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Bancroft Avenue - Transformational Spaces: Addressing Road Safety Challenges through Community Design Workshops

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Bancroft Avenue - Transformational Spaces

Addressing Road Safety Challenges through Community Design Workshops

UC Berkeley Client Report for the City of Oakland



Nov. 7th, 2020 District 6 "All Hands" Community Clean up - Havenscourt Association, Arroyo Viejo Association, Eastmont Hills Association, and Rainbow Neighborhood group

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Executive Summary

Bancroft Avenue: Challenges & Opportunities for Road Safety

Bancroft Avenue, located in East Oakland, represents a tremendous opportunity to reimagine traffic safety for Oakland residents. Of particular interest to this project is a section of the street extending from Seminary Ave to 67th Ave, which is sandwiched between more recent development on Seminary and a raised center median that widens at 67th. This area can and should be a safer place for residents to get around, regardless of their mode of transportation.

A plurality of the population in this area is Latinx, so outreach and assessment of community needs should take this into account. Most residents of the area commute to work using a private vehicle, even though the area is served by public transit and the corridor has a bike lane. Good alternatives need to be provided for those households that do not have access to a private vehicle, which are about 15% of all households in the area.

Crash data does not show a high rate of pedestrian collisions. This may be due to discouragement from walking because of speeding and other unsafe conditions. Car crashes along the corridor typically occur at the intersections, so special attention needs to be paid to the intersection design proposals. Traffic calming measures including but not limited to signals could help limit crash risk on this corridor and should be considered in the design option development.

A site review conducted twice in early October 2020 also led to some key observations about road safety conditions, transportation, and the area as a whole. Some observed challenges included frequent vehicle speeding, low walking and biking activity, a general lack of shade and greenery, few active non-residential land uses, and narrow sidewalks with frequent obstructions. However, many community assets were also encountered such as major activity sites near the corridor, significant community spaces like schools and religious institutions, and ample available parking.

A Unique Approach to Community Engagement

This community engagement, research, and design studio project employed a unique approach to this effort by identifying which aspects of common corridor transformation strategies nearby residents do *not* prefer and why. Community needs along this corridor were identified through interviews with representatives of local community-based organizations, our attendance and participation at neighborhood meetings and events, and an online survey that was distributed to residents. The principal concerns most relevant to the scope of this project were: speeding, pedestrian safety (especially for senior citizens and schoolchildren), and drivers using this corridor being subject to significant traffic stress.

In developing design options to present to the community, we focused on design options that address the community needs, including bulb-outs, lane-closures, and pedestrian improvements. To present the “universe of possibilities,” these design elements were segmented into three categories moving from low-cost and short-term, to high-cost and long-term. To focus and contextualize the work, three specific areas along the corridor were selected to present design options for, representing the spectrum of challenges and opportunities. In this way, community members could identify design treatments that are both effective and implemented in the shorter-term, and prioritized in the redesign process.

These design options were presented to the community during a series of four workshops held in late November and early December. In total, 20 people attended these workshops, providing feedback on both the designs and the engagement: design feedback centered around the paint alone not being sufficient to alter drivers’ behaviors, and concerns around maintenance, while the engagement feedback was overwhelmingly positive.

This project is intended to assist the City of Oakland to co-develop and co-propose alternative functional road design changes with residents that support community needs. This approach to community engagement may be a viable model for the City to accomplish this going forward. This work may also align with planned upcoming improvements for this section of the street, including an upgrading existing of bicycle infrastructure, the inclusion of specific pedestrian safety elements including Rectangular Rapid Flashing Beacons (RRFB) and High Intensity Activated CrossWalk (HAWK), and the improvement of streets intersecting Bancroft (Havenscourt Blvd and 64th Ave).

Recommendations for the City of Oakland

The workshop participants stated fairly consistently that they would like traffic calming measures implemented along this corridor to address speeding concerns, but also recognized that these could lead to congestion. Participants also expressed that traffic calming measures on their own would not be enough to encourage safer driving and that some form of accountability for drivers is necessary, too. The City should consider this skepticism when conducting additional analysis and before proceeding with the implementation of new traffic calming. Generally, participants favored concrete design solutions due to durability and a concern that the City would not properly maintain paint and post design elements. If the City were to install paint and posts options instead (which would be both cheaper and faster), residents insisted that the “post” materials be sufficiently durable to deter cars from knocking them over. Meanwhile, pedestrian improvements like crosswalk restriping and flashing beacons would likely be very well received if implemented, due to the current perceived lack of pedestrian safety, especially at intersections.

As for the method of this community engagement strategy, workshop participants appreciated the space to share their concerns, opinions, and ideas about design ideas. This form of community engagement should be considered for use in future corridor planning efforts. Participants also

mentioned that they appreciated our attendance of local events and our in-person visits to the area in advance of the workshop. We concluded that it provided essential insight for us as planners to engage directly with Bancroft Ave and the people who interact with it on a daily basis. We recommend that the City consider this form of community engagement in advance of corridor planning efforts in the future.

Introduction & Scope of Work

Bancroft Avenue, located in East Oakland (see Figure 1), is a long main road that could transform to meet local residents' needs better. From Seminary Avenue to 67th Avenue, the street runs directly parallel to another main road, Foothill Boulevard, one block to the north of Bancroft Ave. This section of Bancroft Ave and the corresponding section of Foothill Blvd could provide an opportunity for the City of Oakland to continue its efforts of developing transformational corridors that align with residents' needs, such as road and pedestrian safety and activated spaces. This community engagement, research, and design studio project seeks to take a unique approach to this effort by identifying which aspects of common corridor transformation strategies nearby residents do *not* prefer and why. This project may ultimately assist the City of Oakland to co-develop and co-propose alternative functional road design changes with residents that support community needs.

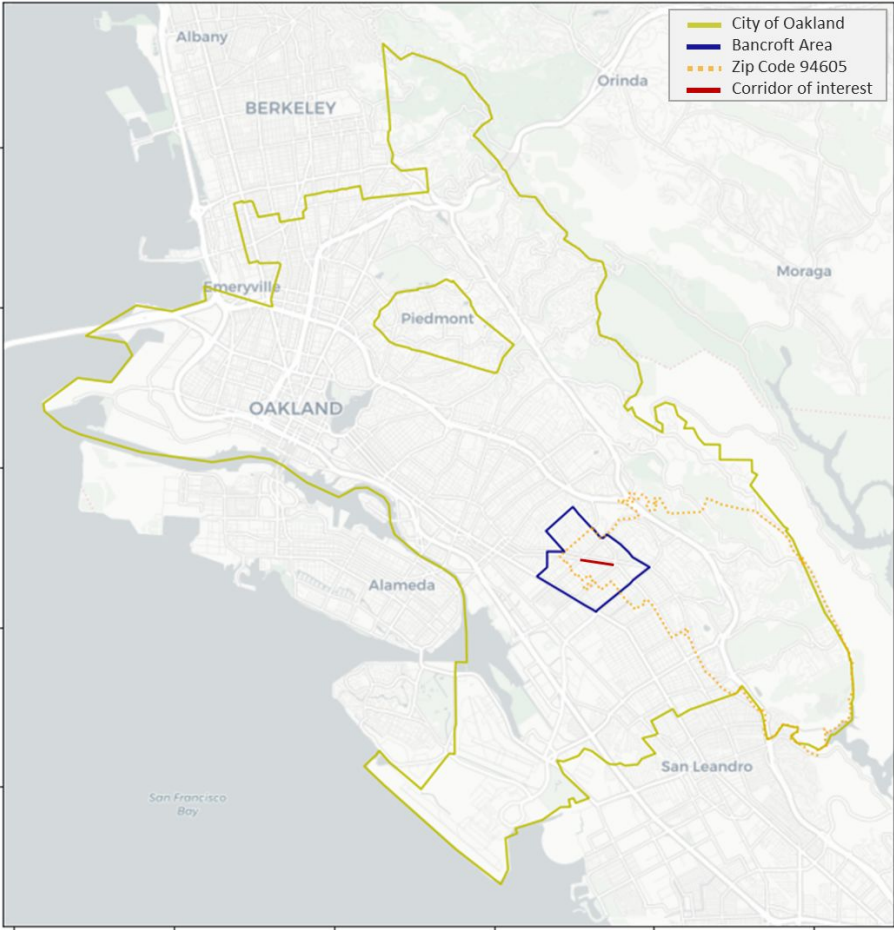


Figure 1. Location of Bancroft Avenue, between Seminary Ave and 67th Street
Note: census tracts used to characterize Bancroft Area of interest: 4075.00, 4077.00, 4086.00 and 4087.00.

Goals

- To understand the preferences of local residents for functional designs typically used to transform similar corridors, including the rationales for positive, negative, and neutral or ambivalent feelings associated with different design treatments
- To understand how residents near the corridor study area currently use these spaces, based on existing infrastructure, land uses, and activity patterns
- To identify how the current transportation infrastructure meets community needs and how it might be lacking
- To identify with local residents the perceived challenges and affinities for different typical functional designs for the corridor and ideas for improvement
- To summarize the community outreach findings in ways that are easily accessible to different stakeholders, including the City of Oakland.

Project Phases

1. **Preliminary review** of the corridor by analyzing data, reading relevant planning documents, and visiting the site in person to make observations
2. **Direct engagement** of local residents and community stakeholders by partnering with the office of Loren Taylor, Councilmember for City of Oakland's District 6, attending neighborhood meetings and events, interviewing representatives of community-based organizations in the area, and conducting an online survey to assess community needs
3. **Development of design options** for the corridor to address identified community needs and the presentation of these ideas to community members during four virtual design workshops in order to receive feedback on the designs as well as the engagement process
4. **Consolidation of project deliverables and recommendations** into a [presentation](#) and report to the Oakland Department of Transportation (OakDOT)

A detailed scope of work can be found under Appendix 1. A summary of the project's phases is shown in Figure 2.



1. Preliminary review

We analyzed data, read relevant planning documents & went on a site visit to make observations.

2. Identified community needs

We attended neighborhood meetings & events and interviewed community stakeholders.

3. Street design ideas & feedback

We created design ideas to address identified community needs. We designed online workshops to collect feedback on design ideas & on the community engagement process.

4. Report to the City of Oakland

We reported back what we learned in a presentation and final report to OakDOT.

Figure 2. High-level outline of the project's progress

Planning Document Review

The project area is subject to a number of existing plans and projects. To understand alignment with existing plans and the current and future characteristics of the corridor, our team reviewed documents related to the project area. Table 1 below summarizes the documents found to have relevant information, and their implications for the project.

Three key themes include:

- The upgrading of bicycle infrastructure along the entire corridor
- The inclusion of specific pedestrian safety elements including Rectangular Rapid Flashing Beacons (RRFB) and High Intensity Activated CrossWalk (HAWK) - pedestrian activated crossing lights
- The improvement of streets intersecting Bancroft Avenue (Havenscourt Boulevard and 64th Avenue)

Table 1. Document Summary

Document	Description	Project Information	Relevance to Project Improvements
Let's Bike Oakland	Bicycle Master Plan for the City of Oakland, adopted in July 2019. Presents the existing bicycle network, as well as recommended improvements to key corridors.	<ul style="list-style-type: none"> • Bike Lane currently on Bancroft Avenue • Upgrades along Bancroft Avenue 	<ul style="list-style-type: none"> • Buffered Bike Lane West of Havenscourt • Bike Path East of Havenscourt
Oakland Walks!	2017 update to the Pedestrian Master Plan originally adopted in 2002. Presents key statistics regarding pedestrian safety and accessibility in Oakland, as well as recommendations for specific corridors.	<ul style="list-style-type: none"> • Bancroft Avenue is recognized as part of the High Injury Network between Church St and Havenscourt Blvd, and other stretches outside the project area. • “Nearly a quarter of Oakland’s fatal pedestrian crashes and nearly one-third of crashes that resulted in serious injury were in this area (Central East Oakland) • Recommendations for sections outside project area are on pages 91-92 • Bancroft Avenue between Church St and Havenscourt Boulevard is 	<ul style="list-style-type: none"> • Crosswalk Striping and flashing lights at 11 intersections between Church St and Havenscourt • Increased visibility of signal lights • Installation of pedestrian countdowns at 4 intersections • Restriping worn down bike lanes

		<p>funded through the Highway Safety Improvement Program (2016)</p> <ul style="list-style-type: none"> ○ HAWKs and RRFBs ○ Bancroft Avenue Bike and Pedestrian Safety Project 	
2019-2021 Capital Improvement Program	Documents funded and unfunded capital improvement projects.	<ul style="list-style-type: none"> ● HSIP 8 funds improvements to Bancroft East of 66th 	See above
Major Developments Map	Documents major developments in the City of Oakland.	<ul style="list-style-type: none"> ● Completed retail development at Seminary and Bancroft ● Submitted residential development at 67th and Bancroft (old Ace Hardware lot) <ul style="list-style-type: none"> ○ 62 low-income units ○ 3,000 sqft retail ○ From meeting with Loren Taylor: Community Pushback! 	Potential opportunity to leverage site access improvements.
3-Year Paving Plan East Oakland Planning for Paving	Documents paving and restriping plans for select corridors in Oakland.	<ul style="list-style-type: none"> ● Bancroft Avenue, 2021 ● 64th Avenue, 2020 ● Havenscourt Boulevard, 2019 (?) 	Intersection improvements at Havenscourt and 64th may be possible with this repaving.

Figure 3 showcases one of the projects included on the East Oakland Planning for Paving page, as an example of a more unusual design treatment developed in partnership with community members.



Figure 3. 90th Avenue Pavement Redesign

Site Review

The purpose of the site review is to document critical observations we collected during our separate visits to the Bancroft Ave corridor. Alongside our categorized observations, below, we have provided questions and considerations that we intend to evaluate throughout our future study efforts.

Methodology

Two team members reviewed the site in person to make these observations. Matthew arrived at the site by car on Monday 10/05/2020 at approximately 4 PM and walked eastbound on the left side of Bancroft Ave from Seminary Ave to 67th Ave. Gaby arrived at the site by bus on Saturday 10/03/2020 at noon and walked eastbound on the right side of Bancroft Ave from Seminary Ave to 67th Ave.

Both Matthew and Gaby refrained from taking notes or taking many photos during these visits so as to be relatively inconspicuous observers. Instead, each of us wrote down our impressions immediately following our respective visits. Also, both of us returned to our initial point of arrival by walking on Foothill Blvd from 76th Ave to Seminary Ave, to get a broader sense of the neighborhood and to compare this nearby major street with Bancroft Ave.

One important note is that this review took place during the COVID-19 pandemic. It is unclear how precisely the current public health crisis and its economic impacts affects mobility patterns and economic activity in this neighborhood.

Key Observations

- **Vehicles consistently speed along the corridor**
 - We observed that vehicles consistently exceeded the posted speed limit of 30 miles per hour along Bancroft Ave. It remains unclear whether this is related to a lack of traffic lights, and how this behavior may discourage pedestrian crossings.
 - Based on subsequent conversations with community residents, this is not an issue strictly associated with the pandemic.
- **Few people walking, and fewer crossing the street**
 - We observed no pedestrian crossings during our site visit and observed few pedestrians along the corridor generally.
- **Low bicycling activity despite striped bike lanes**
 - We identified striped bike lanes along this portion of Bancroft Ave, but we recorded no bicycle or shared mobility traffic during our site visit.
- **Limited shade**

- Our site visit took place during hot weather conditions and we documented that the corridor tended to lack shade, especially trees. We plan to investigate how a lack of shade may discourage people from walking as well as waiting outside.
- **Significant community institutions nearby**
 - There are many religious institutions throughout the area, as well as a large middle school on Foothill Blvd and a cemetery.
- **Few active non-residential uses**
 - This section of Bancroft Ave is mostly residential. We found that the few non-residential uses that exist here primarily cater to auto-focused accessibility (e.g., a church at 64th and a large empty lot at 67th).
 - By contrast, Foothill Blvd, which parallels Bancroft Ave, had many more commercial uses, though many of these appeared to be closed businesses or unused storefronts.
- **Narrow sidewalks with frequent obstructions**
 - The sidewalk on Bancroft felt narrow for a small group, or at times a single person, to walk on. There were also frequent obstructions such as poles that would likely make traveling difficult for those with mobility challenges. We frequently felt the need to walk in the street to get around these obstructions. This is a source of concern especially around people with disabilities that have to navigate this space.
- **Many free parking spots available, some taken by lived-in vehicles**
 - During our site visit, a significant number of the on-street parking spaces were still available. Many cars on the street appeared to be abandoned or lived-in.
- **Some notable activity sites, but most not directly along the corridor**
 - The most active site we encountered was a shopping center between Foothill Blvd and Bancroft Ave at Seminary Ave. It included a drug store, a grocery store, and other businesses. A nearby plaza with a historic building on Foothill Blvd did not appear similarly activated by foot traffic.

Data Review

The purpose of this section is to provide a preliminary description of the study area, based on available data such as demographics, crash statistics or traffic counts. This helped us understand the corridor better, informed the questions and conversations we had to identify community needs, and informed the design ideas developed for the workshop. Below are the key findings. More information regarding the racial and socioeconomic demographics, property values, transportation statistics, etc. is available in Appendix 2.

Data sources included in this review are:

- American Community Service (ACS) 2018 5-Year estimates
- [City of Oakland traffic counts for the corridor](#) - Summary of traffic counts collected over several years
- Crash data - [Transportation Injury Mapping System \(TIMS\)](#)¹
- [City of Oakland 311 data](#) - City of Oakland's requests for routine maintenance and urgent infrastructure issues.
- AC Transit data

Summary of Key Findings

Demographics

- The residents around the Bancroft corridor are predominantly Latinx (about 45%), followed by Black (about 37%), as shown in Figure 4. The Latinx population makeup is higher in the Bancroft area than in Oakland and Alameda County. Oakland has a fairly even split of non-hispanic white and Latinx population (around 27%), while Alameda County has a fairly even split of non-hispanic white and Asian population (around 30%).

¹ Database developed by SAFETREC based on the California Highway Patrol's (CHP) Statewide Integrated Traffic Records System (SWITRS). SWITRS contains all collisions that were reported to CHP from local and governmental agencies.

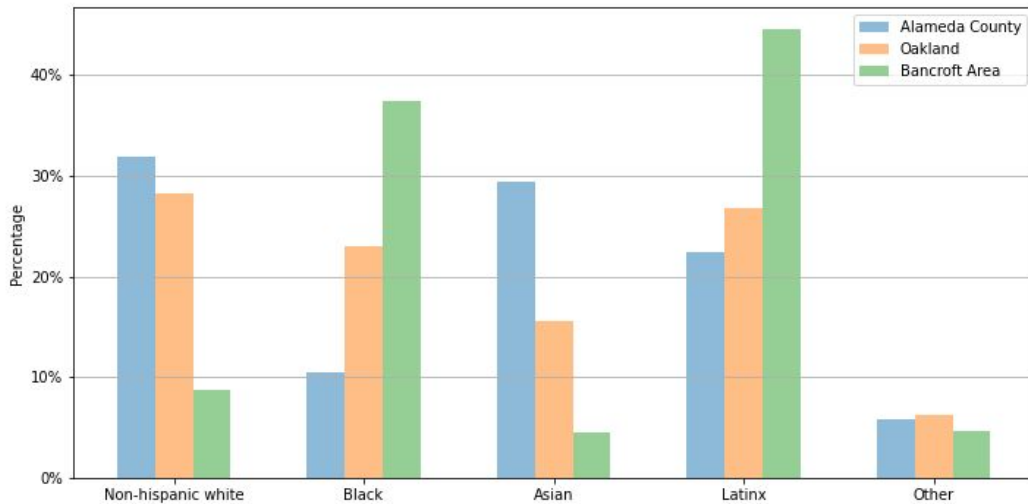


Figure 4. Race and ethnicity make-up comparison

Source: ACS 2018 5-Year Estimates, Table B03002

- Although about 14% of households in the Bancroft area do not own a private vehicle, the main mode of transportation to work for the Bancroft Area residents is the car (about 80%). Additionally, about 20% more residents commute by car in the Bancroft Area than in Oakland as a whole.
- Transit seems to be used at a lower proportion for commuting in the Bancroft Area than in the rest of Oakland (14% vs 22%). For people without a car, it takes about twice as long to reach Downtown Oakland by public transit (without considering walk time and waiting time) from the Bancroft corridor.
- Under 5% of people commute by walking or biking in the Bancroft corridor, Oakland and Alameda County. Although there is a bike lane that goes through the corridor, it is not very frequently used by residents of the area, based on the site visit and conversations with community residents.

Transportation Access

- The Bancroft Area has good regional connectivity by private vehicle access.
- The nearest BART station that provides regional connectivity to the corridor is Coliseum Station, located over 1.5 miles away south.
- There are no buses that run along the Bancroft corridor, however there are three bus lines that run along Foothill, a parallel street one block north of Bancroft Ave.

Collisions

- Crashes along the Bancroft Ave corridor typically occur at the street intersections.

- The majority of crashes (over 50%) are broadside crashes, which commonly occur at road intersections or driveways.
- Over 40% of crashes involve the violation of traffic signals and signs, followed by speeding (about 15%).
- Over 90% of crashes involve either the driver or the passenger in the car, and under 10% of crashes involve pedestrians or bicyclists.

City of Oakland 311 Data

- Most 311 requests are related to traffic safety and signals (e.g., a signal is down, or there is sign damage).

Takeaways

Based on the demographics, commute patterns and crash data of the Bancroft Ave corridor, we considered the following takeaways to inform the design proposals and community engagement process:

- Consider outreach options to reach the Latinx population.
- Provide viable alternatives for people who do not own a car.
- Increase pedestrian safety to address concerns around walkability.
- Pay special attention to intersections, where the majority of collisions occur.
- Consider safety elements that will mitigate the risk of crashes that will work even when signs and traffic signals are broken, fail, or need replacement.
- Consider elements that could reduce speeding along the corridor, such as narrowing of lanes, the inclusion of bulbouts, or more controls at the intersections.

Community Needs Assessment

The purpose of this assessment is to document community needs along this corridor, especially concerning road safety. Later tasks in our project used this information to inform road design ideas that may address perceived challenges along the corridor. We identified these community needs through three hour-long interviews via video conferencing software with representatives of community-based organizations in the area, participation in community meetings and neighborhood groups and events, and through feedback from an online survey shared with residents (see Appendix 3).

Sources of Information

Community Meetings

- 27Y NCPC (10/29)
- Havenscourt Neighborhood Association (11/05)
- Millsmont Town Hall (10/22)

Events:

- Bancroft Ave Community Cleanup with neighborhood groups (11/7)

Interviews:

- District 6 Councilmember Loren Taylor (and staff)
- Oakland Department of Transportation
- Representatives of three community-based organizations from East Oakland

Online Survey:

- A Google Forms survey about perspectives on Bancroft Ave that was distributed to residents during community meetings and by stakeholders (12 responses from 10/22 to 11/20)

Identified Community Needs

- **Speeding is a significant concern, and traffic calming measures should be considered.**
 - Almost all community members we talked with referred to speeding vehicles as a major safety concern on this street.
 - In several instances, people expressed an interest in installing traffic-calming treatments such as roundabouts to slow down vehicles.
 - However, residents tended to be skeptical that design *alone* can slow down traffic, as drivers may ignore these design treatments.

- **Many residents perceive a lack of enforcement by the police of traffic violations and reckless driving as contributing to the unsafe road conditions.**
 - Many emphasized that there are high rates of traffic violations and reckless driving on this corridor due to limited accountability in the form of enforcement.
 - While no explicit concerns were raised about the role of the police in traffic enforcement, this is an active discussion topic within the city.
- **This corridor should be safer for people to walk along and cross, especially for senior citizens, schoolchildren, and people with disabilities.**
 - Bancroft Ave is generally not seen as safe for people walking, especially for those with mobility challenges, due to a variety of issues including speeding traffic and reckless driving as well as poor lighting and visibility at crossings and narrow sidewalks.
- **Driving, the dominant mode choice for residents, also involves significant traffic safety stress on this street. People driving would benefit from safety improvements, too.**
 - The residents we spoke to referred most often to their experience as drivers on this street and almost universally considered it stressful or unsafe due to speeding cars, tailgating, running red lights or stop signs, and other traffic violations or forms of reckless driving.
 - Both crash data and accounts from the residents highlight that the intersections on Bancroft are especially dangerous for both drivers and pedestrians.
- **It is important that public infrastructure consider culturally relevant placekeeping, and that public spaces are provided for rest and communal activities.**
 - Residents need more outlets for their informal social and communal needs, and public infrastructure should reflect this by giving space for these activities and by making those spaces culturally relevant. The “sense of community” needs to be preserved.
- **The lack of active non-residential uses nearby limits the appeal of walking.**
 - Residents expressed that without a significant number of active nearby commercial attractions, walking is not particularly attractive. At present, many storefronts are closed or empty.
- **Trees are generally desired in this neighborhood as both beautification and shade.**
 - This corridor generally lacks trees, which contributes to a lack of shade for people walking on this street.
 - Many residents also see trees as a means to “beautify” the street.
- **Trash on the street, especially “illegal dumping,” is seen as a major issue.**
 - Residents frequently noted that the presence of excessive trash and illegal dumping on the street makes it less attractive.
 - Some residents advocated for more municipal trash cans and ensuring better responsiveness from the City in picking trash up.
- **People value the available parking on Bancroft, especially for local businesses.**

- Residents would likely be resistant to changes that remove parking for businesses. The perceived negative impact of the BRT construction on access to small businesses on International Blvd is an example of this conflict.
- While angled parking may be an opportunity to retain or expand parking spaces while narrowing the street, some are skeptical and believe that these spaces would be used unsafely as a passing lanes.
- **Bike infrastructure is appreciated by many residents, but the City should consider that the current bike lanes are unsafe for cyclists and misused by cars.**
 - Bancroft Ave contains dedicated bike lanes in each direction, but residents frequently noted, and we observed as well, that these lanes are frequently used as passing or travel lanes by vehicles. In their present form, they do not make the street much safer for people cycling.
- **Residents want neighborhood improvements but not at the risk of residential and business displacement.**
 - Many people in this neighborhood want improvements to make the area more “walkable,” for instance, but are simultaneously concerned about displacement pressures that may come from infrastructure investments. One person summed this up as a desire for a “better neighborhood but same neighbors.”
 - City staff expressed that based on their interactions with stakeholders in this neighborhood, they have found that even green paint for bike lanes may trigger fears of gentrification.
- **Transit service is limited in this area and too expensive, encouraging car use over walking or biking.**
 - Bancroft Ave does not have a bus route and transit service in the area is often described as sub-optimal and too costly.
 - AC Transit provides local line #40 along Foothill Boulevard, a parallel corridor one block north of Bancroft. It runs at a 20 minute headway and extends from Downtown Oakland to Bay Fair BART.
- **Intersections are the sites of the most significant traffic stress and collision risk, and so safety improvements may want to focus efforts there.**
 - Residents generally describe the intersections along the Bancroft Ave corridor as unsafe. This was not explicitly mentioned, but almost all intersections meet at a diagonal angle that may encourage wide, fast left turns.
 - There are a few intersections that have particularly stressful elements, such as a “blind curve” at 67th, a T-intersection at Havenscourt, and a six-way intersection at 60th.
- **The presence of lived-in vehicles and encampments is seen by some as a traffic safety issue.**
 - Several residents noted that multiple RVs and other vehicles parked along this corridor are being lived in and are blocking the bike lane or even the sidewalk, discouraging walking and biking.

Takeaways

The community needs identified above helped our team determine which aspects of the corridor to focus on and what road design treatments to propose. Some preliminary design considerations include the following:

- Focusing on conditions such as vehicle speeding
- Supportive infrastructure for those walking and biking
- Safer intersection design.

Other critical findings relating to traffic enforcement, transit service, displacement, gentrification, illegal dumping and commercial activity are not within the scope of this project's design work and may warrant further City consideration.

Design Option Development

A number of standard design treatments were selected to address the identified community needs, as shown in Table 2 below.

Table 2. Community Needs and Applicable Design Elements

Design Elements	Identified Community Needs Addressed					
	Speeding	Parking	Pedestrian Safety	Safe Bike Facilities	Public Space	Beauty
Bulb-Outs	x	x	x			x
Street & Lane Closures	x		x		x	x
Traffic Circles	x					x
Greenery					x	x
On-Street Parking		x				
Median/Center Turn Lane Closure	x		x			x
Stop Signs	x		x			
Crosswalks, Beacons	x		x			

To focus and contextualize the design work, three areas of the corridor were selected (see Figure 5) to prepare design options, representing the spectrum of challenges and opportunities along the corridor:

- the intersection of 60th Ave and Bancroft Ave, due its unique six-leg arrangement;
- the intersection of 67th Ave and Bancroft Ave, due to the presence of a slip lane;
- and a ‘typical’ block on Bancroft Ave from 62nd Ave to 63rd Ave.

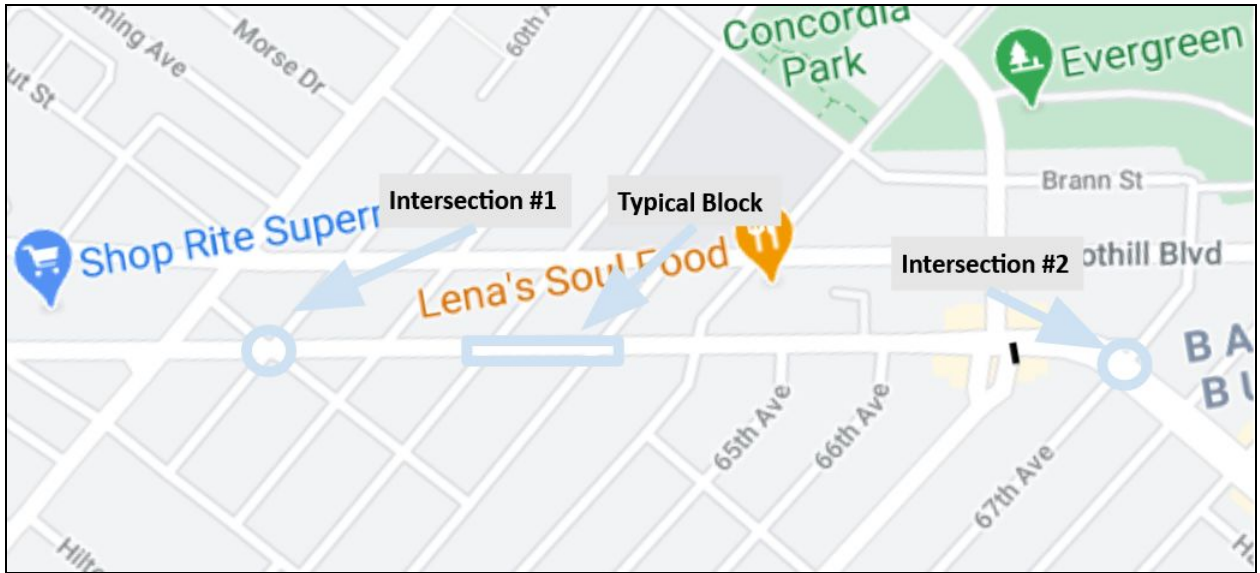


Figure 5. Design Sites along Bancroft Avenue

In order to represent the “universe of possibilities” for each area, design treatments were segmented into three categories: paint (short-term, low cost), posts (medium-term, medium cost), and concrete (long-term, higher-cost), as shown in Figure 6. In this way, the community could identify design treatments that are both effective and implemented in the shorter-term and prioritized in the redesign process.

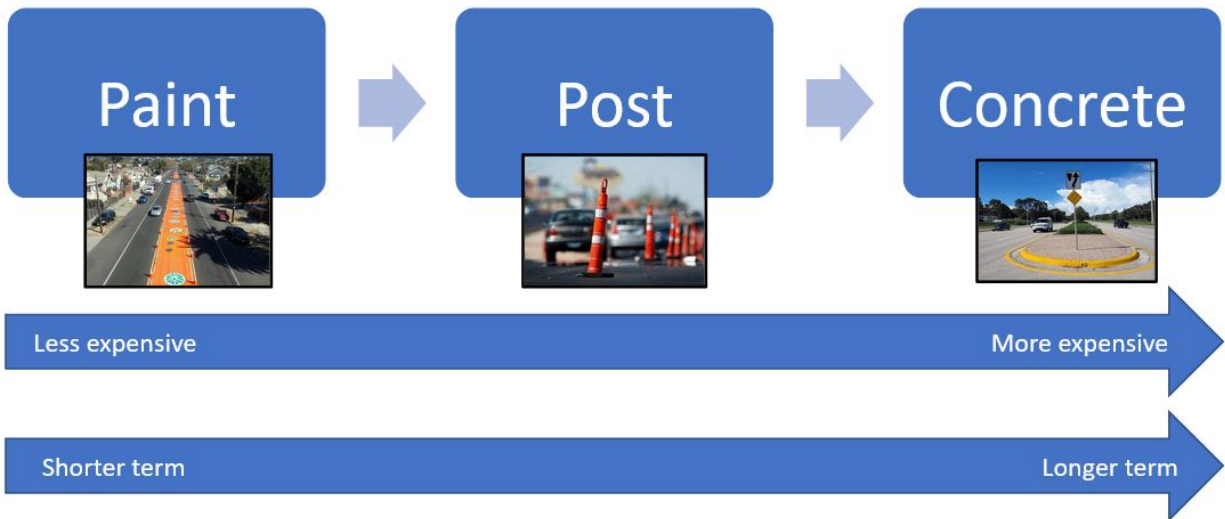
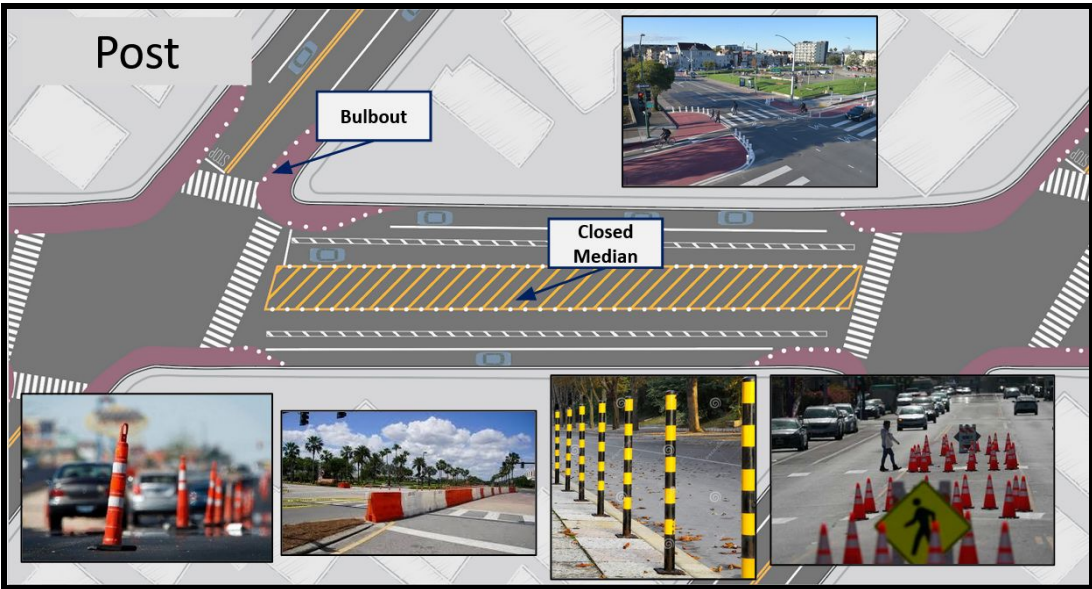
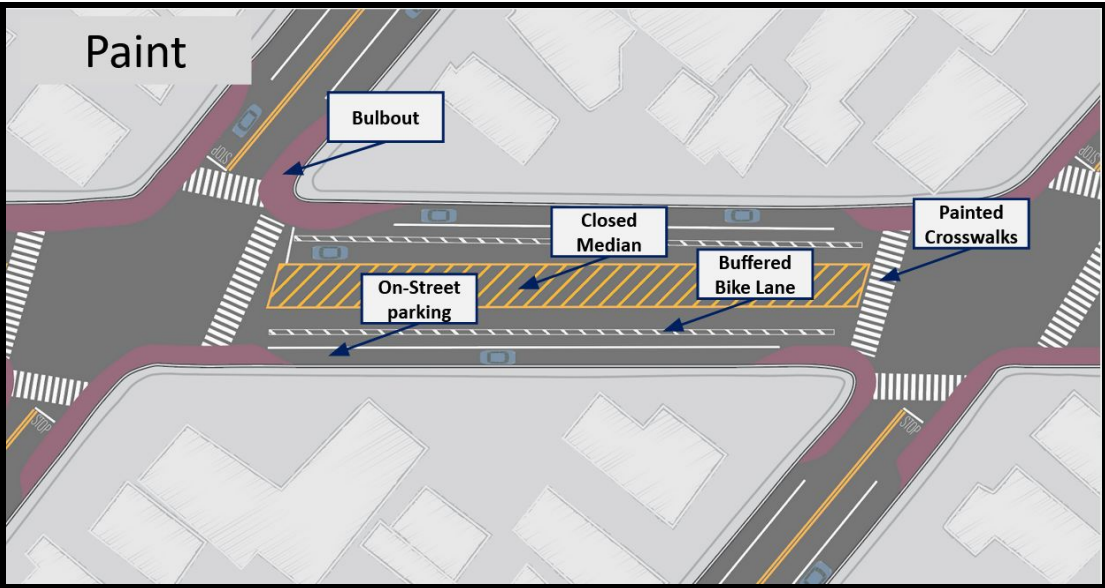


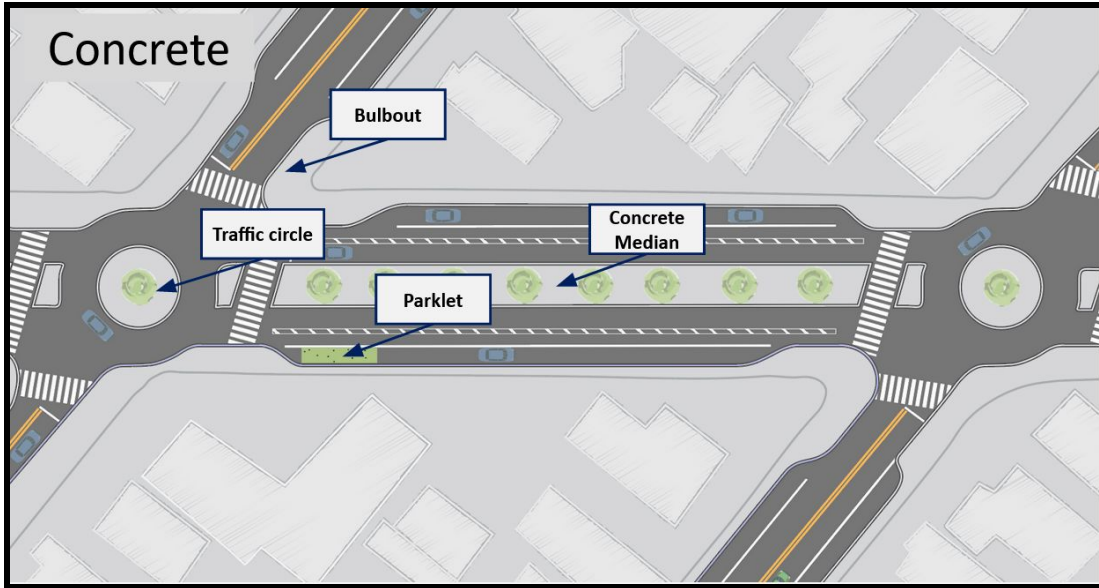
Figure 6. Categorization of Design Ideas

Designs

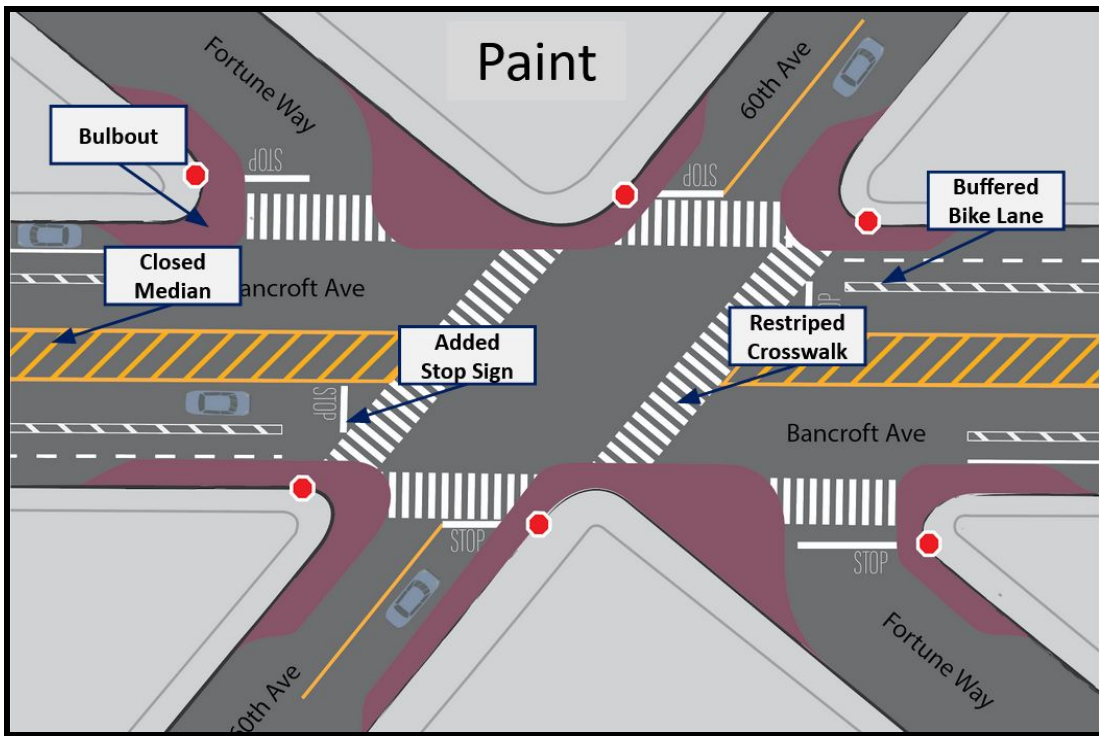
For the three sections of the corridor, plan view diagrams were developed with each of the three design treatment categorizations. These plan views were annotated with callouts for specific design elements, in order to facilitate understanding and engagement with these elements during the workshops.

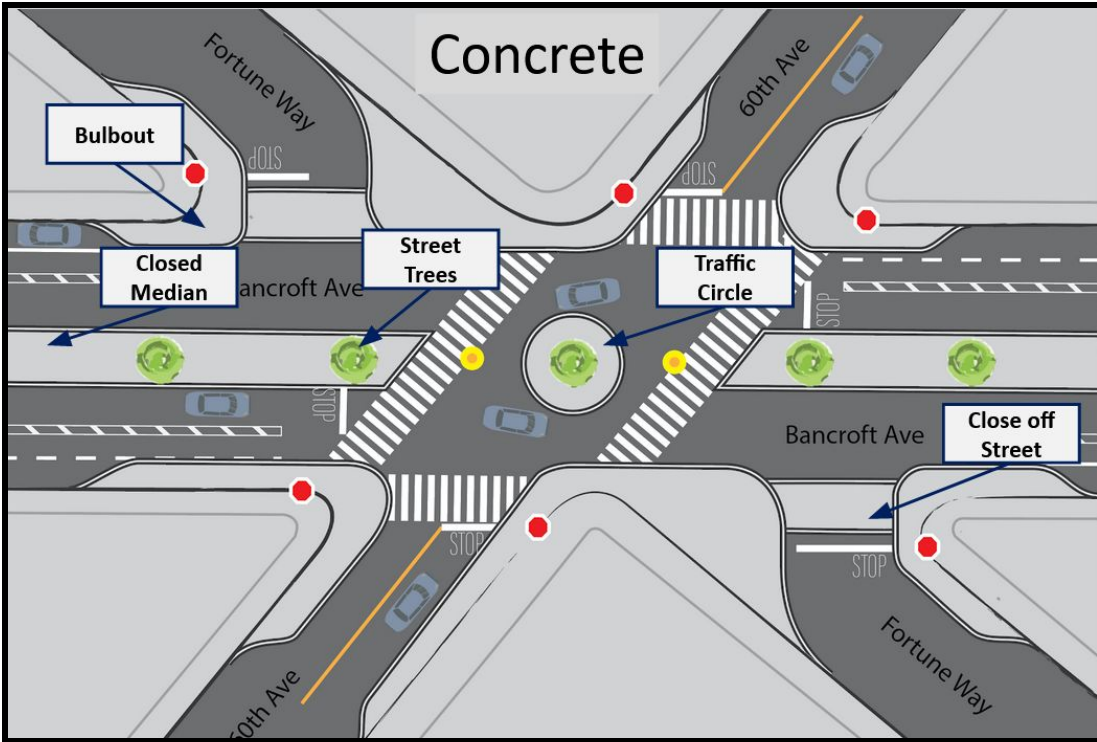
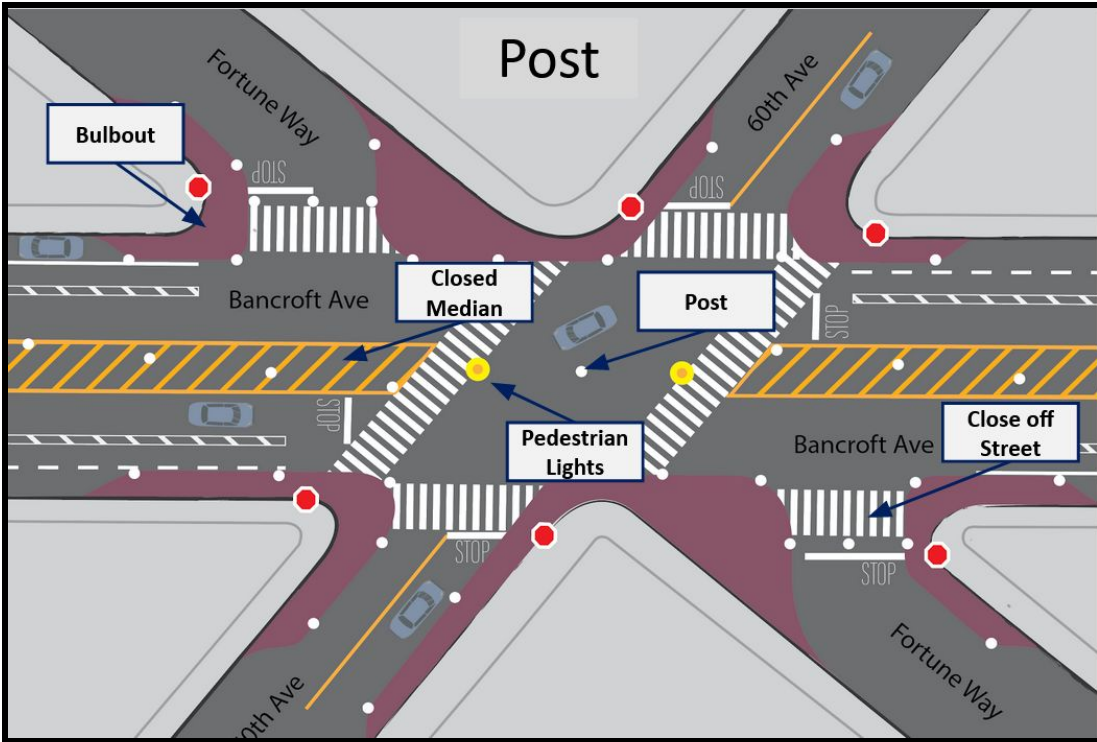
Typical Block - 62nd Ave to 63rd Ave



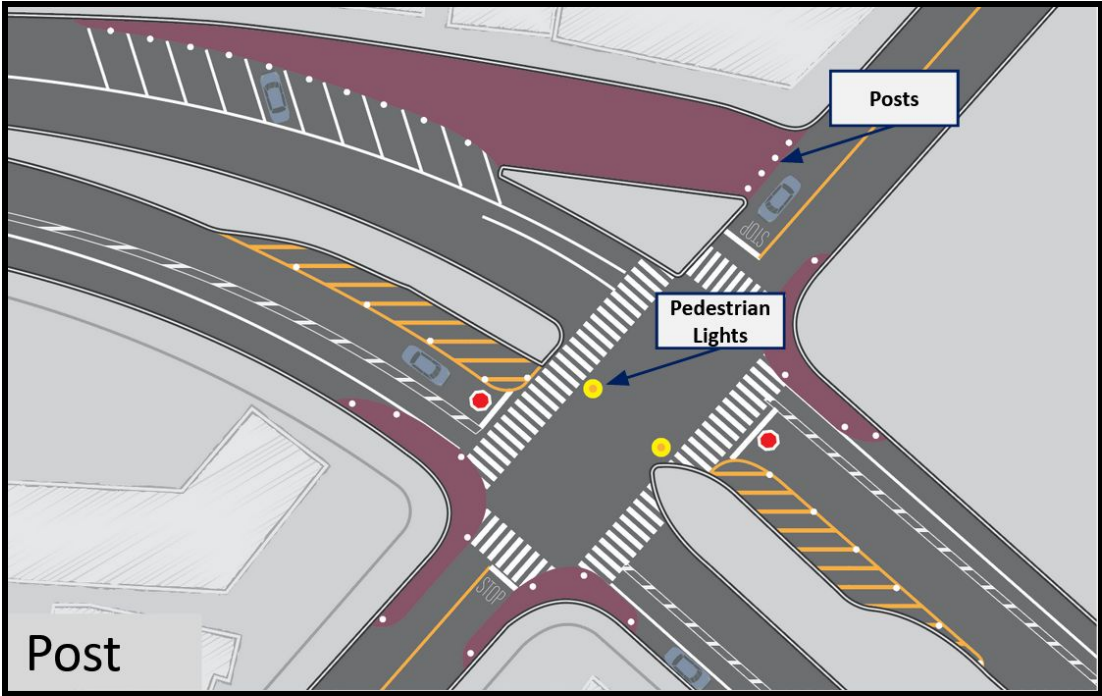
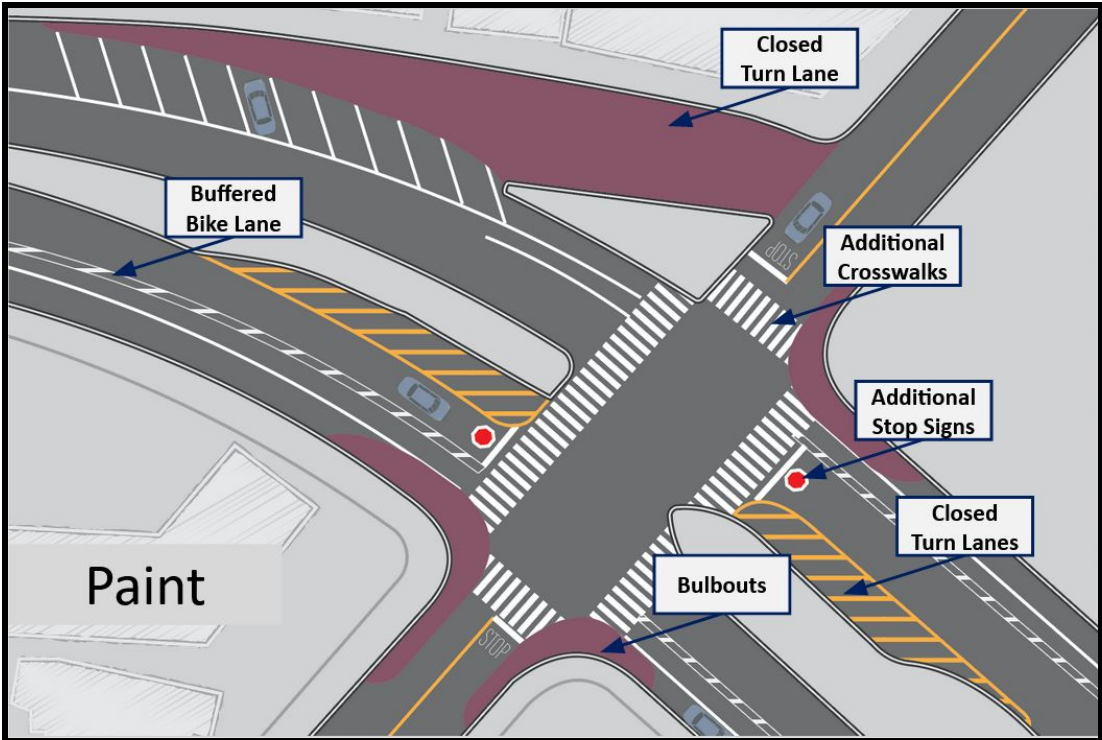


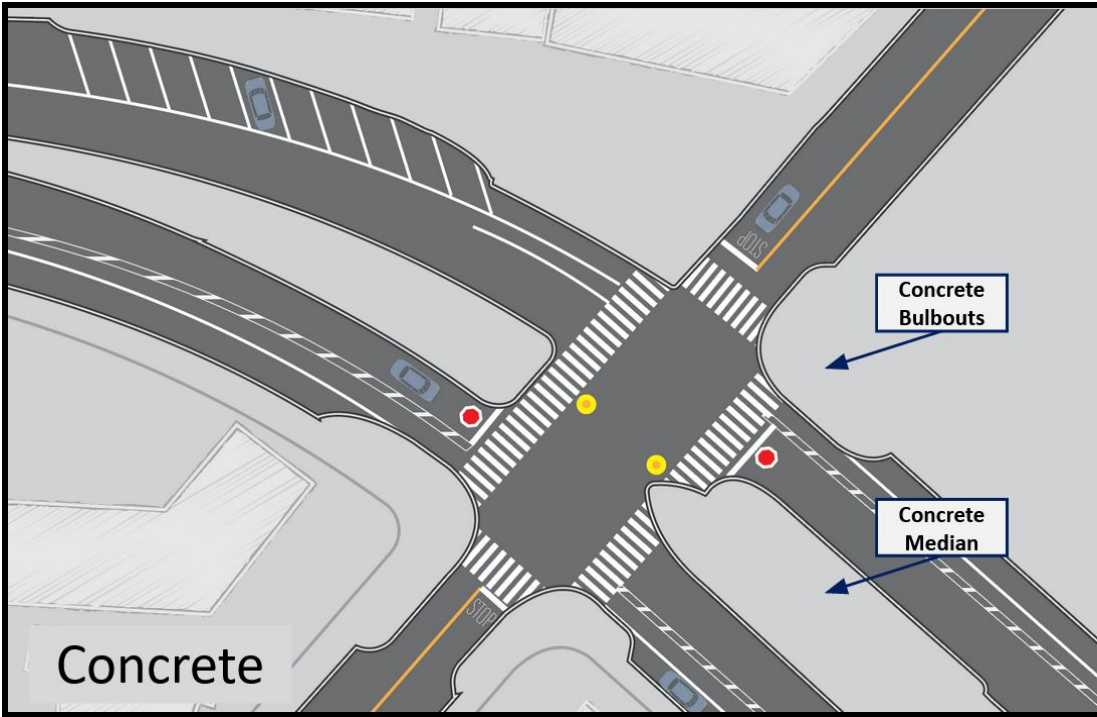
Intersection #1 - 60th Ave





Intersection #2 - 67th Ave





Community Design Workshop

The second phase of community engagement consisted of collecting feedback from community residents about the design ideas developed based on the identified community needs. Our project team held virtual design workshops via Zoom at different dates and time to maximize opportunity for attendance by the community (i.e., Monday November 30th at 6:30PM, Wednesday December 2nd at 6:30PM, Saturday December 5th at 10:00AM, and Tuesday December 8th at 6:30PM). A total of 20 community members, including District 6 Councilmember Loren Taylor and two members of his staff, Rowena Brown and Pamela Ferran, attended these workshops. Alongside the design workshops, our team distributed a digital feedback form to gather additional responses.

The workshop format consisted of presenting the three design categorizations in the order of paint, post and concrete for each of the three design areas. In this way, the participants could mix-and-match design treatments from different categories, to arrive at solutions that are both effective and implementable as quickly as possible.

Design Feedback

- **Overwhelmingly, the community stressed that paint alone is not sufficient.**
 - Painted bulbouts would not protect pedestrians or prevent cars from parking on them, nor would they succeed in slowing drivers down.
 - Painted medians would not succeed in stopping drivers from using it as a second lane.
 - Painted buffered bike lanes would not solve the problem of them using it as a second lane.
- **Posts should not be able to be knocked down.**
 - Flimsy plastic posts that demarcate bulb-outs or the median will not work. When drivers discover they can knock them down, they will.
 - Posts should not look cheap, they should be visually appealing.
- **Pedestrian improvements are highly desired.**
 - Restriping the crosswalks is highly desired.
 - Pedestrian lights (RRFBs, HAWKs) at intersections are highly desired.
- **Greenery is desired, but raises concerns about maintenance.**
 - Most community members reacted positively to options involving street trees.
 - However, there are significant concerns over maintenance, and if the city will keep up the appearance of the greenery.

“I think it's important to raise to the city of Oakland that their reputation with respect to maintenance is negatively impacting everyone's vision of what is possible. We shouldn't have to say "oh we can't put trees in the median because the city won't trim them." We shouldn't have to think that the best we can hope for is a big hunk of soulless concrete.”

- **Impacts on traffic congestion are an important concern.**
 - While design options involving stop signs and removing center turn-lanes were generally positive, there are concerns that these improvements would cause traffic to back up.
- **Traffic circles would probably not work.**
 - Based on their experiences with traffic circles installed on Havenscourt Boulevard, many community members expressed disbelief on the efficacy of traffic circles at slowing drivers down.
 - Incidents involving traffic circles in this area are documented in the Instagram account, “[havenscrash](#).” Its bio states that it intends to “[capture] the madness of Havenscourt traffic. Hoping to pressure city leadership through social media.”
- **Reclaiming pedestrian space is valuable.**
 - The closure of Fortune Way and the slip lane at Bancroft & 67th were seen as positive changes.
 - Councilmember Taylor brought up potential conflicts with Fire Department routes.
- **Concrete should be implemented, eventually.**
 - While community members said the paint+post strategy would work, concrete was the overwhelming favorite for the long-term design of this road.
 - Temporary solutions, like paint+post, should not delay or prohibit the implementation of permanent solutions like concrete/curbwork.
- **Miscellaneous:**
 - Consider changing placement of bicycle infrastructure, either to the median or to a parking-protected lane, to better protect cyclists and prevent use as a second lane.
 - Consider non-vertical but physical elements for the median, like rumble strips.
 - Parklets are desired but only in areas with businesses.

Engagement Feedback

“... this was very enlightening. Would love to see more of this!”

“... I would 100% recommend this workshop format. Thank you for your time and dedication”

A feedback form sent to participants at the end of the workshop asked for their thoughts on the engagement format of the workshops, whether presenting the “universe of possibilities” was useful for understanding the process of transportation planning, and whether they recommend the City of Oakland employ this strategy in the future. Twelve participants filled out the survey.

“I know that some of those involved came out for our cleanups in the area so they got to see the conditions first hand as well, which can be more helpful than just hearing people talk about places if they haven't seen them.”

Overwhelmingly, the feedback was positive. Respondents said that the workshops furthered their understanding of how transportation planners make decisions, and that the engagement strategy be employed in the future, albeit with greater availability of materials and more sessions. Our partners at the District 6 Councilmember's office commented that our engagement strategy was effective at helping them explore possibilities for the corridor and hoped to employ some of these elements in the future for other projects and planning efforts.

“... this was absolutely fantastic. Hopefully, Gaby, Matthew, and Kanaad apply to work at OAKDOT once they're done with their program at Cal.”

Takeaways from the Community Engagement Process

Summarized below are our team’s takeaways and reflections regarding the community engagement process for this project.

What worked well	Room for improvement
<p>Community needs assessment</p> <ul style="list-style-type: none"> ● Attending a variety of community events organized by different community members worked to understand people’s feedback from different perspectives. This helped find commonalities and dissimilarities in the ways people interact with the space. A good number of the people that attended the workshops we had met through these events. ● Attending the in-person street cleaning event helped further build trust with community members. Additionally, we perceived gratitude from the community by showing interest and helping with the street cleaning. This was an opportunity to “meet them where they are at” and to be able to point to the street and witness some of the issues firsthand (e.g. speeding, overtaking using the bike lane) ● Connecting with local stakeholders and partnering with Councilmember Taylor’s office definitely helped us build trust with the community. Having them advocate for us and promote our workshops and encourage people to talk to us. <p>Design Feedback Workshops</p> <ul style="list-style-type: none"> ● Providing community members with different workshop time options (4 separate workshops - weekday and weekend) allowed for some flexibility around which event to attend. ● The chat and reaction functions in Zoom provided further opportunity for people to express their thoughts, opinions and support or reject ideas. This also provides 	<p>Design Feedback Workshops</p> <ul style="list-style-type: none"> ● Zoom access barriers due to organizational account restrictions were a real issue. Several people were not comfortable with the workshop requiring participants to be logged into an account. In the future, either when setting up a meeting or when considering which platform to use or get a licence for, this is an important consideration. ● Once the invitation to the workshop was sent and we lost track of how many people had received information about the workshop, changing the workshop link was challenging. There is limited flexibility around a static workshop link. ● We did not manage the external communications for the workshop. While we are incredibly grateful for all the traction that the workshops had with our community partners, we lost track of how many people had received the workshop’s information and found it hard to change the link in response to points above. ● The Latinx residents of the area were predominantly missing from our workshop participants. We knew from conversations with Unity Council that it would be difficult to engage them in virtual ways. Because of the pandemic, we did not feel comfortable asking people to gather in person for this event. Therefore, we made the conscious decision to move forward with the workshops, knowing that we were not going to attract this subset of the population.

<p>people who are not as comfortable speaking up with a venue to share whatever they want.</p> <ul style="list-style-type: none"> ● Asking for registration to the workshop (although we emphasized that it was not mandatory) allowed us to have an estimate of how many people to expect any given day and plan accordingly beforehand. ● Allocating workshop time to fill out the feedback form encouraged people to fill it out and is likely to have increased the response rate. 	
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It is challenging to assess the extent to which the pandemic and the inability to meet in person impacted the engagement process. Based on our process, it is hard to determine what is the right trade off of in-person engagement and meeting people in their homes. This should be analyzed on a case-by-case basis, based on the intended target population. There is certainly a good number of the population (particularly the low-income Latinx community) that is very difficult to reach virtually. However, the pandemic has also provided an opportunity for innovation in the way in which we do engagement. The virtual workshop was very well received by community participants and it warrants consideration whether these engagement methods should still be pursued once the pandemic concludes. This pandemic has certainly brought some people closer to these virtual tools, in a way bridging part of the digital divide, though significant challenges still remain.

Recommendations & Next Steps

- **Implement traffic calming measures, but recognize the concern that these could lead to congestion.** Speeding and traffic safety are significant concerns around the corridor, and any future projects implemented here need to consider the stress that this places on residents' everyday lives. The opposition to closing the center turn lane is another hint to their concern around generating unintended consequences by addressing the problem solely from a speeding and traffic calming perspective. The trade off between being able to get through the corridor quickly and having infrastructure that encourages speeding is not lost on the community's residents.
- **Keep in mind that many residents believe that traffic calming measures alone are insufficient to address road safety challenges.** They emphasized that drivers are encouraged to engage in irresponsible driver behaviour due to the lack of accountability for the consequences of their actions. Some consider that traffic calming elements that cause real damage to cars being driven recklessly could be an alternative to disincentivizing speeding.
- **Do not use paint and posts if they're not going to be adequately maintained.** While they believe that paint and posts are enough to keep drivers away from the median and the bulbouts, they believe that the City will not give these investments proper maintenance and that they will not be long lasting solutions. It is worth restating here a community member's representative statement: "It's important to raise to the City [...] that their reputation with respect to maintenance is negatively impacting everyone's vision of what is possible [...] We shouldn't have to think that the best we can hope for is a big hunk of soulless concrete". This quote, obtained from the workshop feedback form, aptly summarizes much the community's feedback. Infrastructure investments from the City need to be accompanied by maintenance dollars, or partnerships with other agencies or stakeholders for the upkeep of these investments. A similar thought was articulated when talking about trees and greenery. They are desired, but there are concerns around upkeep.
- **Install posts that cannot be easily knocked down.** This touches on two previous points: enforcement and maintenance. Sturdier posts will damage vehicles in a way that will make people think twice before driving recklessly and, at the same time, they will require less frequent replacement. Additionally, people would want to see posts that do not send the message that the area is under construction. When deciding to implement a post option, material and aesthetics should be considered.
- **Implement pedestrian improvements.** This includes restriping the crosswalks and installing pedestrian lights (RRFBs, HAWKs) at intersections.
- **Provide community members a space to share their concerns, opinions, and ideas about design ideas in this format.** Their response to the workshop was overwhelmingly positive and they expressed their interest in seeing similar workshops in the future. A combination of

virtual, in-person, and asynchronous ways of providing feedback can go a long way to make people feel more included in the planning process.

- **Visit these spaces in person, and talk to the people who interact with them on a daily basis, to provide much needed insight into the way spaces work well or poorly.** In-person site visits with members of the community, where they can point at problems directly and where you can witness them first-hand, helps the City not only to make more informed decisions but also to build trust within the community.
- **Include venues for asynchronous workshop materials and comments in addition to in-person and virtual community engagement.** If similar workshops are developed in the future, participants mentioned that including another venue for asynchronous comments would be valuable for those unable to attend. Additionally, sending out workshop materials in advance, or making them available in online format for people to become familiar with them previous to the workshop.
- **Consider other intersectional critical findings relating to traffic enforcement, transit service, displacement, gentrification, illegal dumping, and commercial activity.** These issues came up frequently during the community needs assessment. While they are not generally within the scope of this project, they remain important when considering infrastructure investments for the area.
- **Preserve and build on a “sense of community” for the implementation of all major infrastructure projects.** Finally, regardless of the infrastructure investment to be designed and implemented, community residents emphasized that a “sense of community” needs to be preserved. Therefore, infrastructure projects should consider culturally relevant placekeeping.

Appendix

Appendix 1 - Detailed Scope of Work

01. Preliminary work

- a. Scope of Work: Our team will confirm the project's scope of work, timeline, and other project details with the client in order to proceed with the project.
 - Deliverable: Finalized Project Scope of Work
- b. Planning Document Review: Our team will review current and past plans to identify whether there are any planned capital improvements or other important proposals for the study area. The project's design proposals will either be in alignment with the identified uses or will clearly identify the conflicts.
 - Deliverable: Summary table of documented transportation plan capital improvements by type, estimated cost, and purpose.
- c. Site Review: Our team will conduct in-person and virtual site reviews of the study area that consider how particularly local residents use the corridor and how we perceive conditions for active modes of transportation and the transportation environment generally.
 - Deliverable: Summary memo describing key site observations
- d. Data Review: Our team will review available relevant data about the corridor study area to look for signs that point to reasonable hypotheses about the corridor study area concerning road safety, travel, and equity.
 - Deliverable: Summary memo of corridor data, including traffic counts, volumes, collisions, 311 data, available land uses and infrastructure, and demographics.

02. Stakeholder Engagement

- a. Community Needs interviews: Our team will conduct stakeholder interviews (e.g., City of Oakland, OakDOT, local business association) for the study area to determine which groups have a vested interest in this corridor and what their priorities and incentives may be.
 - Deliverable 1: Key questions and areas of focus for stakeholder groups.
 - Deliverable 2: Memo of stakeholder interviews summarized by key focus areas, community needs, and stakeholder responses. This may include analysis based on the relationship to deliverable 1.b planning document review analysis findings.

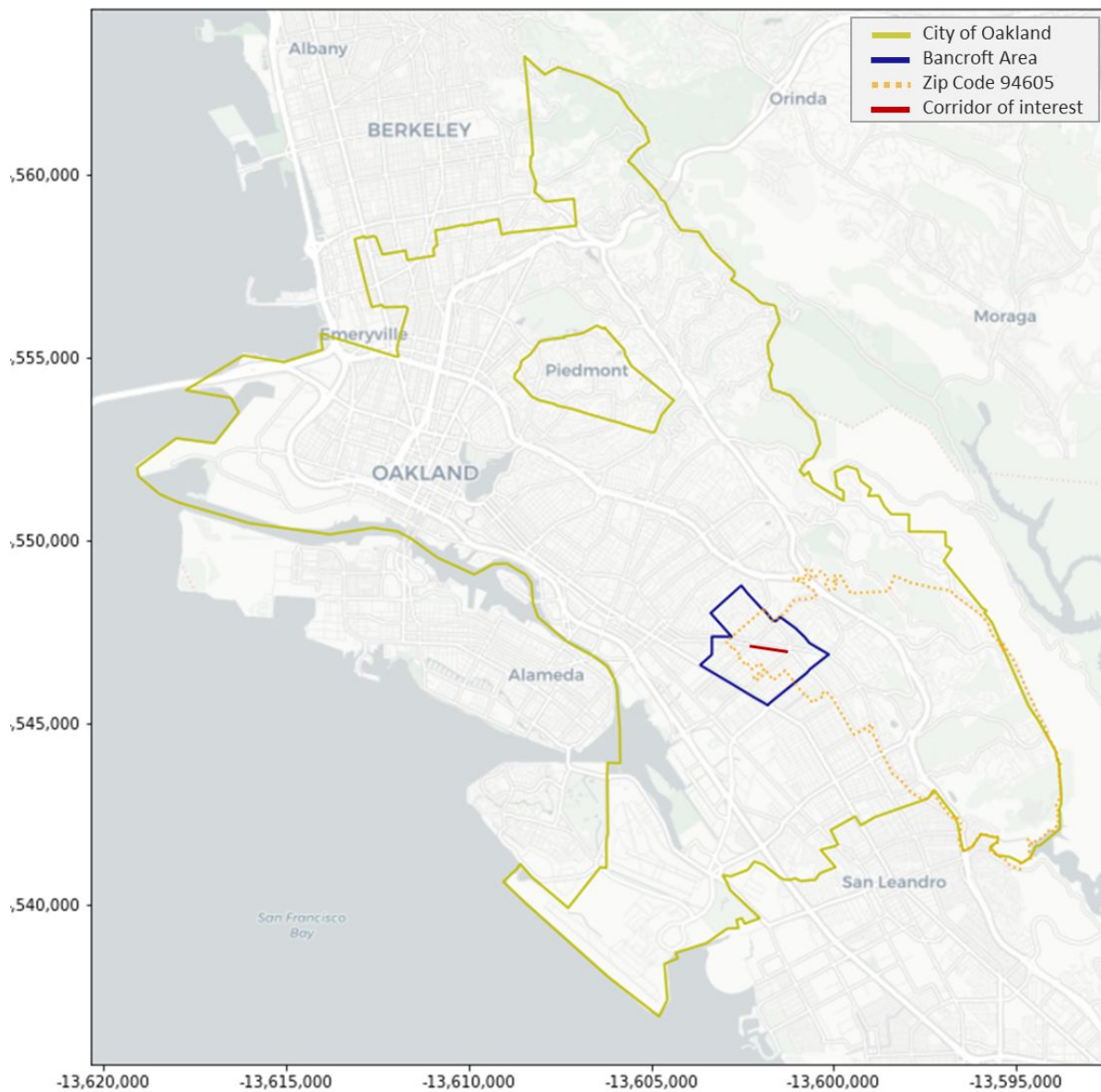
03.Design and Engagement

- a. Literature Review and Precedent Research: Our team will review literature about road safety design/best practices and case studies about similar corridors to help inform functional design solutions for the corridor study area. We will assess how each of these design opportunities and case study examples may address identified community needs and how they interact with other issues.
 - Deliverable: Summary matrix of community needs compared to literature review design options
- b. Design option development: Our team will sketch multiple functional design scenarios for typical road segments/blocks on this corridor that may address identified community needs (per 02. Stakeholder Engagement).
 - Deliverable: typical block plan diagrams for proposed design treatments
- c. Community design charrette: Our team will engage with stakeholders and residents in the corridor study area to assess their impressions and feedback for the design sketches via “design charrette” exercises. We will especially encourage feedback highlighting how each design change would *not* be desired or might create problems from that person’s perspective.
 - Deliverable: Memo summarizing insights from the charrette

04.Final Report

- a. Final Report: Our team will draft a final report that compiles and synthesizes the above deliverables and includes Recommendations and Next Steps sections into a single document for internal use by the City of Oakland.
 - Deliverable: Final Report with Recommendations and Next Steps

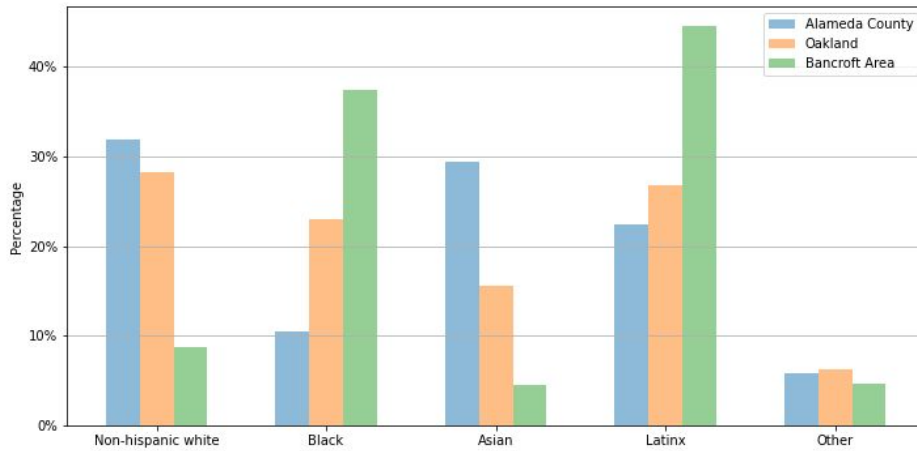
Appendix 2 - Additional Data on Bancroft Ave



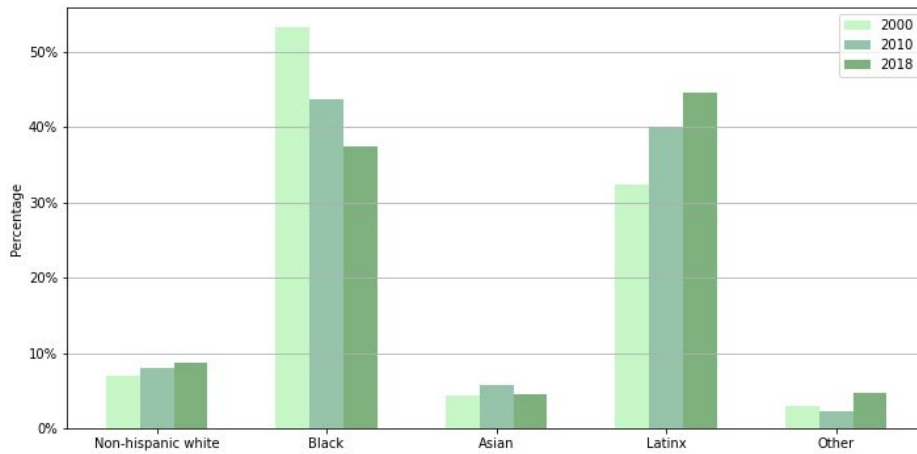
Location of Bancroft Avenue, between Seminary Ave and 67th Street

Note: census tracts used to characterize Bancroft Area of interest: 4075.00, 4077.00, 4086.00 and 4087.00.

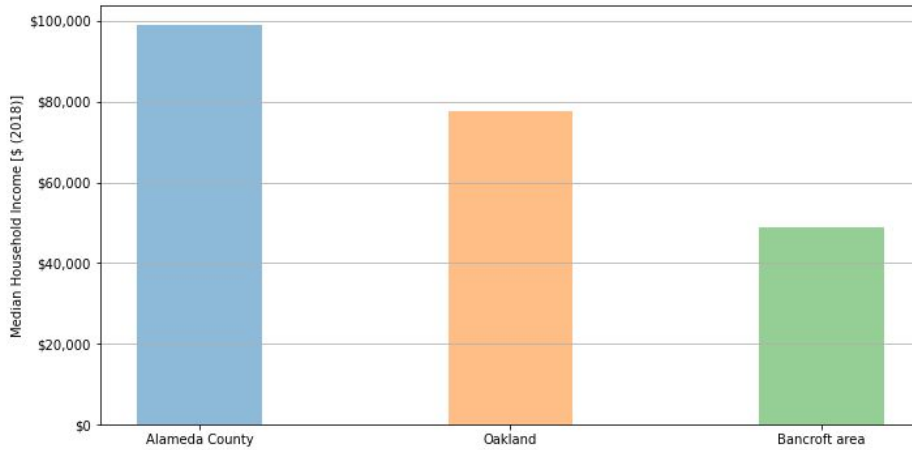
Demographic and Socioeconomic Data



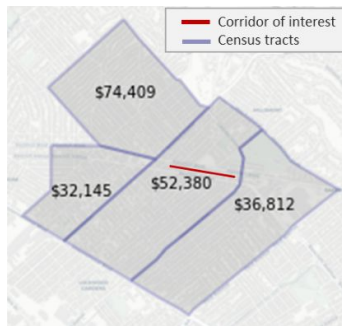
Race and ethnicity make-up comparison
 Source: ACS 2018 5-Year Estimates, Table B03002



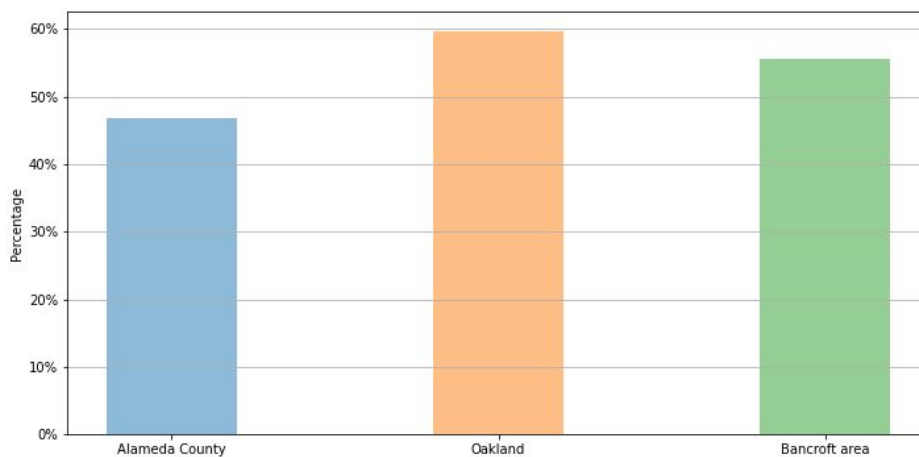
Race and ethnicity make-up change over time, Bancroft Area
 Source: Census 2000, Table P010; Census 2010, Table P7 and ACS 2018 5-year estimates, Table B03002



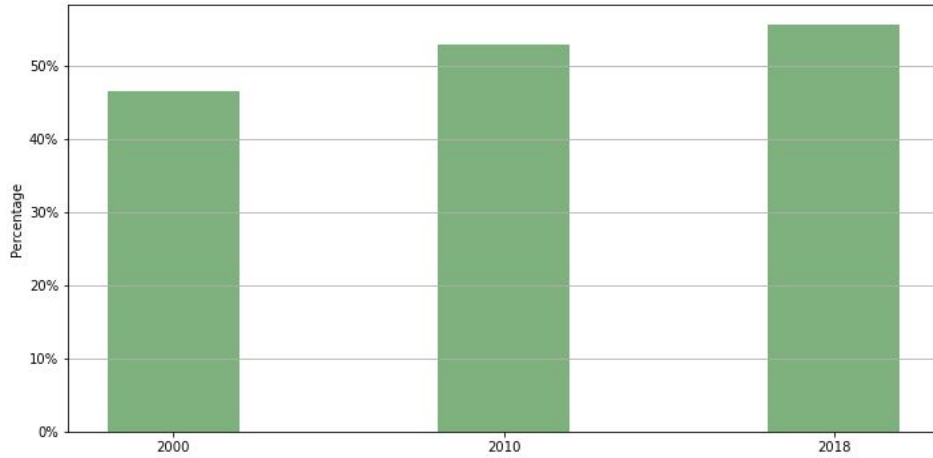
Household median income comparison
 Source: ACS 2018 5-Year Estimates, Table B25064



Median household income by census tract in Bancroft Area
 Source: ACS 2018 5-Year Estimates, Table B19013

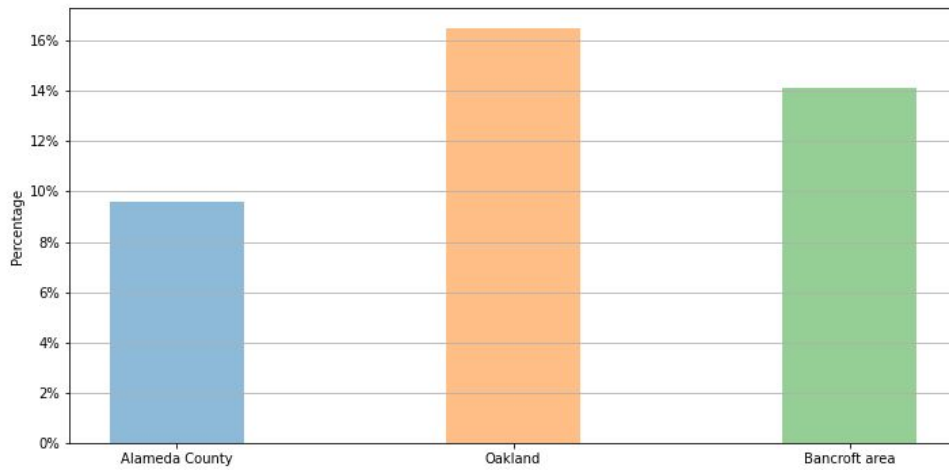


Percentage of renters comparison
 Source: ACS 2018 5-Year Estimates, Table B25003



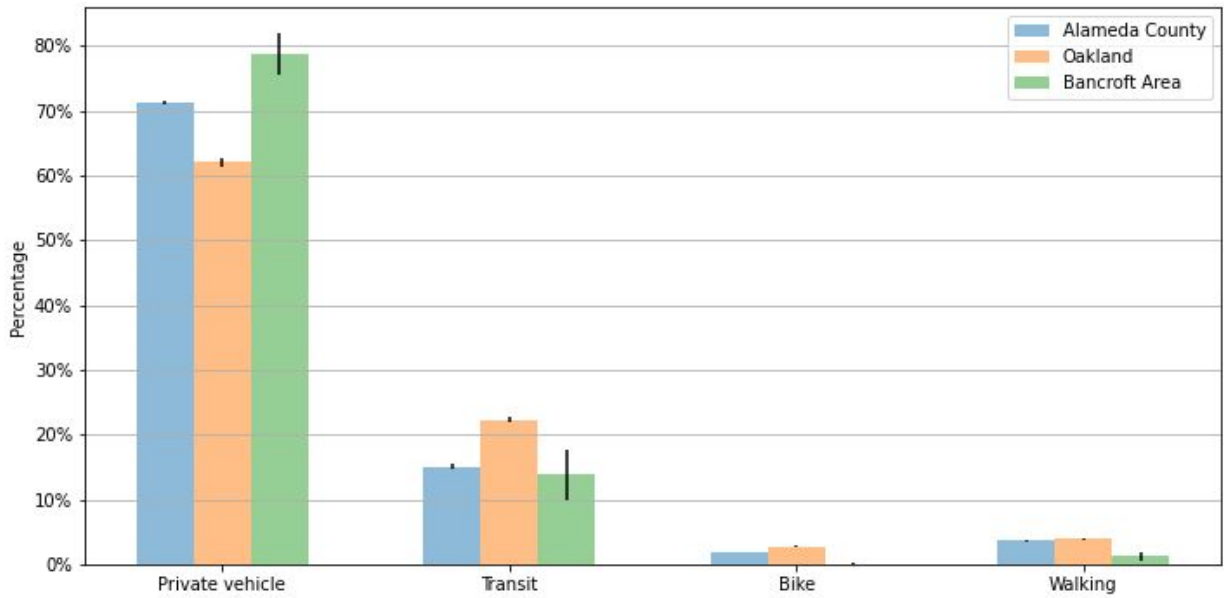
Change in percentage of renters over time in Bancroft Area

Source: Census 2000, Table H004; Census 2010, Table H11 and ACS 2018 5-year estimates, Table B25003



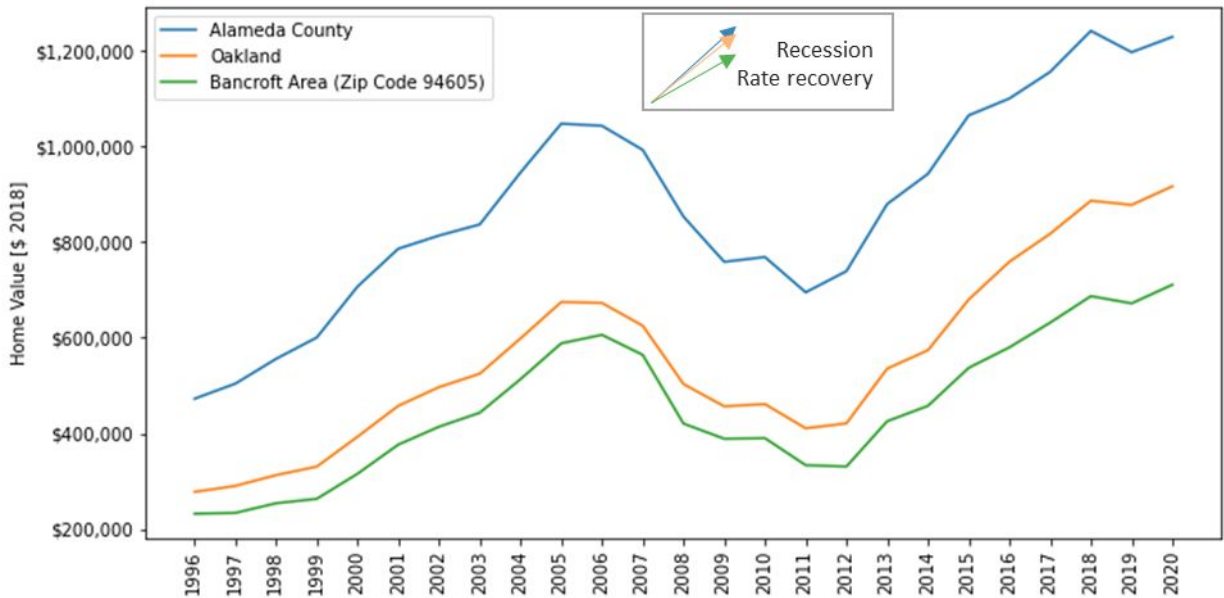
Percentage of households without a car comparison

Source: ACS 2018 5-Year Estimates, Table B08201



Means of transportation to work comparison

Source: ACS 2018 5-Year Estimates, Table B08301 – Universe: workers over 15 years of age



Time series of change in home values (indexed for inflation)

Source: Zillow home value time series

Note: Values for September of each year were used and data was indexed for inflation – Bancroft Area is represented by Zip Code 94605 – see Figure 1 for more information on geographical scope.

Transportation Access

Road Connectivity

Bancroft Avenue runs parallel between I-580 to the north and International Blvd. to the south. About 1.5 miles east of the Bancroft Ave., Seminary Ave. intersection, Bancroft Ave. becomes International Blvd. and has direct access to I-880. Therefore, the Bancroft Area has good regional connectivity by private vehicle access.

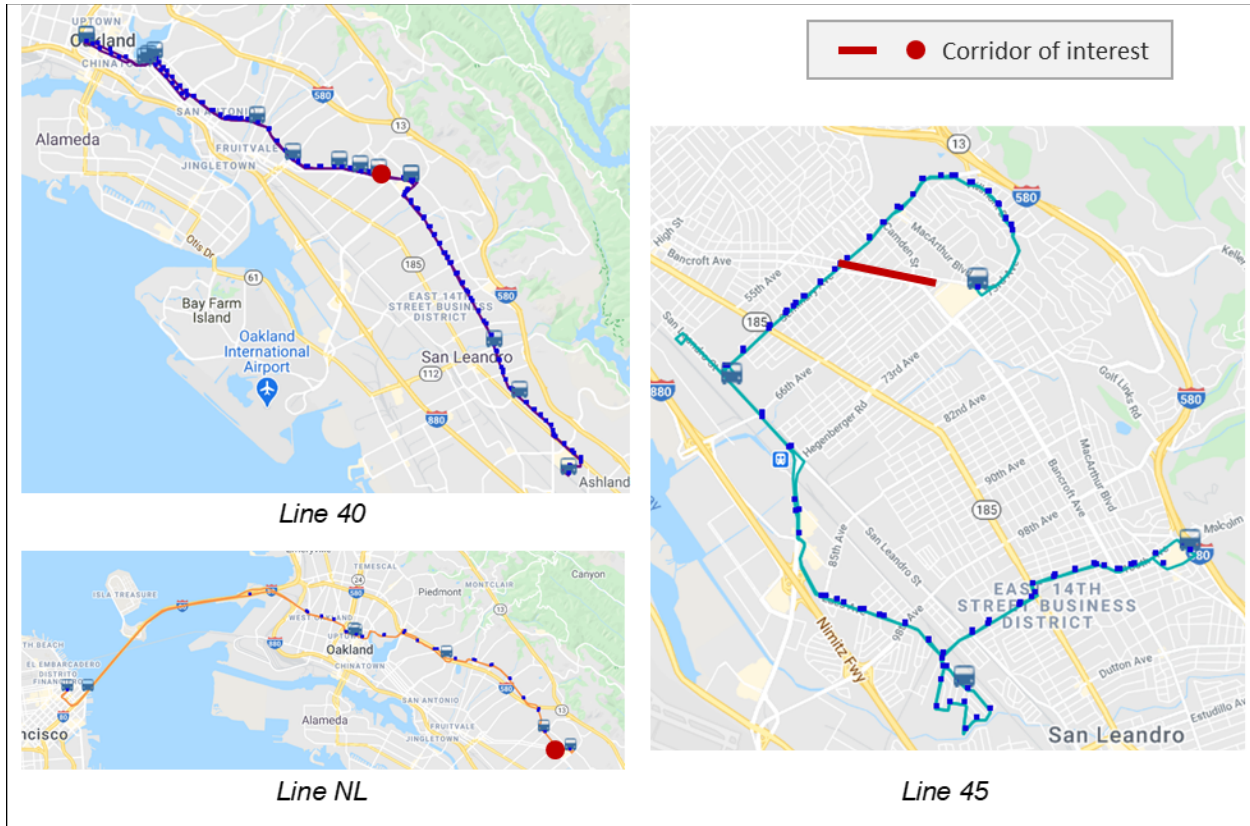
BART

The nearest BART station that provides regional connectivity to the corridor is Coliseum Station, located over 1.5 miles away south. According to the BART website, daily parking is available at Coliseum BART station with a \$3.55/ day fee and there is usually available capacity for parking.

AC Transit

While there are no buses that run along the Bancroft corridor, there are three bus lines that travel fully or partially through Foothill (Figure 11). These lines run daily between 5:00 a.m. and midnight.

- Line 40: Provides connectivity to Downtown Oakland and runs fully though the Foothill section of interest
- Line NL: Provides connectivity to Oakland around 17th Street BART, West Oakland and the Salesforce Transit Center in San Francisco. This line stops on the eastern end of the corridor of interest.
- Line 45: Provides local connectivity to Sobrante Park, the 14th Street Business District and Foothill Square. This line stops along Seminary Ave, on the western end of the corridor of interest.



AC Transit bus routes that serve the area

AC Transit fares are summarized below:

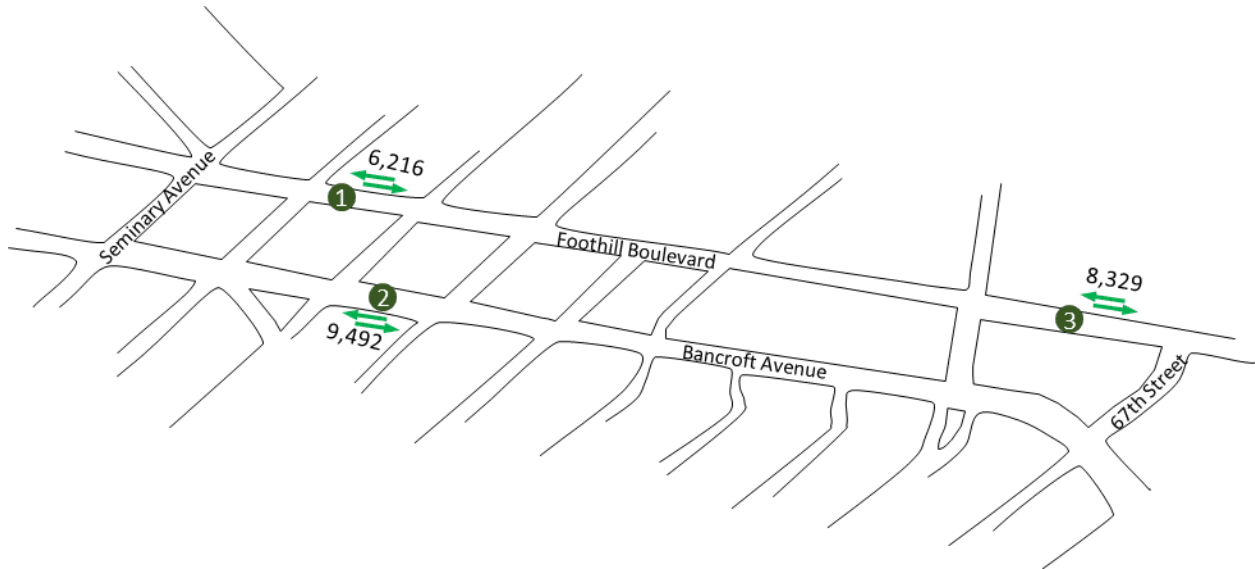
		With Cash	With Clipper Card
Single-ride	Adult	\$2.50	\$2.25
	Youth, senior & disabled fare	\$1.25	\$5.00
Daily pass	Adult	\$5.50	\$1.12
	Youth, senior & disabled fare	\$2.75	\$2.50

Summary of travel times by means of transportation from Bancroft Area to Downtown Oakland on morning peak period

Means of transportation	Travel Time [min]
Private vehicle	12-20 min
Public transit	35 min + walk & wait time

Source: Google Maps on a Tuesday at 8:00 am.

Traffic counts



Traffic count locations in area of interest

Counts were taken on Tuesday and Wednesday (Points 1 & 3: 09/1/13-09/11/13, Point 2: 10/01/2013-10/02/13)

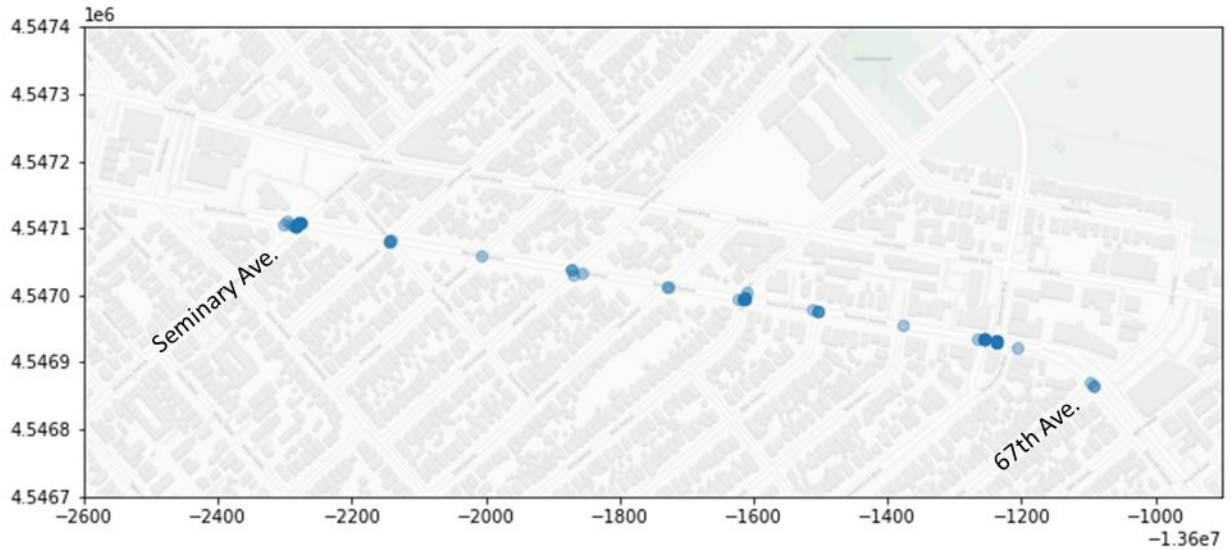
Summary of peak hourly volumes in corridor

Point	Date	Peak Hour	Peak Hourly volume [veh/hr]	Higher than 800-1,000veh/ln/hr?
1 (Foothill Blvd.)	09/10/2013	3:15 pm	520	No
1 (Foothill Blvd.)	09/11/2013	5:00 pm	499	No
2 (Bancroft Ave.)	10/01/2013	2:45 pm	808	Lower range
2 (Bancroft Ave.)	10/02/2013	4:00 pm	737	No
3 (Foothill Blvd.)	09/10/2013	7:45 pm	723	No
3 (Foothill Blvd.)	09/11/2013	5:00 pm	706	No

*Counts were taken on Tuesday and Wednesday

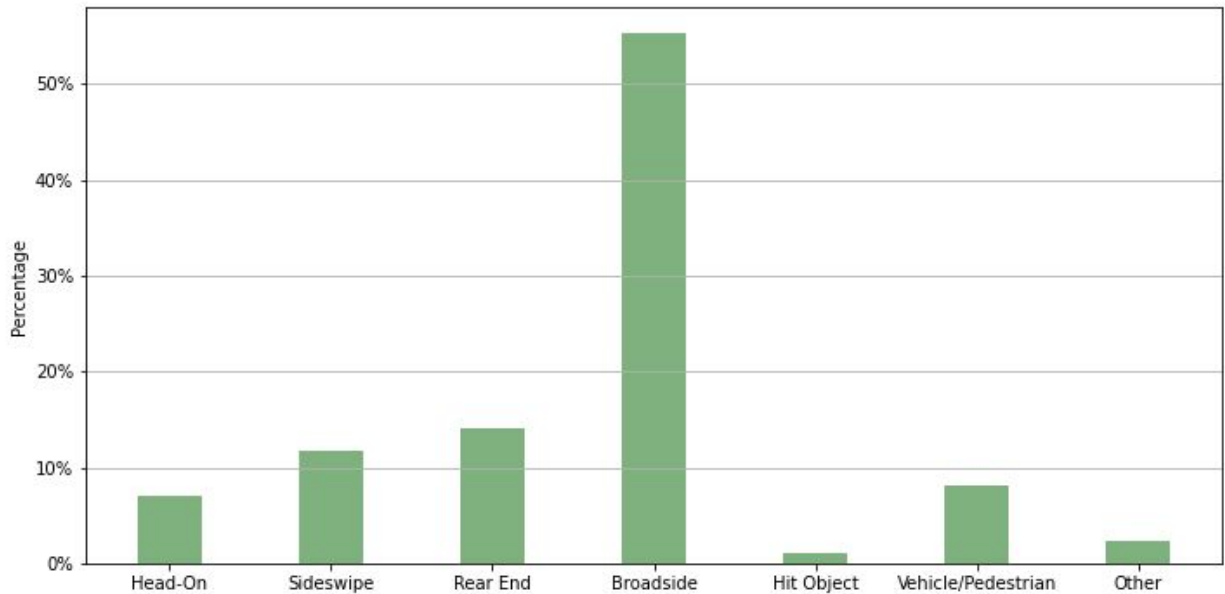
TIMS crash data

TIMS is a database developed by SAFETREC based on the California Highway Patrol's (CHP) Statewide Integrated Traffic Records System (SWITRS). SWITRS contains all collisions that were reported to CHP from local and governmental agencies.



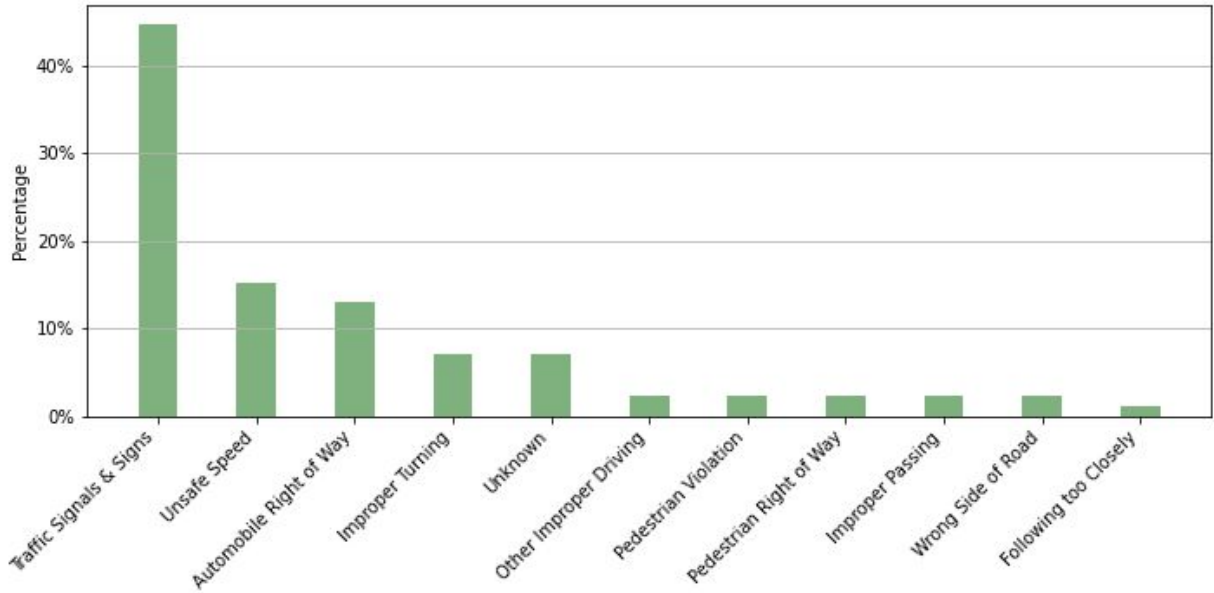
Location of crashes in Bancroft Area (2009-2018)

Source: TIMS crash data – Crashes on Bancroft Ave. between Seminary Ave. and 67th St. – property damage crashes excluded



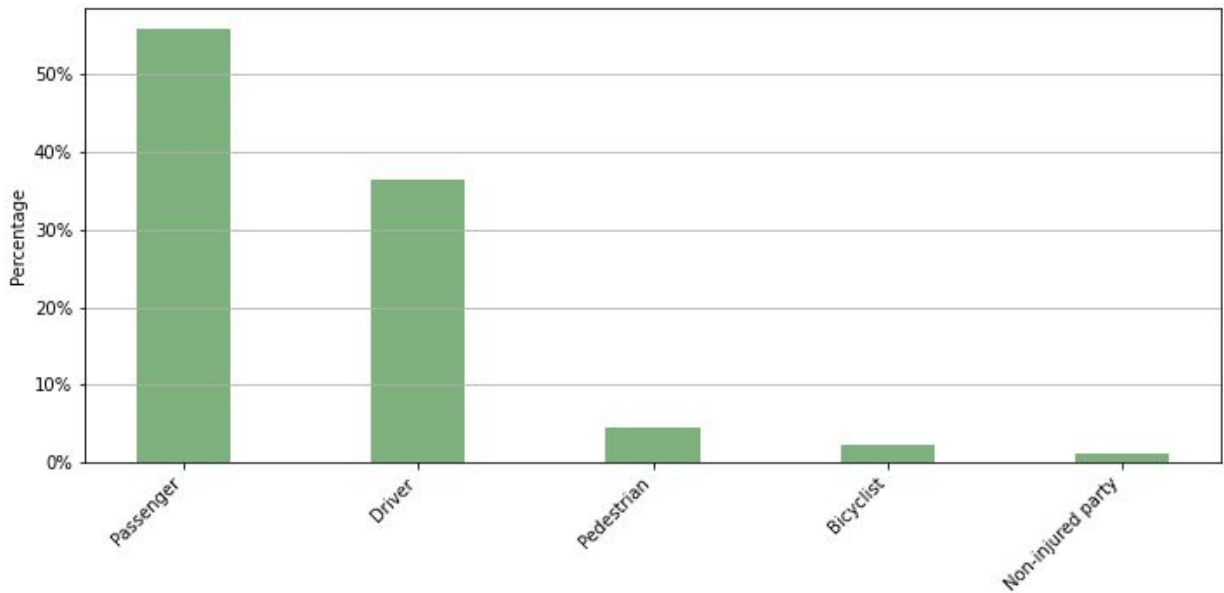
Type of crash – crashes 2009-2018

Source: TIMS crash data – Crashes on Bancroft Ave. between Seminary Ave. and 67th St. – property damage crashes excluded



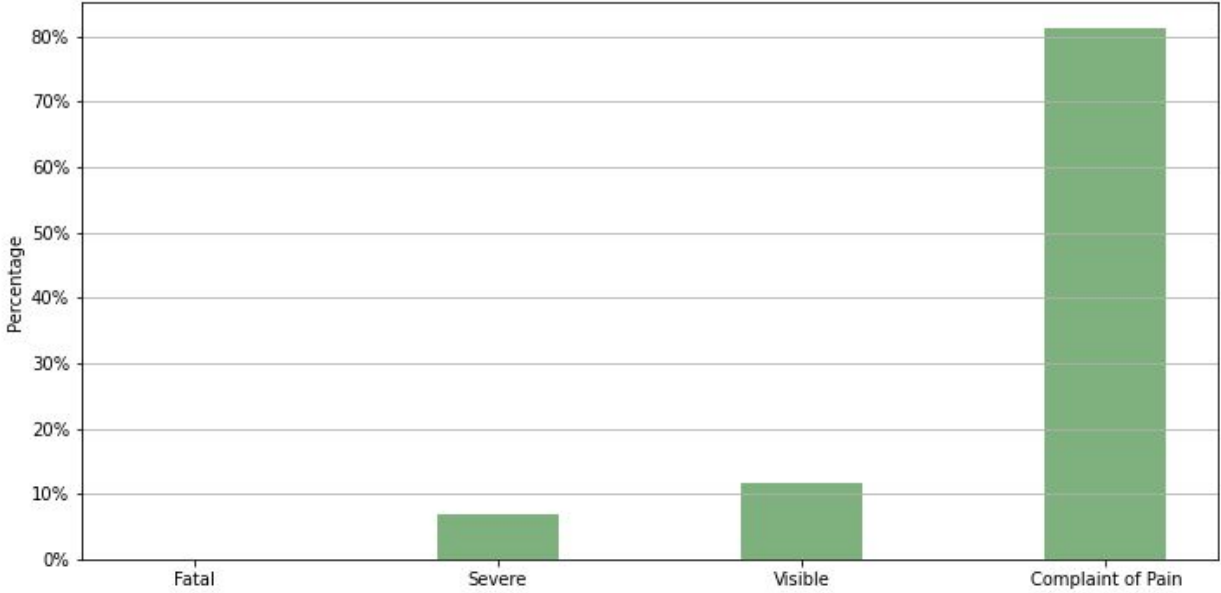
Type of violation – crashes 2009-2018

Source: TIMS crash data – Crashes on Bancroft Ave. between Seminary Ave. and 67th St. – property damage crashes excluded



Role of injured party – crashes 2009-2018

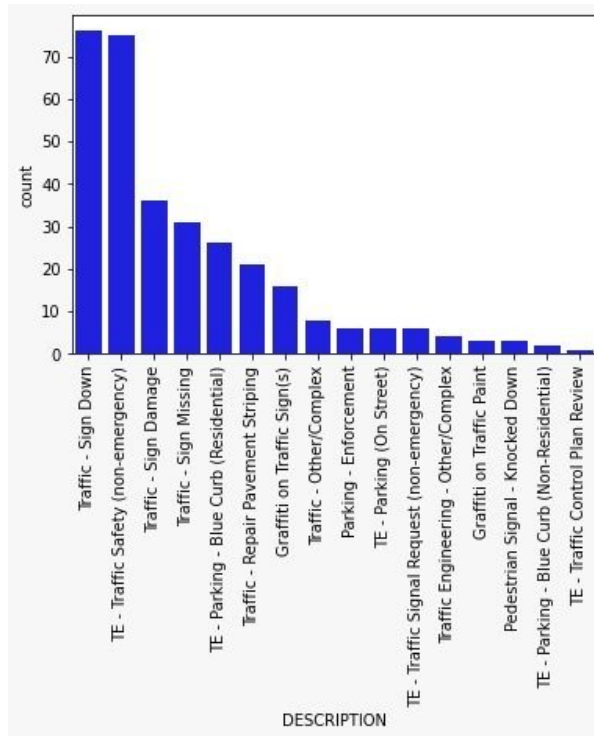
Source: TIMS crash data – Crashes on Bancroft Ave. between Seminary Ave. and 67th St. – property damage crashes excluded



Severity of crash – crashes 2009-2018

Source: TIMS crash data – Crashes on Bancroft Ave. between Seminary Ave. and 67th St. – property damage crashes excluded

City of Oakland 311 data



Bancroft Area traffic-related service requests (2015-2020)

Source: City of Oakland 311 data requests within 500 meters of the Bancroft Ave. corridor of interest

Appendix 3 - Questions for Stakeholder Interviews and Online Survey

Stakeholder Interview Questions:

Context

- How do you move around this area typically?
- How would you best describe your and/or your organization's role and priorities in East Oakland?

Corridor/Neighborhood Impressions

- How would you describe the neighborhood around Bancroft Ave from Seminary to 67th? What are its boundaries, key characteristics, and its notable institutions, places, and activities?
- What are your general impressions of this section of Bancroft Ave? What stands out the most?
- What do you think works really well on this street and/or in this neighborhood? What do you like the most about it?
- What are some places and activities in this neighborhood that people utilize regularly and may not be apparent to outsiders?

Transportation and Road Safety

- What do you see as the principal challenges for someone moving around this area, particularly a resident?
 - Examples: For people driving, walking, biking, taking transit
- What do you see as the most important transportation issues for residents in this area?
- What do you see as the biggest challenges with respect to road safety in this area?
- What are the top needs the community in this area has with respect to transportation and road safety?
- How do transportation and road safety intersect with other issues in this area?
 - Examples: economic activity/vitality, policing/traffic stops/surveillance
- We observed many speeding cars when we visited Bancroft. Do you see this as the norm for the area? If so, how do you think this most impacts the community?
 - Example: We observed fewer pedestrian collisions than we expected over the last 10 years. To what extent have people adapted behavior to avoid this street?
- How has the COVID-19 pandemic impacted transportation and in general how people move around in this area?
 - Example: we noticed many closed businesses and vacant storefronts; what are churches/faith-based institutions/schools doing?

Lived Experience

- What stories have you heard about people walking, bicycling and/or driving in this area? Do you have any of your own stories?

Recommendations

- How has the COVID-19 pandemic impacted transportation and in general how people move around in this area?
- Examples: Shade, sidewalk width, traffic calming, buffered bike lanes, better signage/signals, traffic enforcement
- What areas or aspects of the Bancroft Avenue corridor do you recommend that we focus on, especially as we start to design prospective road treatment options?
- Examples: the intersections, speeding cars, sidewalk width, crosswalks
- Are there any streets or parts of streets that you see as a model for potential changes to this section of Bancroft Ave?
- Do you have any recommendations for us as we prepare to hold a virtual workshop to discuss road design ideas with the community? Who should we make sure to invite? Would you be willing to share the event details with others?

Next Steps

- Would you be willing to participate in a community design workshop in late November/early December? Would you be willing to share the event details with others?
- Who else should we be talking to in order to better understand community needs as well as engage community members for the design workshop?
- If you have a few extra moments, is there anything we should have asked but did not? Other items that you would like to discuss that come to mind?

Online Survey Questions:

- If you are interested in participating in our virtual workshop in late November/early December to provide feedback on potential road design changes for this section of Bancroft Ave, please include your email or other contact info below.
- How do you most often get around this neighborhood? Driving? Walking? Transit? Combination?
- What are your general impressions of road safety conditions on Bancroft Ave from Seminary to 67th?
- Do you have any personal experience with using this section of Bancroft Ave that you would like to share? Any stories from other people?
- What do you like most about this street?
- Where do you see room for improvement?
- Is there anything else you would like to share with us?

Appendix 4 - Workshop Feedback Form Responses

Below is the summary of all unedited responses submitted through the workshop feedback form.

Is there anything that you didn't have an opportunity to share during the workshop that you'd like to now?

Not that I can think of.
No
Very thankful that I was able to share my concerns, opinions, and ideas.
nope
No
I think some parklet options visually presented are better than others, and we should at least identify the general values we would want in a parklet by the end of the process (for example, say that we prefer designs with seating, beautification, and aren't pure abstract beautification).
No. I think that the discussion was pretty comprehensive. I may come up with other ideas later, though
There is not
I agree that Fortune Way should be closed off at Bancroft. I think concrete bollards or sidewalks are best
I think it's important to raise to the city of Oakland that their reputation with respect to maintenance is negatively impacting everyone's vision of what is possible. We shouldn't have to say "oh we can't put trees in the median because the city won't trim them." We shouldn't have to think that the best we can hope for is a big hunk of soulless concrete.
More like reiterate something, which is that I'd like to see bike lanes that are more protected. That could include using cars parked away from the curb as a barrier to the bike lane or other methods besides simply painting a stripe for a bike lane next to the curb where I have to hope that every driver respects that when I ride my bike. In non-covid times, I was commuting to work in SF every day by bike to the ferry at Jack London and I would ride on Bancroft as far as I could getting to Jack London.
Not really.

Did the workshop help you better understand how transportation planners are making decisions?

Yes
Yes
Yes, this was absolutely fantastic. Hopefully, Gaby, Matthew, and Kanaad apply to work at OAKDOT once they're done with their program at Cal.
yes, and in this case doing well to involve community members with multiple touchpoints
Yes
Yes, very useful!
yes. understanding their thinking is helpful

Yes
Yes
Yes, this was very enlightening. Would love to see more of this!
Yes
No, I have a background in urban planning

Would you recommend that the City of Oakland use this workshop format in the future when planning transportation investments for your community?

Yes, options are good for the community to visualize to determine which option suits the needs of pedestrians and "good" drivers.
Yes, it gives the community an opportunity to way in with ideas and concerns.
Yes, I would 100% recommend this workshop format. Thank you for your time and dedication.
sure, though its tough to find the time so a mix of asynch comments vs zoom calls is good
Yes
Yes. I want to suggest that the basic visual materials and idea should be made available online or separately for those who found out about the meetings too late to join or are catching up.
Yes. Need to figure out a way to get more particiaption.
definitely
Yes
Absolutely
Yes, and I think all forms of community input are helpful. I know that some of those involved came out for our cleanups in the area so they got to see the conditions first hand as well, which can be more helpful than just hearing people talk about places if they haven't seen them.
Yes, but do a deeper dive into the specific cultural history and issues for each neighborhood. You should get several of the very savvy and connect community members to get feedback on the initial project scope and curriculum.