

## Attachment 5: Outreach Summary

- City of Oakland
- City of San Leandro



# Outreach Summary Report for Oakland

EAST BAY GREENWAY MULTIMODAL PROJECT:  
NORTH SEGMENT - LAKE MERRITT BART TO BAY FAIR BART



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## EXECUTIVE SUMMARY

This document reports on outreach efforts and community input collected for the Oakland portion of the East Bay Greenway (EBGW) Multimodal Project between September 15 and November 30, 2022.

The goal of this phase of outreach was to inform the public and stakeholders about the East Bay Greenway Multimodal Project and learn about community needs and concerns for multimodal transportation infrastructure. Project goals and alignment/design concepts were presented for public input, and community members were informed of how the latest concepts fit into the overall project schedule and environmental analysis. Additional outreach will be conducted as part of the project's final design.

Common themes heard during this round of outreach, across all input methods include:

### Project Opportunities:

- Overall sentiment toward the East Bay Greenway project was highly supportive.
- Several comments expressed enthusiasm for improved access to BART stations and community destinations.
- Bike lanes should be low maintenance, clean, and well-lit.
- High demand for public art and greening along the corridor.
- Requests to provide additional information to the public through door-to-door outreach and social media
- Some community members expressed excitement about the project as meeting a need in the different neighborhoods for a family-friendly active recreation facility

### Specific Project Concerns:

- Concerns about traffic safety along the corridor and sense that a high level of protection/separation will be needed for bikeways and pedestrian paths to be safe
- Concerns about cleanliness and maintenance.
- Uncertainty about possible delays to the project and concerns that the project timeline is too long.
- Concerns about unhoused populations along corridor including construction impacts and potential for new encampments.
- Concerns related to more traffic and congestion caused by the project.
- Concerns about cars parking in bike lanes.

This document may be appended as the project proceeds. Outreach for the San Leandro portion of the East Bay Greenway Multimodal Project is documented separately.



# 1. COMMUNITY & STAKEHOLDER OUTREACH

## 1.1 STAKEHOLDER LIST

A project stakeholder database (**Appendix A01**) was assembled using existing contacts from previous EBGW project outreach activities and updating and/or incorporating additional contacts such as elected officials and local community-based organizations (CBOs). The outreach team also identified businesses located along the project alignment for inclusion in the stakeholder list. As of this report, the stakeholder list includes 407 contacts.

## 1.2 STAKEHOLDER PRESENTATIONS

Stakeholder meetings were held on September 15 and October 19, 2022, to conduct outreach and collect input on the project.

A PowerPoint presentation was prepared (**Appendix A02**) and presented by Alameda CTC staff. Spanish and Chinese versions of the video were hosted on the project website. Email invitations were also drafted for Alameda CTC and City of Oakland staff (**Appendix A03**).

Attendees were also invited to visit the online survey (described in Section 2.2, below) to submit feedback on the project.

**Table 1. Summary of Presentations**

Date	Event	Attendees
09/15/22	City of Oakland Bicyclist & Pedestrian Advisory Commission (BPAC) virtual meeting	32 ( <b>Appendix A04</b> )
10/19/22	Virtual focus group with East Oakland Community-Based Organizations (CBOs) and cycling/multimodal transportation advocacy groups. Hosted over Zoom.	<b>(Appendix A05)</b> <ul style="list-style-type: none"> <li>• City of Oakland</li> <li>• Bike East Bay</li> <li>• TransForm</li> <li>• Higher Ground Neighborhood Development Corp</li> <li>• Rails-to-Trails Conservancy</li> <li>• Greenbelt Alliance</li> <li>• East Oakland Collective</li> <li>• Walk Oakland Bike Oakland</li> </ul>

Alameda CTC also held several briefings with staff from Oakland Department of Transportation, AC Transit, and BART, some of which included a PowerPoint presentation.

### 1.3 POP-UP EVENTS

A series of popups were held at community events and BART stations around Oakland near the EBGW alignment. The BART station popups were held on weekdays during peak commuting hours. An Alameda CTC representative, along with consultant support, staffed each event and recorded notes of comments and conversations from visitors. The majority of pop-up visitors were local transit riders or other Oakland residents who visited the project area often.

The EBGW fact sheets (Appendix A06) and project postcards were distributed at the popups. Community members were also encouraged to take the survey forms, either online or through paper copies provided at each event.

Popups were supported by a posterboard (**Appendix A07**) outlining the East Bay Greenway Multimodal Project and how the project will improve safety and connection along the BART corridor in Oakland for pedestrians and bicyclists. A Spanish-language posterboard was also included. Plotted maps of the alignment and graphical cross-sections and plotted maps of the alignment were provided by HNTB.

**Table 2. Summary of Pop-Up Events**

Date	Event / Location
09/17/22	Oakland Roots Soccer Game (outside of stadium entrance)
10/25/22	Lake Merritt BART Station
10/26/22	Coliseum BART Station
10/27/22	Fruitvale BART Station
10/30/22	Día de Los Muertos Festival

*Total estimated visitors to the pop-ups: 75+*



*Alameda CTC booth at Día de Los Muertos festival*

## 1.4 POSTCARD MAILER

A postcard describing the East Bay Greenway Multimodal project and its benefits was created and mailed to 14,987 residents and businesses along the project alignment in Oakland on October 3, 2022.

The postcard (**Appendix A08**) included a map of the proposed alignment in Oakland, details on the upcoming pop-up event at the Día de los Muertos festival, and an email address for submitting comments or questions. A QR code linking to the project survey was also featured. The information on the postcard was provided in English, Spanish, and Chinese.

## 1.5 E-BLAST AND CBO MATERIALS

Emails were drafted for distribution by Alameda CTC and the City of Oakland to their respective mailing lists. The emails (**Appendix A09**) publicized the date and location of upcoming pop-up events and promoted the project survey.

Outreach content, including a draft email and social media posts, was also provided to select CBOs, including the groups that attended the 10/19 focus group, for distribution to their respective constituents. (**Appendix A10**).

## 2. ONLINE OUTREACH

### 2.1 WEBSITE CONTENT

Updated web content and a video flyover of the project area (Appendix A11) was developed and deployed to the East Bay Greenway Oakland Phase 1 project page on [Alameda CTC's website](#).

### 2.2 SURVEY

An online survey (provided in English, Spanish, and Chinese) was created to solicit feedback about the project. The survey ran from October 1 to November 30, 2022 and was promoted by Alameda CTC on its Twitter and Facebook channels. Attendees of the 10/19 CBO focus group were asked to share a link to the survey to their constituents. Paper copies of the survey were also distributed at the pop-up events. (**Appendix A12**)

**Alameda CTC** @AlamedaCTC · Oct 21  
East Bay Greenway is a proposed 16-mile regional bike & pedestrian East Bay trail from Lake Merritt BART to South Hayward BART thru @CityofOaklandCA, @CitySanLeandro, @cityofhayward & @AlamedaCounty. Go to [alamedactc.org/programs-proje...](#) and share your thoughts on the project!



### 2.3 MEDIA COVERAGE

An article covering the project and highlighting in-person outreach opportunities (including the Dia de Los Muertos pop-up) was published by The Oaklandside on September 22, 2022. [Link to article](#).



## 3. SUMMARY OF INPUT RECEIVED

The following section summarizes input received on the East Bay Greenway Multimodal project in Oakland. Feedback is summarized from comments received from the popup events, stakeholder briefings, and the survey.

The full datasets collected through each input method are provided in **Appendix B: Public Input**.

### 3.1 OVERALL IMPRESSION OF PROJECT

Common themes heard during this round of outreach, across all input methods include:

#### Project Opportunities:

- Overall sentiment toward the East Bay Greenway project was highly supportive.
- Several comments expressed enthusiasm for improved access to BART stations and community destinations.
- Bike lanes should be low maintenance, clean, and well-lit.
- High demand for public art and greening along the corridor.
- Requests to provide additional information to the public through door-to-door outreach and social media
- Some community members expressed excitement about the project as meeting a need in the different neighborhoods for a family-friendly active recreation facility

#### Specific Project Concerns:

- Concerns about traffic safety along the corridor and sense that a high level of protection/separation will be needed for bikeways and pedestrian paths to be safe
- Concerns about cleanliness and maintenance.
- Uncertainty about possible delays to the project and concerns that the project timeline is too long.
- Concerns about unhoused populations along corridor including construction impacts and potential for new encampments.

- Concerns related to more traffic and congestion caused by the project.
- Concerns about cars parking in bike lanes.

## 3.2 SUMMARY OF STAKEHOLDER MEETING INPUT

Questions and comments were recorded at the Bicycle and Pedestrian Advisory Committee (**Appendix B01**) and Oakland CBO Focus Group (**Appendix B02**) briefings.

Participant questions and comments were primarily centered around safety for pedestrians and bicyclists, maintaining the bike paths, and the possibility of adding more greening and amenities along the project corridor. Participants had several suggestions for project features that would serve the public, including creating wider, family-friendly paths, adding art and design elements, and incorporating a two-way cycle track design.

Two emails with comments were received after the focus group briefing (**Appendix B03**), one concerned with adding play structures for children and fitness structures to the greenway, and the other suggesting outreach to community organizations for planning through an environmental justice lens.

## 3.3 SUMMARY OF POP-UP EVENT INPUT

Across all pop-up events, most of the questions and comments were positive. The most frequently asked questions from pop-up event visitors were:

- When will the project be complete?
- How will the project be funded?
- Will the East Bay Greenway connect to the Bay Trail?

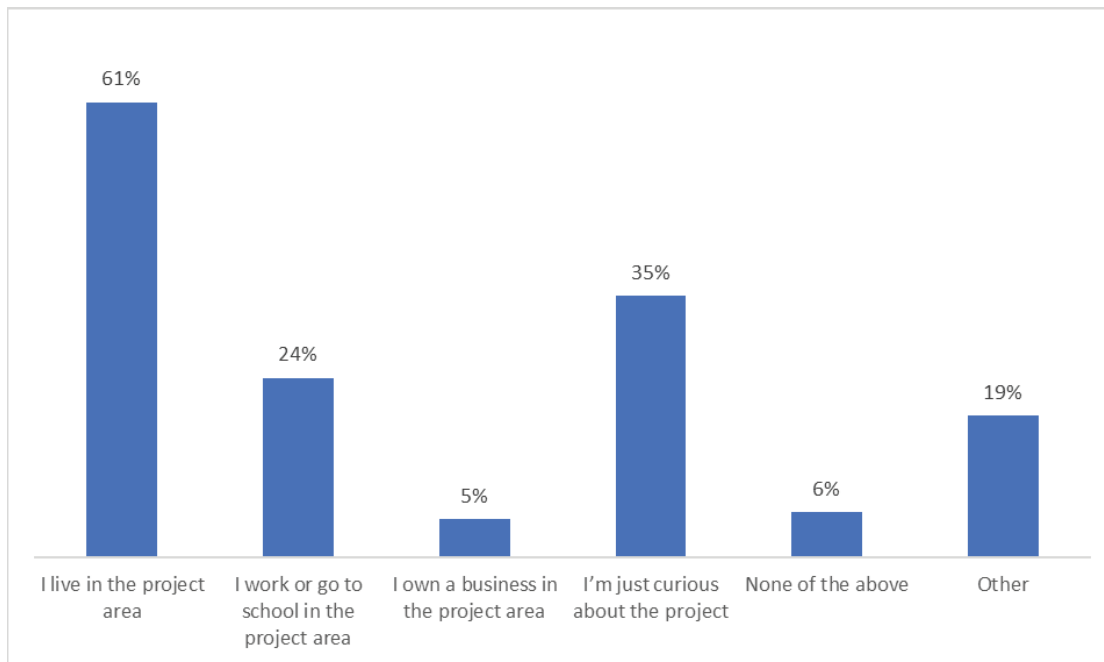
## 3.4 SUMMARY OF SURVEY RESPONSES AND COMMENTS

The following figures and tables summarize responses received from the EBGW Multimodal Project Oakland Survey via Google forms as well as paper surveys that were filled out at the

pop-up events. A total of 144 responses were received for the survey with the majority taking the survey online. Three individuals took the survey in Spanish and the rest in English.

The full dataset is available in **Appendix B04**.

**Q1: What is your interest in the East Bay Greenway project? *Select all that apply.***



Respondents who selected "Other" were able to leave a write-in comment with more information about their interest in the project. The majority of these write-in responses cited an interest in biking in the area. For example, one respondent said, *"I'm a bike commuter and I would ride this if it were built"*.

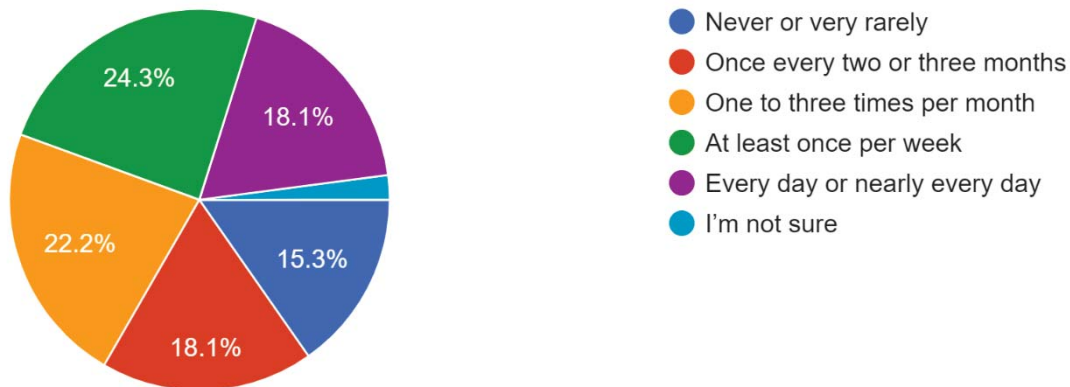
Another theme was safety as seen in the following response: *"I support trail/greenway projects, I design trail/greenway projects, and I want to be able to bike through the East Bay more safely."*

**Q2: What forms of transportation do you use on a regular basis (at least 2-3 times per week)? *Select all that apply.***

#	Response	%
1	Walk	69%
2	Bike/Scooter	66%

#	Response	%
3	BART	59%
4	Drive	55%
5	Bus	24%
6	Rideshare	6%
7	Other	4%

**Q3: How often do you travel along East 10th, East 8th, East 12th, or San Leandro Streets in Oakland (between Lake Merritt BART and San Leandro)?**



Over two-thirds of participants (67%) travel through the project area at least monthly, with a further 42% traveling through the area on a weekly or daily basis.

**Q4: Which of the following features do you want to see most along this section of roadway? *Select all that apply.***

#	Response	%
1	Separated bike paths or lanes	92%
2	Better pedestrian crossings	68%



#	Response	%
3	Upgraded lighting	61%
4	Landscaping and/or amenities (benches, art, etc)	60%
5	Bike routes with lower speeds and less traffic	55%
6	Other	11%

Bike and pedestrian safety emerged as clear priorities for respondents. Of the 11% of respondents that selected “Other,” the write-in field was mostly used to emphasize the need for one or more of the already featured priorities, including cleaner streets, paved roads, and crossings that priorities bicyclists and pedestrians

**Q5: How might you and your family use the East Bay Greenway? *Select all that apply.***

#	Response	%
1	For fun/recreation	87%
2	To get to shopping, errands, or appointments	65%
3	To commute to work or school	44%

**Q6: What are your concerns about the project, if any? *For example, concerns related to construction, traffic, parking, etc. Please be specific.***

Respondents were invited to submit open-ended responses expressing any concerns they had about the project. The most common themes and the number of survey respondents expressing the theme are summarized below.



#	Theme	Respondents expressing comment theme
1	Traffic safety	18
2	Project timeline and construction	17
3	Maintenance/cleanliness	9
4	Homelessness	9
5	Traffic congestion	7
6	Personal security	4
7	Others	1-4

The table below provides representative quotes from each of the most common comment theme areas.

Concerns	Relevant Quotes
Traffic Safety	<ul style="list-style-type: none"> <li>• “[I] want clear paths for pedestrians and wheelchairs and bicycles and for it to be safe for kids to ride with special crossing lights for any car-traffic [pathways].”</li> <li>• Drivers in this area are very dangerous and frequently speed and ignore traffic laws. The route needs to be protected by crash-proof barriers to prevent bikers and pedestrians from being killed.</li> </ul>
Project Timeline and Construction	<ul style="list-style-type: none"> <li>• “Project construction timeline -- too long”</li> <li>• “I’m all for the project! My only concerns are delays in getting it completed.”</li> </ul>
Maintenance/cleanliness	<ul style="list-style-type: none"> <li>• Keeping the paths safe and clean - housing support and resources will be needed for the unhoused in the community to really maintain the path</li> </ul>



Concerns	Relevant Quotes
Homelessness	<ul style="list-style-type: none"> <li>• <i>Ensure homeless encampments and trash dumping do not overtake the beautified space.</i></li> </ul>
Traffic and congestion	<ul style="list-style-type: none"> <li>• <i>"I am concerned about traffic. If lanes need to be reduced to make room for the separated bike paths, it may cause congestion."</i></li> <li>• <i>"My main concern is that you will create something that is still stressful to ride. I presently use Bancroft and Foothill but Foothill is stressful, especially thru Fruitvale. I love this idea of better connection between Castro Valley and Oakland."</i></li> </ul>
Personal Security	<ul style="list-style-type: none"> <li>• <i>"The San Leandro Street corridor will have major challenges as it is a very rough neighborhood with lots of homelessness, crime, and rampant scofflaw drivers. Crossing any street, even if you have the green light, is dangerous because so many drivers run red lights."</i></li> </ul>

### Q7: What is your ZIP code?

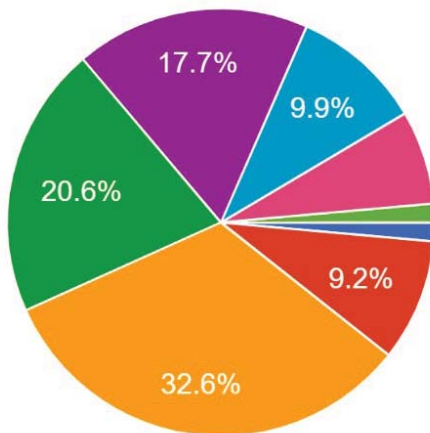
The survey included several optional demographic questions to guide equity outreach efforts. The five most reported corresponding cities are provided below:

#	City	%
1	Oakland	64%
2	Alameda	6.6%
3	Hayward	6.6%
4	Emeryville	3.3%
5	Berkeley	3.3%

The most common zip codes for responses in Oakland were 94606 (18 responses); 94601 (16); 94607 (9); 94611 (8); 94610 (6); 94612 (6); 94609 (6); 94621 (5); 95619 (4); 94605 (3); 94618 (2); and 94602 (2).

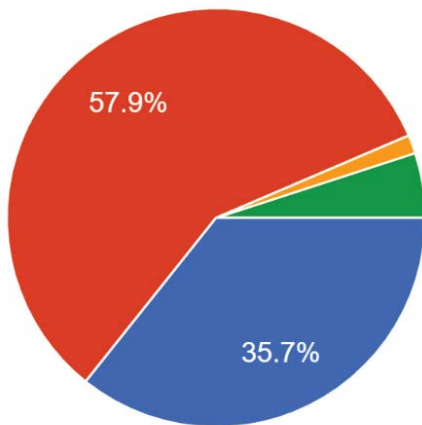


### Q8: How old are you?



- Under 20
- 20 to 29
- 30 to 39
- 40 to 49
- 50 to 59
- 60 to 69
- 70 or older
- Prefer not to say

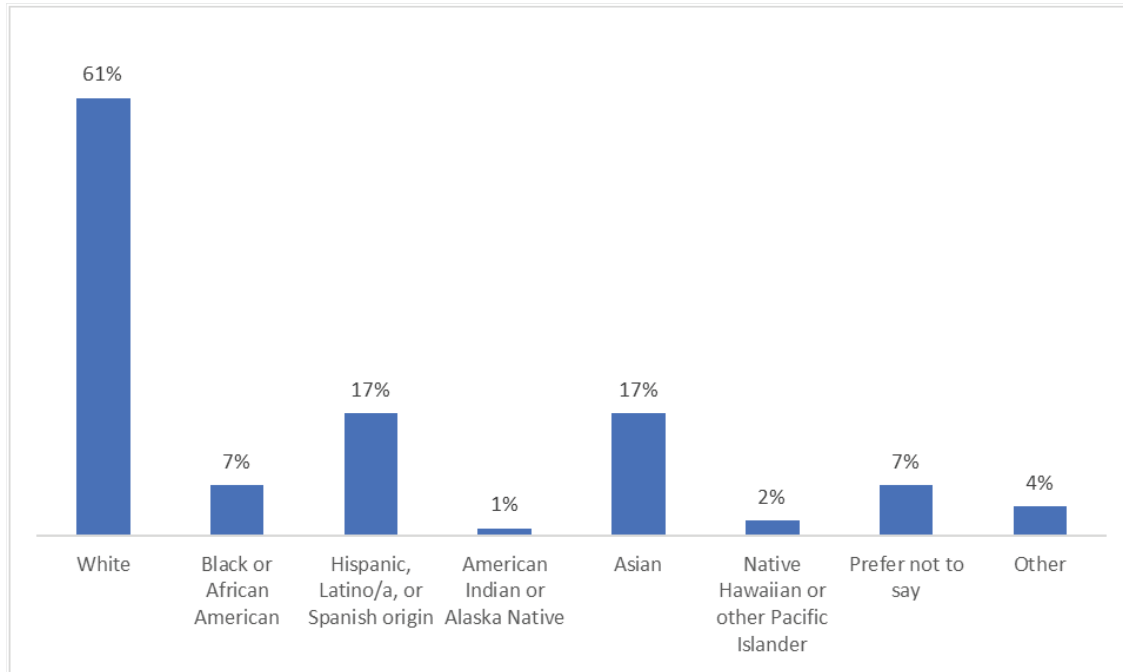
### Q9: How do you describe yourself?



- Woman
- Man
- Describe myself another way
- Prefer not to say



**Q10: What do you consider your race or origin? *Select all that apply.***



**Q11: Do you have any additional questions or comments for the project team?**

Additional feedback and questions about the project largely fell into several key comment theme areas, as summarized below.

#	Theme	Respondents expressing comment theme
1	General support for project	21
2	Specific design suggestions	7
3	Support for separated/protected facilities	5
4	Questions regarding project scope and schedule	3



#	Theme	Respondents expressing comment theme
5	Suggestions for additional outreach	3
6	Neighborhood needs	3
7	References to model facility	3
8	Other feedback, including: <ul style="list-style-type: none"> <li>homelessness</li> <li>volunteer engagement</li> <li>accommodations for seniors, children, and people with disabilities</li> <li>project maintenance</li> <li>general skepticism about the project</li> </ul>	1-2

Excerpts from responses highlighting the most common themes are provided below:

Category	Relevant Quotes
General Support for Project	<ul style="list-style-type: none"> <li><i>"This is an awesome project and I can't wait to see it completed."</i></li> <li><i>"I live in San Antonio neighborhood and work in Hayward near the Hayward BART station. This project would drastically improve these areas and help reduce car dependency and promote pedestrian safety."</i></li> <li><i>"I presently use Bancroft and Foothill but Foothill is stressful, especially thru Fruitvale. I love this idea of better connection between Castro Valley and Oakland. [...]. Cycle commuting is very practical but only if people feel safe. Thanks for this great project!"</i></li> </ul>



Category	Relevant Quotes
Specific Design Suggestions	<ul style="list-style-type: none"> <li>• <i>“The transition between Section 2 (E 8th St – E 10th St to 14th Ave) and Section 3 ( E 12th St – 20th Ave to Fruitvale Ave) should provide an adequately protected/marked crossing between the cycle track section and protected bike lane section. A cycle track in each direction along Section 3 should be considered [...]The intersection at 12th St. and 23rd Ave. should include design elements to protect eastbound bicycle and pedestrian users from automobiles turning onto 23rd Ave.</i></li> </ul>
Support for separated/protected facilities	<ul style="list-style-type: none"> <li>• <i>“I would like to feel comfortable biking with my children here [...] This means traffic calming and separated bike facilities”</i></li> <li>• <i>“Protected bike lanes are preferable to sharing the street with any vehicle traffic”</i></li> </ul>
Project Scope/Schedule	<ul style="list-style-type: none"> <li>• <i>“Are they also going to pave and fix the current paths, sidewalks, etc.”</i></li> <li>• <i>“Will this create jobs?”</i></li> </ul>
Outreach and Updates	<ul style="list-style-type: none"> <li>• <i>“Will there be more public outreach concerning this project?”</i></li> <li>• <i>“On foot/ In person outreach should be included on this survey as well”</i></li> </ul>
Neighborhood Needs	<ul style="list-style-type: none"> <li>• <i>“this project with help with better connectivity to transit. which is hard for most people living in disinvested or industrial parts of East Oakland.”</i></li> </ul>



Category	Relevant Quotes
Model Facilities	<ul style="list-style-type: none"><li data-bbox="513 453 1398 632">• <i>“The concept of this greenway seems ideal: it could open up the neighborhoods along the way to increased opportunities and inexpensive ways to access other neighborhoods and opportunities. The Ohlone Greenway seems like a successful model.”</i></li><li data-bbox="513 674 1398 821">• <i>“It would be really awesome if this happened. Would it be like the Doyle Street Greenway in Emeryville? I love that one - it's so pleasant and makes going between Oakland and Berkeley so much easier!”</i></li></ul>

## APPENDIX A: OUTREACH COLLATERAL

### A01: STAKEHOLDER LIST

Excel spreadsheet containing the project stakeholder list. [Link to spreadsheet](#)

### A02: POWERPOINT PRESENTATION VIDEOS

Presentation given to Focus Group with narrations provided for web distribution.

- [Link to English Presentation](#)
- [Link to Spanish Presentation](#)
- [Link to Chinese Presentation](#)

### A03: FOCUS GROUP EMAILS

Invitations emails drafted for Alameda CTC and City of Oakland for attendees. [Link to PDF](#)

### A04: BPAC PRESENTATION & MINUTES

Document with list of BPAC attendees and PowerPoint presentation. [Link to PDF](#)

### A05: FOCUS GROUP ATTENDEES

List of focus group attendees. [Link to PDF](#)

### A06: POP-UP EVENT FACT SHEET

Project fact sheet distributed at popups.

# OUTREACH SUMMARY REPORT FOR OAKLAND EAST BAY GREENWAY MULTIMODAL PROJECT: NORTH SEGMENT - LAKE MERRITT BART TO BAY FAIR BART



## ALAMEDA County Transportation Commission East Bay Greenway Multimodal, (Phase 1) SEPTEMBER 2022

### PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is the implementing agency for the East Bay Greenway (EBGW) project that proposes to construct a 16-mile long active transportation facility along major arterials that connects seven BART stations from the Lake Merritt BART station in Oakland to the South Hayward BART station. The project will construct Class I and Class IV bike facilities, evaluate transit enhancements, such as transit islands and traffic signal priority safety enhancements, such as traffic calming measures through narrow lanes and placemarking signal upgrades for bicyclists, protected intersections, and pedestrian crossing enhancements with high-visibility crosswalks and bulb-outs that meet Americans with Disabilities Act requirements.

EBGW Phase 1 focuses on getting near-term improvements in construction in a three-to-five year horizon. EBGW Phase 2 will continue to work with the Union Pacific Railroad to implement a Rail-to-Trail or Rail-with-Trail facility in a 10+ year horizon.



### PROJECT NEED

- The existing county bicycle network does not provide a continuous and comfortable route connecting Downtown Oakland and South Hayward.
- Existing interjurisdictional routes in the East Bay Greenway corridor are generally arterial roadways that carry significant traffic volumes, are designated transit and truck routes, and have established histories of collisions involving bicyclists and pedestrians.
- The East Bay Greenway jurisdictions and BART have adopted specific plans, station area plans and other land use plans, calling for thousands of additional residents and jobs in the East Bay Greenway corridor. Improved last-mile transit access to regional transit and destinations is essential to accommodating planned growth along the East Bay Greenway corridor.

### PROJECT BENEFITS

- Improves bicycle and pedestrian network connectivity in communities along the BART line
- Improves access to regional transit, schools, downtown area, and other destinations
- Creates a facility that is accessible and comfortable to bicyclists and pedestrians of all ages and abilities
- Improves safety for bicyclists and pedestrians
- Supports promotion of a multimodal transportation system and reduction of greenhouse gas emissions to protect our climate and create sustainable communities

CAPITAL PROJECT FA AT SHEET

PN: 1587.000

### EAST BAY GREENWAY MULTIMODAL (PHASE 1)

#### STATUS

Implementing Agency: Alameda CTC

Current Phase: Preliminary Engineering/Environmental



Initial East Bay Greenway segment from Coliseum BART to 85th Avenue (funded by Measure WW, 100% grant BAAQIG).



Rendering of East Bay Greenway.

#### PROJECT DOCUMENTS

For more information on the project, please visit:  
[www.alamedactc.org/eastbaygreenway](http://www.alamedactc.org/eastbaygreenway).

#### PARTNERS AND STAKEHOLDERS

Cities of Oakland, San Leandro and Hayward, Alameda County, AC Transit, Bay Area Rapid Transit and the California Department of Transportation

Note: Information on this fact sheet is subject to periodic updates.

Alameda County Transportation Commission • 1111 Broadway, Suite 800 • Oakland, CA 94607 • 510.208.7400 • [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

#### COST ESTIMATE BY PHASE (\$ x 1,000)

PE/Environmental	\$2,350
Final Design	\$12,400
Construction	\$159,500
<b>Total Phase 1 Expenditures</b>	<b>\$174,250</b>

#### FUNDING SOURCES (\$ x 1,000)

Local	\$14,750
TBD	\$159,500
<b>Total Phase 1 Revenues</b>	<b>\$174,250</b>

#### SCHEDULE BY PHASE

	Begin	End
Environmental	Fall 2021	Summer 2023
Final Design (PS&E)	Fall 2022	Early 2024
Construction	Summer 2024	Fall 2026



Rendering of East Bay Greenway.

## A07: POP-UP EVENT POSTERS

Informational posters brought to pop-up events.

East Bay Greenway Multimodal Project: Oakland

### PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) in cooperation with the city of Oakland, is proposing a 16-mile-long regional trail linking the Lake Merritt BART Station in Oakland and the South Hayward BART Station with new bike lanes and multi-use paths.

### Project Benefits

- Increases transit connectivity along the BART line
- Improves safety for bicyclists and pedestrians
- Increases city's equity connectivity
- Facilitates inclusion BART (BART) connectivity
- Creates sustainable transportation options

### Project Features

- Shaded walk paths
- Accessible lanes
- Now bike lanes on streets that have slower speeds and no bike lanes
- Intersection safety improvements
- Improved lighting & greenway/laneways
- Increased pedestrian coverage

### East Bay Greenway Project: Two Phases

**Phase 1:** The Alameda CTC is currently engineering the multimodal project which will provide superior safety features will be the region's first.

**Phase 2:** The Alameda CTC project is the long term plan and will provide an off-street multi-use path with amenities, but requires significant support from other jurisdictions.

#### Phase 1 Progress

- Conceptual Design: University
- Environmental Clearance: University
- Secure Funding: \$B to Close
- Final Design: Spring 2023
- Construction: Summer 2024

Scan to take a look at the East Bay Greenway

## A08: POSTCARD

Postcard mailed to neighbors/businesses in project area and distributed at popups.

# OUTREACH SUMMARY REPORT FOR OAKLAND EAST BAY GREENWAY MULTIMODAL PROJECT: NORTH SEGMENT - LAKE MERRITT BART TO BAY FAIR BART



**FASE 1 Proyecto Multimodal East Bay Greenway**

La Comisión de Transporte del Condado de Alameda, en colaboración con la Ciudad de Oakland, está desarrollando el Proyecto Multimodal East Bay Greenway, un sendero regional propuesto que uniría las áreas de las estaciones de BART en Oakland y el Condado de Alameda.

El East Bay Greenway mejorará el acceso de transporte público y a otros destinos importantes de la comunidad y mejorará la seguridad de todos los usuarios del camino, a la vez que promoverá las opciones de transporte sostenibles, ecológicas y equitativas de andar en bicicleta y caminar. El proyecto incluirá senderos de uso compartido, carriles para bicicletas protegidos, mejoras en el alumbrado y mejoras en los cruces peatonales, entre otros.

**Usted está cordialmente invitado!**

Lo Alameda CTC y la Ciudad de Oakland lo invita a nuestro próximo evento pop-up:

**Festival del Día de los Muertos**  
International Ave. y Fruitvale Ave.  
30 de octubre de 2022  
10 am. a 5 pm.

Para obtener más información acerca de este proyecto, visite [AlamedaCTC.org/eastbaygreenway](https://www.alamedactc.org/eastbaygreenway).

**Escanee el código QR** para responder una breve encuesta sobre el proyecto o envíe sus comentarios por email a [EBGWinfo@alamedactc.org](mailto:EBGWinfo@alamedactc.org)

**PHASE 1 East Bay Greenway Multimodal Project**

The Alameda County Transportation Commission, in cooperation with the City of Oakland, is developing the East Bay Greenway Multimodal Project, a proposed regional trail that will link BART station areas in Oakland and Alameda County.

The East Bay Greenway will improve access to transit and other key community destinations and improve safety for all roadway users while promoting the healthy, eco-friendly, and equitable transportation options of biking and walking. The project will include shared-use paths, protected bike lanes, lighting upgrades, enhanced pedestrian crossings, and other improvements.

**You're Invited!**

The Alameda CTC and the City of Oakland welcome you to our upcoming pop-up event:

**Day of the Dead Festival**  
International Ave. & Fruitvale Ave.  
October 30, 2022  
10 AM - 5 PM

To learn more about this project, visit [AlamedaCTC.org/eastbaygreenway](https://www.alamedactc.org/eastbaygreenway).

**Scan the QR code** to complete a brief survey about the project or email us your comments at [EBGWinfo@alamedactc.org](mailto:EBGWinfo@alamedactc.org)

**第 1 階段 East Bay Greenway 多式聯運項目**

阿拉米達縣交通委員會 (Alameda County Transportation Commission) 正與奧克蘭市合作，開發東灣綠道 (East Bay Greenway) 多式聯運項目，計劃將該一條區域性、連接奧克蘭和同以巴爾博亞 (BART) 車站區域。

East Bay Greenway 將會提供交通運輸和其他重要社區目的地的更佳訪問，並提高所有道路使用者的安全，同時促進健康、環保和公平的交通選擇——自行車和步行。此項目將包括共享道路、受保護的自行車道、照明升級、改善的行人過街設施和其他方面的提升。

**敬邀參加!**

阿拉米達縣交通委員會和奧克蘭市歡迎您參加我們即將舉行的快閃活動:

**亡靈節**  
International Ave. 與 Fruitvale Ave.  
2022 年 10 月 30 日  
上午 10 時 - 下午 5 時

為了獲取更多關於此項目的信息，請訪問 [AlamedaCTC.org/eastbaygreenway](https://www.alamedactc.org/eastbaygreenway)。

掃描二維碼以完成關於此項目的簡短調查，或將您的意見或問題發送給我們 [EBGWinfo@alamedactc.org](mailto:EBGWinfo@alamedactc.org)

## A09: POP-UP EVENT OUTREACH CONTENT

Content created for Alameda CTC to promote pop-up events & survey. [Link to PDF](#)

## A10: PARTNER OUTREACH CONTENT

Content created for partners organizations to promote pop-up events & survey via e-blast and social media.

Twitter Post #1:

A regional trail linking Lake Merritt & South Hayward BART stations is in the works! The East Bay Greenway will provide 16 miles of separated bike lanes & other safety features. Head to @AlamedaCTC popups in @Oakland or visit [alamedactc.org/eastbaygreenway](https://alamedactc.org/eastbaygreenway)

Twitter Post #2:

Your feedback is needed! @AlamedaCTC is conducting a survey on the Oakland span of its proposed East Bay Greenway project. The multi-use path & bike lanes will link Lake Merritt and South Hayward BART. Chime in if you live or work near the span in Oakland! [bit.ly/EBGWOaklandSurvey](https://bit.ly/EBGWOaklandSurvey)

Twitter graphic:



Instagram post:

A regional trail linking Lake Merritt & South Hayward BART stations is in the works! The proposed East Bay Greenway will provide separated bike lanes, enhance pedestrian crossings, and offer other safety improvements along the route from @Oakland to Hayward. Alameda CTC wants to hear from you! Head to their upcoming popups in Oakland or visit [alamedactc.org/eastbaygreenway](http://alamedactc.org/eastbaygreenway) to learn more.

Instagram graphic:





# OUTREACH SUMMARY REPORT FOR OAKLAND EAST BAY GREENWAY MULTIMODAL PROJECT: NORTH SEGMENT - LAKE MERRITT BART TO BAY FAIR BART




## A11: EBGW OAKLAND FLYOVER VIDEO

Video providing bird's eye view of EBGW corridor in Oakland. [Link to video.](#)

## A12: PROJECT SURVEY


Text of survey on website and distribution materials.



### East Bay Greenway Project Survey

The **East Bay Greenway Multimodal project** is a proposed bicycle and pedestrian path that will run along the BART corridor from Oakland to Hayward, linking the Lake Merritt and South Hayward BART stations.

Within Oakland, the project will extend approximately 8 miles, generally along East 10<sup>th</sup>, East 8<sup>th</sup>, East 12<sup>th</sup>, and San Leandro Streets. In some places bike paths will be separated and, in others, the bike routes will be on streets with lower speed limits or fewer cars. Pedestrian crossings and lighting will be improved, and new landscaping or amenities will be added.



We want to hear from people who live or work nearby or who use the project area in other ways, to learn how the East Bay Greenway will be most beneficial.

**1. What is your interest in the East Bay Greenway project?** *Select all that apply.*

- I live in the project area
- I work or go to school in the project area
- I own a business in the project area
- I'm just curious about the project
- Other \_\_\_\_\_
- None of the above

**2. What forms of transportation do you use on a regular basis (at least 2-3 times per week)?** *Select all that apply.*

- Drive
- BART
- Bus
- Bike/scooter
- Walk
- Rideshare
- Other \_\_\_\_\_

**3. How often do you travel along East 10<sup>th</sup>, East 8<sup>th</sup>, East 12<sup>th</sup>, or San Leandro Streets in Oakland (between Lake Merritt BART and San Leandro)?**

- Never or very rarely
- Once every two or three months
- One to three times per month
- At least once per week
- Every day or nearly every day
- I'm not sure

**4. Which of the following features do you want to see most along this section of roadway?** *Select all that apply.*

- Separated bike paths or lanes
- Bike routes with lower speeds and less traffic
- Better pedestrian crossings
- Upgraded lighting
- Landscaping and/or amenities (benches, art, etc.)
- Other \_\_\_\_\_
- None of the above

**5. How might you and your family use the East Bay Greenway?** *Select all that apply.*

- To commute to work or school
- To get to shopping, errands, or appointments
- For fun/recreation
- Other \_\_\_\_\_

**6. What are your concerns about the project, if any?** *For example, concerns related to construction, traffic, parking, etc. Please be specific.*

**OPTIONAL:** Your answers to the next few questions will help us understand which communities we have heard from and who we still need to reach.

**7. What is your ZIP code?** \_\_\_\_\_

**8. How old are you?**

- Under 20
- 20 to 29
- 30 to 39
- 40 to 49
- 50 to 59
- 60 to 69
- 70 or older
- Prefer not to say

**9. How do you describe yourself?**

- Woman
- Man
- Describe myself another way
- Prefer not to say

**11. Do you have any additional questions or comments for the project team?**

**10. What do you consider your race or origin?** *Select all that apply.*

- White
- Black or African American
- Hispanic, Latino/a, or Spanish origin
- American Indian or Alaska Native
- Asian
- Native Hawaiian or other Pacific Islander
- Not listed here \_\_\_\_\_
- Prefer not to say

**12. If you would like to receive updates about the project, please provide your email address.** *NOTE: This information will be used only to keep you updated on the project and not for anything else.*

\_\_\_\_\_

Thank you for your input! To learn more about the project, please visit [www.alamedactc.org/eastbaygreenway](http://www.alamedactc.org/eastbaygreenway) and click on the Oakland tab.

## APPENDIX B: PUBLIC INPUT RECEIVED

### B01: BPAC BRIEFING Q&A COMMENTS

Notes of questions & comments received during stakeholder presentations. [Link to PDF](#)

### B02: FOCUS GROUP BRIEFING Q&A

Notes of questions & comments received during focus group. [Link to PDF](#)

### B03: FOCUS GROUP BRIEFING EMAIL COMMENTS.

Emails received from stakeholders following presentations. [Link to PDF](#)

### B04: PROJECT SURVEY DATA

Excel spreadsheet with full survey responses. [Link to spreadsheet](#)



# East Bay Greenway Phase 1 E. 14th St./Mission Blvd. Segment Outreach Summary Report in San Leandro May 2022

## Outreach Purpose

The purpose of stakeholder engagement for the EBGW Phase 1: E. 14th St./Mission Segment was to collect input and feedback from individuals and businesses that regularly utilize or rely on the corridor to help shape technical decision-making around recommended multimodal and economic development improvements. Alameda CTC partnered with local jurisdictions and other implementing agencies to learn about existing concerns and interests along E. 14th St. During this process, the project team heard from a variety of stakeholders including pedestrians, business owners and employees, people on bikes, and other audiences along the corridor. This input will help to define future improvements that are intended to support the long-term viability of the corridor by supporting existing and future growth opportunities.

Stakeholder outreach was conducted in four forms:

- Pop-Up Events
- Business Outreach
- Focus Groups
- Online Survey

The following content in this report summarizes the first three types of engagement and their respective key takeaways. Results of the online survey are not ready at the time of this writing, but they will be added later.



## Popup Events

The project team participated in a total of 5 pop-ups hosted between February 26th and April 16th that were scheduled at a variety of locations within the City of San Leandro. These destinations included the Bayfair Farmers Market, San Leandro BART Station, John Muir Middle School, San Leandro Downtown Farmers Market, and San Leandro High School.

### Key Input from Pop-Up Events

Key Issue: Safety, Pedestrian Improvements

- People at the five popup events showed overwhelming support for the project as residents stated that E. 14th Street needed improvements to make it pedestrian and bike-friendly, such as new trees, lighting, and expanded sidewalks
- Residents advised the project team to pay attention to the width of the bike lane to ensure it is not so wide that it allows vehicles or too narrow that does not allow people on bikes to pass
- Support for placemaking and areas to attract more families to the street; parents are concerned about letting their middle school-aged children bike on E. 14th St. as they perceive it to be unsafe in its existing condition

## Business Outreach

The project team conducted door-to-door interviews to engage with business owners along the E. 14th St. corridor from Bayfair Drive to 136th Avenue. Over a three-day period, 125 businesses were contacted via in-person conversations and follow-up phone calls resulting in 45 completed surveys designed specifically to address business interests and needs.

### Key Input from Business Outreach

*Key Issues: Speeding and Reckless Driving, Spillover Parkin, Lack of Safe Crossings,*

- Most business respondents along the corridor did not believe that removing parking from one side of the street would have an unresolvable effect on their ability to operate because they have parking on their properties.
- Some businesses that rely on short-term parking are more impacted by the removal of parking.
- Parking has higher demand during the afternoon and nighttime in the blocks between 148<sup>th</sup> and 146<sup>th</sup> Ave.
- Many business respondents stated they use on-street parking for their deliveries. Field observations showed that delivery trucks sometimes park in the center two-way turn lane when parking lanes are occupied (or even when not in use).
- The project team received consistent feedback from both business owners and community members that speeding, reckless driving, and lack of parking enforcement are the primary safety issues for the corridor.

Delivery parking needs and short-term parking for pick up should be analyzed as part of the project design.

## Focus Groups

The project team hosted two virtual focus groups, one for Bike-Ped and Transit riders and the other for Business owners. The focus groups included a detailed presentation informed by feedback from the pop-up events and door-to-door business outreach.

### Key Input from Focus Groups

*Key Issues: Landscaping and physical improvements, pedestrian-friendly areas, separated cycling infrastructure*



- Desire for transit improvements, paired with aesthetic enhancements to liven the corridor and support local businesses.
- Support for tree plantings, public artwork, new benches, and signage to assist with wayfinding.
- Both community members and business owners asked for more trees but requested that the project team select plants that could be effectively maintained by the City of San Leandro.
- better pedestrian lighting followed by larger sidewalks and more pedestrian space.
- Concerns for fast vehicular speeds, and lack of safe crossing opportunities throughout the corridor.
- This feedback demonstrated the need for enhanced crosswalks and signals that prioritize pedestrians instead of vehicles.
- Both cyclists and drivers advocated for bike infrastructure that effectively separates vehicles from bikes. Some respondents asked for permeable barriers between the bike facility and the vehicular travel lane, such as armadillos. Other participants preferred planters that provided a vertical element to divide cars from bikes and discouraged the use of plastic bollards as they are hit by cars and do not offer much protection to people on bikes.