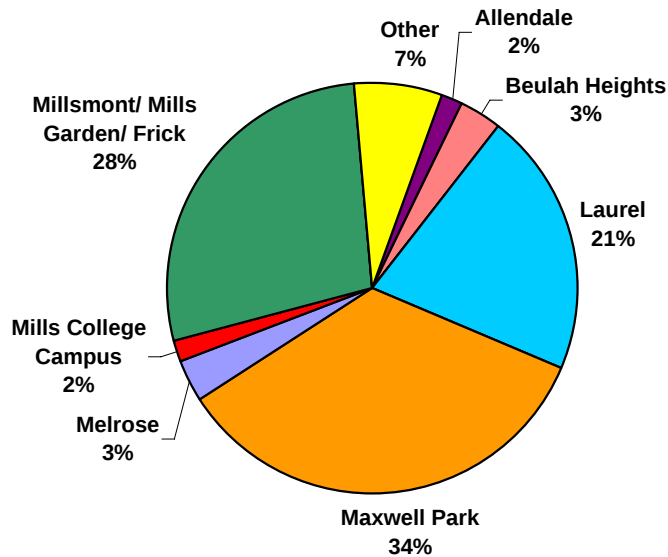




Survey: Selecting a Design Alternative

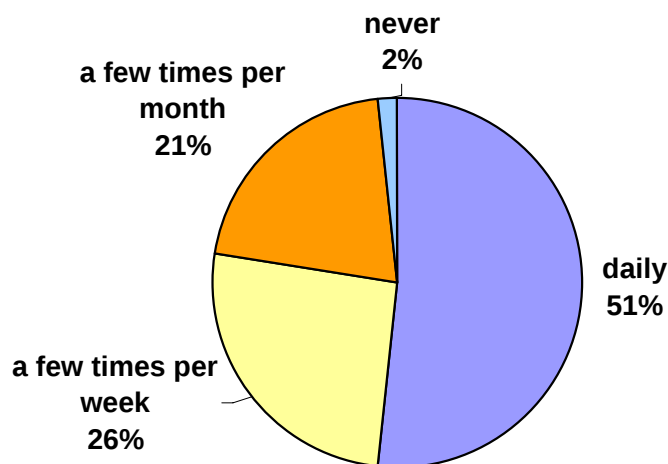
1. In which Oakland neighborhood do you live (or work)? Please select one neighborhood for either your work or your residence, which ever is the closest in proximity to the MacArthur-Mills College neighborhood.

Participant Neighborhoods



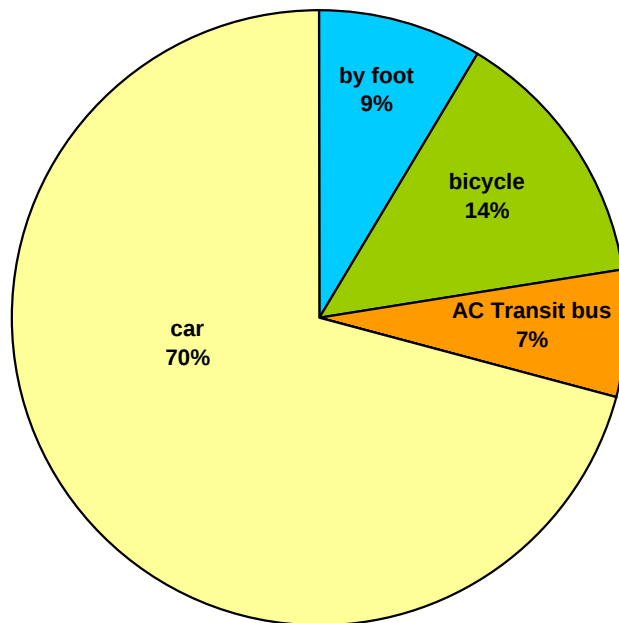
2. How frequently do you use the MacArthur Blvd. corridor, between Seminary Avenue and High Street?

Frequency of Corridor Use



3. What is your most frequent mode of travel along the corridor?

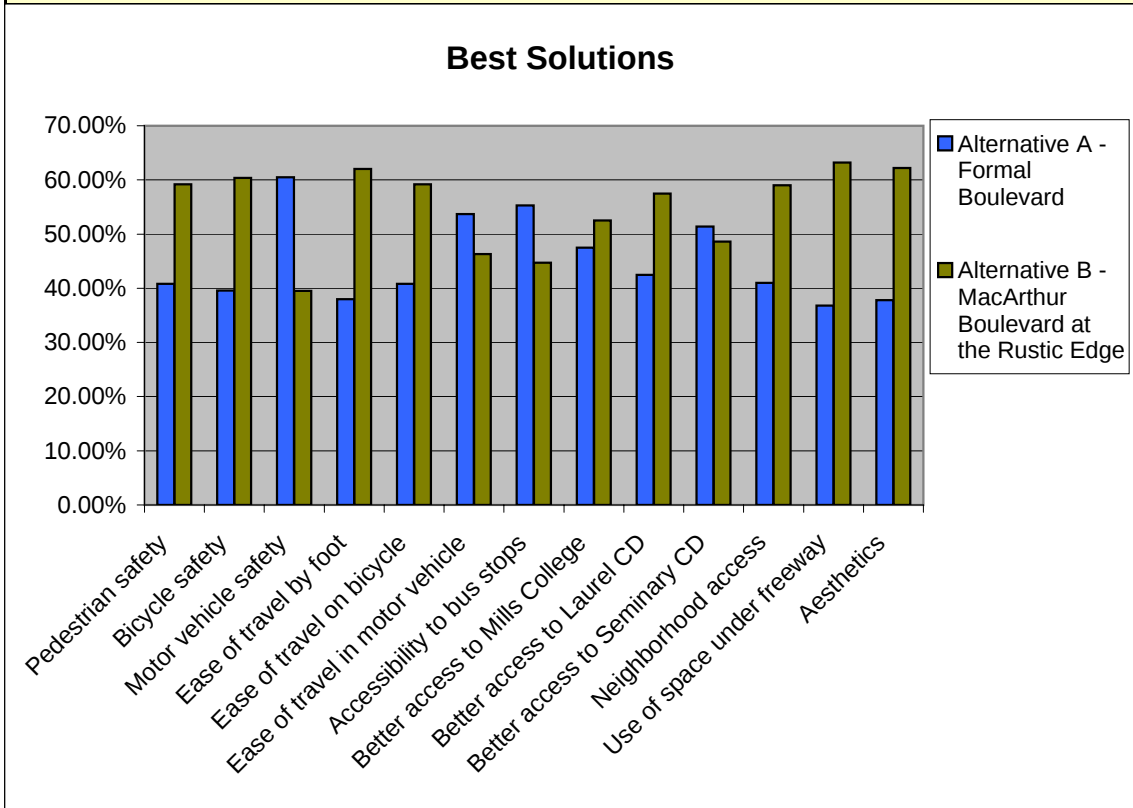
Mode of Travel



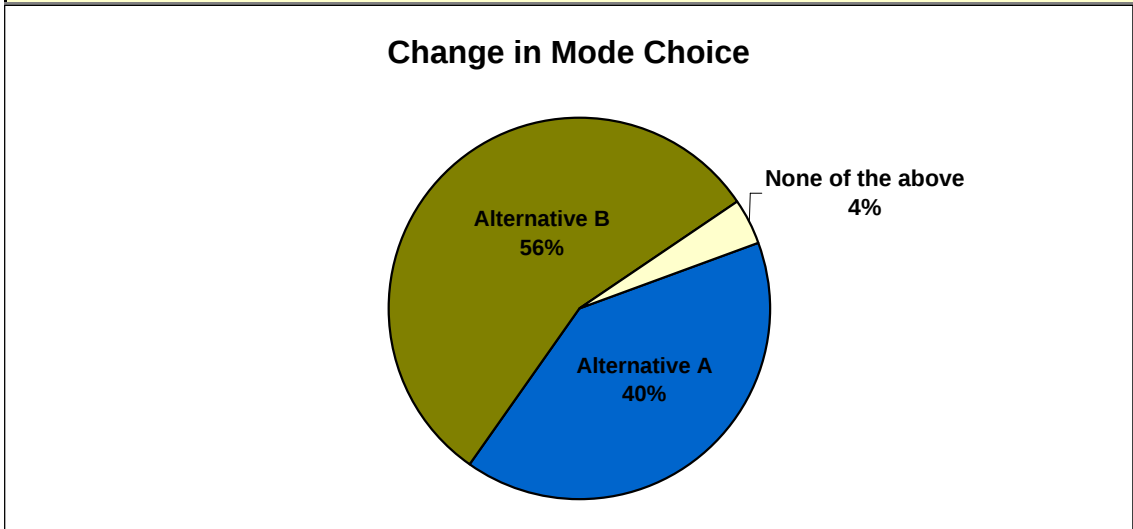
4. What are your largest concerns and highest priorities for the MacArthur corridor?

Rank	
1	Pedestrian Safety
2	Bicycle Safety
3	Ease of Travel by Foot
4	Motor vehicle Safety
5	Ease of travel by bicycle
6	Better access to Laurel CD
7	Aesthetics
8	Use of space under freeway
9	Better access to nearby neighborhoods
10	Ease of travel in motor vehicle
11	Better Access to Mills College
12	Accessibility to bus stops
13	Better access to Seminary CD

5. After reviewing the design alternatives, which option do you think best addresses each of the following issues?

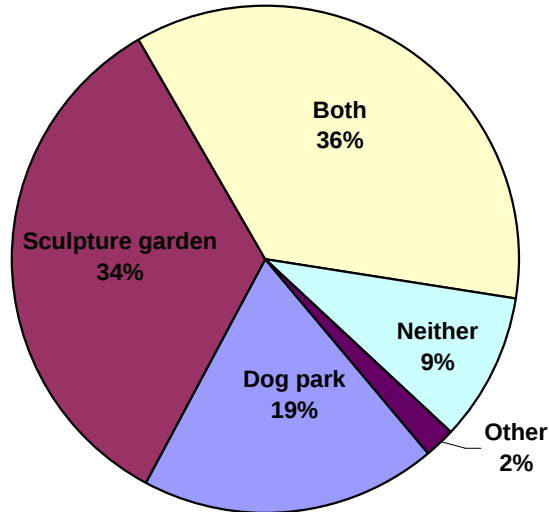


6. Which design alternative would be most likely to encourage you to walk, bike, or use a bus on the MacArthur Boulevard corridor?



7. Which under-freeway use most appeals to you?

Under-freeway Preference



8. What do you like or dislike about the options presented? Was there anything missing?

- 1 Not much missing, it's all covered nicely. I love how the bike and walking path move off to the left under the underpass. I also like the idea of separating bikes and pedestrians from the traffic wherever possible with landscaping. I also prefer the rustic edge to a double row of trees and a median strip, which I think will start looking pretty sorry after a while. There is no real community living along MacArthur that will take care of it.

I also am thrilled at the idea of several new traffic lights! Much needed!!
I also think there has to be some special landscaping in front of the 76 Station!

- 2 I really like the Rustic Edge for reasons stated above. Would it be possible to put a bike line on the road in addition to the shared bicycle/pedestrian path? This way, bicyclists who want to zoom through traffic won't be putting pedestrians in danger but will still have some protection.

- 3 I'd like to make the pedestrian overpass come out to a safe bus stop.

- 4 I live on lower Enos near Mac. It's getting harder and harder to get out of my street due to traffic. I need to know that the traffic is not going to be backed up so badly that I can't get onto MacArthur in either direction.

I don't want to lose the left turn off of the 580 exit onto MacArthur going toward High. I agree it can be confusing, but better signage could take care of that.

- 5 I like that both plans would slow traffic down and would have trees and landscaping. I couldn't tell from the drawings but I remember that there would be better lighting. I like that the freeway on ramp traffic got separated from traffic from the Laurel for safety and the intersections look safer.

- 6 While I believe the options are a huge improvement over the current conditions, I do not believe that a bike lane is necessary on both sides of MacArthur in all areas. I believe the alternatives should focus more on creating a vegetative buffer for residents (ie denser tree planting) for residents who live along MacArthur. I believe that the tree plantings don't necessarily have to be in a "planting strip" but rather can be done with tree grates so that a double row of trees can be planted without making a sidewalk less than 6'. The current "rustic" nature of the Mills College border is ok, but a unified street tree planting would be even nicer.

The median down MacArthur is much needed. Not only will it reduce the overall width of the roadway, but it will slow traffic down.

I wish there was a concept which incorporated a denser residential side planting along with a median. Once again, I think a single bike path along the Mills College side of MacArthur is necessary.

8. continued

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| 8 | I am not crazy about the eucalyptus logs under the freeway. I don't think loitering should be encouraged especially since freeways are so unhealthy and the air quality associated with them is generally poor. |
| 9 | Not a lot mentioned about the safety and convenience of the local residents along MacArthur. What do they want? |
| 10 | While I appreciate trees, it seems that our #1 concern must be with safety. To this end, I'd prefer a design with a median divider, and a shared pedestrian/bike path on one side of the road. I would not get rid of parking either. The median divider is important to avoid head-on collisions. Bus stops MUST have spaces for the bus to pull over, otherwise traffic will be plugged up and frustrations will rise. Slowing down traffic is key, but it must also move along. |
| 11 | Missing is ped/bike safety when traveling southbound on west side of MacArthur just past High. |
| 12 | I love the bike lane! Biking along that stretch is really dangerous currently. |
| 13 | <p>I really like the idea of transforming the under-freeway space into something with a practical use for the neighborhood.</p> <p>I really like both proposals, and I was on the fence about which one to support. Something on the back of my mind is how either one will be upheld. I think that we need to consider the amount of effort needed for upkeep to maintain the beauty of the landscape over the years to come. going with a drought resistant/erosion resistant, low maintenance plan should be a top concern.</p> <p>Thanks for everyone's work to improve this area. I have stopped riding my bike on the stretch of MacArthur Blvd between seminary and High St because of the dangerous encounters I have had. Traffic moves WAY to fast on this stretch, and making the left turn onto 55th from MacArthur is terrifying. 55th is a preferred bicycle path for accessing downtown, so it will be great for the Millsmont community to fix this intersection.</p> |
| 14 | Given the tremendous amount of foot and bicycle traffic on High Street, it seems like it would be much more beneficial to get people from Maxwell Park and Allendale to bike or walk to the Laurel district, not bringing in traffic from Mills college area-- people who will be driving regardless because of the traffic and safety issues near the freeway. High Street is in need of a bicycle lane, as the road continually goes from two lane to one lane all the way to Alameda, creating hazardous driving safety and bicycle safety for people sharing the road. |
| 15 | One thing missing in both alternatives is the path on MacArthur Blvd I currently choose to bicycle on a daily basis(heading home from the Fruitvale Cal-Trans Park and Ride lot). Traveling South from High St., I continue down the hill through the tunnel under 580. It is marked as, "Freeway Onramp" on the right side of the Alternative A map that includes the High St. intersection. This side of MacArthur is more convenient, direct and feels safer despite the rapid pace of the left lane onramp traffic. Both alternatives have bicycles cutting left across both busy lanes of MacArthur at the cross walk only to then cross through the left turning vehicles path and proceed up the unnecessary hill. The alternatives look more dangerous and complex to me than my current daily path home. |
| 16 | The Median divider would look nice but would probably be hard to keep nice. I would be fine just having the outsides planted and maintained. I dont think there is a safety issue having to separate cars. |
| 17 | <p>i love the planted tree median & formal design. I think making the landscape very clear in this neighborhood will encourage use. Transportation/ bike issues are thoughtfully presented. I do think it's important to make the pedestrian edge along the Mills campus feel as safe as possible (being hemmed in against a chain link fence with dense foliage is uncomfortable for a woman walking alone). Having no parking along this side of the street is a good start, as would be low plantings and high tree canopy.</p> <p>Is there any way to get some trees put in the Caltrans linear park along the section where there are no proposed street trees so that the line of trees is visually continuous down MacArthur?</p> |

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| 18 | Would love to see opportunities for businesses (cafes, restaurants, healthy groceries) along Macarthur near Maxwell Park (for example near the 76 gas station). In fact I'd love to see that gas station disappear and nice cafes appear. I know you can't just magically do that, but hey you asked for my opinion. Also, when it comes to "safety" in the area, the main threat to me even when on my bike in the terrible intersections along Macarthur is not the cars but the human criminals. Not sure what could be done to reduce the threat of being mugged, but if there are any ways to reduce this risk we could use them around here. |
| 19 | Very happy about TREES! And giving cyclists some attention! |
| 20 | <p>it is GREAT to improve bike and pedestrian safety in this corridor-- but it begs the big issue of HIGH STREET!</p> <p>it is the most unsafe bicycle street ever. i think that is largely due to it going from 2 lanes to 1 lane every other block. there is no reason for a road to go 2 lanes before a light, then to 1 lane, then back to 2 lanes. this makes driving REALLY dangerous on high street-- because some idiot always speeds up ahead of you when it is two lanes, to then jam on their brakes when it goes to one lane.</p> <p>i only makes sense to make high street have a bike lane-- all the way to alameda. and get rid of this 2 lane to 1 lane business.... no construction would be needed, just repainting of the street. lots of bikers in this area. lots of bikers without helmets. lots of kids on scraper bikes, so it really needs to be done. it is dangerous!</p> |
| 21 | I liked the amount of greenery that would be added to the corridor, as well as the proposed improvements to busy intersections. I also like that there would be designated areas for pedestrians and bicycles. I didn't see on the plans, but I hope that there would be improved lighting in the area to help promote safety at night. |
| 22 | <p>Both options are very well thought out, but I strongly favor option A (boulevard). I have concerns about the rustic edge; who'll keep that space clean? Will it accumulate garbage? Will it provide too much shade and cover for unsavory activities? Also, I strongly favor having a median.</p> <p>I wasn't clear on the intended changes to improve crosswalks. As someone who uses the cross walk daily to cross MacArthur to catch an AC Transit bus to the city for work, I'm hoping for a highly visible, much more safe means to cross the street.</p> |
| 23 | I'm not sure if the idea of benches/seating under the freeway in this area is a good idea. We do not want to encourage loitering, we want to make it feel safe to all neighbors. There is also a lot of pollution associated with freeways so encouraging folks to spend extra time under/near one is not a healthy choice. Not sure about the eucalyptus logs. I imagine kids to do a lot of carving with knives on these logs. I like the up-lights. Multi-colors would be nice. it is dark there even in the day light so they would show up at all times. |
| 24 | I like alternative 2, unsure about vehicle traffic flow. However, keep residents ability to park. But we need a dedicated bike lane. Also like the Finland bike idea. |
| 25 | Stop light at Pierson. |
| 26 | Landscaped median, two lanes total, true intersections (not sweeping curves), removing parking from street, plaza under freeway are all HUGE improvements. |
| 27 | Strongly against the divided concrete median with landscaping for reasons explained in 5. The needs of all neighbors need to be considered, even if they are not represented at the meetings. For example, I heard that eliminating parking along MacArthur would greatly inconvenience a small group of neighbors who have no other parking option. |
| 28 | I think the rustic edge with multi-use path is very appealing - provide benches, trash containers, sculpture, lighting. |
| 29 | We must provide parking between 55th and Richards opposite Mills. If we don't, we are making it a throughway and depriving the residents there of a residential feeling that is enjoyed by most everyone else in the neighborhood. |
| 30 | More trees, 1 lane of traffic, etc. will lead to lower vehicle speeds and give more room for pedestrians and bikes. |

9. How do you think each of the following potential corridor improvements should be prioritized?

1	Sidewalk improvements - pedestrian crosswalks
2	Bicycle lanes/paths & signage
3	Tree planting
4	Intersection and traffic signal reconfiguration
5	Under freeway improvements
6	Bus stop access and improvements
7	Local automobile access
8	Through traffic - automobile
9	Under-grounding utilities
10	Noise abatement
11	Roadway restriping
12	Parking

10. Please provide any additional comments (positive or negative) about the design alternatives here.

- 1 Thanks for the beautiful and very impressive work! It will make a vast improvement to what is there now. After all the traffic is reconfigured and slowed down and we have additional bike and walking paths I have a Can't thank you enough!
- 2 When landscaping, try to choose plants that are cost effective and don't require much maintenance to look good. Also make sure to include ample trash receptacles and street lights. Perhaps consider installing emergency call boxes like the ones they have on college campuses.
- 3 regretfully, i don't have time to look up alternative A & alternative B but want to be included in this survey.

I travel a couple times a week on MacArthur between High St. & 55th Ave. & my main concern is traffic speed. traffic needs to be slowed, however that gets accomplished.
- 4 I am very excited about the prospect of seeing the corridor become an aesthetic attraction. I have bicycled and walked to Mills from the Laurel but it felt so unsafe that I no longer bother. I can hardly wait.
- 5
 1. The space under the freeway should be a space for everyone...not just something dedicated to people or dogs. The primary elements of sculpture and water can be combined into one "park". The eucalyptus logs are unappealing...they will only encourage grafitti and will disintegrate. I encourage the use of colorful materials, berming, shade tolerant plant material, water feature to create a distraction from vehicles which border all sides of the park.
 2. Consider murals for the freeway walls and columns. The concept was done at 580/Harrison and have remained intact.
 3. The new corridor should create an atmosphere that encourages residents to come out and walk along MacArthur. This will be accomplished by ensuring that residents feel safe and not exposed to vehicular traffic. This can be accomplished with lots of trees and perhaps low shrubs. Additionally, slowing traffic down and reconfiguring the intersections as well as corner "bulbouts" are really good ideas.

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| 6 | <p>Thank you! just moved into into the neighborhood near the entrance to Mills College and I definitely would like to see that area fixed up. Doesn't feel safe to walk to Mills with my kids and I would like it to be. Would love to see more green and less litter.</p> <p>Definitely have big concerns about a dog park as mentioned above. Too easy to be misused and bring in irresponsible dog owners. Also can make more mess.</p> |
| 7 | <p>any work being done is an improvement to the neighborhood..anything that improves the safety and reduces accidents is a win win situation</p> |
| 8 | <p>I feel the area is already "rustic" enough which is why I prefer the more formal design. I think it would be easier for the neighborhood inhabitants to keep up the area if it is formal as opposed to rustic. I feel some kind of light sculpture under the freeway would make the area feel safer and encourage more night time walking.</p> |
| 9 | <p>Can't thank you enough!</p> <p>I also urge yuo to take another look at the restriping approaching Hlgh St. My experience driving is that in mid to late afternoon the motor vehicle wait crossing Hlgh St to commercial distickt is commonly 3 even 4 light cycles. Perhaps one reason why the "new" desing for MacArthur business blocks did not get a road diet. (I guess I am doubting your engineereing... or wonder if it matches what City of Oak formula is the same.</p> <p>One more thing before i congratulate you on all the great and creative work.... this survey is daunting for me, and i attended 2 of the 3 meetings including the last one. You are stretching the SurveyMoneky past its limits.</p> |
| 10 | <p>Not sure about the hard angled intersection plan at the corner of MacArthur and 55th. Unless you can convince us that more people will start driving up Seminary to get to the freeways, this design would likely slow down traffic too much and we'd see major congestion along this road. Yet, how to make it safe for pedestrians and bicyclists?</p> |
| 11 | <p>Open space and green space are always appreciated. That is great that is on the city's radar; however, access to needs to be created that is safe for bicycle and pedestrian use. Adding parking spaces (e.g. more car traffic) while simultaneously improving pedestrian/bicycle traffic, seems counterintuitive. With current traffic patterns, having people go to the 580 corridor for a destination spot seems dangerous.</p> |
| 12 | <p>Just having the pot holes filled has made my bicycle commute safer. I regularly have to dodge them by turning out into the traffic lane or heading toward the curb then heading out into the traffic lane suddenly, to dodge the parked cars. Thank you for trying to address this blighted and difficult stretch of MacArthur Blvd.</p> <p>If the Alternative (B) involves having to navigate from a bike/pedestrian path to a crosswalk and dismount to cross in the crosswalk I will just stay on the road with the cars anyway. It is too dangerous to appear suddenly from a path or sidewalk onto a street where cars are not expecting bicycles to suddenly appear. And, it is too inconvenient and slow to repeatedly mount and dismount the bicycle to press a button and walk across in the crosswalk according to law.</p> |
| 13 | <p>I would like to see how this is going to be integrated with the proposed bike masterplan that is currently underway. MacArthur between High and 35th is horribly dangerous for bikes and currently no one has proposed routes beyond arriving to the Laurel district. It's a blind spot in all of the plans I have read. I would love if the High to 35th stretch could get the same cross section as your C-C section in Alternative A!!!</p> <p>I'm excited to see this underway!</p> |
| 14 | <p>It was hard to get a feeling for the designs from the 2D plan view, a 3D model would have helped understand it better. I hope I didn't misunderstand some of the features of the designs. Thank you for the hard work.</p> |
| 15 | <p>How about a mural on the wall under the overpass? A great opportunity for more public art in our community! Thank you so much for finally paying attention to this sadly neglected area. It will go a long way in revitalizing our neighborhood.</p> |

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| 16 | As I stated before I do prefer alternative A, although I do believe that this alternative may disturb the local neighborhoods more. I do feel that pedestrian safety and sidewalk access is the most important! |
| 17 | THANK YOU! I'm very optimistic that we'll see these positive changes come to fruition for our community! |
| 18 | The designs are beautiful! I believe there is a lot of potential. If this is done well, I believe it will draw people to this forgotten community just to see the improvements!
I think it is seen as mostly a drive thru neighborhood now. |
| 19 | Great job! |
| 20 | Alternative 2 but with the same amount of trees on MacArthur as Alternative 1 and with a median. Get Mills to donate more walking space. |
| 21 | Love bike/ped considerations |
| 22 | Roadway restriping to include bicycle lanes is a high priority.
I am inspired by so many people interested in improving the area! accessibility! safety! aesthetics! |
| 23 | Please distinguish better the difference between pedestrian only path and bike only path and the combined path. More color difference would help. |
| 24 | I have not heard anything to help contrast the two alternatives with regard to the areas I didn't mark.
Actually, both designs look good. |
| 25 | Great that proposed improvements are moving forward. |
| 26 | Alternative one with medians seems less appealing - waste of valuable space. Do medians calm traffic?
They will become weedy and trash filled, no-mans land.
I like the idea of requiring landscaping on commercially zoned lots facing MacArthur between High Street and Green Acre. |
| 27 | It would be wonderful if MacArthur could have some of the curves removed. |