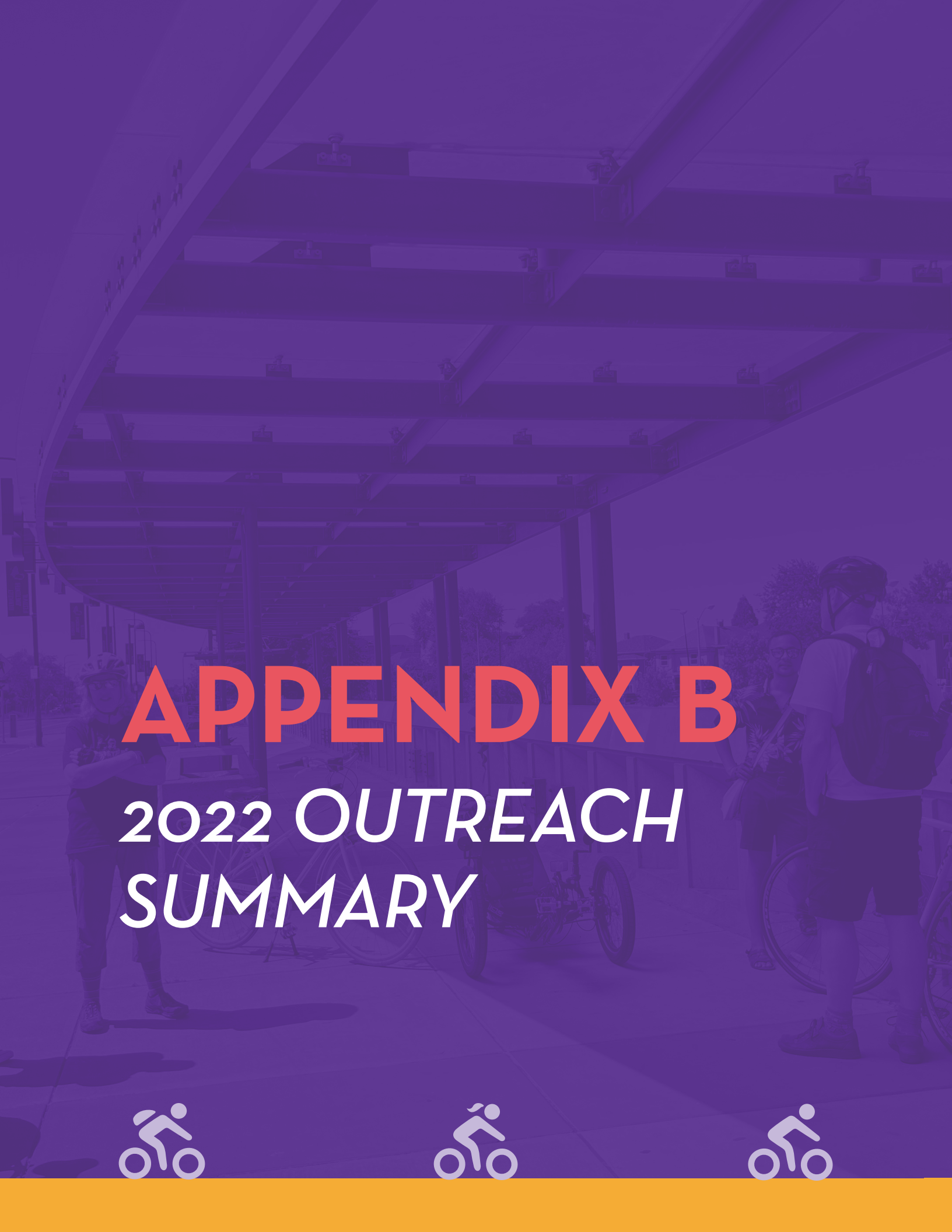

APPENDIX B

2022 OUTREACH SUMMARY

MEMORANDUM

To: Eric Anderson, City of Berkeley

Dani Dynes, City of Berkeley

From: Christopher Kidd, Alta Planning + Design

Date: July 28, 2024

Re: Appendix B: Berkeley Bike Plan Update – 2022 Outreach Summary

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Introduction

This memorandum summarizes activities and key findings from public engagement undertaken in 2022 for the Berkeley Bike Plan Update process.

Engagement in 2022 focused on connecting with residents in Berkeley's Equity Priority Areas (EPAs), ensuring the needs and values of those most vulnerable to transportation challenges were strongly represented in public input (Figure 1).

This memo documents the process and outcomes of the 2022 outreach phase and identifies how that input will be used in the development of network recommendations for the 2024 plan update.

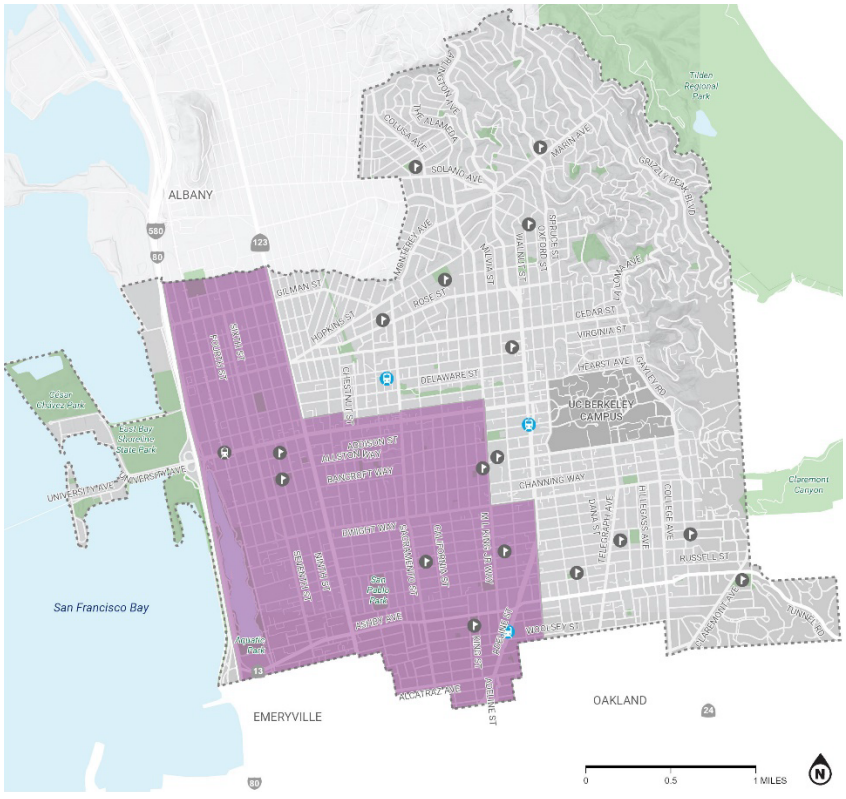

Figure 1: Berkeley's EPAs

2022 Outreach Summary

The Berkeley Bike Plan Update kicked off in early 2022; 14 public events were held in the spring and summer months of 2022, accompanied by an interactive webmap. Engagement focused on general feedback from the public about priorities for the update, as well as focused input on the network recommendations from the 2017 Berkeley Bike Plan. A summary of events and input is shown in **Table 1**.

Table 1: 2022 Outreach Participation Summary

Outreach Method	Number of Events	Number of Participants	Number of Comments
Interactive webmap	--	603 (unique IP addresses)	935
Pop-up workshops	2	100	30
Bike tour	1	18	24
Listening sessions	10	95	264
Virtual community workshop	1	78	53
Emails to project team	--	6	27
Total	**14**	**900**	**1,333**

The project team collected over 1,300 comments during outreach in 2022, with the most common types of comments summarized below by comment type and by outreach method. Cells have been color-coded for the frequency at which they appeared by event type. As single comments may encompass multiple themes, these tables add up to more than 100% per event type.

Table 2: 2022 Engagement comment matrix

Comment Type	Total Comments (N=1,333)	Support Bikeway Improvement	Support Intersection Improvement	Roadway Safety Concerns	Pavement or Maintenance	Insufficient Facility	Oppose Project	Bike Parking	Education or Programs
Webmap (N=935)	70%	29%	41%	49%	8%	33%	9%	1%	1%
Email Comments (N=27)	2%	7%	48%	15%	41%	0%	0%	0%	15%
Virtual Workshop (N=53)	4%	15%	13%	21%	8%	32%	2%	8%	49%
Bike Tour (N=24)	2%	29%	46%	33%	13%	0%	0%	0%	0%
Listening Session (N=264)	20%	32%	28%	22%	15%	26%	1%	1%	6%
Pop-Up Event (N=30)	2%	17%	30%	30%	17%	17%	0%	3%	0%
Total		**28%**	**38%**	**41%**	**10%**	**30%**	**6%**	**1%**	**4%**

Combined Results

All mappable comments from the 2022 outreach were combined in **Figure 2**. This map shows the density of public comments along corridors and at intersections.

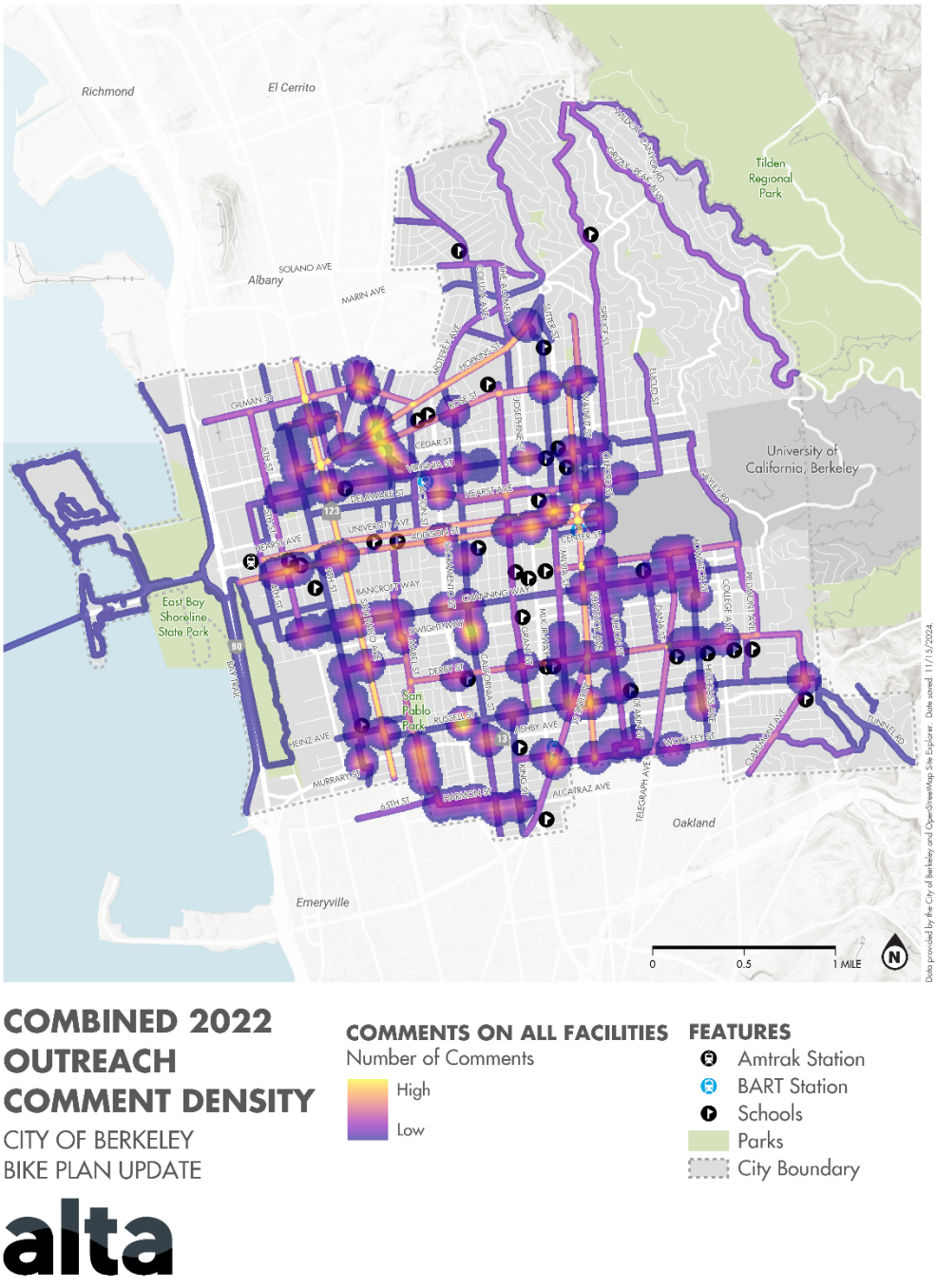

Figure 2: Combined 2022 outreach comment density

Promotion and Outreach

The project team advertised to residents of Berkeley's EPAs in the following ways:

- Postcards inviting input through the project website and participation in focus groups were sent to every residential address within EPAs, a total of 15,261 addresses.
- Flyers inviting input through the project website and participation in focus groups were posted within EPAs.
- 11 sidewalk decals inviting input through the project website were placed within EPAs.

Additional citywide advertisements included:

- The Public Information Officer posted official City of Berkeley Community Messages on Twitter and Nextdoor.
- A project website was set up to take comments, host documents, and provide additional information: www.BerkeleyBikePlan.org.

All project advertising materials were provided in English and Spanish.

Listening Sessions

Equity Priority Area Group Listening Sessions – April and May 2022

Overview

Project staff hosted 10 virtual listening sessions on Zoom. Gift cards were offered to encourage participation: up to 100 EPA residents could receive a $30 gift card for their attendance. Gift card options included Berkeley Bowl and four local-owned businesses: Alchemy Collective Coffee Roasters, Blue Honey Beauty Barr, Revolution Books, and Nutter Butter Cookies.

Over 340 residents expressed interest in signing up for a listening session. The project team filtered out applicants with incomes over $100,000, as the intent of the listening sessions was to prioritize lower-income residents and provide balance to other public input mechanisms that would be over-represented by well-resourced residents. Once screening was completed, about 200 residents were still eligible to participate. All 200 residents were offered the opportunity to schedule a listening session. The listening sessions gathered feedback from a diverse (race, age, gender, and travel preferences) group of participants and perspectives. Over the 10 sessions, the project team spoke with 95 residents. Two Spanish-speaking residents expressed interest in attending during the scheduling process, and project staff held individual conversations with these two residents.

Process

After introductions and a brief project overview, project staff led conversations on a variety of topics related to riding bicycles, scooters, or other wheeled devices in Berkeley. Common themes across the 10 listening sessions are below:

- **Pavement quality**: Having smooth, pothole-free streets is important for people bicycling and rolling. Poor pavement quality or bumpy streets can pose safety risks for people bicycling. Many participants felt the City should prioritize paving bicycle boulevards and other designated bicycle corridors.
- **Street sweeping**: Debris in the bike lane can pose safety risks; depending on the location and situation, debris can be hard to avoid. Having a clean lane is especially important in separated bikeways.
- **Bicycle boulevards**: Bicycle boulevards are almost universally supported; people bicycling generally feel seen and respected by people driving on these corridors. The utility of the bicycle boulevard network is limited by the difficult crossings of arterial corridors like San Pablo Avenue or Ashby Avenue—especially at uncontrolled intersections. Participants also felt more could be done to reduce cut-through traffic on bicycle boulevards, balanced with access for local residents.

- **Driver awareness**: People bicycling appreciate infrastructure that improves visibility and driver awareness, such as large bike boulevard pavement markings.
- **Intersection crossings**: Most participants felt signalized intersections are the safest place to cross arterial streets. Most residents stated that drivers rarely slow down or stop for them to cross at uncontrolled locations; in these circumstances, many find it easier to dismount their bikes and cross as a pedestrian.
- **Healthy Streets program**: Most participants knew of the Healthy Streets program but did not associate the "Healthy Streets" name with the infrastructure changes. Residents generally approved of the program's premise but felt it was poorly executed and communicated. Many found the changes confusing; the signs, cones, barriers, or other items were constantly vandalized. The program lacked sufficient community engagement to understand and correct residents' access issues.
- **Bike parking**: Participants would like to see more secure bike parking around the city, not just at transit centers.
- **North-south connectivity**: Many participants felt that north-south travel is hard for people bicycling. Continuous north-south streets are typically uncomfortable arterial roads, and lower-stress options involve connecting via multiple streets. This impacts people trying to bicycle to or from places like Emeryville or Oakland.
- **Facility design considerations**: Participants felt narrow facilities could make things uncomfortable and potentially cause conflicts between people bicycling or rolling. Examples included on-street facilities not being wide enough for people to pass a slower-moving roller or the Ohlone Greenway not being wide enough to comfortably handle the volume of people walking, bicycling, and rolling at the same time.

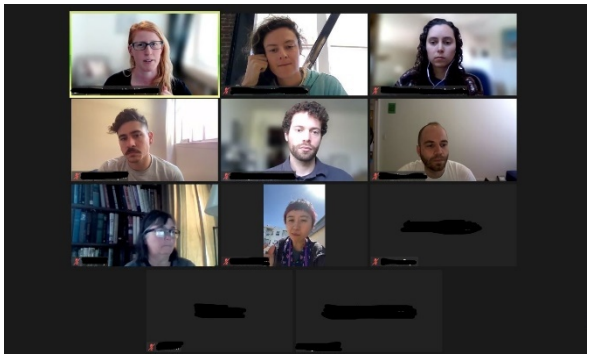

Figure 4:Listening Session 10

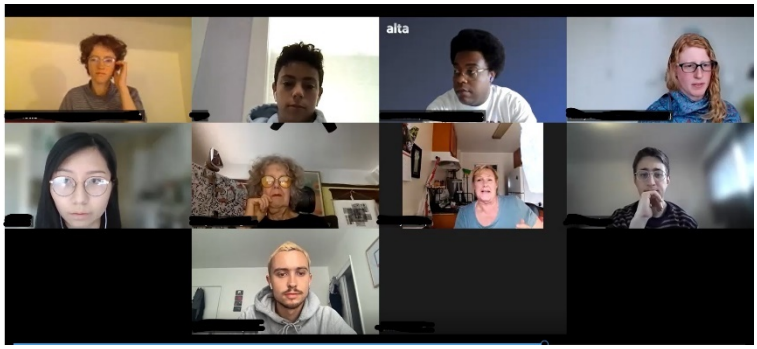

Figure 3:Listening Session 8

Virtual Community Workshop

Zoom Webinar – April 28, 2022

Project staff hosted a virtual community workshop on Thursday, April 28, 2022, from 12:00 to 1:00 p.m. Seventy-eight community members attended the workshop. The workshop provided the community with an overview of the project, discussed the updated high-injury network, and discussed other ways the community could get involved with the plan update. The workshop had multiple ways for the community to interact with the project team, including interactive polling using PollEverywhere during the presentation and a question-and-answer session after the presentation. Attendees asked over 70 questions during the meeting. Common themes from questions and comments included:

- Questions about future engagement events (pop-ups and bike tour) and the interactive webmap.
- Including universal design principles in future bicycle facility designs to maximize accessibility.

- Making bicycle boulevards consistently lower-stress by improving crossings and minimizing vehicle cut-through traffic.
- Paving prioritization for streets on the adopted bike network, especially for bicycle boulevards.

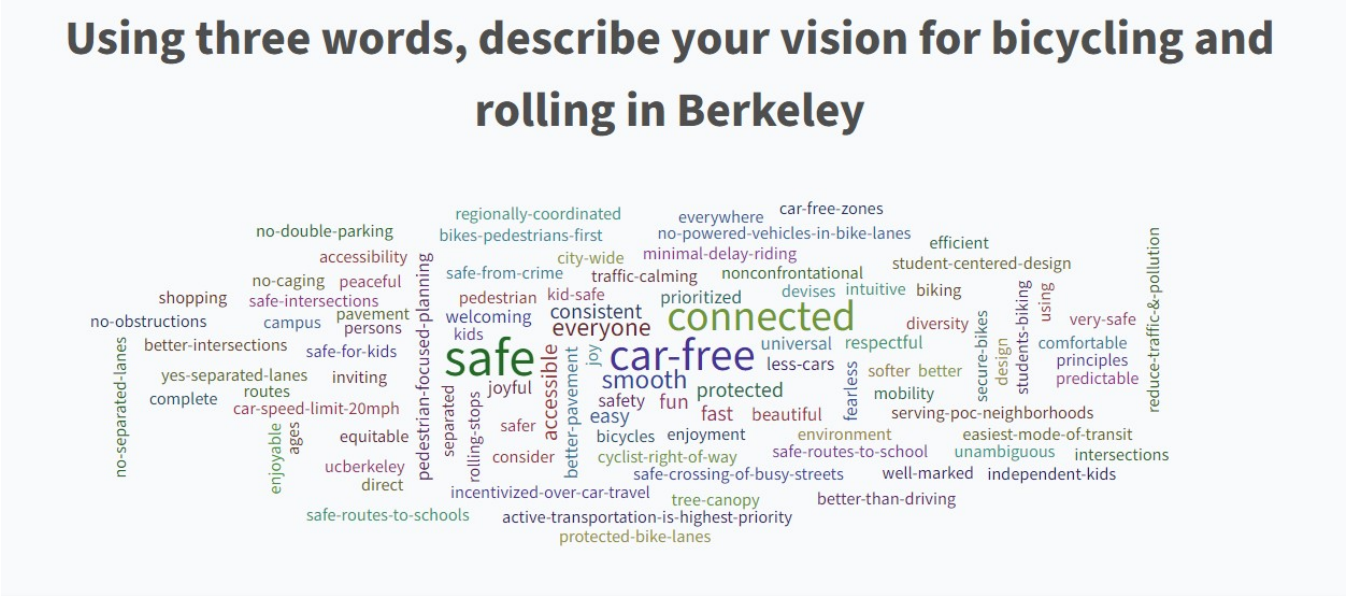

Figure 6: Word cloud generated from comments during the virtual community workshop

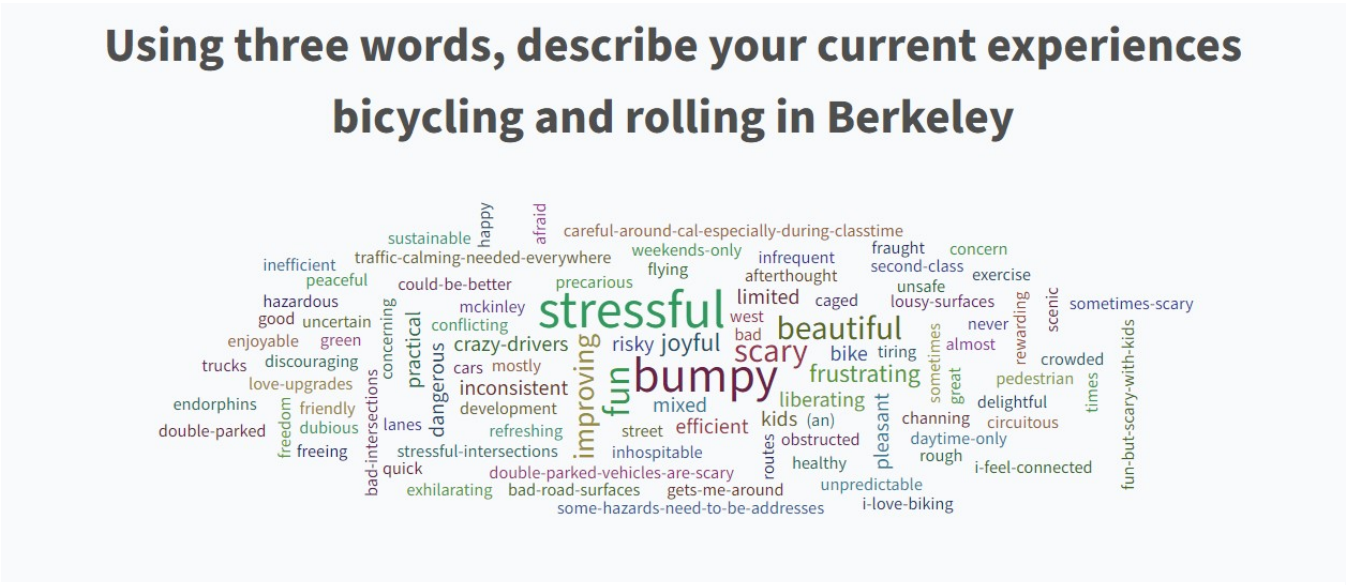

Figure 5: Word cloud generated from comments during the virtual community workshop

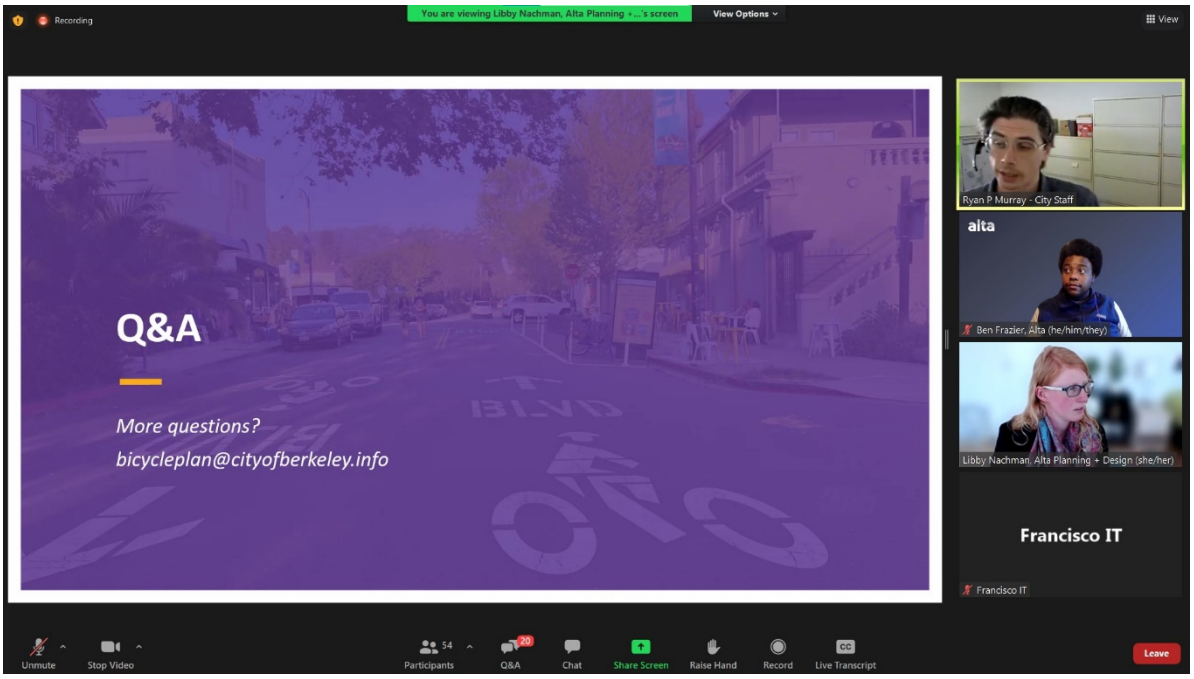

Figure 7: Screen capture from the virtual community workshop during the Q&A session

Pop-Up Events

San Pablo Park Pop-Up – May 7, 2022

Project staff hosted a pop-up event at San Pablo Park on Saturday, May 7. The project team set up a table and shade tent in the park and prepared a plotted map to gather feedback on existing bicycling and rolling conditions. The project team spoke to 57 people during the event. General feedback received included the following:

- Improved pavement quality on bike boulevards, especially on Russell Street, Heinz Street, and Channing Way.
- Crossing San Pablo Avenue at the intersections of Russell Street, Channing Way, Delaware Street, and Virginia Street was identified as a barrier to biking.
- Crossing Sacramento Street at the intersections of Russell Street and Channing Way was identified as a barrier to biking.
- Improved paths in San Pablo Park to accommodate people biking and rolling with smaller wheels.
- Desire for a new north-south bike route that connects San Pablo Park to Strawberry Creek Park.
- Widen the paths along the waterfront at Cesar Chavez Park and East Bay Shoreline Park so people biking and walking can share the same space.
- A low-stress east-west connection between Strawberry Creek Park and the Bay Trail via Mario Savio Bridge over I-80.
- Poor pavement quality was reported on Hillegass Avenue, Delaware Street, and Gilman Street.
- The intersection of King Street and Alcatraz Avenue is hard to cross, and the existing rectangular rapid flashing beacon (RRFB) on the east leg of the intersection requires an awkward movement when biking south on King Street to activate the RRFB.
- The intersection of Ashby Avenue and California Street would feel safer if there was a better way for people biking north-south on California Street to cross Ashby Avenue.

- Residents like the upgraded intersection at Dwight Way and California Street (median crossing) and would like to see similar improvements elsewhere.
- Some residents expressed concerns about safety on the Virginia Street bike boulevard at the intersections of Oxford Street and Shattuck Avenue.
- When traveling north to Berkeley from Oakland on Shattuck Avenue, the bike lane disappears when reaching the Berkeley border. Residents would like to see an improved, continuous biking connection here.
- The Ohlone Greenway path should be widened and made more comfortable for all trail users.
- Green pavement conflict markings through intersections increase comfort and the sense of safety.
- Residents like the new separated bikeways on Milvia Street.
- Improve bike access to and from Berkeley Bowl east and Ashby BART Station.

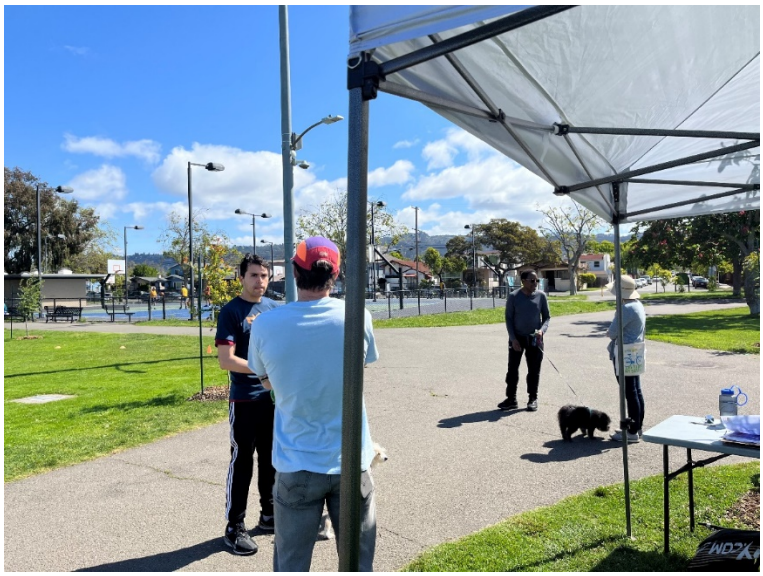

Figure 9: Project staff chatting with residents at San Pablo Park

Figure 8: Project staff gathering feedback on existing bike routes

Berkeley Juneteenth Festival Pop-Up – June 19, 2022

On Sunday, June 19, project staff tabled at Berkeley's Juneteeth Festival. The project team staffed the booth for the entire event from 11 a.m. to 5 p.m. The team gathered community feedback on existing bicycling conditions in Berkeley and priorities for the plan update. The team provided maps and informational boards for the public. General themes included:

- Better, coordinated connections between Oakland and Berkeley, especially around the Shattuck and Webster corridors.
- Crossings along MLK and Adeline are too stressful and unfriendly for students attending Malcolm X Elementary.
- Corridors with difficult crossings:
    - Adeline (multiple locations)
    - San Pablo/Gilman
    - Channing/San Pablo
    - Russell/Sacramento
    - Dwight/California
    - Ohlone Greenway crossings
- Bike lanes should continue through intersections instead of stopping to create a turn lane.
- South Berkeley residents feel it can be hard to bike downtown or reach the Bay Trail.

- Some residents want the City to build more separated bikeways on larger streets. They find them more comfortable than bicycle boulevards because some drivers still don't respect people biking on bike boulevards.
- Getting to the bike boulevard network can be difficult when many connector streets have poor pavement quality—Grant Street and Acton Street, especially.
- Addison Street needs traffic calming to feel safer.
- Regional trails and connections to them are the best options for regional connectivity.
- The Bay Trail needs better access/directional wayfinding across the city.
- Traffic circles help calm traffic and can be aesthetically pleasing (when maintained).
- Need more dedicated scooter parking areas.
- Bikeway designs should be similar across the city to improve continuity.

Figure 10: Public comments at the Juneteenth Festival

Figure 11: Residents giving input at the Juneteenth Festival

West Berkeley Bike Tour

Bike Tour – May 14, 2022

Project staff led a five-mile community bike ride through West Berkeley, touring different types of bicycle facilities and intersections to gather feedback from participants. The route started and ended at Ashby BART Station and included bicycle boulevards, shared-use paths, separated bikeways, and various types of intersections. A total of 18 people, including several children with their parents, participated. A map of the route and a summary of feedback from each of the tour stops are provided below.

BIKE TOUR ROUTE
Start/End at Ashby BART Parking Lot
Route Length: 5 miles

CITY OF BERKELEY
BICYCLE PLAN UPDATE

EXISTING BIKEWAYS
- Paved Path [1A]
- Standard Bike Lane [2A]
- Upgraded Bike Lane [2B]
- Bicycle Route [3A, 3C]
- Bicycle Boulevard [3E]
- Cycletrack [4A]

DESTINATIONS + BOUNDARIES
- BART Station
- Amtrak Station
- School
- Park
- UC Berkeley Campus
- City Boundary

Figure 12: Bike tour route map

Stop 1: San Pablo Park

- Crossing MLK Jr. Way after leaving Ashby BART Station felt unsafe on a bike—even when using the RRFB crossing at Prince Street. Cars did not immediately yield and traveled at high speeds.
- Bike access and the Prince Street crosswalk from Ashby BART can be difficult to navigate when using a recumbent (or other non-traditional) bike.

- The RRFB at the crossing of Ashby Street when traveling north on the King Street bike boulevard makes the intersection feel safer.
- The crossing of Sacramento Street when traveling west on the Russell Street bike boulevard was a barrier. The intersection has no signal and four lanes of traffic to navigate across on Sacramento Street.
- The pavement quality on the Russell Street bike boulevard could be improved and made smoother.
- Many in the group felt comfortable on bike boulevards and agreed that on-street bike facilities feel safer when they are adjacent to arterial roadways as opposed to on them.

Stop 2: 9th Street Greenway

- The crossing of San Pablo Avenue when traveling west on the Russell Street bike boulevard requires a challenging jog across San Pablo Avenue without a designated space for bikes.
- The protected left turn phase from San Pablo Avenue onto Heinz Street should be longer to allow more time for bicycles to proceed through; painted markings through the intersection designating an area for bikes would be helpful.
- Biking to destinations along San Pablo Avenue is challenging and often requires walking on the sidewalk to feel safe from moving traffic.
- Participants like the purple bike boulevard signs that help with wayfinding.
- The new 9th Street crossing at Ashby is comfortable for all ages and abilities.
- Improvement to the pavement quality on Heinz Street, 9th Street, and near schools will make these areas feel safer and more comfortable, especially for kids using bikes with smaller wheels.
- The 9th Street Greenway is “magical” according to a participant. Members of the group liked that it is smooth and only has people biking and walking on it.

Figure 13: The group ride passing through the intersection of Dwight Way at California Street

Stop 3: Ohlone Greenway

- The pavement quality on Channing Street could be improved and made smoother.
- The intersection of Channing Street and San Pablo Avenue is challenging to cross. The crosswalk can give people biking a false sense of security.

- The California Street bike boulevard is a nice route for biking. The group enjoyed the trees, low traffic volumes, and designated bike areas. Two-way stop-controlled intersections, where those crossing California Street have to stop, were preferred over all-way stops.
- The varying intersection types along the California Street bike boulevard can sometimes cause confusion as the intersection treatments are not uniform along the corridor. The traffic circles tend to cause reduced visibility, especially for kids, because the plants and signs can block sight lines.
- Members of the group prefer stop-controlled intersections over RRFBs.
- The intersection upgrades at California Street and Dwight Avenue felt very safe as they force oncoming traffic to slow down.
- The new stop signs at California Street and Allston Way make the bike boulevard feel safer.

Stop 4: Blake Street and Milvia Street Intersection

- Members of the group liked the new Class IV separated bikeway on Milvia Street.
- Positive takeaways from the Milvia bikeway include separation from moving cars, designated space for people biking that makes them visible to cars, and the curbs preventing parents parking in the bike lane to drop off their kids.
- Negative takeaways from the Milvia bikeway include narrow sections can feel claustrophobic, there can be cognitive overload from the different elements and intersections in the bikeway, the lack of street sweeping in the bike lane itself, and a preference for bollards over concrete curbs (more porous).
- The intersection of Hearst Avenue and MLK Jr. Way has a narrow and awkward shift in the bike lane that sends people biking into traffic.
- Members of the group expressed a need for bike facilities on University Avenue.

Figure 14: The group waiting to turn left from San Pablo Ave onto Heinz Street bike boulevard

Webmap

In combination with the 2022 public outreach phase, the City of Berkeley launched an interactive webmap on their project website www.BerkeleyBikePlan.org. The website featured an interactive webmap showing the existing bike network and network recommendations from the 2017 Bike Plan.
Users were encouraged to identify barriers they encountered and destinations they would like to reach, or to comment on existing or proposed facilities. Users could also view the comments posted by other users, reply to those comments, or like/dislike the comments of other users. This created a dynamic environment for discussion among residents rather than a black-box of input. In total, 633 unique IP addresses provided 1,172 comments on the webmap.

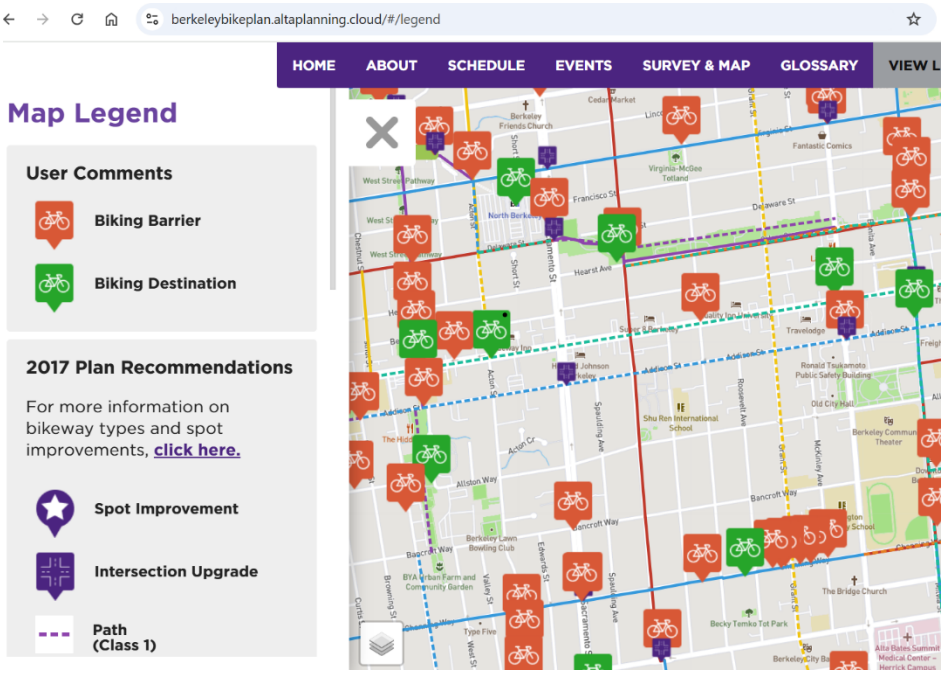

Figure 15: Screenshot of public input on the interactive webmap

Outreach Results

In total, the project team received 1,333 comments with the majority (70%) coming from the webmap. Most comments related to roadway safety concerns (41%), support for intersection improvements (38%), and insufficient proposed facility recommendations (30%). All public comments are grouped by event and category in **Table 3**. Compared to the webmap comments, in-person outreach events input had a heavier focus on pavement quality, support of education and programs, and desire for more secure bike parking.

Table 3: Engagement comment matrix

Comment Type	Total Comments (N=1,333)	Support Bikeway Improvement	Support Intersection Improvement	Roadway Safety Concerns	Pavement or Maintenance	Insufficient Facility	Oppose Project	Bike Parking	Education or Programs
Webmap (N=935)	70%	29%	41%	49%	8%	33%	9%	1%	1%
Email Comments (N=27)	2%	7%	48%	15%	41%	0%	0%	0%	15%
Virtual Workshop (N=53)	4%	15%	13%	21%	8%	32%	2%	8%	49%
Bike Tour (N=24)	2%	29%	46%	33%	13%	0%	0%	0%	0%
Listening Session (N=264)	20%	32%	28%	22%	15%	26%	1%	1%	6%
Pop-Up Event (N=30)	2%	17%	30%	30%	17%	17%	0%	3%	0%
Total		**28%**	**38%**	**41%**	**10%**	**30%**	**6%**	**1%**	**4%**

Table 4: Occurrence of specific streets in public input

Street	Occurrence
San Pablo Ave	40
Shattuck Ave	34
Milvia St	28
Hopkins St	24
Claremont Ave	21
Addison St	20
Gilman St	18
Hearst Ave	16
University Ave	16
Ohlone Greenway	15
Acton St	14
Telegraph Ave	14
Adeline St	13
Channing Way	13
Spruce St	13
Russell St	12
9th St	10
Rose St	10

Among all public input, streets mentioned more than 10 times are shown in **Table 4**. Major arterials, such as San Pablo Avenue or Shattuck Avenue, or key sections of the bicycle boulevard network, such as Milvia Street or Addison Street, ranked the highest for public comment.

Table 5: Occurrence of specific intersections in public input

Cross Street A	Cross Street B	Occurrence
Russell St	Shattuck Ave	24
San Pablo Ave	Virginia St	17
Ashby Ave	California St	16
MLK Jr. Way	Virginia St	15
Russell St	Sacramento St	13
San Pablo Ave	Channing Way	12
Alcatraz Ave	King St	11
Ashby Ave	Hillegass Ave	11
University Ave	Milvia St	10

Among all public input, intersections mentioned more than 10 times are shown above in **Table 5**. This list is largely made up of intersections where the bicycle boulevard network meets and crosses major arterial roadways.