-binary	1	3%
Decline to state	4	10%
Ethnicity:		
African American or Black	20	51%
Latino or Hispanic	4	10%
Asian	3	8%
Caucasian	3	8%
Multi-ethnic	2	5%
Black/Latino	1	3%
Mixed	1	3%
Decline to state	5	12%
Location:		
Oakland	27	69%
Emeryville	8	21%
Berkeley	1	3%
Decline to state	3	8%

Demographics	Total number of participants	Percentage of participants
Mode:		
Drive	25	64%
Walk	20	51%
Bus	16	41%
Bike	14	36%
Other	5	13%
Decline to state	4	10%
Frequency:		
Daily	24	62%
2-3 times per week	9	23%
Weekly	2	5%
Decline to state	4	10%

A.3.2 Survey administered during focus group

SPA Focus Group Survey

* 1. What is your first name and first initial of your last name?

2. What segment of San Pablo Avenue are you most familiar with? Please list the two endpoints (street to street).

3. By which travel mode do you most often travel on San Pablo Avenue? (choose all that apply)

- [ ] Walk
- [ ] Bus
- [ ] Bike
- [ ] Drive

4. Would you feel safer crossing SPA with the pedestrian improvements shown?

- ◯ Yes
- ◯ No

5. How often do you take the bus on SPA?

- ◯ Sometimes
- ◯ Often
- ◯ Never

6. How likely would you be to take the bus on SPA once buses are operating on dedicated bus lanes?

- ◯ Very likely
- ◯ Likely
- ◯ Neither likely nor unlikely
- ◯ Unlikely
- ◯ Very unlikely

* 7. Have you have ever biked on SPA or on a nearby street?

- ◯ Yes
- ◯ No

* 8. Would you ride on SPA if there were protected bike lanes like the ones we've described?

- ◯ Yes, I ride on SPA now and I would continue to if there were protected bike lanes
- ◯ Yes, I avoid riding on SPA now; protected bike lanes would make me feel safer
- ◯ No, I don't bike and protected bikes lanes on San Pablo Ave wouldn't be enough to get me to start
- ◯ Other (please specify)

* 9. Have you ever driven to a destination on San Pablo Avenue?

- ◯ Yes
- ◯ No

* 10. What will you do when the parking is moved to off-street lots or side streets?

- ◯ I would not frequent some of my SPA destinations if parking were moved
- ◯ I would use another mode to reach my SPA destinations (walk, bike, bus)
- ◯ I'd park in a parking lot
- ◯ I'd park on a nearby side street
- ◯ Other (please specify)

* 11. What are your top priorities for improvements to San Pablo Avenue? Please select your top 3.

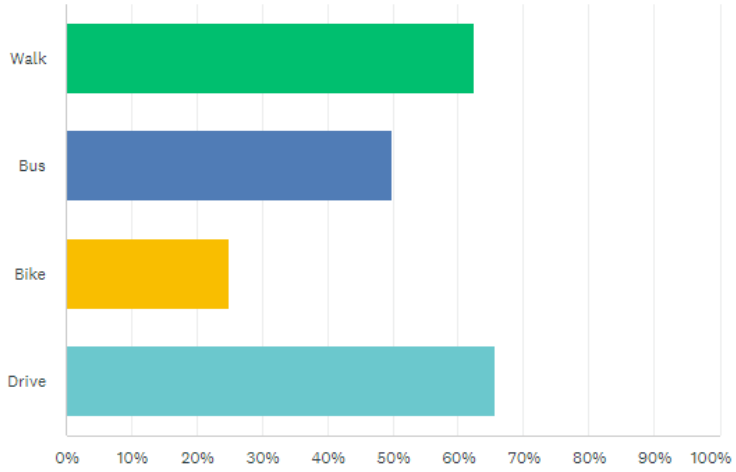
- ☐ Trees
- ☐ Landscaping
- ☐ Parklets / public spaces
- ☐ Other beautification
- ☐ Art
- ☐ Other (please specify)

Focus group discussion survey results

The following charts depict results from the data that was captured. Percentages in the narrative are rounded and may not combine to fit exactly within one-hundred percent.

By which travel mode do you most often travel on San Pablo Avenue? (choose all that apply)

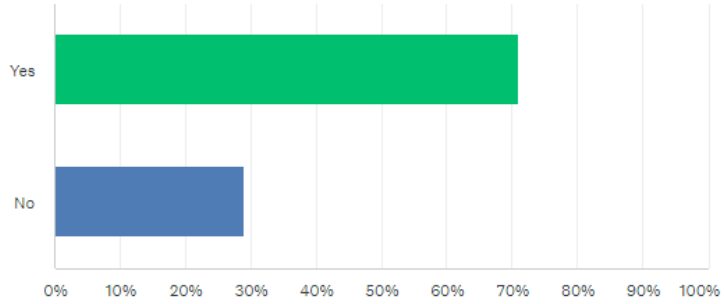
Answered: 32 Skipped: 1



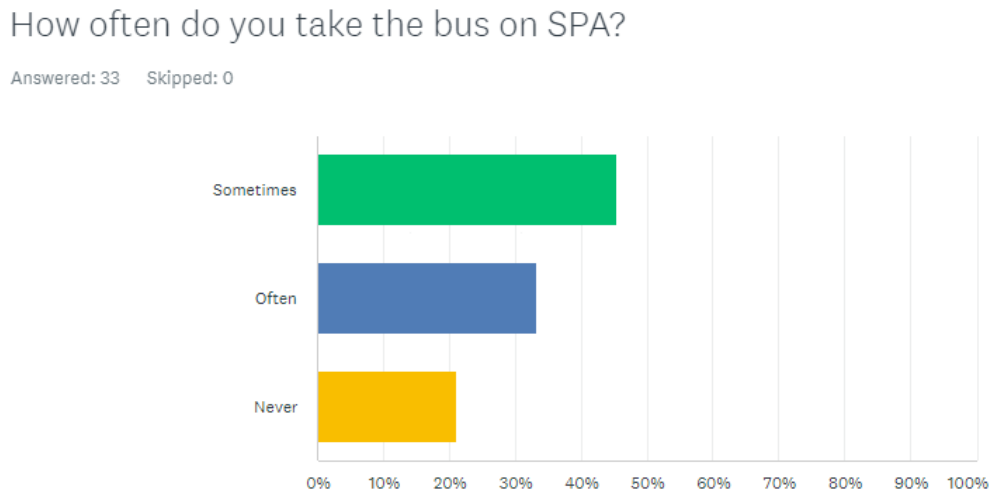
Participants most often traveled by car (66%), followed by on foot (63%), by bus (50%), and on bike (25%).

Would you feel safer crossing SPA with the pedestrian improvements shown?

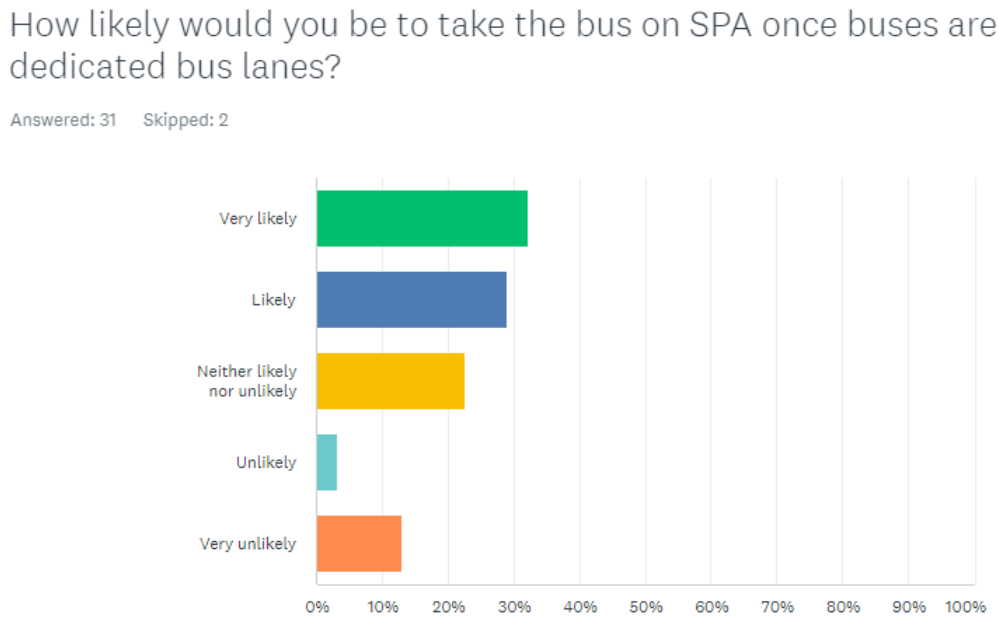
Answered: 31 Skipped: 2



Given pedestrian improvements, most participants would feel safer crossing San Pablo Avenue (71%), compared to those who would not feel safer (29%).



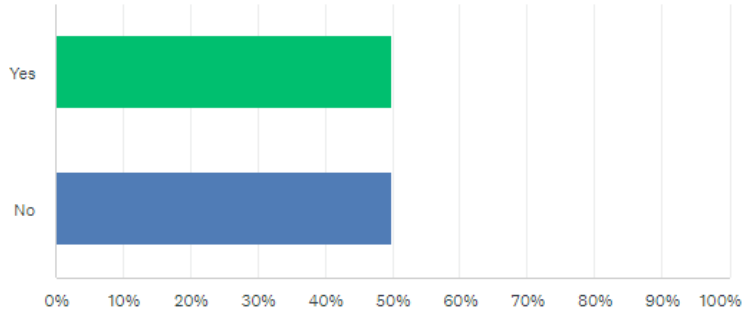
Most participants take the bus on San Pablo Avenue “sometimes” (45%) or “often” (33%). Twenty-one percent “never” ride the bus.



Once San Pablo Avenue buses are operating on dedicated bus lanes, most participants reported they would “very likely” (32%) or “likely” take the bus (29%). Twenty-three percent said they would be “neither likely nor unlikely” to take the bus (23%). Some would still be “unlikely” (3%) or “very unlikely” to take the bus (13%).

Have you have ever biked on SPA or on a nearby street?

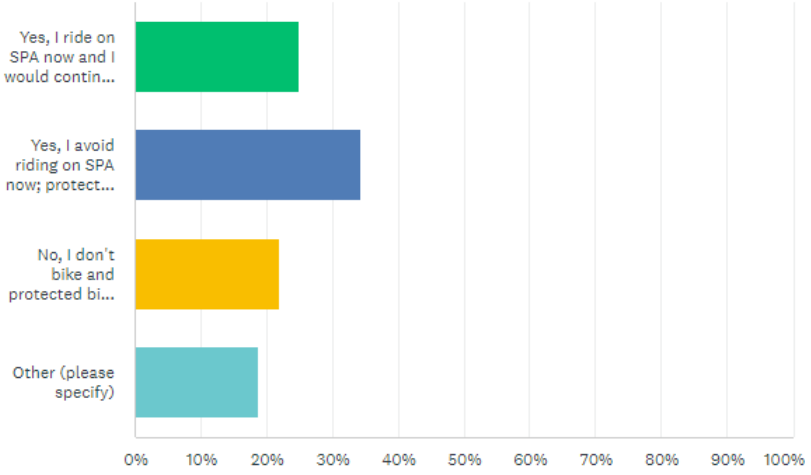
Answered: 32 Skipped: 1



Participants were exactly split in their response of ever having biked on San Pablo Avenue or on a nearby street. Half of respondents reported “yes” (50%), and half reported “no” (50%).

Would you ride on SPA if there were protected bike lanes like the ones we've described?

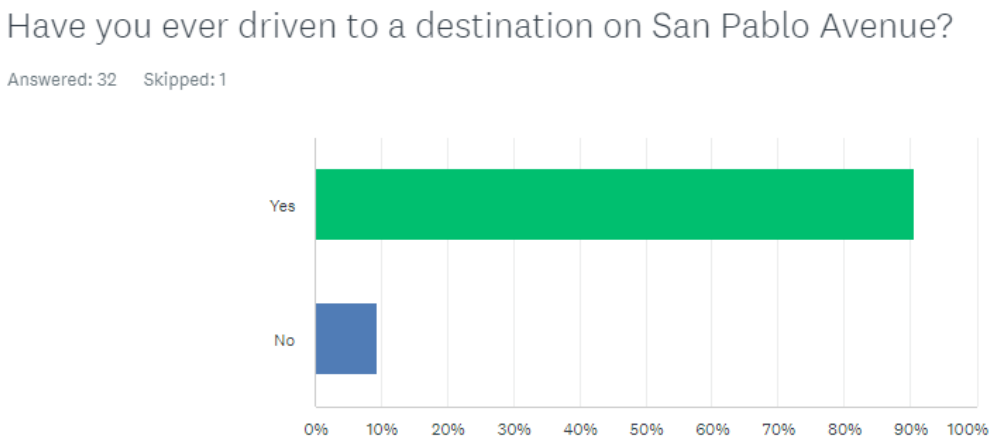
Answered: 32 Skipped: 1



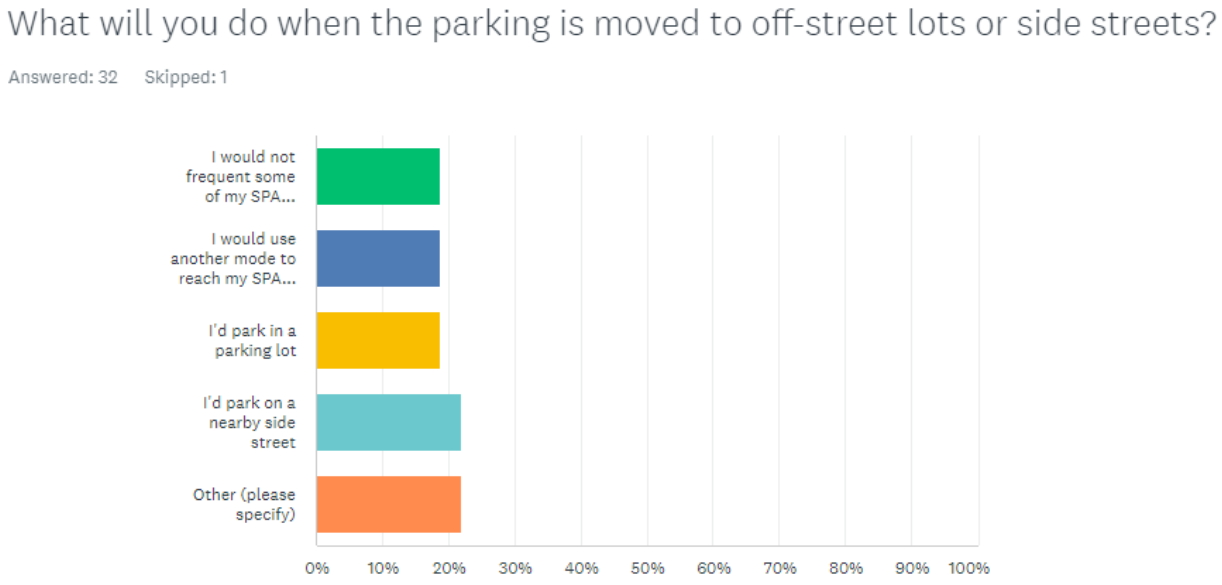
If protected bike lanes existed, most reported they would ride a bike on San Pablo Ave.: 34% said “yes, I avoid riding on San Pablo Avenue now; protected bike lanes would make me feel safer” followed by those who reported “yes, I ride on San Pablo Avenue now and I would continue to if there were protected bike lanes” (25%). Others would not: 22% said “no, I don’t bike and protected bike lanes on San Pablo Avenue wouldn’t be enough to get me to start.” Nineteen percent responded “other”.

Of the six participants who chose “other,” some of the responses included they had no bike, they would ride their bike only because they needed to, bikes are considered motorized vehicles

and are dangerous, they would redesign the whole project, and someone who bikes reported feeling unsafe around the loading zones.

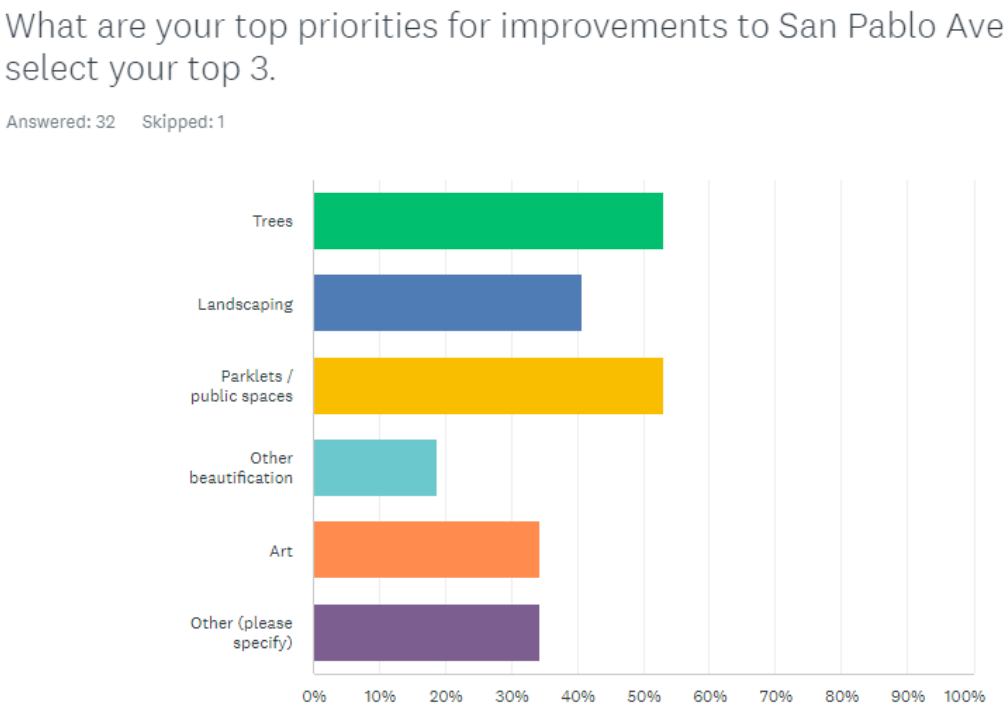


When asked if they have ever driven to a destination on San Pablo Avenue, most participants responded “yes” (91%), compared to those who responded “no” (9%).



Results for the question about moving parking to off-street lots or side streets were found to be mixed. Twenty-two percent of participants reported they would “park on a nearby side street” (22%), as well as those who selected “other” (22%). Those who selected “other” did not have a car, reported they had parking arrangements, or that they would park in the bus lane.

The rest of participants equally reported “I would not frequent some of my San Pablo Avenue destinations if parking were moved” (19%), “I would use another mode to reach my San Pablo Avenue destinations (walk, bike, bus)” (19%), and “I’d park in a parking lot” (19%).



Participants were asked to select their top three priorities for improving San Pablo Avenue. The two top priorities were more trees (53%), and parklets/public spaces (53%). Next, participants wanted landscaping (41%), followed by art (34%), some specified “other” option (34%), and other beautification (19%).

Of those who specified “other,” feedback involved security and renovation ideas. Suggestions included ticketing cameras, street lights, and more police. Renovation ideas included adding water fountains, creating a resting spot, and revitalizing empty storefronts.

A.3.3 Focus Group Comment Table

	Category	Count	Comments
Bike	Support	2	- Supports addition of bike lane - Likes protected bike lane
	Against	4	- Dislikes getting off bike to share sidewalk with pedestrians (2) - Dislikes bike lanes next to sidewalk or behind bus stops, which will cause collisions - Oppose creation of bike lanes, which will not benefit the senior population
	Concern	1	- Difficult to bike around vehicles using loading zones
	Design (General)	2	- Make sure traffic signals register bikes, especially at night - Remove medians to make more room for bike lanes
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Walk	Support	9	- Likes Leading Pedestrian Intervals (LPIs) to help with crossings - Likes addition of street lights (5) - Likes addition of beacon lights (2) - Likes pedestrian median refuges, especially when crossing with slower children
	Against	0	

	Category	Count	Comments
	Concern	6	- Dislikes yellow flashing lights for pedestrian crossings, as they are too similar to traffic lights - Concern with sharing sidewalk with bikes - Flashing beacons don't work and motorists don't obey them (3) - Need more opportunities to cross San Pablo Ave. safely
	Design (General)	3	- Need to extend crossing times (2) - Need signage for pedestrians to be aware of fast bikers
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Bus	Support	2	- Supports addition of bus lane - Likes lighting at bus stops
	Against	3	- People who can't ride the bus will not benefit - Buses don't need their own lane - This will cause delays for cars
	Concern	5	- Cars will drive in bus lanes, which is dangerous (2) - Concern with accessing raised bus stop platforms - Concern with crossing bike lanes to access bus stops (2)
	Design (General)	3	- Implement signage or speed bumps to tell bikers to slow down around bus stops - Should add bus shelters with seats - Need better maintenance of bus stops
	Design (Specific)	0	
	Project Limits	0	

	Category	Count	Comments
	Off-Topic	0	
Traffic	Support	0	
	Against	0	
	Concern	7	- Concerned with speeding (3) - Eliminating traffic lane will increase congestion (4)
	Design (General)	3	- Should implement speed bumps - Adjust light cycles to compensate for one lane of traffic and to avoid congestion - Install cameras on signals for enforcement
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Parking and Loading	Support	0	
	Against	0	
	Concern	2	- Loading zones are confusing and don't seem safe - Concern about diverting traffic and parking to side streets
	Design (General)	10	- Need to include parking for school drop-off (3) - Do not institute paid parking, since residents have to park too - Need enforcement for parked, abandoned cars - Supports using metered parking on side streets (2) - Need enforcement of speed limits - Need to keep parking on San Pablo Ave. for seniors with mobility issues - Have designated bike/ped spaces along sidewalk around loading zones

	Category	Count	Comments
	Design (Specific)	1	- Not enough parking on 57th St.
	Project Limits	0	
	Off-Topic	0	
Other	Support	1	- Appreciates blue zones being considered for people with disabilities
	Against	1	- Use funding for this project to address other concerns like crime and maintenance concerns
	Concern	0	
	Design (General)	5	- Add trees for landscaping and cooling, but ensure they do not block lights (2) - Add public art and parklets (3)
	Design (Specific)	0	
	Project Limits	1	- Project length and distance are too long
	Off-Topic	0	

A.3.4 Focus group key takeaways

Golden Gate Community Association (GGCA) Focus Group
April 10, 2024
In discussion, some participants supported the proposed improvements while others expressed concerns with the project, with one participant preferring the current layout of San Pablo and others worrying about impacts to local businesses and car traffic. Other participants were open to the proposed improvements but held some reservations, which included the ability of flashing beacons to stop cars at crosswalks, the challenges of biking and walking through loading zones, and crossing bike lanes to bus platforms as pedestrians.

Of the proposed improvements, participants approved of parking meters on side streets and expressed their desire for more parklets, planted trees, and beautification along San Pablo.

West Oakland Neighbors (WON) Focus Group
April 25, 2024
In discussion, participants liked the proposed improvements, including the bus only lane and flashing lights; however, they agreed that a pedestrian overpass or bridge would make them feel much safer when walking across San Pablo Avenue. In addition, one participant suggested creating dedicated bike/ped spaces on the sidewalk where there are loading zones.

Satellite Affordable Housing Associates (SAHA) Focus Group
April 26, 2024
In discussion, participants were concerned about crossing the street/bike lane to access bus stops, which was perceived to be confusing and dangerous due to fast cyclists and speeding cars. This concern extended to safety at all pedestrian crossings, where participants wanted more crossing time and better enforcement for cars that ignore flashing beacons and speed on San Pablo.

Most of the participants were seniors and opposed the creation of bike lanes, which they felt would not benefit their community. Participants also wanted to keep parking available on San Pablo, especially since several of them had mobility issues. There was also discussion about how there are other concerns within the project area that are outside of the project scope that some participants felt should be prioritized instead of the project.

EAH Housing Focus Group
May 2, 2024
In discussion, participants liked the proposed pedestrian improvements, especially street/beacon lights, but did not like the bus-only lane, believing it will increase congestion and make it hard for school drop-off. There were also concerns about cyclists navigating loading zones, with one participant emphasizing the need for pedestrians and cyclists to safely share the sidewalk in such cases. One participant raised a concern about paid parking when residents on side streets have to regularly park on the street, while another participant was against the project in general due to its length and potential impact on traffic.

A.4 Open House Photos

Open House 1, Golden Gate Recreation Center, 4/15/24.

Open House 2, Emeryville Center for Community Life, 4/17/24.

A.5 Pop-Ups

A.5.1 Pop-Up Photos

Tuesday, April 9 at the Golden Gate Branch Library.

Sunday, April 14 at the West Oakland Farmers Market.

Monday, April 22 at the Thomas L Berkley Way Bus Stop.

Friday, May 3 at the NB San Pablo/Ashby bus stop.

A.5.2 Pop-Up Comment Table

Topic	Category	Count	Comments
Bike	Support	8	- Likes that bikers have their own lane instead of using the sidewalk (3) - Protected bike lanes are good for safety (2) - More bike lanes, the better (3)
	Against	5	- As a biker, prefer to use car lanes (2) - Dislikes creation of bike lane and removing traffic lane/parking (2) - Bike lanes should go on parallel side streets instead
	Concern	5	- People park in bike lanes - Drivers won't look for bikers - Cars back up into bike lane before merging into traffic - Make sure transition after Heinz Ave. and the bike lane ends is smooth - Bikers on the sidewalk around loading zones will get ticketed
	Design (General)	4	- Make bike lanes physically separate from rest of street - Need better lighting for bike lanes at night - Have bike lanes on left because it is dangerous when drivers are making right turns - Need signage to remind drivers to look for bikers (2)
	Design (Specific)	0	
	Project Limits	1	- Bike lanes should go into downtown Berkeley
	Off-Topic	0	

Topic	Category	Count	Comments
Walk	Support	0	
	Against	0	
	Concern	2	- Bikers on the sidewalks are dangerous - Worried this will make it harder to cross streets
	Design (General)	3	- Add more lighting on sidewalks - Need more beacon lights at crossings (2)
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Bus	Support	2	- Supports how this will make buses faster - We need bus only lanes
	Against	1	- Buses don't need their own lane
	Concern	5	- Concern about speeding cars in bus lane (3) - Police use the bus lanes and set a bad example - Concern about transition from bus only lane to no bus only lane after Heinz Ave.
	Design (General)	3	- Place bus lanes in the center of the road - Bus stops are too far apart, especially for seniors - Add benches at bus stops
	Design (Specific)	3	- Don't remove 32nd St. and Brockhurst St. bus stops; without them, very inconvenient for seniors and people with disabilities (2) - Children and seniors need bus stops on 27th and 28th
	Project Limits	1	- Would like this plan to reach BART stations

Topic	Category	Count	Comments
	Off-Topic	1	- Increase the number of buses on the road
Traffic	Support	0	
	Against	0	
	Concern	9	- Cars will drive faster to compensate for one lane of traffic (3) - Traffic and congestion will get much worse (4) - Traffic will be diverted to side streets (2)
	Design (General)	3	- Need more signage on smaller streets - Use cameras to collect traffic accident data - Need more visible traffic signs/blinking lights
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	3	- Need more driving education (2) - Need to enforce reasonable driving
Parking and Loading	Support	4	- Less parking worth it for improvements in safety (3) - Less parking will remove abandoned cars permanently parked
	Against	0	
	Concern	4	- There will be double parkers - Concerned where people will unload - Small businesses will suffer under loss of parking - Where will low-income housing residents park
	Design (General)	6	- Businesses should get assigned parking spots on SPA - Enforcement of parking and loading rules is critical

Topic	Category	Count	Comments
			- Should find empty or private lots to provide parking (2) - Dislikes metered parking due to burden placed on low-income people - Have permit parking on side streets
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Other	Support	12	- Supports project and how it will curb speeding - Supports the project and how it will improve safety (2) - Excited about the project and removing car lanes - Project is good idea (7) - This will make it more convenient for seniors
	Against	11	- Does not support project due to similarities to Telegraph/Fruitvale/International and potential to hurt local business (3) - There are other more pressing community issues (2) - Funding for this project should be used differently, i.e. for crime (2) - This project is not feasible due to dangerous driving (2) - Unhoused driven off SPA will get ticketed and have nowhere to go - Concerns about traffic, safety, bus lanes, and businesses; use cameras instead
	Concern	3	- This project will have negative impact on small businesses (2) - Drivers will not follow the rules/signage
	Design (General)	3	- Include California native plants and flowers

Topic	Category	Count	Comments
			should be planted in medians (2) - Incorporate rain gardens
	Design (Specific)	0	
	Project Limits	1	- Only downtown Oakland needs these improvements, do not need this in North Oakland
	Off-Topic	1	- Cars get broken into often on SPA

A.6 Presentations/Meetings

A.6.1 Presentations/Meetings Key Takeaways

Across the 21 presentations and meetings held with advisory groups, community organizations, and other stakeholders, the levels of support and topics of focus varied widely.

In general, pedestrian, bicycle, and transit-focused groups were strongly supportive of the safety and transit improvements. Many requested additional safety measures and/or extension of the project to the north.

Disability advisory groups' members expressed varied views on the proposed bus lanes and bike lanes, but many emphasized the importance of paratransit access, provision of sufficient blue parking zones, and providing clear separation of bicycle and pedestrian space.

Resident views on the project also ranged from support to opposition. Concerns included parking and traffic, including potential parking spillover and traffic diversion into adjacent neighborhoods. Merchant groups primarily expressed concerns regarding parking in stakeholder meetings.

A.6.2 Presentations/Meetings Comment Table

Topic	Category	Count	Comments
Bike	Support	6	- Likes options for bikes at loading zones - Bike lanes are helpful for wheelchair users (2) - Supports the clear markings where bikes will go - Supports parallel bike improvements - Appreciates concrete instead of bollards and striping
	Against	1	- Don't see the point of adding bike lane
	Concern	11	- Concerns for mixed areas where ped and bike areas come together (3) - Concrete islands are dangerous - Cars making right turns are dangerous for bikes due to poor visibility - Bikers will not follow signage/rules - Bike traffic may be diverted to parallel routes/side streets (3) - Signals sometimes don't register cyclists - Bikes merging into bus lane may conflict with cars speeding in bus lanes
	Design (General)	3	- Use tactile surfaces for raised bikeway facilities - Use medians for more bikeway protection - Extend detectable warnings at bike lane past where the ramp starts
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Walk	Support	2	- Pedestrian lighting improvements are good (2)
	Against	0	

	Concern	3	- Bikes don't know when flashing beacons are activated - Concrete islands are not useful - Does not support bulbouts
	Design (General)	10	- Raised intersections or raised sidewalks for ped safety (2) - Make lighting at pedestrian level (2) - Place signal buttons accessibly for shorter heights - Accessible audible messages with RRFBs and LPIs (2) - Make timing of ped crossings consistent throught corridor and increase time for peds to cross - Widen sidewalks by taking space from medians - Concern about bikers riding on sidewalk - Add more bulb-outs into side streets to make crossing distances shorter
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Bus	Support	0	
	Against	0	
	Concern	9	- Need intervention to prevent other vehicles entering bus lane (5) - Concern about removing bus stops - Concern about bus stop relocations - There will be congestion between bus services - Concern people will speed in bus lane
	Design (General)	4	- Don't force cars to share road with buses near preschools - Use bumps or rumble strips to discourage cars using bus lane - Bus stop shelters should protect from heat, storms,

			other impacts of climate change - Bus stops should not be far apart
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Traffic	Support	0	
	Against	0	
	Concern	3	- There may be too much signage on the street, which complicates things for users (2) - Need ticketing for cars in loading zones
	Design (General)	12	- Lower High intensity Activated crosswalk (HAWK)to height of drivers' eyes (2) - Adjust signal timing for vehicles/pedestrians - Concern with speeding (4) - Concern with congestion (4) - Need traffic enforcement for speeding (2)
	Design (Specific)	2	- Address speeding problems on International - Address mid-intersection lane shifts are a problem on International
	Project Limits	0	
	Off-Topic	0	
Parking and Loading	Support	1	- Liked incorporation of loading zones
	Against	2	- Dislikes using bike lane as floating parking zone - This project will wipe businesses out due to parking concerns
	Concern	12	- Loading zones may block bike lane (2) - People will park in loading zones (2)

			- People park and load illegally in front of storefronts - Diverting demand for parking to neighborhood streets is an issue (2) - Finding parking is an issue for residents - Need to accommodate emergency vehicles and trash pick-ups - Businesses and their employees will take residential parking - Concern about loading happening in bus lanes - Merchants have concerns about commercial loading zones
	Design (General)	15	- Create consistent loading zone design like the ones for paratransit - Enforce metering for loading zones (2) - Don't include loading zones near preschools - Need more parking enforcement (2) - Merchants unhappy to see parking spaces removed on SPA - Need more enforcement for cars parking/stopping in bus lane - Need paratransit loading spots on SPA - Businesses on San Pablo Ave. need loading zones - Need handicap parking - Add blue zones for people to stop in bus/bike lane for loading - Residents would like to keep parking on San Pablo Ave. - Metered parking spots encourages turnover - Remove metered parking in front of residential properties
	Design (Specific)	3	- Add paratransit loading zone in front of Monarch - Remove metered parking on 33rd St. - Heinz Building needs to keep loading space on SPA
	Project Limits	0	
	Off-Topic	0	

Other	Support	4	- Fan of the project - Appreciate reducing one lane of traffic in each direction - This will make the corridor safer (2)
	Against	3	- This project will slow traffic - Address other community concerns like crime and homelessness before this project (2)
	Concern	2	- Must accommodate loss of space to local businesses - Dangerous for paratransit users or people with disabilities to use SPA
	Design (General)	0	
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	2	- Consider accommodating future growth and projected space use (2)

A.7 Storefront Outreach

The proposed changes to San Pablo Avenue, including pedestrian and bicycle safety improvements, transit reliability and access improvements, traffic circulation changes, and elimination of most parking and loading spaces along the street could significantly affect access to the hundreds of storefronts along the corridor in Oakland [2], Emeryville, and South Berkeley. Engaging with these storefronts to understand and accommodate their access needs has been a primary consideration throughout the project's development.[3]

These access needs include how customers, clients and other visitors reach each storefront and how goods are picked up and delivered. To assess these needs and how the project can

[2] Oakland survey results are reported in two groups—West Oakland and North Oakland—because these stretches of San Pablo Avenue are separated by the roadway segment in Emeryville.

[3] Residents of buildings on San Pablo Avenue were engaged via focus groups, community meetings, presentations to neighborhood groups, online surveys, intercept surveys and "pop-ups," where project representatives staffed information tables at community events and other busy locations.

meet them, the project team attempted to interview the owners or managers of every storefront along the corridor multiple times. This work took place in two stages:

1. January 2022 - April 2022: Prior to design development, Round 1 assessed the parking and loading needs of storefronts and identified potential locations for these activities on side streets that cross San Pablo Avenue.
2. December 2023 - June 2024: Round 2 surveyed storefronts to seek feedback on the specific proposed designs for the Bus Lanes and Bike Lanes Project, especially proposed parking and loading accommodations.

In each stage, a similar process was employed whereby survey teams visited each storefront—including retail shops, services and organizations—to interview the owner, manager or other staff member with a good understanding of how customers/clients reach the storefront and how goods are picked up and delivered. After confirming that the owner/manager had time for an interview, surveyors explained the project and administered a survey. The survey questions varied depending on the phase, but focused on the storefront's parking, loading, and access needs and what solutions might work to accommodate them. In all phases, after visiting each storefront, the surveyors made an assessment of which of three categories that business fell into:

- "A": Business does not object to proposed removal of loading/parking spaces in front of business (or proposed loading/parking accommodation, where applicable).
- "B": Business does not agree with plans to remove loading/parking spaces in front of business, but based on the storefront needs expressed in the survey, surveyors think the proposed design could work.
- "C": Business does not agree with plans to remove loading/parking spaces in front of business, and surveyors agree that the proposed option(s) would not work.

If the storefront was temporarily closed (i.e., surveyors stopped by when it was closed, but it is open at other times) or the owner or manager was not present, surveyors left a flyer (in English, Spanish and Chinese) explaining the project and soliciting input, and returned to the storefront or followed up by phone up to two more times.

A.7.1. Round 1 (January 2022–April 2022)

- **Location:** West Oakland, Emeryville, North Oakland, South Berkeley
- **Purpose:** To assess parking and loading needs and identify whether and how parking and loading needs could be met off of San Pablo Avenue
- **Surveyed storefronts:** 165 occupied storefronts, 96 surveys (58%)

Round 1 Completed Storefront Surveys

	W Oakland	Emeryville	N Oakland	S Berkeley	TOTAL
Occupied storefronts	44	45	57	19	165
Completed surveys	24	21	37	14	96
Percentage	55%	47%	65%	74%	58%

Round 1 Storefront Survey Results

	W Oakland	Emeryville	N Oakland	S Berkeley	TOTAL
A	38%	43%	35%	36%	**38%**
B	50%	33%	62%	50%	**51%**
C	13%	24%	3%	14%	**11%**
Total	24	21	37	14	96

- **A**: **Supportive** - Business does not object to moving loading/parking**.**
- **B: Mixed -** Business does not agree with moving loading/parking, but based on survey we think it could work.
- **C: Opposed -** Business does not agree with plans to move loading/parking, and we agree that there aren't any good options.

These surveys helped the project team identify the block faces where there are not good alternatives to removing all loading and parking and informed development of the proposed project design.

During this round of outreach, storefront owners/managers provided a range of comments about the proposed project concept. Areas of support from the comments include:

- Support for addressing traffic safety and slower speeds
- Support for improving public transit
- Some businesses already have parking and loading off San Pablo (lots or side streets)

Areas of concern from the comments include:

- Safety/security issues on side streets: Personal safety, abandoned cars, illegal parking, encampments block side streets – not enforced, Unsafe to walk to/from side streets

- Trucks double parking
- Traffic congestion concerns
- Dislike Telegraph Ave. bike lanes
- Protected bike lanes are dangerous
- Distance for people with disabilities
- Loss of existing parklets and bulb outs
- Trucks on residential streets will anger neighbors
- Business will die without street parking
- Residents fill side street parking

The survey team found that while almost all locations (89%) appeared to have a potential parking and loading solution, owners/managers of more than half of those did not agree with the proposed changes. Key challenges identified include convenience of deliveries and security of side streets. This storefront outreach informed the development and location of loading and short-term parking zones on approximately 12 blocks of San Pablo Ave. where other options to accommodate storefront access needs were not available. Mid-block, commercial parcels with no off-street parking lot were considered for loading zones. Additional factors the project team considered when determining if a loading zone is needed include:

- Side-street loading zone is too far away
- Limitation on side street truck circulation due to truck type or street design/width
- Off-street lot inadequate for loading activities
- Personal safety and security concerns on side-streets

In addition, the project team added pedestrian-scale lighting on all side streets to the project scope to help address the personal safety and security concerns expressed.

A.7.2. Round 2 (December 2023–June 2024)

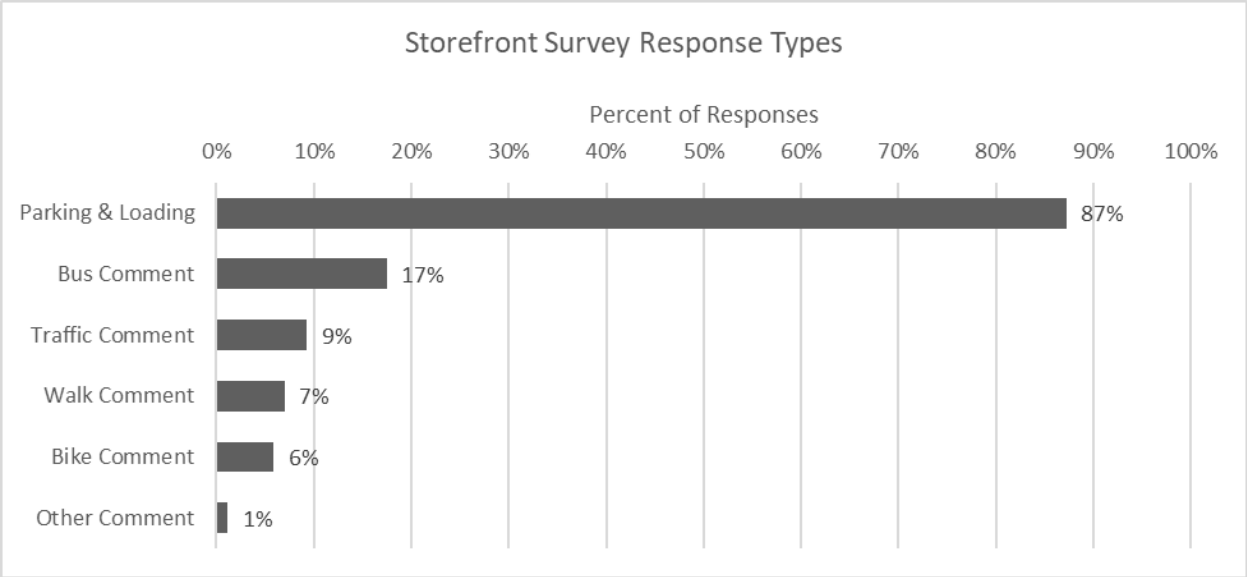
- **Location:** Oakland, Emeryville and South Berkeley
- **Purpose:** To share and seek input on detailed plans for bus lanes and bike lanes, confirm final loading zone locations on San Pablo Avenue, and confirm proposed side street curb designations.
- **Surveyed storefronts**: 193 occupied storefronts, 133 surveys (69%)

San Pablo Avenue Bus Lanes & Bike Lanes Project						
Storefront Outreach | December 2023–May 2024						
	Berkeley	**Emeryville**	**W Oakland**	**N Oakland**	**TOTALS**	**%**
A	8	11	17	16	52	39%
B	13	15	17	28	73	55%
C	0	0	3	5	8	6%
Storefronts surveyed	21	26	37	49	133	
Total # storefronts	23	34	63	73	193	
% Storefronts surveyed	91%	76%	59%	67%	69%	

From the 133 storefronts that were surveyed, many more open-ended comments were communicated to the interviewers. All specific requests were considered by the design team[4]. Survey questions consisted of multiple choice questions as well as open ended questions and prompts. All open-ended responses were analyzed to identify topics that may have implications in the proposed design. Each open-ended response was assigned to specific categories and subcategories used in the analysis of the Interactive Map Tool. For Bike, Walk, Bus, and Other comments, the general categories (Support, Against, Concern, Design) were used; for Traffic and Parking & Loading, the design subcategories were used to identify specific concerns. As the open-ended responses often discuss many different topics, responses may be assigned multiple categories and subcategories to preserve all information present. Responses that had design implications were then evaluated in depth, and responses that merit further consideration were identified.

For Parking & Loading comments, whether the request was on or off San Pablo Ave. was also recorded. Out of the survey entries, 86 of them contained open-ended responses that could be assigned one or more categories. As the questions in this outreach effort focused on parking and loading impacts to the businesses, most responses contained open-ended comments discussing Parking & Loading (87%) as expected. Some responses also discussed other aspects of the project, out of which Bus is the highest (17%), followed by Traffic (9%).

[4] Several businesses were mistakenly interviewed more than once. The numbers in the tables above do not reflect these duplicates; however, unique comments heard at different surveys of the same storefront were considered during the design process.



Storefront Outreach Comment Table

Topic	Category	Count	Comments
Bike	Support	3	
	Against	2	- Dislike Telegraph Ave. bike lanes - Protected bike lanes are dangerous
	Concern	0	
	Design (General)	0	
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Walk	Support	4	
	Against	0	

	Concern	1	- Would like more green and metered spaces
	Design (General)	0	
	Design (Specific)	1	- Would like high-vis crosswalks and RRFB to connect to 37th St.
	Project Limits	0	
	Off-Topic	0	
Bus	Support	5	- Support for improving public transit
	Against	4	
	Concern	1	- Bus zone: bus block driveway, enforcement on vehicles blocking bus zone
	Design (General)	1	- Shorten bus lane to not extend into the school on-San Pablo Ave. driveway
	Design (Specific)	4	- Preserve bus stop on San Pablo Ave. between Brockhurst St. and 32nd St. Assess spacing of adjacent bus stops. - Remove bus stop from 54th St. and preserve stop in front of library.
	Project Limits	0	
	Off-Topic	0	
Traffic	Support	1	- Support for addressing traffic safety and slower speeds
	Against	0	
	Concern	1	- Trucks on residential streets will anger neighbors
	Design (General)	8	- Abandoned driveway is active and use for emergency services

			- Consideration for speed bumps to reduce speeding - Traffic congestion concerns
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Parking and Loading	Support	6	- Some businesses already have parking and loading off San Pablo Ave. (lots or side streets)
	Against	0	
	Concern	14	- Parking Spillover - Safety/security issues on side streets: Personal safety, abandoned cars, illegal parking, encampments block side streets – not enforced, Unsafe to walk to/from side streets - Trucks double parking - Business will die without street parking - Residents fill side street parking - Side-street loading zone is too far away - Limitation on side street truck circulation due to truck type or street design/width - Off-street lot inadequate for loading activities - Personal safety and security concerns on side-streets
	Design (General)	45	
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Other	Support	0	

	Against	1	- Loss of existing parklets and bulb outs
	Concern	0	
	Design (General)	0	
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	

A.8 Phone and Emails Comment Table

Topic	Category	Count	Comments
Bike	Support	0	
	Against	9	- Bike lane is unnecessary since bikers already use safer, parallel streets (3) - Bike lanes should go on a parallel street, not San Pablo Ave. (4) - Not enough people travel by bike to warrant a bike lane - Does not want bike lane
	Concern	7	- Dangerous for bikers on San Pablo Ave. (4) - Concerned the intersection at West MacArthur will be more dangerous for cyclists since diverted traffic turning right onto Apgar will cut off path for peds and cyclists - Cyclists tend to ignore traffic laws and bike lanes will increase risk of safety for pedestrians - Those with physical disabilities cannot choose to bike, even if they would prefer an alternative to taking a bus or car
	Design (General)	1	- Daily cyclist would like a main diagonal artery with a safe bike lane since they avoid biking on San Pablo Ave. due to safety issues
	Design (Specific)	0	
	Project Limits	2	- For bicycle commuting improvements I'd recommend you focus on improving Richmond Ave, the Ohlone path, and Sacramento for bicycle use - The Ohlone trail align San Pablo Ave. would be a safer bike option and save money
	Off-Topic	0	
Walk	Support	0	

	Against	0	
	Concern	0	
	Design (General)	0	
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Bus	Support	0	
	Against	7	- Not enough people seem to ride the bus to prioritize a dedicated lane (7)
	Concern	13	- Doesn't think a designated lane for buses will improve their commute times (3) - Unless public transit is more efficient, affordable, cleaner, and safer, it will not attract more users - Feels unsafe at bus stops due to people taking over seats at waiting areas - Concern that the design does not sufficiently alert pedestrians stepping across the bike lane from the sidewalk to the bus stop - It will be difficult to now have to look out for bicyclists when leaving bus stop and poses an increase risk to safety - Not enough public transportation facilities to forgo a car - There should be "LOOK LEFT" and "LOOK RIGHT" and an arrow painted on the pavement with a bicycle symbol to direct peds and cyclists at bus stops - There should be motion sensor activated flashing lights at each bus stop to help cyclists and peds

			- At intersections have special green signal for buses - Install cameras to cite drivers using bus lane - At intersections have special green signal for buses
	Design (General)	2	- Idea to move bus lane to center - Would like to see a stop at the Golden Gate Library
	Design (Specific)	2	- Concerned about losing the bus stop at 55th and San Pablo Ave. since it is conveniently located and frequently used (2)
	Project Limits	0	
	Off-Topic	0	
Traffic	Support	0	
	Against	2	- Opposed to the proposed road closure of West Macarthur @ San Pablo Ave. (2)
	Concern	12	- Traffic will be pushed into neighborhoods, endangering residents (4) - GHG will be worse with one lane - Road closures from San Pablo Ave. will push more traffic onto side streets and increase risk for bikers and peds (3) - Increased traffic on San Pablo Ave. due to removing a car lane will impact emergency vehicle response times - Concerned about increase of traffic by school intersection endangering students due to San Pablo Ave. road closures and overflow of traffic (Referring to Oakland Military Institute) - Removing a car lane on San Pablo Ave. takes space for breakdowns and accidents - Right-hand turns off of San Pablo Ave. will be more challenging for cars who need to be aware of buses from their blind-spot

	Design (General)	17	- I suggest improving the traffic signal management by adding more detection loop cable - More lights for crosswalks are needed - Input turning traffic lights at every intersection for cars turning on to San Pablo Ave. to avoid bike or pedestrian accidents - More traffic lights are needed to help calm speed - Taking out a car lane will increase congestion along San Pablo Ave. (11) - Removing a lane from San Pablo Ave. will increase traffic due to overflow from 880 (2)
	Design (Specific)	4	- The traffic light turning left from San Pablo to 40th street is very short and traffic causes wait times of several cycles of this light turning green before someone can turn - Resident of 930 Apgar St. asks to block Apgar from rerouting traffic - Opposed to road closure of West MacArthur and SPA - Traffic calming needed on 32nd St. to slow traffic occurring between San Pablo Ave. and Adeline
	Project Limits	0	
	Off-Topic	0	
Parking and Loading	Support	0	
	Against	16	- Lack of parking will hurt businesses (10) - Removing parking on San Pablo Ave. will make it harder to find parking since side streets are also already packed (3) - Removing parking on San Pablo Ave. is a concern for those with mobility disabilities - Residents who will be competing with parking due to overflow may be forced to park far from their door making it dangerous for getting home at night and challenging to load items to and from

			home - Does not believe parking needs to be removed to make room for bike lane
	Concern	17	- Lack of parking will hurt businesses (3) - Removing parking on San Pablo Ave. will cause overflow to displace residents from parking near their home (5) - Removing parking on San Pablo Ave. will make it harder to find parking since side streets are also already packed (3) - Removing parking on San Pablo Ave. is a concern for those with mobility disabilities (2) - Parking issues due to San Pablo Ave. overflow will make it difficult for residents to have visitors who will be deterred by the lack of parking - Concerned about how local businesses will receive deliveries and the challenge hurting business - Does not think side streets or existing parking is sufficient for unloading - Wanted to confirm they still had their dedicated loading and pick up in front of Wally's Cafe
	Design (General)	2	- Wanted to know if citations will be given to those who try driving in the bus lanes to pass other drivers - Wanted to know if there will be enforcement to control delivery drivers who may park in a bus or bike lane
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Other	Support	4	- Believes the plan accommodates safety of all those who travel SPA - Hopes that this plan can address safety while accommodating better access for cyclists and

			pedestrians - Proposed project makes street more accessible for everyone (2)
	Against	16	- Project doesn't support the greater good (2) - Strongly against the project (7) - Project advantages do not outweigh the cost - Money spent on this project would be better spend elsewhere to help people (4) - Project hurts residents by increasing a risk to their safety and well-being (2)
	Concern	6	- Wanted to know if studies have been conducted at intersections on San Pablo Ave. regarding safety for cyclists and pedestrians - Concerned of the impacts of the project to San Pablo Ave. neighborhood (3) - Wanted to know if studies had been done to show support for a bike lane - Does not think discouraging driving will cause people to use the bus and bike
	Design (General)	3	- Side streets off San Pablo Ave. could use more LED lighting to deter vandalism - Prefers center bike lane like on Valencia in SF - Prefers reversible car lane from bikes and peds
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	24	- Requested a meeting (3) - Wanted to schedule a project presentation (3) - Site issues (8) - Has been hit by drivers while biking on San Pablo Ave. twice - Wanted to schedule a pop-up or meeting for residents - Wanted to know if on-site studies had been conducted at intersections with recent ped and cyclist numbers to share from West Mac/40th - Requested project information (6) - Had a specific question about the project

			- Thank you to David for taking the time at the open house

Among comments received by the project team via phone and email, there were concerns that increased traffic congestion would cause drivers to use side streets, posing a threat to the safety of kids and the elderly residing on those streets, as well as loss of residential parking on side streets.

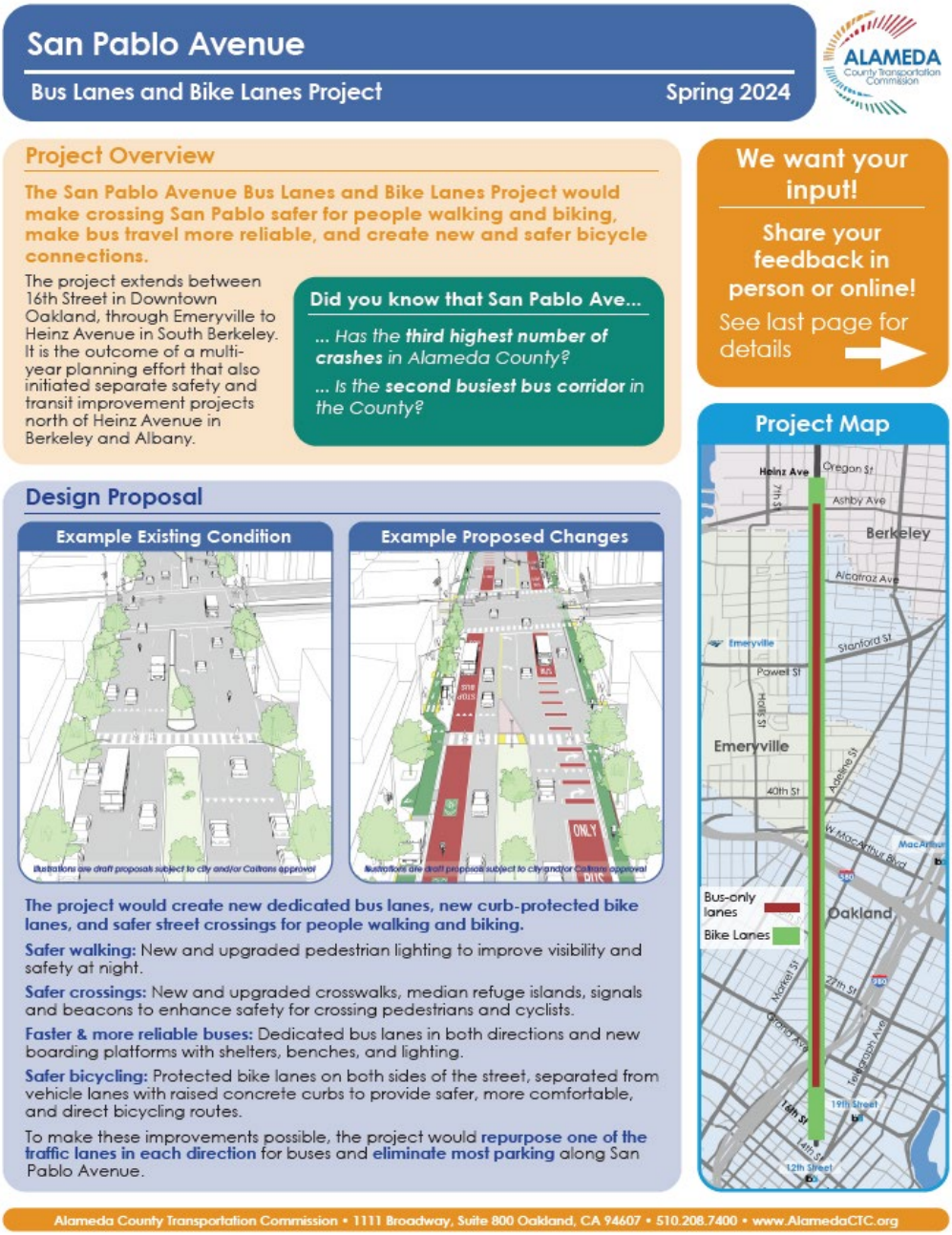
Questions and comments related to bicycling primarily related to area of use/frequency, with some commenters questioning why side streets were not an option for people biking instead of San Pablo Avenue, or suggesting that not enough people biked along this corridor to warrant creating bike lanes. Those who commented on pedestrian improvements were primarily concerned with safety, offering suggestions related to increasing visibility, such as adding lights and raising the sidewalk or locations for crosswalks. Some commenters shared that removing parking from San Pablo Avenue would pose a challenge to those with disabilities who would have to walk further from where they parked.

Appendix B -

Communications Materials

B.1 Project Fact Sheet (all languages)

B.1.1 English Fact Sheet



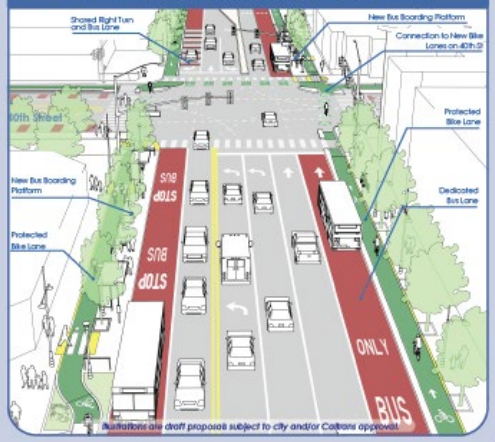
Proposed Safety Improvements

Intersection safety improvements would be implemented throughout the corridor, including:

- **Improved crosswalk striping** across and along San Pablo Avenue.
- **Curb extensions** and **pedestrian refuge islands** to shorten crossing distances, where possible.
- **Flashing pedestrian beacons and lights** to support safer pedestrian crossings at select intersections.
- **Upgraded curb ramps** and **audible pedestrian systems** at intersections to meet current ADA standards.
- **New or upgraded pedestrian lighting** along San Pablo Avenue and along side streets where needed to increase visibility.

Example Location: San Pablo Ave. and Market St.

Example Location: San Pablo Ave. and 40th St.



Proposed Parking and Loading Zone Changes

New dedicated bus lanes and bike lanes would require eliminating most parking spaces along San Pablo Avenue. Most on-street parking and loading activity will be relocated to side streets or existing parking lots.

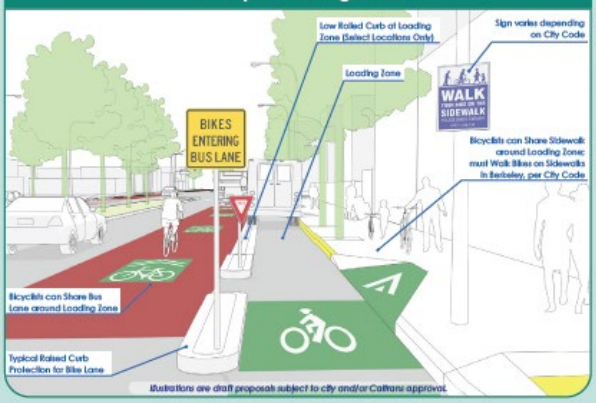
The project would provide protected bike lanes between 20th Street in downtown Oakland and Heinz Avenue in Berkeley.

For storefronts that do not have off-street loading and are not close to a side street, a loading zone would be provided on San Pablo Ave. in lieu of the protected bike lane for a limited distance. At these locations, when there is active loading, cyclists may share the bus lane or walk their bikes on the sidewalk (see illustration at right).

To provide alternative locations for business parking and loading, changes would be made to curb parking spaces on side streets close to San Pablo Ave., including creating new loading, short-term parking, and/or metered parking spaces.

Locations of parking and loading changes can be found at sanpabloave/mysocialpinpoint.com.

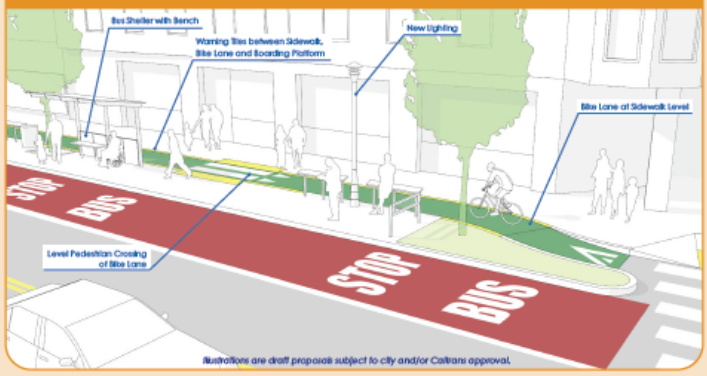
Example Loading Zone



Proposed Bus Improvements

- **Bus-only Lanes** to make buses faster and more reliable. Autos may enter the bus lane where needed to make right turns to streets and driveways.
- **Streamlining bus stops.** Consolidating some Local (72, 72M) bus stops, adding more Rapid (72R) bus stops, and making bus stop spacing more consistent to enhance bus reliability. This would change the location of some bus stops (see map at right).
- **Bus lane separation.** To deter other drivers from illegally using the bus-only lanes, possible types of dividers are under consideration to separate the bus lanes from the general traffic lanes: Painted striping only, a raised plastic barrier with plastic posts, and a small, raised concrete barrier. Specific type is to be determined based on city and Caltrans review.
- **Bus platforms.** New platforms will be constructed, at bus stops with sidewalk-level bike lanes between the stop and sidewalk. New amenities will be provided at all stops, including shelters, benches and lighting. This will require tree removal and replacement in some locations (see proposed design below).

Example Bus Boarding Island with Bike Lane Behind



Proposed Vehicle Traffic and Access Changes

- **Travel Time.** Removing one auto lane in each direction would result in increased congestion and up to a 5% increase in travel time on San Pablo Ave.
- **Diverted Traffic.** Due to additional congestion on San Pablo Ave., some drivers would divert to other routes. In the afternoon peak hours, up to 25% of drivers are expected to use alternative streets to complete their trips. Fewer drivers would divert at less congested times.
- **Vehicle Access Changes.** To improve safety, turn restriction changes between San Pablo Ave. and some side streets are proposed. See the project map for locations of all access changes at *sanpabloave.mysocialpinpoint.com*.
- **Driveway Closures.** In some locations where existing driveways are unused, fenced off or there are other entrances to the same parking area, closures are proposed to allow for more continuous bike lane protection and an improved pedestrian experience. All driveway closure locations shown on the project map at *sanpabloave.mysocialpinpoint.com*

Bus Stop Changes

Project Timeline

Provide your Input!

How to comment on the proposed changes to San Pablo Ave.

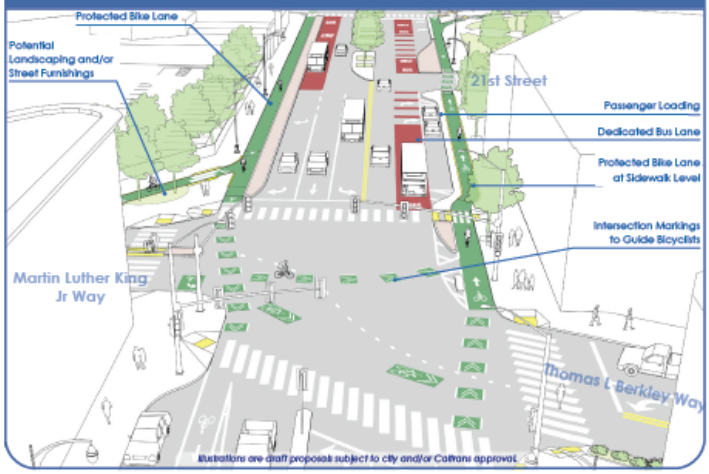
- **Visit** *sanpabloave.mysocialpinpoint.com* or use the QR code below.
- **In-person opportunities** Visit the website above for locations and times.
- **For questions** or to join the project email list, please email *sanpabloave@alamedactc.org* or call *(510) 208-7490*

Open Houses

- **Monday, April 15th**
  6-8 pm
  Golden Gate Recreation Center, 1075 62nd St, Oakland
- **Wednesday, April 17th**
  6-8 pm
  Emeryville Center for Community Life (ECCL) 1100 47th St, Emeryville

Comment at sanpabloave.mysocialpinpoint.com!

Example Location: San Pablo Ave. and 20th St./Thomas L. Berkley Way



Public Agency Partners

- California Department of Transportation (Caltrans)
- Alameda-Contra Costa Transit District (AC Transit)
- Cities of Oakland, Emeryville and Berkeley

B.1.2 Spanish Fact Sheet

San Pablo Avenue

Proyecto de carriles bus y carriles bici — Primavera del 2024

ALAMEDA County Transportation Commission

Descripción general del proyecto

El proyecto de carriles bus y carriles bici de San Pablo Avenue hará que el cruce para los peatones y ciclistas sea más seguro y que los autobuses sean más puntuales, y creará conexiones nuevas y más seguras para los ciclistas.

El proyecto se extiende desde la 16th Street, en el centro de Oakland, a través de Emeryville hasta Heinz Avenue, en el sur de Berkeley. El proyecto es el resultado de una planificación de muchos años que también incluye proyectos separados de mejoras de seguridad y de transporte público al norte de Heinz Avenue en Berkeley y Albany.

¿Sabía que San Pablo Ave...

...ocupa el ***tercer lugar en el número de accidentes*** del condado de Alameda?

...es el ***segundo corredor de autobuses más transitado*** del condado?

¡Queremos su opinión!

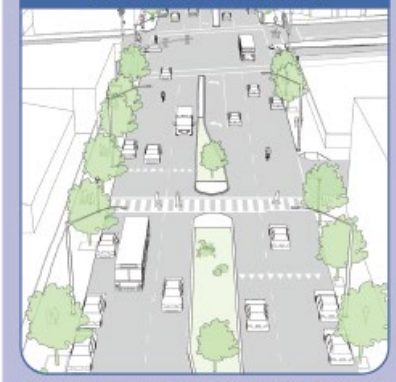
¡Comparta su opinión en persona o en línea!

Vea más detalles en la última página

Mapa del proyecto

Propuesta de diseño

Ejemplo de las condiciones existentes



Ejemplo de los cambios propuestos

Ilustración del diseño de concepto del proyecto, sujeta a la aprobación de las ciudades y Caltrans.

El proyecto crearía nuevos carriles exclusivos para autobuses, nuevos carriles bici protegidos por bordillos y cruces de calles más seguros para peatones y ciclistas.

Tráfico peatonal más seguro: Iluminación peatonal nueva y mejorada para aumentar la visibilidad y la seguridad por la noche.

Cruces más seguros: Cruces peatonales nuevos y mejorados, islas de refugio en la mediana, semáforos y señales de tráfico intermitentes para aumentar la seguridad de peatones y ciclistas.

Autobuses más rápidos y puntuales: Carriles exclusivos para autobuses en ambas direcciones y nuevas plataformas para ascenso y descenso de pasajeros con casetas, bancos e iluminación.

Ciclismo más seguro: Carriles bici protegidos a ambos lados de la calle, separados de los carriles para vehículos con bordillos de concreto elevados para brindar rutas para ciclistas más seguras, cómodas y directas.

Para que estas mejoras sean posibles, el proyecto **reasignaría uno de los carriles de circulación en cada sentido** a los autobuses y **eliminaría la mayor parte del estacionamiento** a lo largo de San Pablo Avenue.

Comisión de Transporte del Condado de Alameda • 1111 Broadway, Suite 800 Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

B.1.3 Simplified Chinese Fact Sheet

San Pablo Avenue

公車專用道和自行車道工程

2024年春季

ALAMEDA County Transportation Commission

工程概述

San Pablo Avenue 公車專用道和自行車道工程將使人們步行和騎車穿越 San Pablo Ave 倍加安全，公車出行更可靠，並建造更安全的新自行車道。

工程從 Oakland 市中心 16th Street，穿過 Emeryville 一直延伸到 South Berkeley 的 Heinz Avenue。這是多年規劃工作的成果，其中還包括 Berkeley 和 Albany 的 Heinz Avenue 以北不同的安全和交通改進工程。

您是否知道 San Pablo Ave...

...是阿拉米達縣車禍數量第三高的地區？

...是阿拉米達縣第二繁忙的公交幹道？

我們需要您的意見！

親自或在線上分享您的意見！

詳見最後一頁

工程圖

設計提案

現有狀況範例

改進提案範例

工程將為步行和騎車的人們修建新的公車專用道、新的路緣有防護自行車道以及更安全的十字路口。

步行更安全：新設的升級行人照明設備，提高夜間能見度和安全性。

過馬路更安全：新設的升級行人穿越道、中隔島、信號燈及警示燈，提高過馬路的行人和自行車騎士的安全。

更快速可靠的公車路線：雙向公車專用車道以及配備候車亭、長椅和照明設備的新候車月台。

騎自行車更安全：在街道兩側建造有防護自行車道，用水泥立體分隔帶與車道分開，提供更安全舒適的專門騎車路線。

為了實施這些改進，工程將**重新利用每個方向的一條車道**作為公車道，**取消** San Pablo Avenue 沿線的**大部分停車位**。

Alameda County Transportation Commission • 1111 Broadway, Suite 800 Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

B.2 Sidewalk Decals

B.3 Bus Stop Flyers

NOTICE OF POTENTIAL BUS STOP CHANGE

DRAFT

AVISO DE POSIBLES CAMBIOS EN LA PARADA DE AUTOBÚS

公交停靠站预计变更通知

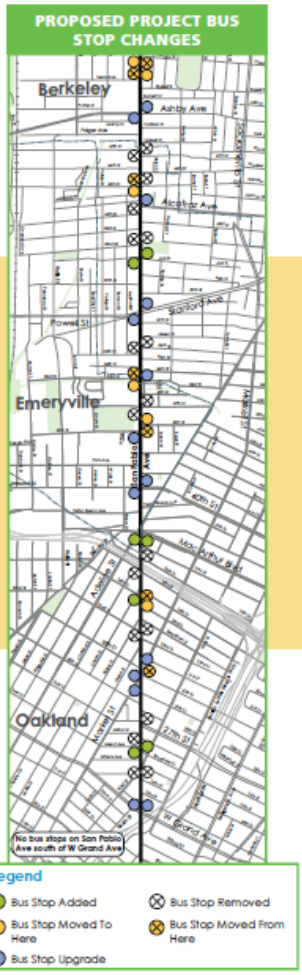
Alameda County Transportation Commission is leading the San Pablo Ave. Bus Lanes & Bike Lanes Project to improve safety and enhance bus service

The project would change this bus stop in one of the following ways:

- Keep in same location and upgrade with new bus platform, shelter, lighting;
- Move to new upgraded bus stop on far side of intersection (approx. 100 – 200 ft.); or
- Remove/combine with another upgraded bus stop.

Timeline: Project Design: 2022 – 2025 • Construction: 2026 – 2027

Learn more and tell us what you think!
Scan the QR code below or go to alamedactc.org/sanpablo and click on "PROVIDE YOUR INPUT"



La Comisión de Transporte del Condado de Alameda está desarrollando el Proyecto de Mejoras del Corredor de San Pablo Avenue para incrementar la seguridad de los peatones y ciclistas, y mejorar el servicio de autobús. El proyecto puede cambiar esta parada de autobus en una o más de las siguientes maneras:

- Ampliación de bordillo y ensanchamiento de la acera
- Reubicación al lado lejano de la intersección (aproximadamente 100 a 200 pies)
- Remover/combinar esta parada con otra parada de autobus mejorada

Cronograma: Diseño: 2022 – 2025 • Construcción: 2026 – 2027

阿拉米达县交通委员会 (Alameda County Transportation Commission) 正在领导 San Pablo Avenue 交车道和自行车道项目，旨提高交通安全并提升公交服务。该项目将通过以下某种方式改变这个公交车站：

- 升级原地点，添加新公交车站平台、新候车亭和更多照明；
- 搬迁至交叉路口远侧新升级的公交停靠站（约 100 至 200 英尺）；或者
- 删除公交车站/与另一个升级的公交车站合并。

時間表：项目设计：2022 至 2025 年 • 施工：2026 至 2027 年

For more information and to provide feedback on the project visit **alamedactc.org/sanpablo** or email **sanpabloave@alamedactc.org.**

Para obtener más información y brindar comentarios sobre el proyecto, visite **alamedactc.org/sanpablo** o envíe un correo electrónico a **sanpabloave@alamedactc.org.**

了解更多信息并告诉我们您的想法！
扫描下面的二维码或访问 alamedactc.org/sanpablo 并点击"提供您的意见"

(510) 891-6470 / Free language assistance / Asistencia gratuita en el idioma / 免費語言協助 / Libreng tulong para sa wika / Hỗ trợ giúp thông dịch miễn phí / 무료 언어 지원 / मुफ्त भाषा में सहायता / ਮੁਫ਼ਤ ਮਦਦ ਦੀ ਸਹੂਲਤ / 無料の言語支援 / مفت لسانی معاونت / مساعدة لغوية مجانية / Assistance linguistique gratuite / Assistência gratuita para idiomas / Бесплатная языковая помощь / ภาษาความช่วยเหลือฟรี / การช่วยเหลือด้านภาษาฟรี

B.4 Storefront window flyers

San Pablo Avenue

Bus Lanes and Bike Lanes Project — **Spring 2024**

We want to hear from you!

我們希望聽取您的意見！ ¡Queremos conocer su opinión!

What is proposed?

The project would create **dedicated bus lanes, curb-protected bike lanes,** and **safer street crossings** along San Pablo Ave. between 16th Street in Oakland and Heinz Ave. in Berkeley.

提案內容是什麼？

工程將在 Oakland 的 16th Street 和 Berkeley 的 Heinz Ave. 之間沿著 San Pablo Ave. **修建公車專用道、路緣有防護自行車道和更安全的十字路口。**

¿Cuál es la propuesta?

El proyecto crearía **carriles exclusivos para autobuses, carriles bici protegidos por bordillos y cruces de calles más seguros** a lo largo de San Pablo Ave. entre 16th Street en Oakland y Heinz Ave. en Berkeley.

Proposed Design Concept — 設計概念提案 — Concepto de diseño propuesto

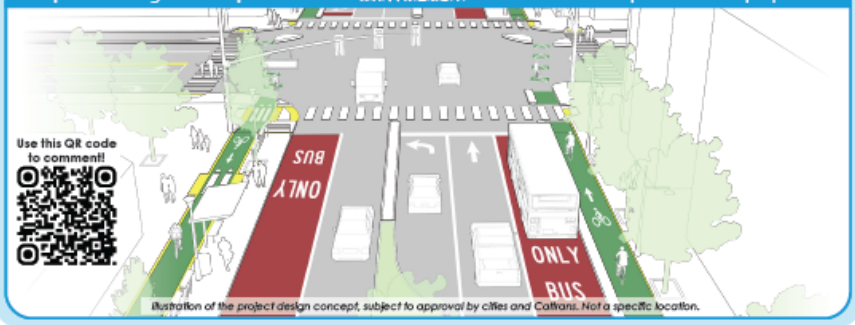


Illustration of the project design concept, subject to approval by cities and Caltrans. Not a specific location.

Provide your Input!

Use the QR code above or visit sanpabloave.mysocialpinpoint.com

- For in-person events information
- To review design details and give feedback
- For questions or to join the email list, contact sanpabloave@alamedactc.org or call (510) 208-7490

請踴躍發表意見！

使用上面的二維碼或造訪：sanpabloave.mysocialpinpoint.com

- 有關現場活動的資訊
- 查看設計細節並提供回饋
- 如有任何疑問或想加入電子郵件清單，請聯絡：sanpabloave@alamedactc.org 或致電 (510) 208-7490

¡Denos su opinión!

Utilice el código QR anterior o visite sanpabloave.mysocialpinpoint.com

- Para información sobre eventos presenciales
- Para revisar los detalles de diseño y dar su opinión
- Si tiene preguntas o desea inscribirse en la lista de correo electrónico, póngase en contacto con: sanpabloave@alamedactc.org o llame al teléfono (510) 208-7490

Open Houses

Time: 6pm to 8pm

Monday, April 15th
Golden Gate Recreation Center
1075 62nd St, Oakland

Wednesday, April 17th
Emeryville Center for Community Life (ECCL)
1100 47th St, Emeryville

開放參觀日

時間：下午 6 點至晚上 8 點

4 月 15 日星期一
Golden Gate Recreation Center
1075 62nd St, Oakland

4 月 17 日星期三
Emeryville Center for Community Life (ECCL)
1100 47th St, Emeryville

Eventos públicos

Hora: 6 p.m. a 8 p.m.

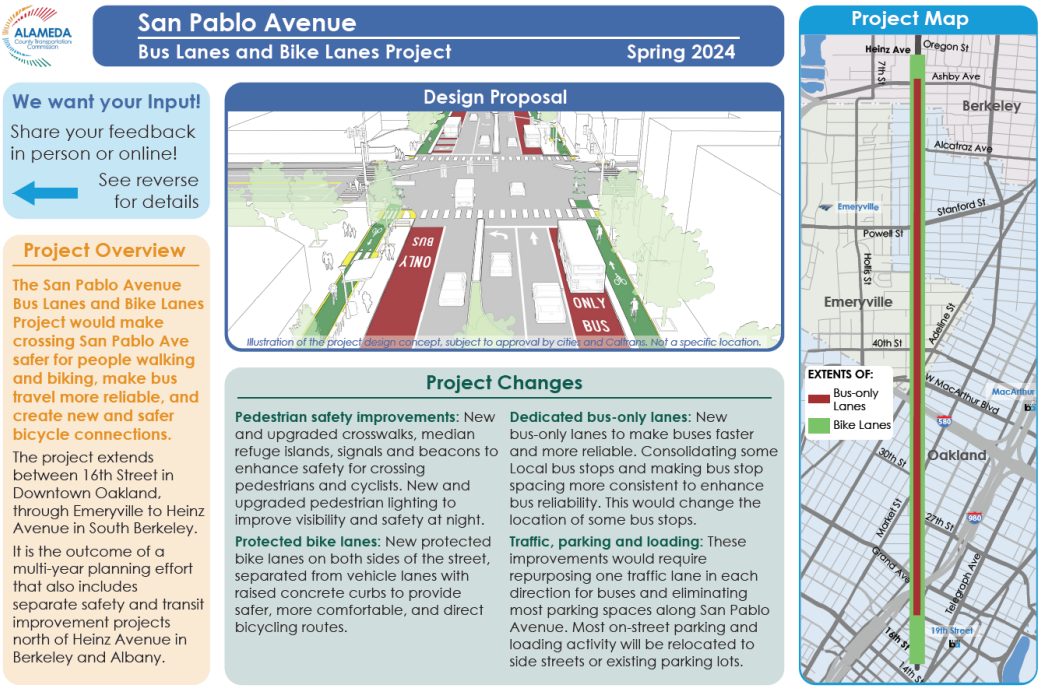
Lunes 15 de abril
Golden Gate Recreation Center
1075 62nd St, Oakland

Miércoles 17 de abril
Emeryville Center for Community Life (ECCL)
1100 47th St, Emeryville

In partnership with Cities of Oakland, Emeryville, and Berkeley, AC Transit, and the California Department of Transportation

B.5 Mailers

B.5.1 Standard Mailer



Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

1.25" x 1.25" stamp area

For questions or to join the project email list, please contact:
sanpabloave@alamedactc.org or call *(510) 208-7490*

Provide your input!

Use the QR code below or visit *sanpabloave.mysocialpinpoint.com*

- For information about upcoming community events and comprehensive project details
- To provide feedback on the proposed design

請踴躍發表意見!

使用左方的二維碼或造訪 *sanpabloave.mysocialpinpoint.com*

- 了解關於即將舉行的社區活動和詳細工程資訊
- 提供關於工程設計提案的意見

¡Denos su opinión!

Utilice el código QR a la izquierda o visite *sanpabloave.mysocialpinpoint.com*

- Para obtener más información sobre los próximos eventos comunitarios y detalles completos del proyecto
- Para dar su opinión sobre el diseño propuesto

Public Open Houses

Time: 6pm to 8pm

Monday, April 15th
Golden Gate Recreation Center
1075 62nd St, Oakland

Wednesday, April 17th
Emeryville Center for Community Life
1100 47th St, Emeryville

Addressing & Postal Barcode
4.5" x 2.0"

B.5.2 Turn Restriction Postcard Mailer

San Pablo Avenue

Bus Lanes and Bike Lanes Project — **Spring 2024**

Share your feedback at upcoming outreach events

See reverse for in-person & online commenting opportunities

Project Overview

The San Pablo Avenue Bus Lanes and Bike Lanes Project would make crossing San Pablo Ave safer for people walking and biking, make bus travel more reliable, and create new and safer bicycle connections.

The project extends between 16th Street in Downtown Oakland, through Emeryville to Heinz Avenue in South Berkeley.

It is the outcome of a multi-year planning effort that also includes separate safety and transit improvement projects north of Heinz Avenue in Berkeley and Albany.

Design Proposal

Illustration of the project design concept, subject to approval by cities and Caltrans. Not a specific location.

A new turn restriction is proposed that would affect access to your block!

Project Changes

Pedestrian safety improvements: New and upgraded crosswalks, median refuge islands, signals and beacons to enhance safety for crossing pedestrians and cyclists. New and upgraded pedestrian lighting to improve visibility and safety at night.

Protected bike lanes: New protected bike lanes on both sides of the street, separated from vehicle lanes with raised concrete curbs to provide safer, more comfortable, and direct bicycling routes.

Dedicated bus-only lanes: New bus-only lanes to make buses faster and more reliable. Consolidating some Local bus stops and making bus stop spacing more consistent to enhance bus reliability. This would change the location of some bus stops.

Traffic, parking and loading: These improvements would require repurposing one traffic lane in each direction for buses and eliminating most parking spaces along San Pablo Avenue. Most on-street parking and loading activity will be relocated to side streets or existing parking lots.

Project Map

Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

For questions or to join the project email list, please contact:
sanpabloave@alamedactc.org or call ***(510) 208-7490***

1.25" x 1.25" stamp area

A new turn restriction is proposed that would affect access to your block!

Visit ***sanpabloave.mysocialpinpoint.com*** or contact us at ***sanpabloave@alamedactc.org*** to learn more.

Provide your input!

Use the QR code below or visit ***sanpabloave.mysocialpinpoint.com***

- For information about upcoming community events and comprehensive project details
- To provide feedback on the proposed design

請踴躍發表意見!

使用左方的二維碼或造訪 ***sanpabloave.mysocialpinpoint.com***

- 了解關於即將舉行的社區活動和詳細工程資訊
- 提供關於工程設計提案的意見

¡Denos su opinión!

Utilice el código QR a la izquierda o visite ***sanpabloave.mysocialpinpoint.com***

- Para obtener más información sobre los próximos eventos comunitarios y detalles completos del proyecto
- Para dar su opinión sobre el diseño propuesto

Public Open Houses

Time: 6pm to 8pm

Monday, April 15th
Golden Gate Recreation Center
1075 62nd St, Oakland

Wednesday, April 17th
Emeryville Center for Community Life
1100 47th St, Emeryville

Addressing & Postal Barcode
4.5" x 2.0"

B.5.3 MacArthur Postcard Mailer

San Pablo Avenue
Bus Lanes and Bike Lanes Project
Spring 2024

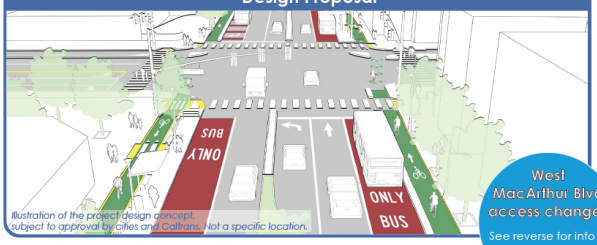
Public Open Houses

Time: 6pm to 8pm

Monday, April 15th
Golden Gate Recreation Center
1075 62nd St, Oakland

Wednesday, April 17th
Emeryville Center for Community Life
1100 47th St, Emeryville

Design Proposal



West MacArthur Blvd access changes
See reverse for info & online commenting opportunities

Project Map

Project Overview

The San Pablo Avenue Bus Lanes and Bike Lanes Project would make crossing San Pablo Ave safer for people walking and biking, make bus travel more reliable, and create new and safer bicycle connections.

The project extends between 16th Street in Downtown Oakland, through Emeryville to Heinz Avenue in South Berkeley.

It is the outcome of a multi-year planning effort that also includes separate safety and transit improvement projects north of Heinz Avenue in Berkeley and Albany.

Project Changes

Pedestrian safety improvements: New and upgraded crosswalks, median refuge islands, signals and beacons to enhance safety for crossing pedestrians and cyclists. New and upgraded pedestrian lighting to improve visibility and safety at night.

Protected bike lanes: New protected bike lanes on both sides of the street, separated from vehicle lanes with raised concrete curbs to provide safer, more comfortable, and direct bicycling routes.

Dedicated bus-only lanes: New bus-only lanes to make buses faster and more reliable. Consolidating some Local bus stops and making bus stop spacing more consistent to enhance bus reliability. This would change the location of some bus stops.

Traffic, parking and loading: These improvements would require repurposing one traffic lane in each direction for buses and eliminating most parking spaces along San Pablo Avenue. Most on-street parking and loading activity will be relocated to side streets or existing parking lots.

Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

1.25" x 1.25" stamp area

Provide your input!

Use the QR code to the right or visit ***sanpabloave.mysocialpinpoint.com***

- For information about upcoming community events and comprehensive project details
- To provide feedback on the proposed design

請踴躍發表意見!

使用右方的二維碼或造訪
sanpabloave.mysocialpinpoint.com

- 了解關於即將舉行的社區活動和詳細工程資訊
- 提供關於工程設計提案的意見

¡Denos su opinión!

Utilice el código QR a la derecha o visite
sanpabloave.mysocialpinpoint.com

- Para obtener más información sobre los próximos eventos comunitarios y detalles completos del proyecto
- Para dar su opinión sobre el diseño propuesto

Access Change Map

West MacArthur Blvd access changes

The Project proposes to close the West MacArthur Blvd connection to San Pablo Ave at Apgar St to improve pedestrian and bicycle safety and reduce congestion at the San Pablo Ave/Adeline St intersection. Traffic currently using West MacArthur Blvd to access San Pablo Ave would be directed to use Market St north to 40th St or south to 36th St.

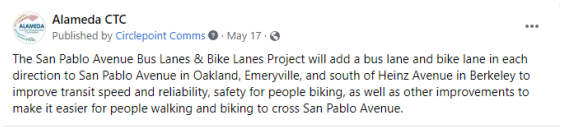
Visit ***sanpabloave.mysocialpinpoint.com*** or contact us at ***sanpabloave@alamedactc.org*** to learn more.

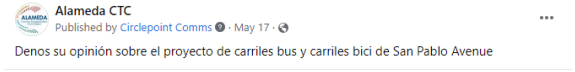
For questions or to be added to the project email list, please contact:
sanpabloave@alamedactc.org
or call ***(510) 208-7490***

Addressing & Postal Barcode
4.5" x 2.0"

B.6 Digital Ads

Images below provide a sample of ads that ran on Facebook, Instagram and the Google Display network.





B.7 Alameda CTC Project Webpage

Alameda County Transportation Commission

Meetings | Contracting

Search ... Search LOGIN | SUBSCRIBE

About Us | Planning | Funding | Projects and Programs | Get Involved | News and Publications

Projects and Programs > Multimodal Arterials and Roads > San Pablo Avenue Corridor Projects

SAN PABLO AVENUE CORRIDOR PROJECTS

Provide Your Input on the San Pablo Avenue Bus Lanes and Bike Lanes Project! (click here)

OVERVIEW | KEY MATERIALS | PROVIDE YOUR INPUT | PROJECT HISTORY | FREQUENTLY ASKED QUESTIONS

San Pablo Avenue is a key corridor that links the Alameda County cities of Oakland, Emeryville, Berkeley, and Albany, as well as cities in western Contra Costa County. There is an urgent need for safety improvements along the corridor, which has the third highest rate of injury collisions in Alameda County. San Pablo Avenue also serves as the second busiest corridor for AC Transit bus riders. Alameda CTC is leading three complementary near-term project components to improve safety and transit along the San Pablo Avenue corridor. The three project components are:

- Safety Enhancements Project **(Berkeley and Albany).** This project will improve the safety for pedestrians and bicyclists crossing San Pablo Avenue and improve transit speed by installing high visibility crosswalks, flashing beacons, pedestrian signals, median refuge islands, upgraded lighting, accessible curb ramp upgrades, bulb outs at Rapid bus stops, and bus stop relocations.
- Parallel Bike Improvements Project **(Berkeley, Albany, and North Oakland).** This project will implement improvements along bike boulevard/neighborhood bikeway routes that run along and connect to San Pablo Avenue, including traffic calming, crossing treatments at busy streets, and signage/wayfinding.
- Bus Lanes and Bike Lanes Project **(Oakland, Emeryville, and South Berkeley).** This project will improve transit speed and reliability by converting one vehicle travel lane in each direction to a dedicated bus lane and provide new cycling connections by converting parking lanes to protected bike lanes. The project will also include intersection safety improvements, bus stop consolidation, and new loading zones. Bus lanes and bike lanes are not currently proposed in Berkeley north of Heinz Ave.

Appendix C -

Demographics

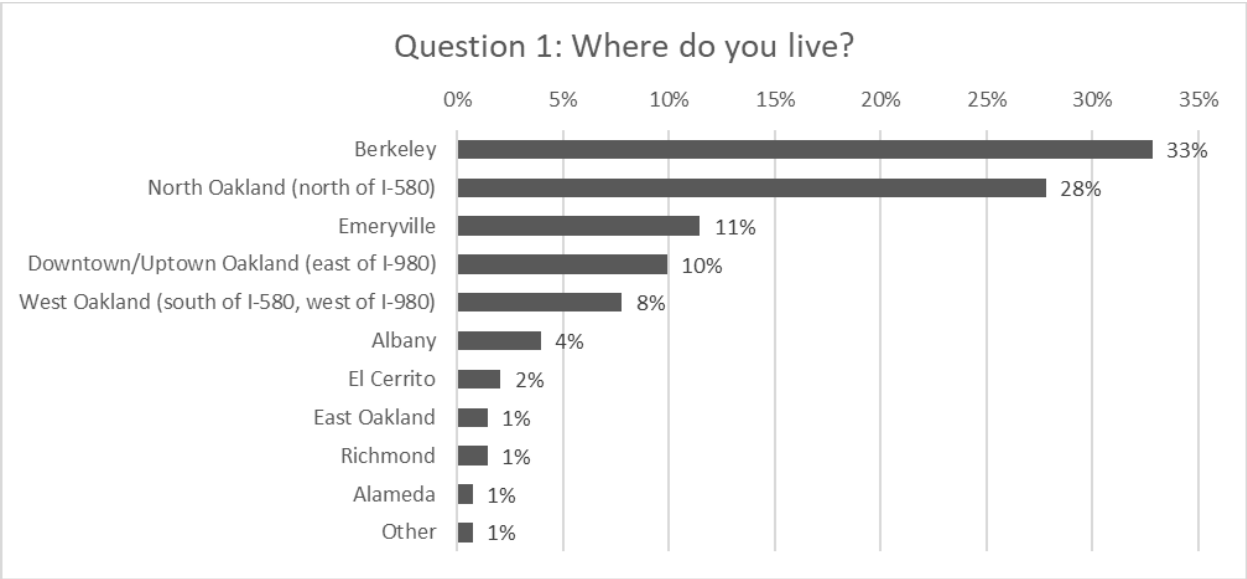
C.1 Results from Social Pinpoint Questionnaire

On Social Pinpoint, a questionnaire was offered with the intent to capture the demographics and characteristics of visitors to the outreach website in relation to the San Pablo Avenue corridor. This data may be used to inform whether the project information and Interactive Map tool was accessed by a representative portion of the local community.

The questionnaire consisted of four questions about the respondent's travel habits on San Pablo Avenue, three questions about the respondent's demographics, one question about how they heard about the project, and request for contact information to receive future updates about the project. The questionnaire was open to the public between April 1 and June 11, 2024, which is the same period as the Interactive Map Tool. It received 840 total responses. Results from each question are summarized below.

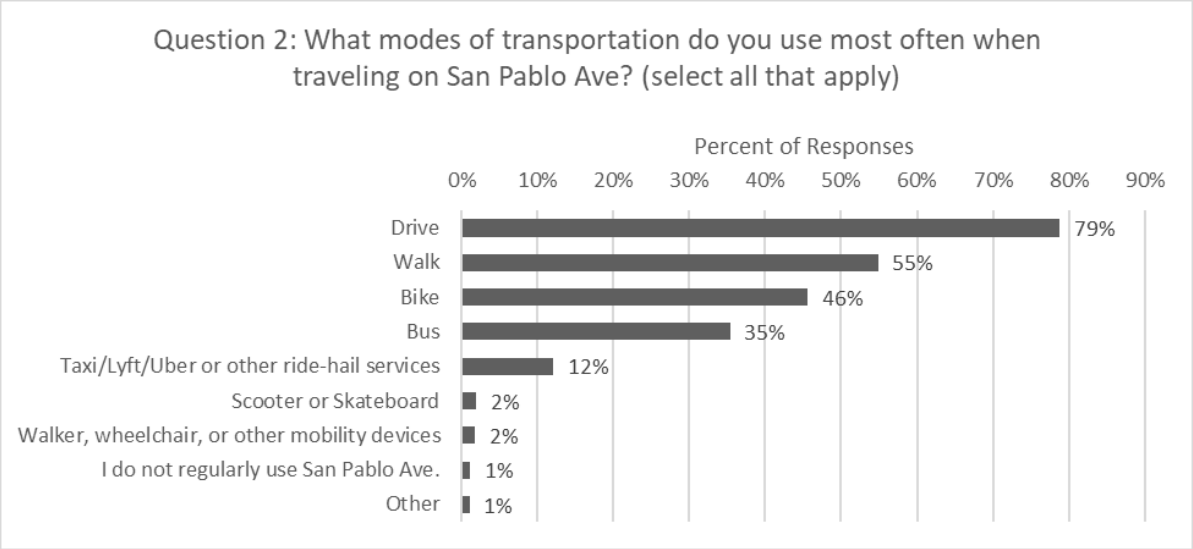
Q1: Where do you live?

A majority of respondents (71%) reported living in the northern half of the corridor, with the top three options being Berkeley (33%), North Oakland (28%), and Emeryville (11%). Comparatively, the areas south of the I-580 only made up around 17% of respondents, which are composed of Downtown/Uptown Oakland (9%) and West Oakland (8%). This somewhat corresponds with the spatial distribution of Interactive Map comments with major emphasis on the northern half of the corridor. The results of this question show that the people engaged through Social Pinpoint are not representative of the population of the corridor. While Berkeley makes up less than 10% of the corridor length, it contains 33% of the respondents; conversely, while West Oakland contains about 30% of the corridor's length, it only contains 8% of the respondents.



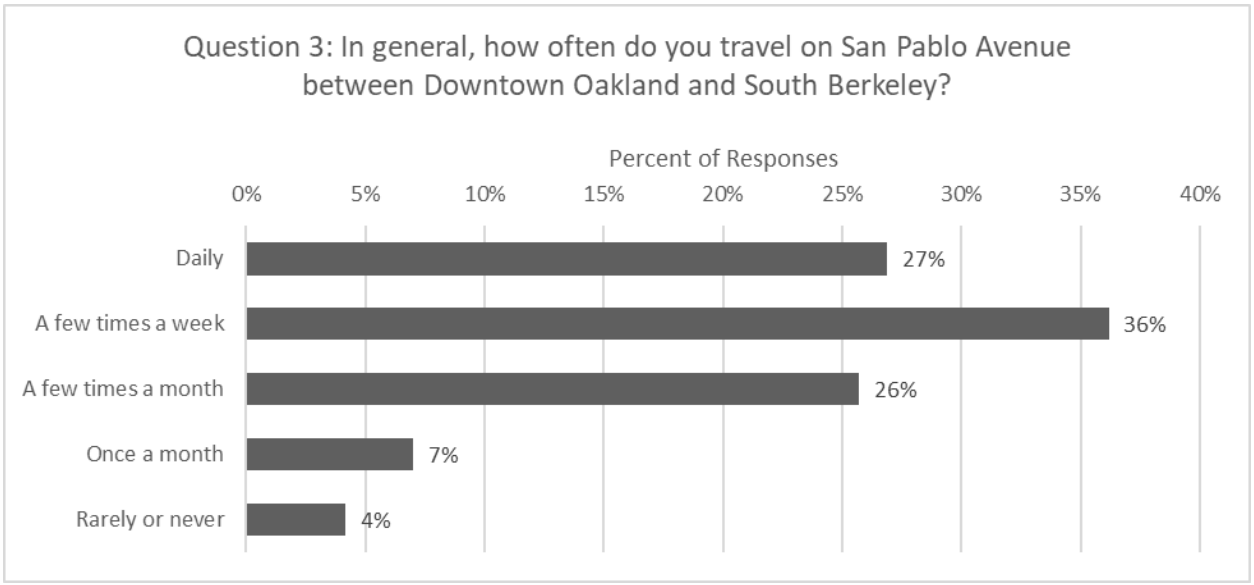
Q2: What modes of transportation do you use most often when traveling on San Pablo Ave? (select all that apply)

This question highlights the multimodal nature of the San Pablo Ave. corridor. While the most-selected option is driving (79%), a significant number of respondents also indicated that they use alternative modes of transportation, including walk (55%), bike (46%), and bus (35%). The results highlight the desire for safe facilities for all modes of transportation in the corridor.



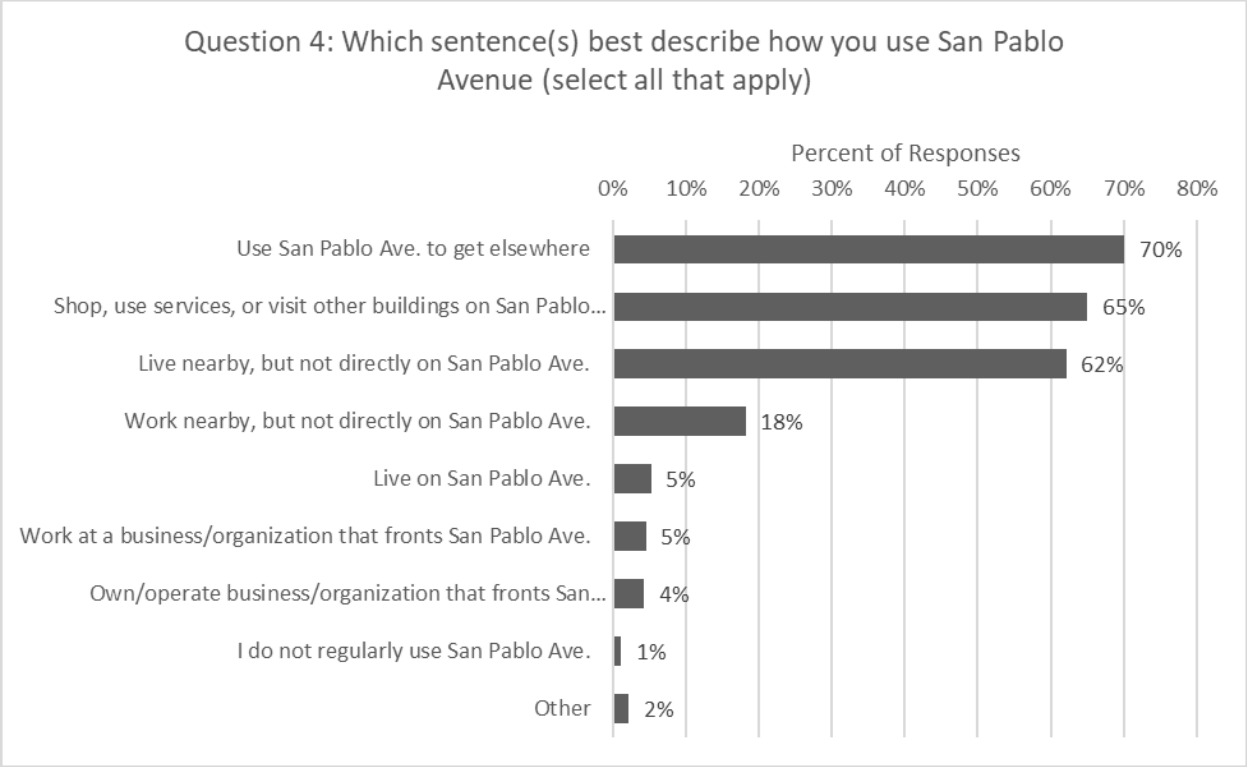
Q3: In general, how often do you travel on San Pablo Avenue between Downtown Oakland and South Berkeley?

Most respondents report traveling on San Pablo Ave. at least a few times a month (89%).



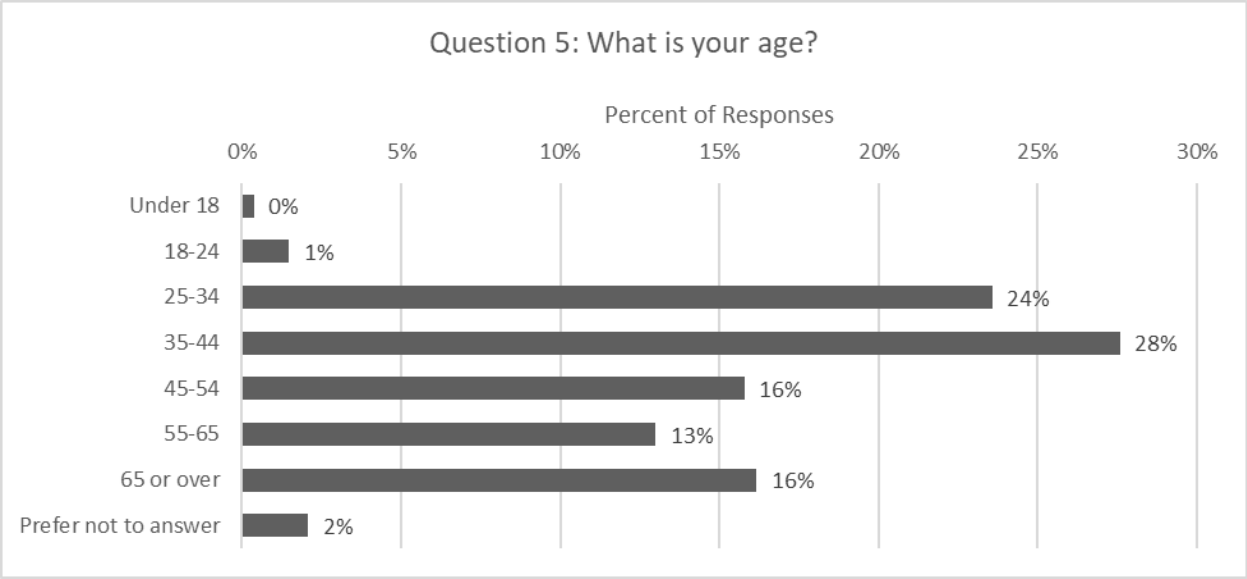
Q4: Which sentence(s) best describe how you use San Pablo Avenue (select all that apply)

The result highlights that San Pablo Ave. is simultaneously a major thoroughfare for regional travel (70%) and an important commercial corridor (65%). The surroundings are also a dense residential neighborhood, which also rely on San Pablo Ave. for travel (62%).



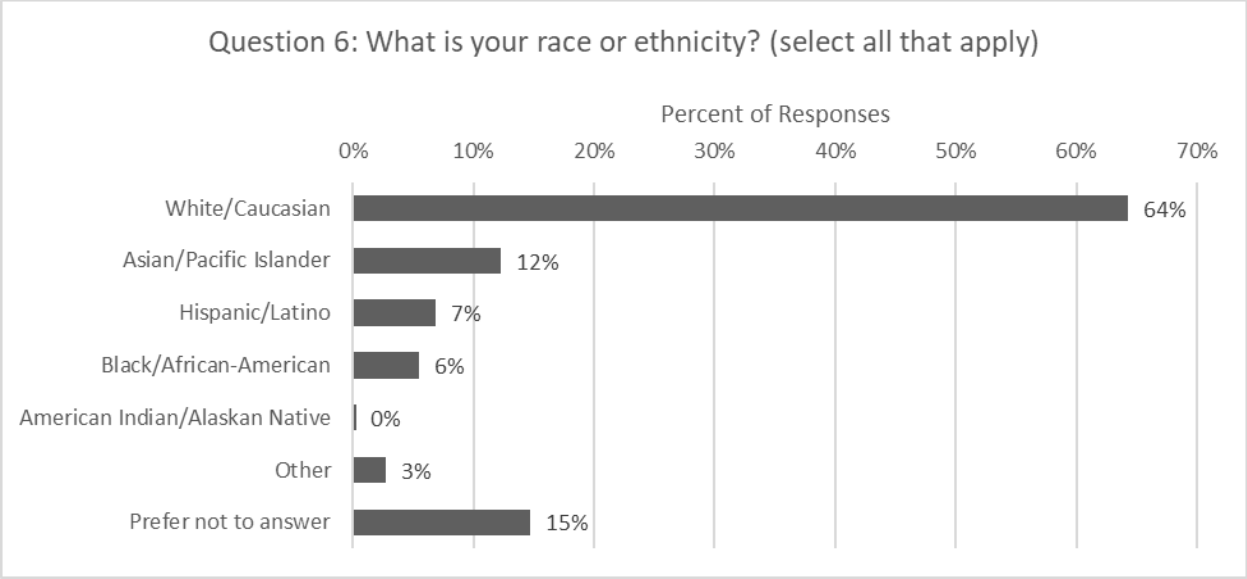
Q5: What is your age?

The top reported age groups are 35-44 years (28%), followed by 25-34 (24%). Youth that are under 24 years old are under-represented in the results, comprising only 1% of all respondents.



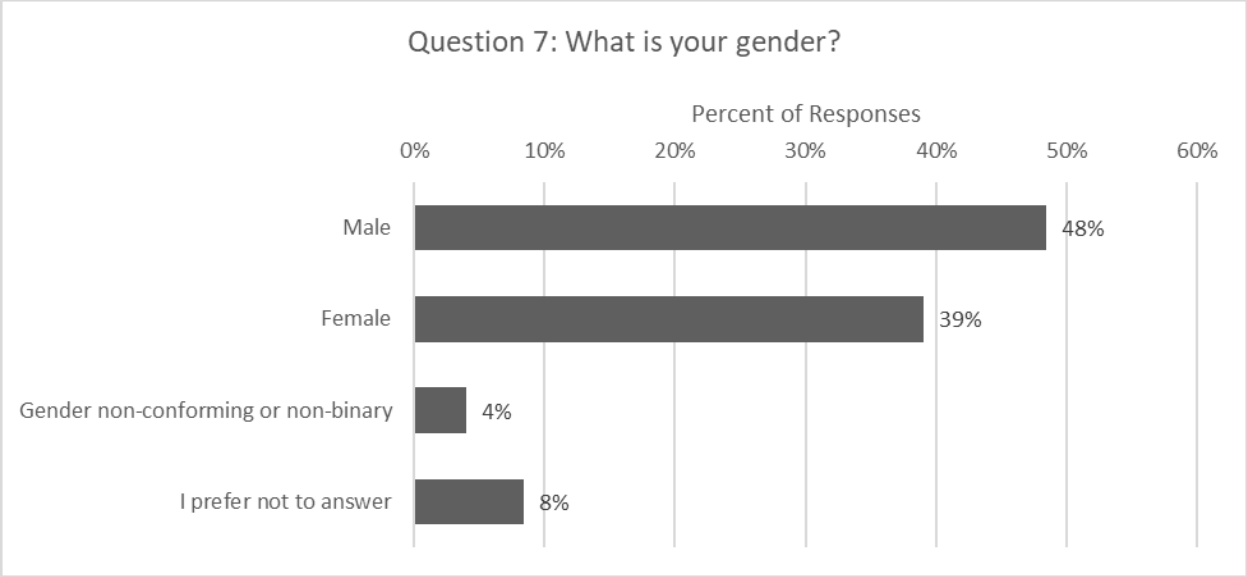
Q6: What is your race or ethnicity? (select all that apply)

The questionnaire results skew heavily White/Caucasian (64%), while other races or ethnicities only make up 28% of respondents. In the 2020 census, the population that reported as White Only is 27% in Oakland, 35% in Emeryville, and 50% in Berkeley. This indicates that the White/Caucasian population is over-represented in the outreach results, while minorities may be under-represented.



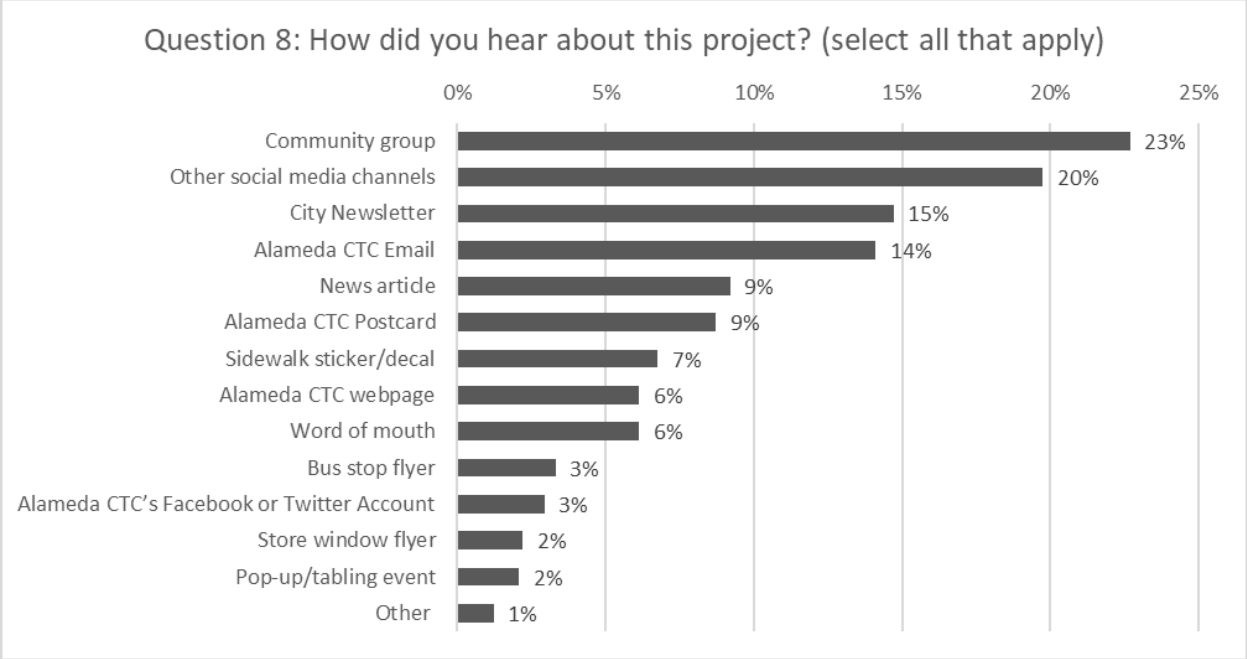
Q7: What is your gender?

More respondents reported being male (48%) than female (39%).



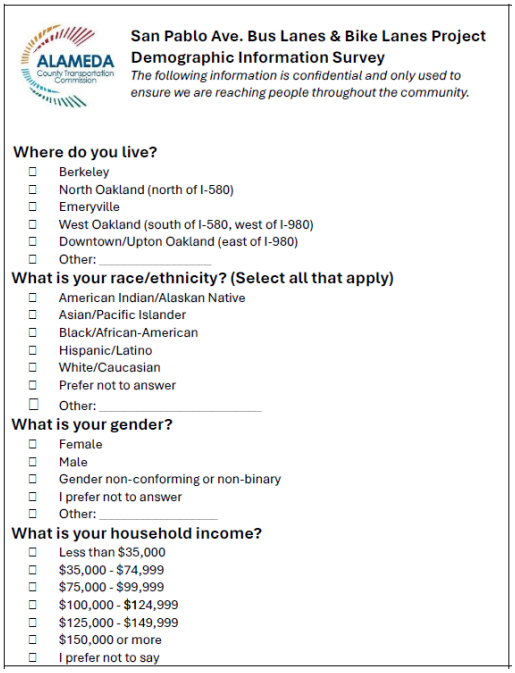
Q8: How did you hear about this project? (select all that apply)

The outreach website was advertised through multiple channels to attempt to maximize its reach to the local community. Out of the options presented, community groups (21%) and non-ACTC social media channels (19%) are the most effective.



C.2 Results from Demographic Survey Administered During Open Houses and Pop-ups

Demographics of participants who elected to take the demographic survey during pop-ups and open houses are as follows: There were slightly more males to females, accounting for 52% and 40% of survey respondents, respectively. Nearly 6% of the sample were gender non-conforming, and 2% preferred not to answer.



San Pablo Ave. Bus Lanes & Bike Lanes Project
Demographic Information Survey
The following information is confidential and only used to ensure we are reaching people throughout the community.

Where do you live?
- ☐ Berkeley
- ☐ North Oakland (north of I-580)
- ☐ Emeryville
- ☐ West Oakland (south of I-580, west of I-980)
- ☐ Downtown/Upton Oakland (east of I-980)
- ☐ Other: _____

What is your race/ethnicity? (Select all that apply)
- ☐ American Indian/Alaskan Native
- ☐ Asian/Pacific Islander
- ☐ Black/African-American
- ☐ Hispanic/Latino
- ☐ White/Caucasian
- ☐ Prefer not to answer
- ☐ Other: _____

What is your gender?
- ☐ Female
- ☐ Male
- ☐ Gender non-conforming or non-binary
- ☐ I prefer not to answer
- ☐ Other: _____

What is your household income?
- ☐ Less than $35,000
- ☐ $35,000 - $74,999
- ☐ $75,000 - $99,999
- ☐ $100,000 - $124,999
- ☐ $125,000 - $149,999
- ☐ $150,000 or more
- ☐ I prefer not to say

In terms of race and ethnicity, 54% identified as White/Caucasian, 22% Asian/Pacific Islander, 11% Black/African American, 6% Hispanic/Latino, and 8% preferred not to answer. Survey participants were spread along the corridor and some beyond, including 35% from North Oakland, 25% from West Oakland, 13% from Berkeley, 11% from Emeryville, 6% from downtown Oakland, and 10% in outer surrounding areas such as Fruitvale, Albany, Hayward, and El Cerrito. These survey results are significantly more representative of the 3.5 mile San Pablo Avenue corridor than online engagement demographic responses, indicating the value of meeting people where they are in-person.

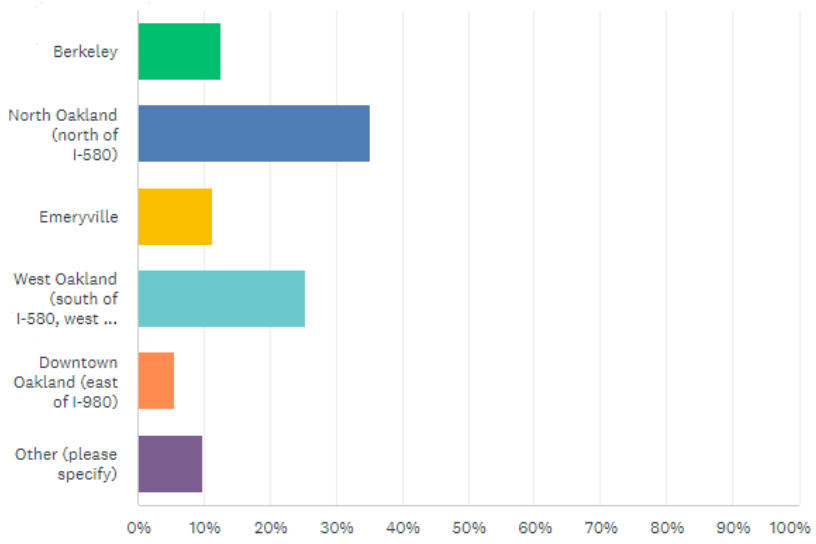
The household income of participants varied, with 35% reporting an annual income of $150,000 or more, 19% making $100,000-$149,999, 15% making $35,000-$74,999, 13% making $75,000-$99,999, 9% making less than $35,000 and 10% preferred not to answer.

Demographics	Count	Percentage
Gender:		
Female	57	40%
Male	74	52%
Gender non-conforming or non-binary	8	6%
I prefer not to answer	3	2%
Other	0	0%

Demographics	Count	Percentage
Ethnicity:		
White/Caucasian	77	54%
Asian/Pacific Islander	31	22%
Black/African American	15	11%
Prefer not to answer	11	8%
Hispanic/Latino	9	6%
Other	5	4%
American Indian/Alaskan Native	0	0%
Location:		
North Oakland (north of I-580)	50	35%
West Oakland (south of I-580, west of I-980)	36	25%
Berkeley	18	13%
Emeryville	16	11%
Other	14	10%
Downtown Oakland (east of I-980)	8	6%
Income:		
Less than $35,000	13	9%
$35,000-$74,999	21	15%
$75,000-$99,999	18	13%
$100,000-$149,999	27	19%
$150,000 or more	49	35%
I prefer not to say	14	10%

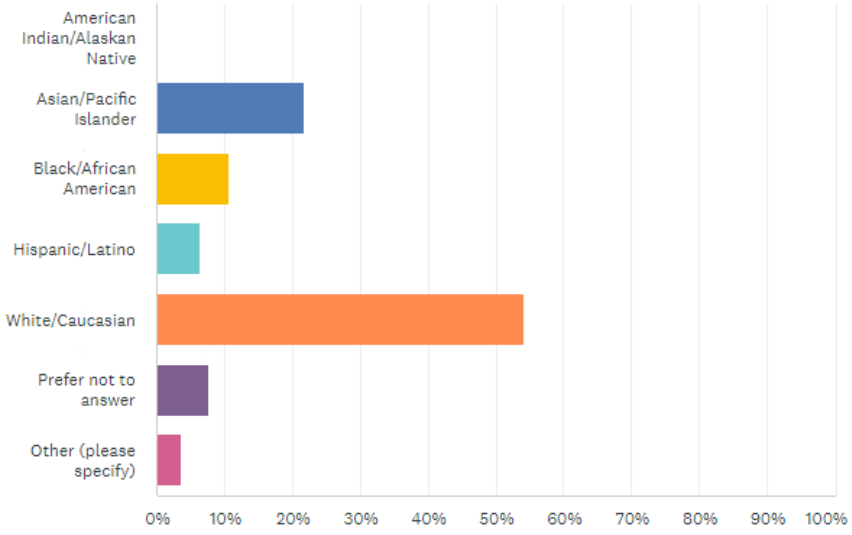
Where do you live?

Answered: 142 Skipped: 0



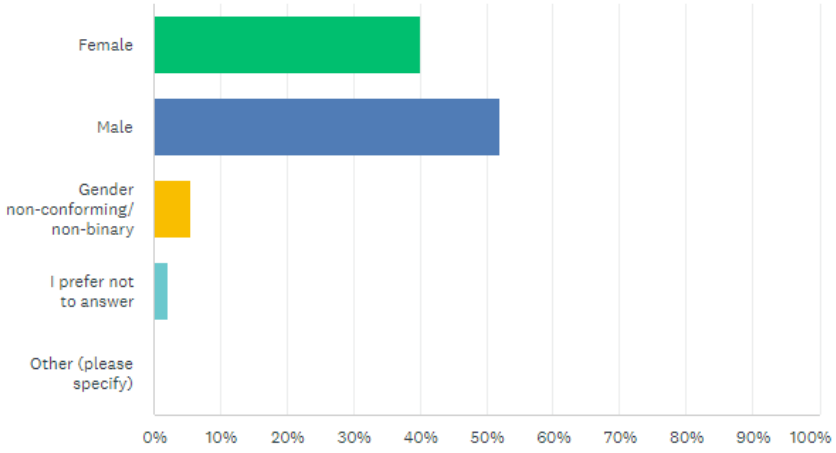
What is your race/ethnicity? (Select all that apply.)

Answered: 142 Skipped: 0



What is your gender?

Answered: 142 Skipped: 0



What is your household income?

Answered: 142 Skipped: 0