

CITY OF OAKLAND

7TH STREET CONNECTION PROJECT

MARCH 18, 2024



**SUMMARY OF COMMUNITY ENGAGEMENT
FALL AND WINTER 2023**



CITY OF
OAKLAND

DEPARTMENT OF
TRANSPORTATION

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01

EXECUTIVE SUMMARY



Residents and stakeholders participating in a 7th Street Walk & Talk community engagement event.

Executive Summary

In Fall and Winter 2023, the City of Oakland Department of Transportation (OakDOT) conducted community engagement to inform the early designs of the 7th Street Connection Project. This document describes the project background, approach to community engagement, the feedback received, and how the feedback shaped the project.

The key takeaways that emerged from all engagement activities during Fall and Winter 2023 are:



7th Street needs to be **safer for pedestrians crossing the street**. Many think crosswalks are too long and dangerous. The intersections with the most noted concerns were 7th Street at Filbert and at intersections near the freeway underpass.



Protected bike lanes need to be designed to **ensure visibility and safety** at intersections and at bus stops.



Placemaking should be included in the project, including elements such as **wayfinding, historical markers, and/or light pole banners**.



Sidewalks on 7th Street need improvement. Some parts of 7th Street have narrow and broken sidewalks.



Trash cans and general maintenance are needed on 7th Street.



Better lighting is needed for pedestrians along 7th Street.



Opinions on parking are mixed. Some think on-street parking is either not important or less desirable than off-street parking. Others think on-street parking is important, especially near the BART station.



Reduce speeding and other unsafe driving on 7th Street.



Large trucks should not be traveling on 7th Street because of air quality and safety impacts.



Bus stops need trash cans, shelters, and places to sit.



More trees and landscaping are desired on 7th Street, including in the protected bike lane barrier.



02

PROJECT BACKGROUND

Background

7th Street is an important corridor with a rich history and was the center of Black jazz and blues culture; it was known as the “Harlem of the West.” In terms of transportation, it is a corridor that connects Oaklanders between West Oakland and Downtown Oakland. However, the corridor needs transportation improvements to address safety concerns. Almost half of all collision victims along the 7th Street project corridor (between Mandela Parkway and MLK Jr. Way) over a five-year period (2016-2020) were Black or African American.¹ This is much higher than the percentage of all Oaklanders who identify as Black or African American (22%).² Prior planning efforts have recommended improvements along 7th Street for those who walk, bike, roll, and take transit. *Owning Our Air: The West Oakland Community Action Plan (2019)* calls for the City to implement bicycle and pedestrian improvements identified in the 2014 West Oakland Specific Plan, the 2019 Oakland Bike Plan, and 2017 Oakland Pedestrian Plan. The 2019 Oakland Bike Plan recommended protected bike lanes on 7th Street from Mandela Parkway to downtown Oakland.

In 2020, Oakland Department of Transportation (OakDOT) staff conducted community engagement to inform their application to the statewide Active Transportation Program³ for safety improvements on 7th Street to better serve those who travel on it and to improve access between West Oakland and Downtown Oakland. As of January 2024, the City of



Musicians performing at Seventh West—a community hub that continues West Oakland’s creative legacy.

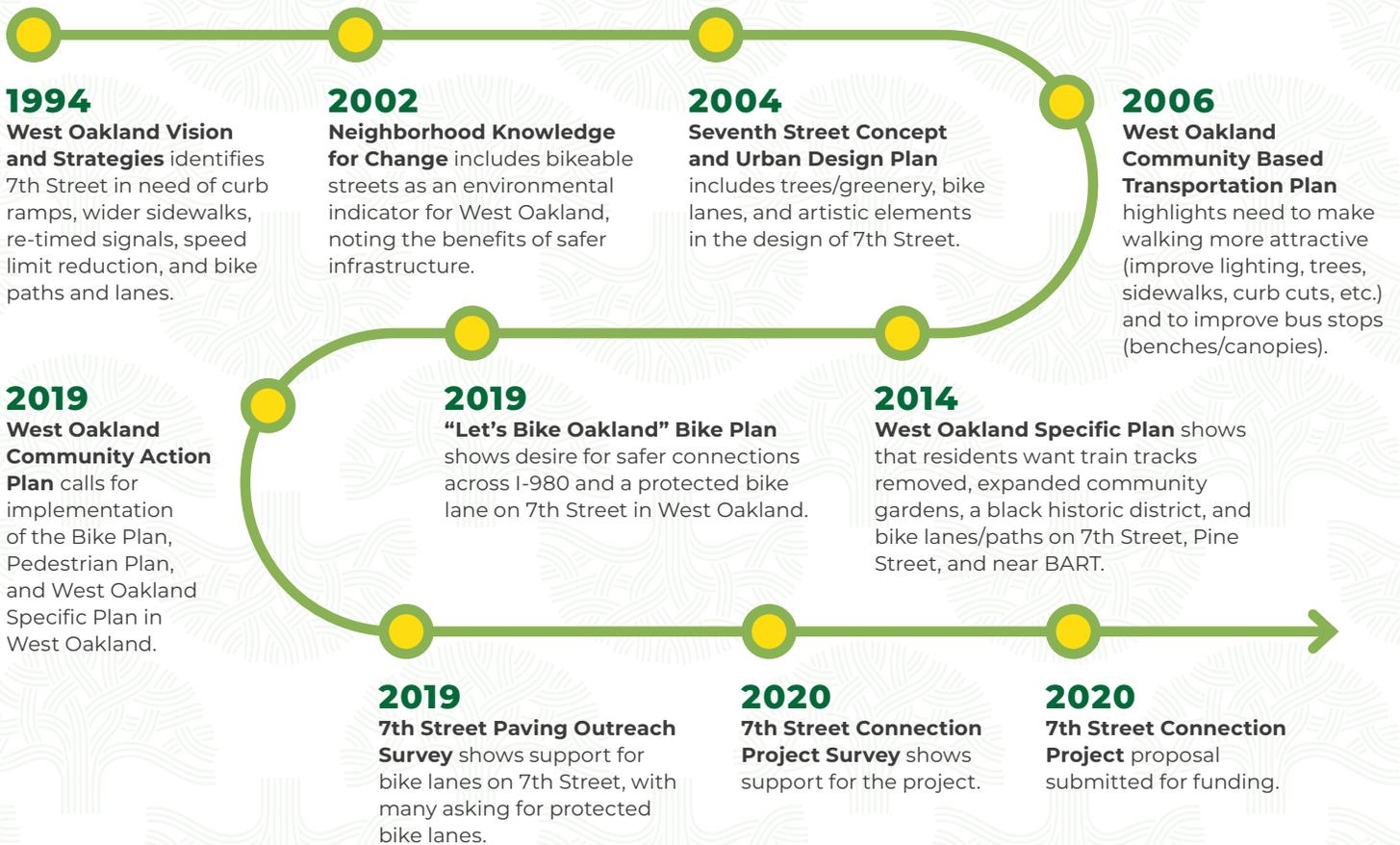
Oakland successfully secured state and federal grant funding, including Active Transportation Program funds. This funding will support the City in the design and construction of the 7th Street Connection Project between Mandela Parkway and Martin Luther King Jr. Way. This project will provide improvements that align with recommendations for 7th Street from prior planning processes and community engagement, including protected bicycle lanes, pedestrian safety improvements, greening and planting new street trees, and improved pedestrian lighting.

¹ Transportation Injury Mapping System (TIMS), 2016-2020

² American Community Survey 5-year estimates, 2016-2020

³ For more information about the Active Transportation Program, visit <https://catc.ca.gov/programs/active-transportation-program>

Project Timeline



The City of Oakland Department of Transportation (OakDOT) is currently working on the designs for improvements along the corridor with the goal of completing 100% designs by 2025. The project kicked off in Fall 2023, and the project team conducted community engagement activities to understand needs along the 7th Street project corridor.

This report describes and summarizes the community engagement activities held between September 2023 and January 2024 for the 7th Street Connection Project.

This report also describes how feedback was incorporated into the project at the 35% design phase. The project’s 35% design phase establishes the big picture vision, major design elements, a base cost estimate, and timeline for the project. Once the 35% phase is complete, the project team will continue to refine the designs and budget and focus on ensuring the project’s constructability. Therefore, gathering feedback at the beginning of a project (up to 35% designs) is crucial in establishing all major project elements.



03

APPROACH TO COMMUNITY ENGAGEMENT

Approach to Community Engagement

Purpose of Community Engagement Activities

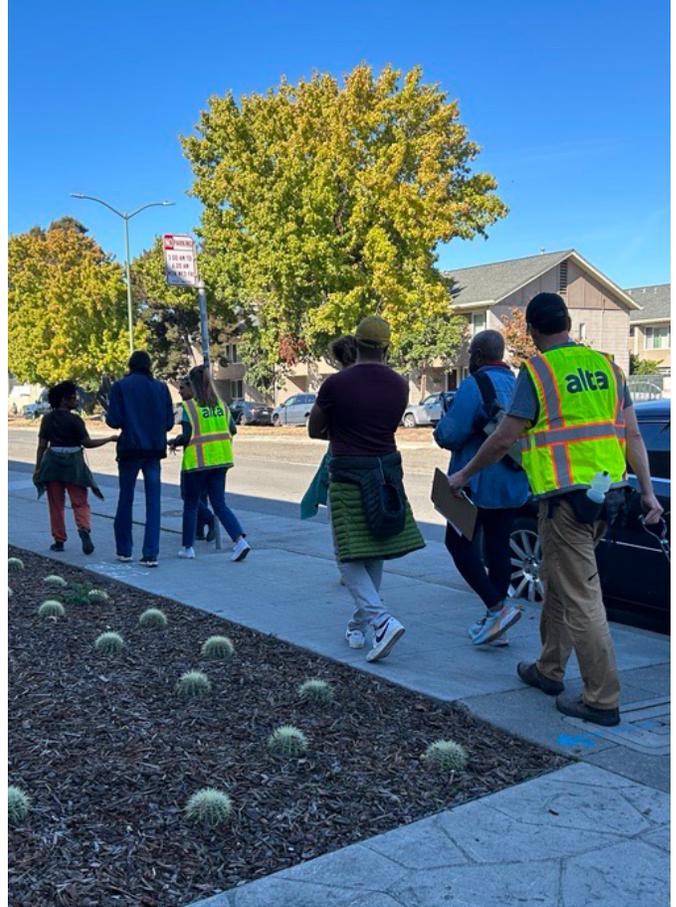
The objectives of community engagement for this project up to the 35% design phase were guided by OakDOT's standards on equitable community engagement and by the outcomes of prior engagement.

The aims of the Fall and Winter 2023 engagement were to:

- ◆ Engage people that reflect the communities surrounding the 7th Street corridor, including those who live, work, go to school, and seek services on 7th Street.
- ◆ Reach those who are historically “hard-to-reach”, including:
 - » Black and Hispanic/Latiné Oaklanders
 - » Youth
 - » Seniors
 - » Lower income individuals and households
 - » Persons with disabilities
- ◆ Learn about who else needs to be engaged and how to expand engagement beyond what has previously been done.
- ◆ Gain a better understanding of key stakeholders' needs.
- ◆ Answer key questions about project design elements such as:
 - » What bus stop amenities are important?
 - » How should the protected bike lanes be designed? Should the barrier include trees or landscaping?
 - » Where should sidewalk improvements be prioritized?
 - » Where should trees, landscaping, or other green infrastructure be implemented?
- ◆ Build widespread awareness of and support for the project.
- ◆ Utilize feedback to inform the 35% designs.



Instagram post on November 16, 2023, with an update on the rescheduled Walk & Talk.



The project team met with residents and stakeholders to discuss and obtain feedback on improvements.

Summary of Engagement To-Date

Engagement activities were selected and designed to achieve the community engagement objectives outlined in the section above. From October 2023 to January 2024, engagement included a variety of activities that allowed the project team to reach West Oakland residents and key stakeholders, including youth, seniors, persons with disabilities, lower-income individuals and households, and persons who identify as Black or African American. The project team visited schools in West Oakland, businesses along 7th Street, affordable housing developments, distributed over twelve hundred door hangers, and presented or tabled at a number of local events in order to reach people who live, work, go to school, and spend time on 7th Street.

7 Meetings & Presentations

- ♦ **Oakland Mayor's Commission on Aging**
October 4, 2023
- ♦ **Oakland Councilmember Fife (District 3)**
October 12, 2023
- ♦ **Oakland Mayor's Commission for Persons with Disabilities**
October 16, 2023
- ♦ **Oakland Youth Commission**
October 16, 2023
- ♦ **Project overview with 7th Street Thrives/NEST meeting⁴**
October 24, 2023
- ♦ **OakDOT Major Projects Division Community Advisory Committee⁵**
November 9, 2023
- ♦ **Prescott Neighborhood Council**
November 9, 2023

9 Events & Tabling

- ♦ **OakDOT Major Project Division Community Streetscape Project Open House**
October 12, 2023
- ♦ **West Oakland BART Station**
October 24, 2023
- ♦ **West Oakland Farmer's Market**
November 5, 2023
- ♦ **Prescott Elementary School Thanksgiving Dinner**
November 16, 2023
- ♦ **Food distribution days at Prescott Elementary, Martin Luther King Jr. Elementary, and West Oakland Middle School**
November 17, December 12, and December 13, 2023
- ♦ **West Oakland Community Action Plan End of Year Celebration**
December 6, 2023
- ♦ **Coffee Hour at Prescott Elementary**
December 13, 2023

1 Survey

- ♦ **Digital and paper survey released in multiple languages (English, Spanish, Vietnamese, Chinese, and Arabic)**
 - » Survey open from October 25–December 22
 - » 138 completed surveys

2 West Oakland 7th Street Walk & Talk Events⁶

- ♦ **7th Street Walk & Talk (Part 1)**
November 11, 2023
- ♦ **7th Street Walk & Talk (Part 2)**
December 2, 2023

13 One-on-one Discussions & Interviews

- ♦ **Mandela Station development representative**
October 17, 2023
- ♦ **Local Initiatives Support Corporation (LISC) and 7th Street Thrives representative**
October 18, 2023
- ♦ **Mayor's Commission on Persons with Disabilities representative**
October 31, 2023
- ♦ **As-Salam Mosque representative**
November 1, 2023
- ♦ **7th West representative**
December 12, 2023
- ♦ **In-person visits to 7th Street businesses**
November 17, December 12, and December 19, 2023
- ♦ **West Oakland Environmental Indicators Project (WOEIP) representatives**
January 10, 2024



Promotion of project, survey, and events

7 Social media posts

3 Email newsletters

1,200 Door hangers distributed

9 Local businesses and affordable housing buildings posted or distributed engagement materials for patrons, staff, and residents

⁴ www.7thstreetoakland.com

⁵ See Appendix D for more information on the Major Projects Division Community Advisory Committee

⁶ See Appendix E for more information on the 7th Street Walk & Talk events



04

HOW COMMUNITY FEEDBACK WAS INCORPORATED INTO THE PROJECT DESIGN



OakDOT tabling event sharing project information and draft conceptual designs.

How Community Feedback was Incorporated into the Project Design

The project team worked to incorporate feedback into the development of the conceptual engineering designs (35% designs) by reviewing and exploring the feasibility of key feedback themes that emerged from community engagement. **Table 1** summarizes the design element, feedback received from community engagement, and how this feedback informed the project's design.

Table 1 Feedback From Community Engagement and How That Feedback Informed Project Design

DESIGN ELEMENT	FEEDBACK RECEIVED THROUGH ALL ENGAGEMENT ACTIVITIES	HOW THE PROJECT TEAM ADDRESSED THIS AND/OR HOW THIS INFORMED DESIGN
<p>Safety improvements at 7th Street and Filbert Street</p>	<p>As-Salam Mosque, located at 7th and Filbert Street, generates a lot of travel activity (pedestrian and vehicular traffic) during services. Mosque attendees are utilizing the unmarked western crosswalk on 7th Street to get to the mosque.</p>	<p>The project team completed a more thorough analysis of pedestrian activity and parking occupancy at 7th and Filbert, conducted counts during prayer times, and completed a signal warrant study to understand whether the data justified the need for the intersection to be signalized and with what type of treatment, per MUTCD⁷ guidance.</p> <p>As a result, it was recommended that a western crosswalk should be installed and that the intersection warrants a traffic signal or similar treatment.</p>
<p>Sidewalk extensions</p>	<p>Community engagement revealed the need for pedestrian improvements, particularly wider sidewalks, along the entire project corridor.</p>	<p>The project team conducted an evaluation to identify the most suitable locations for back-of-walk extensions⁸ to widen the sidewalks. A few sections of the 7th Street corridor may have wider sidewalks based on feasibility and the outcomes of the evaluation.</p>
<p>Protected bike lanes</p>	<p>The majority of people who provided feedback supported protected bike lanes.</p> <p>Survey results showed that a majority of respondents supported concrete islands with trees.</p>	<p>The 35% designs include protected bike lanes along the entire corridor. Physical separation between bicyclists and vehicles will improve safety for bicyclists and reduce conflicts between vehicles and bicyclists.</p> <p>The project team is exploring how the physical barriers between the bike lane and vehicle lane could be opportunities for greening, such as planting shrubs, and for increasing the distance between vehicles and emissions from those vehicles.</p>
<p>Reduction of vehicle speeds</p>	<p>Cars travel too fast along 7th Street, which makes it unsafe for people who walk and bike.</p>	<p>To implement protected bike lanes, there will be one less travel lane in each direction on 7th Street. With less travel lanes for vehicles, the roadway is narrower, and this helps to calm traffic.</p>
<p>Lighting</p>	<p>Feedback revealed that some people felt unsafe walking along 7th Street due to a lack of pedestrian lighting. Existing light poles along the corridor do not work.</p>	<p>This project will enhance pedestrian lighting on 7th Street. The project team will coordinate with city departments on maintenance needs for pedestrian lighting.</p>
<p>Transit amenities</p>	<p>Many people wanted amenities at bus stops, including trash cans and bus shelters.</p>	<p>The project team is working on designs for transit boarding islands and will incorporate amenities such as shelters, benches, and trash cans where feasible.</p>

⁷ Manual on Uniform Traffic Control Devices, or MUTCD, is administered by the Federal Highway Administration, and is a compilation of national standards for all traffic control devices

⁸ Back-of-walk extensions are sidewalk extensions that repurpose existing landscaped areas within the city's right-of-way for pedestrian use

Table 1 Feedback From Community Engagement and How That Feedback Informed Project Design (Continued)

DESIGN ELEMENT	FEEDBACK RECEIVED THROUGH ALL ENGAGEMENT ACTIVITIES	HOW THE PROJECT TEAM ADDRESSED THIS AND/OR HOW THIS INFORMED DESIGN
Transit boarding islands	Survey respondents expressed that transit boarding islands can be difficult to access for people with disabilities.	In the areas where a protected bike lane is adjacent to the transit boarding islands, the protected bike lanes will be at the same level as transit boarding islands to ensure accessibility for people with disabilities.
Landscaping	Many people were supportive and excited about more landscaping and more street trees along the project corridor.	The project team is identifying and refining opportunities for greening. Currently, this project is proposing to plant 221 new street trees, replace 30 dead or declining trees, remove 2 trees, and to install about 40,000 square feet of perennial or shrub planting along the 7th Street corridor.
Parking	People who drive and need parking expressed that there needs to be street parking closer to the BART station.	To maintain parking spaces in the eastbound direction of 7th Street near Mandela Parkway, a portion of the median will be removed. There will be a painted median to separate the two directions of traffic. Removing a portion of the median allows for the retention of most of the parking spaces on 7th Street near Mandela Parkway.
Other pedestrian improvements	To enhance road safety, people wanted more marked crosswalks along the corridor.	The project will add high-visibility crosswalks at all intersections along 7th Street.

In February 2024, 35% designs were completed and posted to the project website. The project team then notified stakeholders through the following activities:

- ◆ Digital newsletter to the 7th Street Connect Project email subscribers on February 15, 2024
- ◆ Presentation at the 7th Street Thrives (Neighborhood Enhanced Service Team) meeting on February 27, 2024
- ◆ Presentations to neighborhood councils
 - » Acorn Neighborhood Council on March 7, 2024
 - » Prescott Neighborhood Council on March 14, 2024
- ◆ Presentation to the OakDOT Major Projects Division Community Advisory Committee on March 14, 2024

This list is not an exhaustive list of all activities related to the release of the 35% designs. The project team is continuing to conduct outreach and to gather input from the community, especially with residents and stakeholders that staff were not able to engage in Fall 2023.



05

WAYS OF COLLECTING FEEDBACK AND FEEDBACK RESULTS



Newsletter sent to 7th Street Connection Project email subscribers.

Ways of Collecting Feedback and Feedback Results

The project team gathered feedback in a variety of ways in order to hear from as many people as possible. Additionally, the project team wanted to ensure that the people who provide feedback reflect the people who live, work, and visit the 7th Street corridor. In addition to a survey, the project team met with people who work or live near 7th Street to discuss the project and to obtain feedback on the types of improvements that are needed for the corridor.

Survey

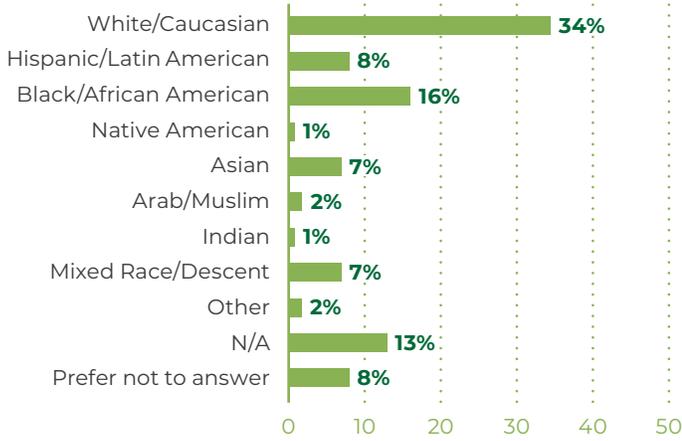
A survey was developed to gather quantifiable responses to project design questions. In addition to detailed project questions, the survey included a standard set of demographic questions (used in most City of Oakland surveys) in order to understand whether respondents are representative of the residents in the project area.⁹ The survey was shared digitally through website

links and a QR code, and hard copies were available at in-person engagement events, and available in five languages. The survey was open between October 25 and December 22, 2023. A total of 138 survey responses (n = 138) were gathered. Please refer to **Appendix C** for a copy of the survey that was distributed.

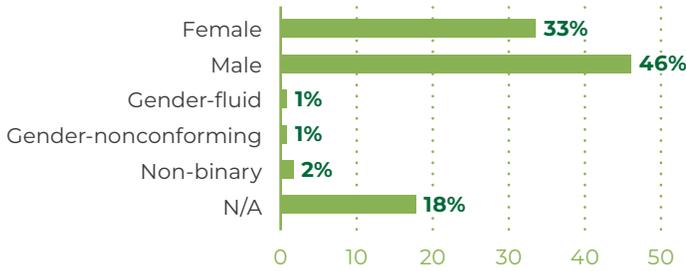
⁹ A statistical analysis was conducted to examine if there was a correlation between respondent's race/ethnicity or disability status and how they responded to the survey questions. The purpose of the analysis was to highlight survey results from demographic groups that may have been underrepresented in the survey data. This analysis showed that there was no statistically significant correlation between respondent's race/ethnicity or disability status and their responses.

Who took the survey?

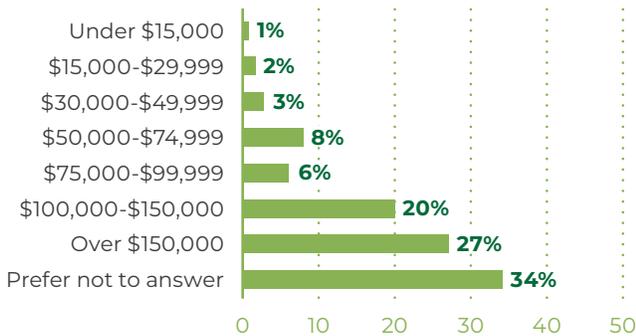
To which race or ethnicity do you most identify? (n=122)



To which gender do you most identify? (n=123)



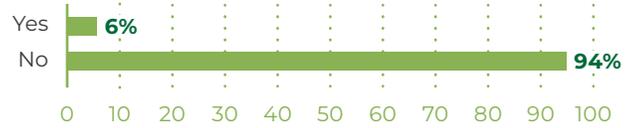
What is your annual household income? (n=109)



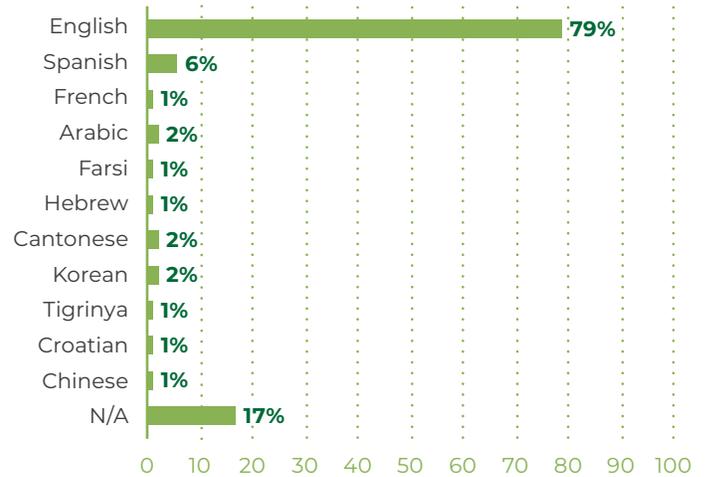
What Zip Code do you live in?



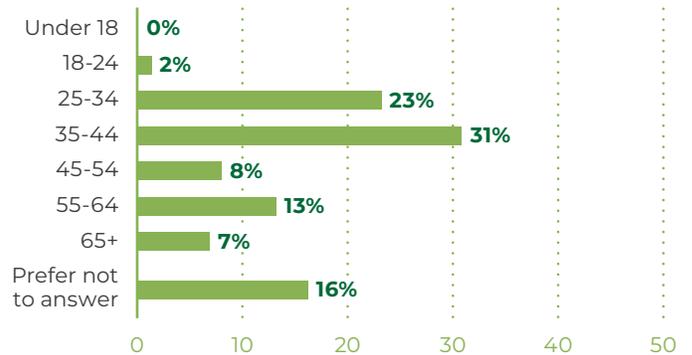
Do you identify as Middle Eastern, South West Asian North African (SWANA), or Middle Eastern North African (MENA)? (n=124)



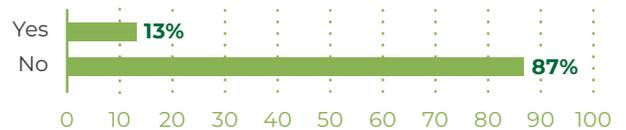
What language(s) do you speak at home? (n=126)



How old are you? (n=121)



Do you have a disability? (n=126)



Survey Results

SIDEWALK IMPROVEMENTS

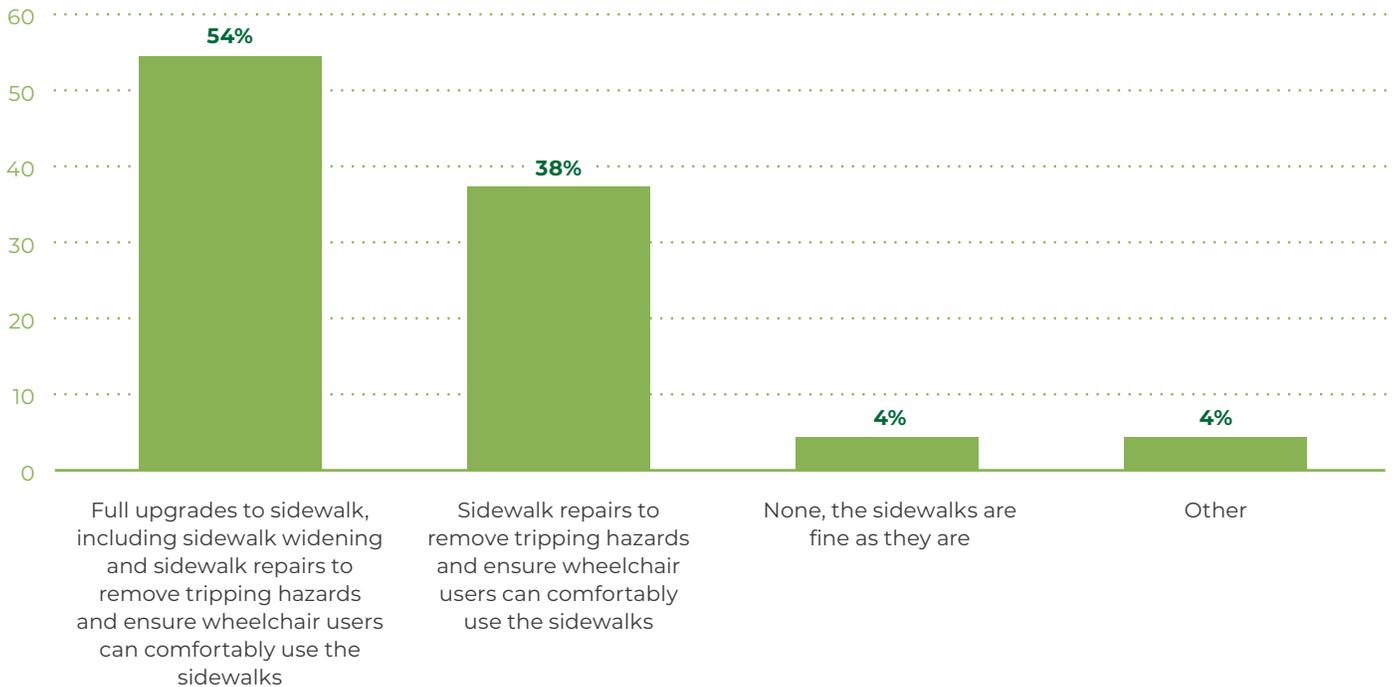
Most respondents (54%) supported full upgrades to the sidewalk, including sidewalk widening and sidewalk repairs to remove tripping hazards and ensure wheelchair users can comfortably use the sidewalks. Thirty-eight percent (38%) thought that slightly less improvements are necessary, and that sidewalk repairs to remove tripping hazards and ensure wheelchair users can comfortably use the sidewalks is all that is required. Few (4%) participants said that nothing should be done, and that the sidewalks are fine as they are. Six participants (4%) selected “Other.”

Of the six respondents who selected “Other,” the main concerns were related to public safety (n = 5). Those respondents would like more lighting, the removal of tripping hazards by repairing the streets for wheelchair access,

and the addition of emergency phones. Other requests were related to sidewalk repairs (n = 3), repainted sidewalks (n = 1), and trees to be planted (n = 1).

Respondents also described where they wished to see major improvements. Mostly, respondents wanted to see improvements all along the project corridor (n = 27). Next, respondents wanted to see sidewalk improvements at and around the BART station (n = 10). A handful of respondents mentioned “all major arterial intersections: Adeline St., Castro St., Market St., Martin Luther King Jr Way, and Mandela Parkway.” (n = 6), as well as at bus stops (n = 6). Finally, several respondents specifically mentioned 7th Street and Union Street (n = 4).

The project may include sidewalk improvements. What type of sidewalk improvements are most important to you on 7th Street? (n=138)

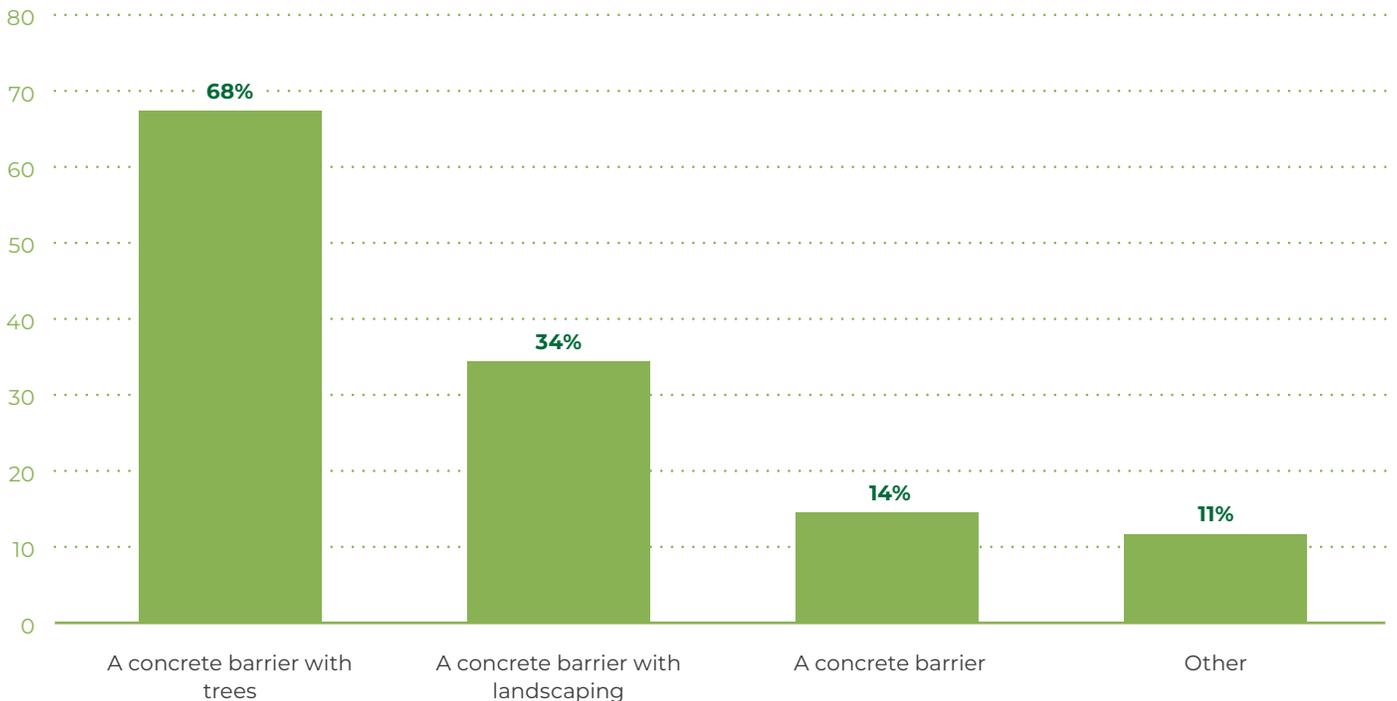


PROTECTED BIKE LANES

Respondents were able to select more than one option when asked about their preference for physical separation for the bike lanes, and 175 total responses were collected. When selecting their preference for the type of physical separation for the bike lane, 94 respondents (68%) reported they would like a concrete barrier with trees. Next, 47 respondents (34%) would like to see a concrete barrier with landscaping, 19 respondents (14%) want a concrete barrier, and 15 respondents (11%) reported “Other.”

Of the 15 respondents who chose “Other,” their primary concern was for bicyclist safety. In general, they liked the idea of trees and plants, since they thought this was most likely the best option to keep bicyclists safe. In addition, one respondent mentioned further protection by preventing cars from parking in the bike lane. Two respondents mentioned the necessity for a bus-only lane as a solution to create safety for bicyclists.

The project will include bike lanes that will be separated from other traffic by a physical barrier. What kind of physical separation would you like to see? (n=138)



TRANSIT AMENITIES

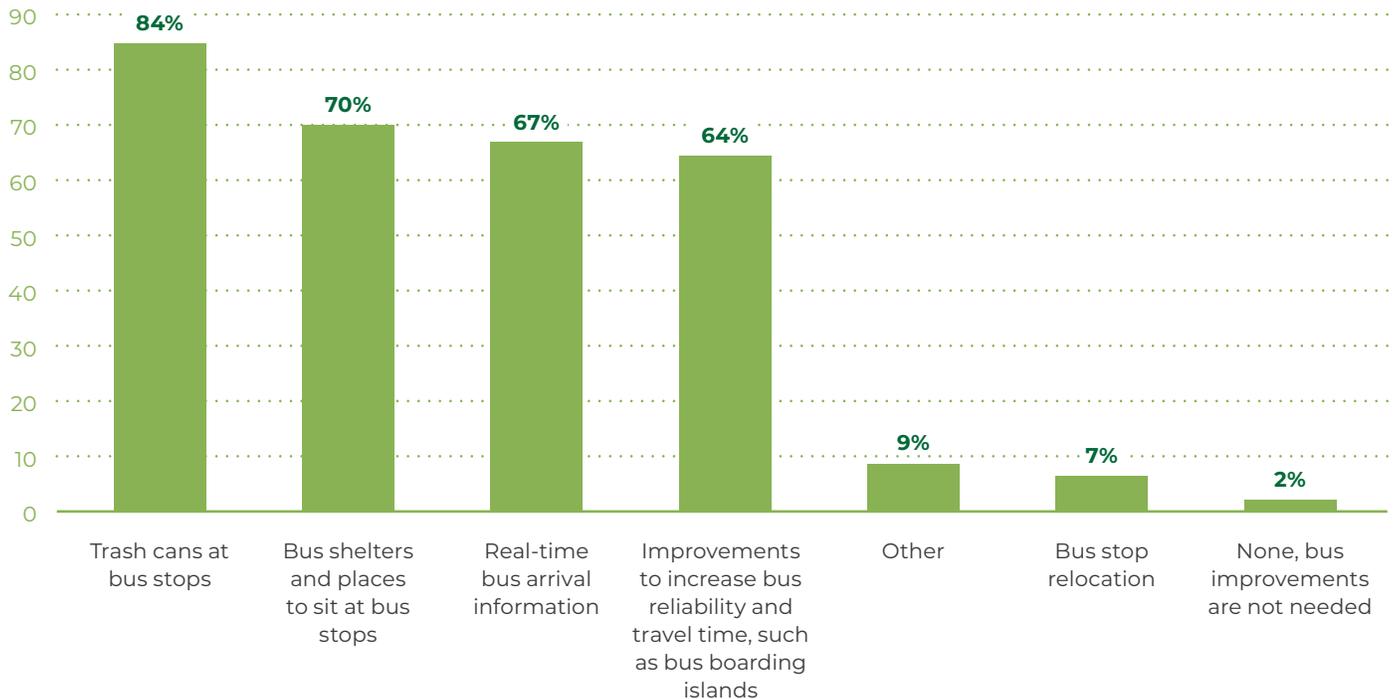
Most respondents (84%) wanted trash cans at bus stops. Next, 70% of respondents would like to have bus shelters and places to sit at bus stops, 67% of respondents would like real-time bus arrival information, and 64% of respondents would like to see improvements to increase bus reliability and travel time, such as bus boarding islands. Finally, 7% of respondents wanted bus stop relocation, and 2% of respondents mentioned no improvements were needed. In addition, 9% of respondents reported “Other.”

Additional feedback was provided by the 13 respondents who wrote in answers for “Other.” One theme emerged for those who were not in favor of boarding islands. One respondent explained, “Crossing bike lanes for boarding islands can be a hazard for pedestrians, are very difficult for ADA folks, and seem to often come at the expense

of bus shelters and benches, I definitely prioritize having infrastructure over islands. As for how to this while still providing protection for bikers...is a hard problem that needs exploring.” Other respondents requested more seating at bus stops with shelter from weather elements. Finally, respondents also proposed a bus only lane, and wanted trash cans at waiting stops.

Respondents were able to suggest locations to remove or install a bus stop. One respondent suggested moving buses into the BART parking lot. Another mentioned adding a bus stop on Adeline (and 7th St.), and one on Market (and 7th St.). Finally, the third respondent explained that the bus stop at 7th St. and Union “gets lost in front of Crucible,” and should be replaced to the corner for better visibility.

The project may include transit improvements. What type of bus improvements would you like on 7th Street? (n=138)



PLACEMAKING

Respondents provided open-ended suggestions on the kind of placemaking they wanted to see on 7th Street. A total of 121 responses were collected. Primarily, artwork such as murals and general décor for the street was noted (n = 59). A few respondents mentioned the importance of artwork being created by local artists who represent the community (n = 3). Also, when mentioning murals and artwork, several respondents expressed concerns of this attracting graffiti (n = 4) and noted regular maintenance would be required to preserve the artwork.

Respondents mentioned wayfinding (n = 23), historical markers (n = 22), and light pole banners (n = 17). Finally, respondents felt that basic improvements and city maintenance should be prioritized (n = 12); and that everything else is secondary to function and safety.

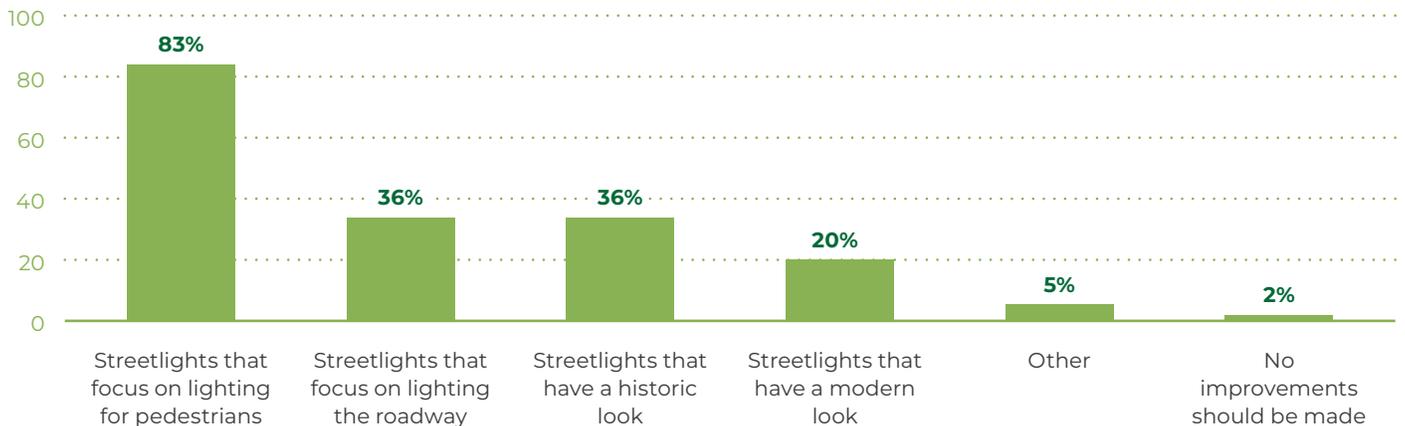
There was an additional theme that was not heavily emphasized but may offer insights. A few participants mentioned the need for messaging (n = 4) that promotes spirit and pride for 7th Street, such as by honoring local culture and accomplishments.

LIGHTING

Most respondents (83%) agreed that streetlights should focus on lighting for pedestrians. Fifty respondents (36%) thought that streetlights should have a historic look, and another fifty respondents (36%) thought that streetlights should focus on lighting the roadway. Then, 20% of respondents thought streetlights should have a modern look, 2% thought that no improvements should be made, and 5% respondents selected “Other.”

Of the 5% who selected “Other,” their primary concern was related to safety. One respondent explained, “Making the public space more beautiful doesn’t solve the main issue. The problem is that this neighborhood has poor security/public safety.” Others mentioned where the City of Oakland should focus lighting efforts to increase safety for pedestrians such as around bus stops, the BART station, Mandela Parkway, and sidewalks on 7th Street in general. These respondents agreed overall that the focus should be on pedestrian safety aside from aesthetics.

What type of lighting is most important to you? (n=138)



TRAVELING COMFORTABLY

Underpass Improvements

Respondents provided their feedback on what improvements would make them feel more comfortable traveling through areas under I-980. A total of 117 responses were gathered. Primarily, respondents wanted more lighting for 7th Street (n = 79). They wanted to see improvements to sidewalks and crosswalks (n = 32), clean streets (n = 31), and the relocation of unhoused individuals (n = 19). Respondents expressed a desire for more space for pedestrians and safety features at street crossings. For example, one respondent described inputting crosswalk time for pedestrians at intersections with stoplights. One respondent suggested that the City provides “services for unhoused and addiction impacted neighbors.” Further suggestions were that the City should provide trash cans and regular street cleaning.

In addition, respondents described various ideas for car restrictions (n = 14) to promote greater safety in the area. Generally, participants wanted a more “pedestrian-focused,” and less “car-focused” intersection. Suggestions included reducing car lanes, calming traffic by restricting high speeds, and placing more stop signs. Additionally, respondents wanted to see more trees and greenery, or a park (n = 14). This would make the area more inviting and help promote more foot-traffic. Similarly, another suggestion was that artwork and murals (n = 11) would help make the underpass more pleasing to walk by and boost morale for residents in the City. Respondents showed support for a separate and protected bike lane (n = 10) as a safe travel alternative.

PARKING

Most people did not feel that parking was a problem or that it was not applicable to them (n = 41). Next, 21 respondents wanted more parking near the BART station, particularly for Oakland residents who are competing for parking with visitors. There were some people who thought that no more parking is needed, or that it should be reduced or removed (n = 8). They primarily wanted efforts directed in other capacities, such as creating more businesses in the area.

Respondents mentioned it would be useful to have more parking by food and grocery stores (n = 6), and the Mandela Co-op was mentioned several times. Respondents stated that more parking should be provided where it serves businesses (n = 5), whether that is for employees or for customers. A handful of people specifically mentioned 7th Street near The Crucible could use more parking (n = 5), and generally all along 7th Street (n = 5).

TREES AND LANDSCAPING

A total of 107 responses were provided when asked about trees and landscaping. Overall, people had nowhere specific in mind and wanted to see trees and landscaping “everywhere,” or “anywhere on 7th Street” (n = 55). More specifically, participants would like more greenery at the BART station (n = 13) and on 7th and Mandela Parkway, including at the Co-op (n = 9). A handful of respondents mentioned putting trees by the freeway or where there are heavier areas of

air pollution (n = 8). People were concerned about air quality and saw the opportunity for more trees to resolve that issue. Then, there was input about placing trees along sidewalks to be enjoyed by pedestrians (n = 6). Finally, concerns about the upkeep of the trees and landscaping were identified (n = 5). While survey respondents liked the idea of more trees and landscaping on 7th Street, they wanted it with the caveat that it would be well-maintained by the City.

OTHER COMMENTS

Respondents were asked if there was anything else that was missing from the project. Of the 138 people who took the survey, 70 replied “Yes,” and gave additional feedback. Five main themes emerged. Primarily, respondents emphasized again the need for trash cans and general cleaning and maintenance of 7th Street (n = 13). Respondents view this as a primary duty of the City before other improvements are made. As one person mentioned, “Maintenance. If Oakland could do one thing to make life better for every living being it would be trash cleanup.” Secondly, respondents would like to see lower speed limits or traffic control and other car restrictions (n = 11). Several respondents talked about reducing car lanes. Additionally, traffic cameras were mentioned for boosting security and accountability. Overall, respondents were looking for lower car speeds to increase safety for pedestrians.

In addition to traffic management, respondents also wanted reduction in truck traffic either by banning their passage through 7th Street (most in favor), or by creating another lane to accommodate them more easily (n = 4). Next, respondents again mentioned they would like to see more greenery in the area and/or making a park (n = 4). Regarding accessibility (n = 2), one participant reported the need for crosswalk buttons and another wrote, “Inclusion of accessibility for blind/low-vision neighbors, beyond improving lighting.”

Some additional ideas that were not categorized into main themes (due to the low number of responses) include: making environmentally-conscious changes to 7th Street upgrades, increasing housing and development in the area, providing a timeline of the project for the public, discouraging loitering, and making cosmetic improvements to the BART station, among others.

Summary of Feedback from In-Person Events

The following analysis represents the culmination of a series of community engagement events (walk and talk site visits, meetings, presentations, etc.) designed to facilitate dialogue and gather feedback on the state and future design of 7th Street. The central objective of these events was to harness the collective wisdom of the community, seeking their perspectives, concerns, and aspirations for this important corridor. This section of the report delves into a detailed analysis of comments from the in-person events.

The top ten key themes from in-person events are presented in descending order beginning with feedback that was mentioned most regarding improvements for 7th Street:

- 1 Sidewalk and curb ramp improvements
- 2 Reduction in vehicle lanes
- 3 Improvements for bus stops and transit shelters
- 4 Adding protected bike lanes
- 5 Sidewalk widening
- 6 Lighting and visibility improvements
- 7 Vehicle speeding
- 8 Bike safety
- 9 Signals and signage additions
- 10 Add or expand medians

The project team engaged with various stakeholders, and stakeholders may have provided feedback on multiple themes. **Table 2** categorizes the major themes of feedback that staff received during community engagement activities and provides a description of what was heard about each of the key themes. For more detailed descriptions of feedback for each key theme, please refer to **Appendix A**.



Community members and OakDOT staff during coffee hour at Prescott Elementary School.

Table 2 Key Feedback Themes from Community Engagement Events

KEY FEEDBACK THEME	SUB-THEME(S)	DETAILS
Road Infrastructure and Design	Protected left-turn lanes	<ul style="list-style-type: none"> • Desire for more protected left-turns • Need left-turn only lanes towards the waterfront
	7th Street is too wide	<ul style="list-style-type: none"> • Need to narrow the street because surplus street space may encourage speeding
	Adding and/or updating medians	<ul style="list-style-type: none"> • Need to prevent U-turns in areas with no median
	Need improved lighting to enhance visibility	<ul style="list-style-type: none"> • Drivers are not always able to see pedestrians and bicyclists at night • Suggestion to increase the number of streetlights
	Improvements needed for bus stops and transit shelters	<ul style="list-style-type: none"> • Desired improvements include addition of shade, trash cans, seating, and rain covers
	Changes to BART	<ul style="list-style-type: none"> • BART should be placed underground • Need for a Park-and-Ride at the BART station
	More signals and signage to improve safety	<ul style="list-style-type: none"> • Suggestions to add in more signals, pedestrian activated flashing lights, signals for pedestrians to cross, and speed radar signs
	Landscaping	<ul style="list-style-type: none"> • Implement a maintenance plan for landscaping • Desire for increased landscaping
	Debris and trash	<ul style="list-style-type: none"> • Need to clear trash and debris
	Sidewalks and curbs	Sidewalk improvements
Widening sidewalks		<ul style="list-style-type: none"> • Street crossing distances are too long
Crosswalks and curb ramps		<ul style="list-style-type: none"> • Add pedestrian signal heads • Install bulb outs • Align curb ramps with crosswalks • Increase number of marked crosswalks • Enhance lighting at crosswalks
ADA accessibility and wheelchair improvements		<ul style="list-style-type: none"> • There is an insufficient number of ADA parking spaces • There is also a lack of ADA-friendly transit areas

Table 2 Key Feedback Themes from Community Engagement Events (Continued)

KEY FEEDBACK THEME	SUB-THEME(S)	DETAILS
Reduction of vehicle speeds	More parking	<ul style="list-style-type: none"> Reduce the number of travel lanes to accommodate additional parking spaces
	Reduce parking	<ul style="list-style-type: none"> Preference for removing parking to create space for biking, walking, and taking transit Concerns were raised about double-parked cars and visibility challenges around parked cars
Bike Infrastructure	Widening or expanding bike lanes	<ul style="list-style-type: none"> Driving lanes are too wide and should be reduced to accommodate bike lanes
	Adding bike parking facilities	<ul style="list-style-type: none"> Install bike racks for people to securely lock their bikes Install bike lockers
	Protected bike lanes	<ul style="list-style-type: none"> Support for having protected bike lanes on 7th Street Concern was expressed about how the protected bike lanes would affect the space for right-turning vehicles
Safety	Safety at transit locations	<ul style="list-style-type: none"> Concerns about going to and from the transit areas due to proximity of the proposed bike lane Suggestions to improve safety by reducing conflicts between pedestrians and bicyclists
	Bike safety	<ul style="list-style-type: none"> Concern about visibility of bicyclists There was another concern about getting passed by cars that are making right-turns
	General safety concerns	<ul style="list-style-type: none"> Certain areas along 7th Street feel unsafe Certain crossings are unsafe for pedestrians
	Removal of train tracks at Union Street	<ul style="list-style-type: none"> Train tracks do not seem safe Need to enhance the integration of the tracks with the sidewalk
	Protected intersections	<ul style="list-style-type: none"> Desire for adding protected intersections in the project area

Table 2 Key Feedback Themes from Community Engagement Events (Continued)

KEY FEEDBACK THEME	SUB-THEME(S)	DETAILS
Traffic	Need for accurate traffic data	<ul style="list-style-type: none"> Need recent traffic study or traffic analysis with accurate data collection, especially concerning turn lanes and truck counts
	Vehicle lanes	<ul style="list-style-type: none"> Preference for reducing the number of vehicle lanes Concerns were raised about excessive crossing distances for pedestrians when there are too many lanes
	Merging lanes	<ul style="list-style-type: none"> There are several areas along 7th Street where there are merge areas, and these are abrupt Suggestions to remove these merge lanes due to their redundancy
	Frequent speeding on 7th Street	<ul style="list-style-type: none"> A few people suggested adding speed bumps to deter speeding
	Collisions	<ul style="list-style-type: none"> Concern around about the possibility of such incidents occurring or mentioned witnessing them firsthand
Police	N/A	<ul style="list-style-type: none"> Concern that police officers don't take action, citing an incident where a vehicle ran a stop sign in the presence of a police officer without any response near MLK Jr. Way and 3rd St. Another commenter requested an increased police presence to enhance safety.
Street closure	Closing Kirkham Street	<ul style="list-style-type: none"> Close off Kirkham Street and turn it into a skate park or a pedestrian-only zone
Project support	Support for the 7th Street project	<ul style="list-style-type: none"> Participants express excitement towards the project, expressing they would take 7th Street after these improvements are implemented. Others endorsed the redesign, believing it to be safer for bicyclists and pedestrians.
Gentrification	N/A	<ul style="list-style-type: none"> The concerns centered around the potential for the 7th St. area to become overly "fancy," with a preference for the project to prioritize safety aspects instead.
Funding	N/A	<ul style="list-style-type: none"> These comments consisted solely of questions, including a concern about the budget constraints and an inquiry regarding how the funds would be allocated toward public transportation to mitigate the impact on displaced drivers.

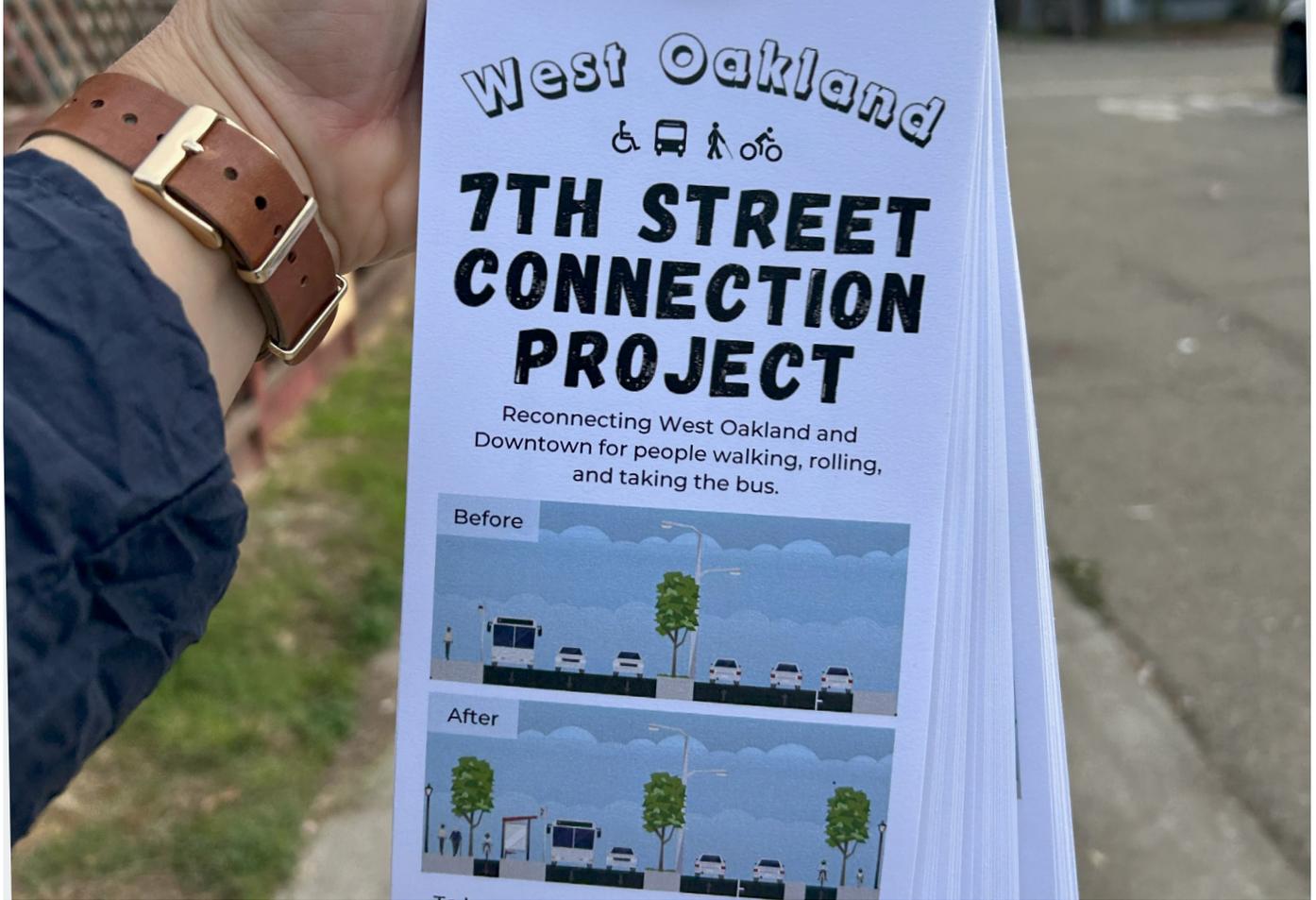
Table 2 Key Feedback Themes from Community Engagement Events (Continued)

KEY FEEDBACK THEME	SUB-THEME(S)	DETAILS
Trucks	Large trucks should not use 7th St	<ul style="list-style-type: none"> • Concerns around excessive speed of semi-trucks • Concerns about poor air quality because of trucks on 7th Street and the negative health outcomes as a result of exposure to air pollution • General desire for trucks to not use 7th Street. Some expressed the desire to ban trucks on 7th Street, in alignment with recommendations from the West Oakland Truck Management Plan • Concerns that people biking would be exposed to emissions from trucks



06

NEXT STEPS



Public outreach materials produced for the project.

Next Steps

As the design progresses on the 7th Street Connection Project, the project team will continue to engage West Oakland residents and stakeholders. The next step for this project is to dive into more detailed project elements, including opportunities for landscaping and public art. In Spring and Summer 2024, the project team will gather feedback on landscaping, street trees, and public art, such as historical plaques or other markers of community significance, and wayfinding. Details will be posted on the project website: www.OaklandCA.gov/7thStreet

The project team expects to complete 100% designs by 2025. Construction for the 7th Street Connection Project is expected to start in 2027 and is anticipated to be complete by 2030.



A

APPENDICES

APPENDIX A

Detailed Descriptions of Qualitative Feedback

The summary of key feedback themes captures the comments received but the total number of themes does not equal the total number of participants that staff engaged with.

ROAD INFRASTRUCTURE AND DESIGN

1. Ten (10) comments discussed the necessity of left turn lanes. Suggestions varied, including reducing the quantity of left-turn lanes along the corridor, introducing more protected left turns such as on Market St., and implementing left-turn only lanes leading towards the waterfront.
2. Four (4) comments provided feedback regarding the width of 7th St. The prevailing feedback highlights concerns about the excessive width of 7th St. and proposes improvements by installing posts to narrow the lanes. This suggestion stems from the worry that the surplus street space may encourage speeding. In contrast, one participant opposed the lane narrowing, contending that it diminishes the available street space in the West Oakland area.
3. Eleven (11) comments expressed support for adding and/or updating medians on 7th St. A concern was raised regarding cars being parked, as well as U-turns being made, in the nonphysical medians prompting the suggestion that installing physical medians could prevent such occurrences. A suggested location to expand medians included 7th St. near the Union St. intersection.
4. Thirteen (13) comments commented on the necessity of improved lighting to enhance visibility. Specific concerns involved the challenges of drivers not being able to see pedestrians and bicyclists at night. One suggested improvement was to increase the number of streetlights, thereby creating a safer environment. Locations where the need for improved lighting was mentioned included Filbert St. and Market St. at their intersections with 7th St.
5. Fifteen (15) comments provided feedback addressing improvements needed for bus stops and transit shelters. The community's desired improvements included the addition of shade, trash bins, seating, and rain covers for boarding islands. Specific locations of concern included Adeline St. and Filbert St. at their intersection with 7th St. Additionally, two comments praised exemplary bus stops located on Telegraph Ave. and on 12th St.
6. Three (3) comments provided feedback concerning the BART within the project area. One participant suggested that the BART be placed underground to free up more ground-level walking space. Another participant suggested Park and Ride at the BART station.

7. Ten (10) comments provided comments regarding the need for more signals and signage to improve safety. Comments suggested that adding in more signals and/or signage such as pedestrian activated flashing lights, signals for pedestrians to cross, signals (intersection of Gerry Adams Way and 7th St.), and speed radar signs would help improve safety in the project area. A participant suggested that adding a traffic signal at the intersection of Filbert St. and 7th St. would make crossing safer in that area.
8. Nine (9) comments offered feedback on the landscaping within the project area. A participant suggested the implementation of a maintenance plan for landscaping, particularly during the fall when leaves are abundant. Approximately six of these comments emphasized the desire for increased landscaping in the area.
9. Six (6) comments discussed the issue of debris within the project area. Participants noted the presence of trash in the area and suggested that collecting the debris would be beneficial. The locations mentioned included 1260 7th St., the roadway between Brush St. and I-980, and along 7th St.

SIDEWALKS AND CURBS

10. Eight (8) comments provided feedback regarding sidewalk improvements. The comments included suggestions to level the sidewalk surfaces, add plants, and add signage on sidewalks. Signage was specifically mentioned as needed on 7th St. near Magnolia St. and Adeline St.
11. Thirteen (13) comments provided feedback regarding widening sidewalks. Concerns included the street crossing distance being too long, which could be reduced if sidewalks were widened. Specific locations where expanded sidewalks were requested included the 7th St. intersection of Market St., the I-980 undercrossing, and Brush St. As well as the north side of 7th St. between Adeline St. and Union St., and the north side of 7th St. opposite Kirkham St.
12. Twenty-six (26) comments discussed crosswalks and curb ramps improvements. These suggestions included adding pedestrian signal heads, widen crosswalk bulb out areas, aligning curb ramps with crosswalks, increasing the number of marked crosswalks, incorporating curb bulb-outs, introducing additional pedestrian scrambles crosswalks, enhancing lighting at crosswalks, and strengthening overall crosswalk safety features. Common concerns revolved around excessively lengthy crossing distances and insufficient safety measures at intersections. Specific locations that participants highlighted included Gerry Adams Way and the area under I-980, where the absence of crosswalks or crosswalk signals was noted, multiple references to safety concerns at Filbert St., and a call for crosswalk markings at Brush St.
13. Five (5) comments provided feedback regarding the implementation of ADA and wheelchair improvements. Concerns were raised about the insufficient number of ADA parking spaces and the lack of ADA-friendly transit areas, specifically at Kirkham St. and 7th St. Suggested improvements included widening sidewalks and adding more ADA parking spaces.

PARKING

14. Three (3) comments expressed a desire to see more parking along 7th St. Suggested improvements included reducing driving lanes to accommodate additional parking spaces.
15. Nine (9) comments discussed reducing car parking on 7th St. Participants expressed a preference for removing parking to create more space for alternative modes of transportation like biking, public transit, and walking. Concerns were raised about issues related to double-parked cars and visibility challenges around parked cars. Specific locations discussed included the Mandela Grocery Cooperative area, and the intersection of Union St. and 7th St.

BIKE INFRASTRUCTURE

16. Eight (8) comments provided feedback related to widening or expanding bike lanes. Commenters expressed that the driving lanes were too wide and should be reduced to accommodate wider bike lanes, and that overall the bike lanes are too narrow. Specific locations of concern were Filbert St., Market St., Gerry Adams Way, and Mandela Pkwy. at their intersections with 7th St.
17. Five (5) participants shared feedback concerning the addition of bike parking facilities. Their suggestions included installing bike racks where individuals can securely lock their bikes and adding bike lockers. Locations discussed by participants include adding bike parking in proximity to businesses near the intersection of Union St. and 7th St.
18. Fourteen (14) participants provided feedback centered on protected bike lanes. These comments either inquired about or support the addition of having protected bike lanes on 7th St. A notable inquiry was

regarding how the connectivity between street bike lanes and sidewalk-level bike lanes would be integrated. Another item of concern was how the protected bike lanes would affect the space for right turning traffic. Adding separated protected bike lanes was recommended on Mandela Pkwy and 7th St.

SAFETY

19. Four (4) comments commented on safety at transit locations. Concerns were raised about exiting and entering the transit area due to the proximity of the bike lane. Participants suggested improving the safety in these types of locations by reducing the conflict between pedestrians and cyclists.
20. Eleven (11) comments discussed the issue of bike safety. One repeated concern raised included the issue of visibility of bikes. Another concern was the potential danger of getting passed by cars during right turns when biking on the road. Specific locations include Gerry Adams Way, Market St., I-980 Undercrossing at their intersections with 7th St.
21. Seven (7) comments addressed general safety concerns. Some of these concerns solely stated that certain areas are unsafe, or the crossing is unsafe. These included Mandela Pkwy. and Filbert St. at the intersection of 7th St. One specific example provided was of a participant witnessing a garbage truck colliding with a pedestrian on 7th St.
22. Six (6) comments discussed removing the train tracks on 7th St. One participant expressed concerns about the safety of the tracks. One suggested improvement was to enhance the integration of the tracks with the sidewalk. A specific location mentioned for train track removal was Union St. and 7th St.

- 23.** Four (4) comments expressed a desire for adding protected intersections along the project area. Specific locations suggested included Mandela Pkwy., Adeline St., and Market St. at their intersections with 7th St.

TRAFFIC

- 24.** Five (5) comments raised questions about whether a traffic study or analysis had been conducted in the project area. Concerns were expressed regarding the timing of these studies to ensure accurate data collection, especially concerning turn lanes (Market St. and 7th St.). Another commenter requested transparency in the traffic studies.
- 25.** Seventeen (17) comments offered feedback concerning the reduction of vehicle lanes within the project area. These participants advocated for not adding more lanes and instead proposed a reduction in the number of existing lanes. Concerns were raised about excessive crossing distances for pedestrians when there are too many lanes. Specific locations mentioned in the comments include Brush St., Union St., Filbert St., and the I-980 Undercrossing, all at their intersections with 7th St.
- 26.** Three (3) comments provided feedback regarding merging lanes. Their concerns centered around the abrupt and redundant nature of these merge lanes, which reappear multiple times along 7th St. They suggested removing these merge lanes due to their redundancy. Locations discussed in relation to this issue include Market St. and Adeline St. at their intersections with 7th St.
- 27.** Eleven (11) comments raised concerns about frequent speeding on 7th St. Three comments proposed a solution to curb speeding by adding speed bumps.

Locations where speeding was discussed included areas near the intersections of 7th St. with Filbert St., Gerry Adams Way, Brush St., and Market St.

- 28.** Six (6) comments said that semi-trucks should not use 7th St. Some commented generally on the need to ensure trucks do not use 7th Street, while others called out a specific concern regarding air pollution that trucks create. Others also noted that trucks speed on 7th Street, highlighting the danger of this for other road users.
- 29.** Five (5) comments raised concerns about collisions on 7th St. They expressed worries about the possibility of such incidents occurring or mentioned witnessing them firsthand. However, no specific solutions or recommendations were offered.

POLICE

- 30.** Two (2) comments shared their thoughts on police presence in the 7th St. area. One comment expressed concern that police officers don't take action, citing an incident where a vehicle ran a stop sign in the presence of a police officer without any response near MLK Jr. Way and 3rd St. The other comment requested an increased police presence to enhance safety.

STREET CLOSURE

- 31.** Five (5) comments offered feedback regarding the closure of Kirkham St. Their suggestions included replacing its road function with either the addition of a skate park or the creation of a pedestrian-only zone.

PROJECT SUPPORT

32. Eight (8) comments conveyed support for the project. Participants express excitement towards the project expressing they would take 7th St. due to these improvements. Others endorsed the redesign, believing it to be safer for bicyclists and pedestrians.

GENTRIFICATION

33. Two (2) comments shared concerns about gentrification in the area. The concerns centered around the potential for the 7th St. area to become overly “fancy,” with a preference for the project to prioritize safety aspects instead.

FUNDING

34. Four (4) comments had inquiries regarding project funds, budgets, and investments. These comments consisted solely of questions, including a concern about the budget constraints and an inquiry regarding how the funds would be allocated toward public transportation to mitigate the impact on displaced drivers.

APPENDIX B

Qualitative Responses that were Not Captured as Key Themes

This appendix contains summaries of comments that were provided during public engagement that were not included within the key themes. These remaining comments have been divided into two categories. The first category were comments that were neither prominent nor cohesive enough to emerge as key themes. The second category includes comments that were related to locations beyond the project's scope. This overview provides additional context and insights that may still be relevant or noteworthy, despite not aligning thematically or locationally.

CATEGORY 1

- ◆ A question was asked regarding whether the age range of people in collisions was being looked at.
- ◆ A comment said this project was not age-friendly.
- ◆ A comment expressed admiration for the Fruitvale project and inquired if this project will be similar.
- ◆ A request was made for examples of other completed projects.
- ◆ A request was provided to align road striping for consistency.
- ◆ Varying types of comments were provided regarding unhoused people.
- ◆ A suggestion was provided to expand the project scope.
- ◆ A desire was expressed to reduce freeways.
- ◆ A comment provided suggestions on where community engagement can take place and another comment stating to have community input.
- ◆ A request was received for free bus passes as well as inquiring about job opportunities in the city.
- ◆ A comment was received suggesting making lane splitting (by motorcyclists) illegal.
- ◆ An inquiry was received asking how one may advocate for a flexible fire safety code interpretation.
- ◆ A comment was made regarding the lack of bicycle programming, and it was added that the area was not aesthetically pleasing.
- ◆ A comment was provided stating they have no basement in their building.
- ◆ A comment discusses the acquisition of their parcel for affordable housing.

CATEGORY 2

- ◆ A suggestion was provided to add posts to narrow vehicle lanes to 11th St.
- ◆ A concern was expressed about overgrown vegetation obstructing visibility at Mandela Pkwy and 16th St. and recommended that this area be trimmed.
- ◆ A suggestion was provided to add stop signs to 16th St., 17th St., and Mandela Parkway.
- ◆ The issue of speeding was discussed near Prescott School and on Campbell St.
- ◆ A participant noted having witnessed serious car crashes near Prescott School.
- ◆ An inquiry was provided regarding the Martin Luther King Jr Way improvements.
- ◆ A suggestion was provided to close car access on Mandela Parkway south of 7th St.

APPENDIX C

Survey Questions

7th Street Connection Project Survey

Welcome! Thank you for your interest in the 7th Street Connection Project, which is focused on 7th Street between Mandela Parkway and Martin Luther King Jr. Way. This short survey has questions that ask for your opinion about the proposed transportation improvements on 7th Street. Your responses will help to inform the development of designs and will be summarized in an engagement report. No personal information will be shared or connected to responses in the report. It should take about 10 minutes to complete this survey.

Here's a brief summary of what the 7th Street Connection Project will cover:

The 7th Street Connection Project aims to reconnect West Oakland and Downtown, create safer and more comfortable ways to travel for those walking, rolling, and taking the bus; improve air quality; and reflect the rich history of the 7th Street corridor through West Oakland. Potential improvements will include:

- Providing an all-ages bicycling connection to Downtown that is fully separated from vehicle traffic
- Shortening pedestrian crossings and installing other crosswalk improvements to improve safety at intersections
- Installing improved pedestrian lighting for increased visibility
- Improving sidewalks to increase pedestrian comfort and accessibility
- Planting maximum carbon and particulate matter-capturing street trees and landscaping in an effort to address air quality disparities
- Upgrading traffic signals, and potentially installing new signals, to enhance safety and reduce truck idling and emissions
- Working with the community to provide artistic, cultural, and place-making elements that highlight 7th Street's history
- Constructing bus boarding islands to improve transit access and reliability
- Installing fiber cable connectivity to improve signal coordination and expand OAK WiFi, a program that provides free internet to Oaklanders to help close the digital divide



Q1: The project may include sidewalk improvements. What type of sidewalk improvements are most important to you on 7th Street? (Select one option)

- None, the sidewalks are fine as they are.
- Sidewalk repairs to remove tripping hazards and ensure wheelchair users can comfortably use the sidewalks.
- Full upgrades to sidewalk, including sidewalk widening and sidewalk repairs to remove tripping hazards and ensure wheelchair users can comfortably use the sidewalks. If so, where would you like these major improvements?* Please describe:

Other, please describe:

*Please note that sidewalk widening may not be feasible along all of 7th Street in West Oakland.

Q2: The project may include transit improvements, such as bus boarding islands, relocation of bus stops, and improvements to bus reliability and travel time. What type of bus improvements would you like on 7th Street? (Select all that apply)

<p>None, bus improvements are not needed.</p> <p><input type="checkbox"/></p>	
<p>Improvements to increase bus reliability and travel time, such as bus boarding islands</p> <p><input type="checkbox"/></p>	

<p>Bus shelters and places to sit at bus stops</p> <input type="checkbox"/>	
<p>Real-time bus arrival information</p> <input type="checkbox"/>	
<p>Trash cans at bus stops</p> <input type="checkbox"/>	
<p>Bus stop relocation. If you have a specific location request to remove or install a bus stop, please describe here:</p> <input type="checkbox"/>	
<p>Other, please describe:</p> <input type="checkbox"/>	

Q3: The project may include improvements to lighting. What type of lighting is most important to you? Select all that apply.

<p>None, the lighting on 7th Street is good as it exists today.</p> <input type="checkbox"/>	
<p>Streetlights that have a modern look</p> <input type="checkbox"/>	
<p>Streetlights that have a historic look</p> <input type="checkbox"/>	

Streetlights that focus on lighting for pedestrians



Streetlights that focus on lighting the roadway



Other, please describe:

Q4: The project will include bike lanes that will be separated from vehicle traffic by a physical barrier. What kind of physical separation would you like to see?

A concrete barrier



A concrete barrier with landscaping



A concrete barrier with trees



<p>Other, please describe:</p> <input type="checkbox"/>	
---	--

Q5: What would help encourage you to travel comfortably through the areas under the I-980 on 7th Street? Some examples include, increased lighting, designs that represent West Oakland, or improved crosswalks. Please describe what underpass improvements you would like:

Q6: What kind of placemaking would you like on 7th Street? Here are examples of what placemaking could look like on 7th Street.



Art on traffic signal cabinets or waste receptables.



Historical markers or plaques.



Murals



Stamped art in crosswalk or sidewalk



Temporary asphalt art



Wayfinding and light pole banners

Please describe what placemaking you would like:

Q7: If you park on 7th Street *where* on around 7th Street is parking most important to you?

Q8: *Where* on 7th Street are trees and landscaping most important to you?

Q9: Is there anything else missing from the project?

- No
- Yes, please describe:

Q10: If you would like to receive email updates about this project, please provide your email address.

Demographic Questions:

The following demographic questions are optional. They help us to understand who we are reaching through our community engagement activities. All responses are anonymous.

To which race or ethnicity do you most identify? _____

Do you identify as Middle Eastern, South West Asian North African (SWANA), or Middle Eastern North African (MENA)?

- Yes
- No

What language(s) do you speak at home? _____

To which gender do you most identify? _____

What is your annual household income? _____

How old are you? _____

What zip code do you live in? _____

Do you have a disability?

- Yes
- No

End of Survey. Thank you!

APPENDIX D

OakDOT Major Projects Division Community Advisory Committee

In September 2023, the City of Oakland Department of Transportation (OakDOT) assisted by 360 Total Concept (360), formed a Community Advisory Committee (CAC) to advise on community priorities and inform projects led by OakDOT's Major Projects Division. Applications were distributed to over 30 local community leaders and organizations, and 10 organizations representing various stakeholder groups (i.e., advocacy organizations, chambers of commerce, neighborhood associations, business districts, faith-based, and/or trades). The Committee consists of 10 members, who have committed to a seven-month term as the projects' community thought partners.

THE CAC'S MAIN DUTIES ARE:

- ◆ Provide guidance to design team on the transportation needs and priorities of the community.
- ◆ Serve as ambassadors sharing information to their network/members.
- ◆ Attend and participate monthly meetings with OakDOT Team, every 2nd Thursday of the month.

More information about the CAC can be found on the Major Projects Division website: www.oaklandca.gov/mpd

APPENDIX E

7th Street Walk & Talk Events

The project team organized two guided walks along 7th Street, one spanning Mandela Parkway to Adeline Street and the other spanning Filbert Street to Martin Luther King Jr. Way. Each participant received a booklet containing the project scope and goals, as well as images showcasing the existing conditions and proposed designs for each block of 7th Street. Participants were encouraged to provide written feedback in the booklets. The booklets had prompts to ask participants to share their thoughts about traveling on 7th Street today and their opinions on the proposed designs.

FOR MORE INFORMATION, PLEASE VISIT THE PROJECT EVENT WEBPAGES:

www.oaklandca.gov/events/7th-street-community-walk-part-1

www.oaklandca.gov/events/7th-street-community-walk-part-1-2



CITY OF
OAKLAND

**DEPARTMENT OF
TRANSPORTATION**

