

APPENDICES



APPENDIX A: PUBLIC ENGAGEMENT SUMMARY

In-person events were held in conjunction with other local events, like farmer's markets and holiday festivals, between June and August 2018. More than 500 comments were received at these events. Comments ranged significantly: they ranged from describing challenges at specific locations to general concerns throughout Berkeley to innovative ideas intended to spark pedestrian activity.

Comments from community members highlighted several key themes:

- **Accessibility concerns** on broken, deteriorating, or blocked sidewalks
- **Unsafe or uncomfortable crossing conditions**, including crossings that are poorly lit, where collisions have occurred, where vehicle speeds are too high, and where crossing times are too short
- **Lacking pedestrian-oriented or pedestrian-only spaces**, like plazas and walking paths, and **pedestrian amenities**, like street trees and seating
- **Confusing or unsafe roadway design** for pedestrians to navigate
- **Insufficient or low-quality pedestrian connections to access transit stations**
- **Feelings of insecurity** on isolated paths or on missing or narrow sidewalks
- **Unsafe driver behavior** at pedestrian crossings

Open houses provided another in-person opportunity to hear from community members. The first open house was held in December 1, 2018 at the Frances Albrier Community Center, and the second was held in December 7, 2019 at Ed Roberts Campus. Together, more than 60 people attended the open houses to comment, identify priorities, and speak with staff to suggest how to improve walking in Berkeley based on their own experiences, observations, and knowledge. Open houses were also an opportunity for the project team to share the Plan's technical approach and recommendations with community members.

Comments from open house attendees highlighted several key themes:

- Crossing certain streets is **perceived as dangerous** or risky. This can be improved by slowing vehicle speeds and making pedestrians more visible at such locations.
- Drivers should adhere to traffic laws, and enforcement of those laws should be done in a way that minimizes or **eliminates potential for bias**.
- **Improving human-scale lighting** is needed at crosswalks to increase both comfort for people crossing the street and visibility of the crosswalk for drivers.
- Providing ample and automatic **time for people to cross the street** is preferable to relying on buttons that pedestrians have to push to cross the street.
- Maintaining a high degree of **sidewalk quality** and reducing the prevalence of cracked sidewalks is a priority across Berkeley.

A variety of online engagement was incorporated into the Pedestrian Plan to augment in-person events, including a project website, interactive online WikiMap, and public survey.

Website

The **project website** (www.walkberkeley.info) – was linked to the City of Berkeley’s website (**Figure A-1**). The website was updated throughout the project as milestones were reached. The website included the following components:

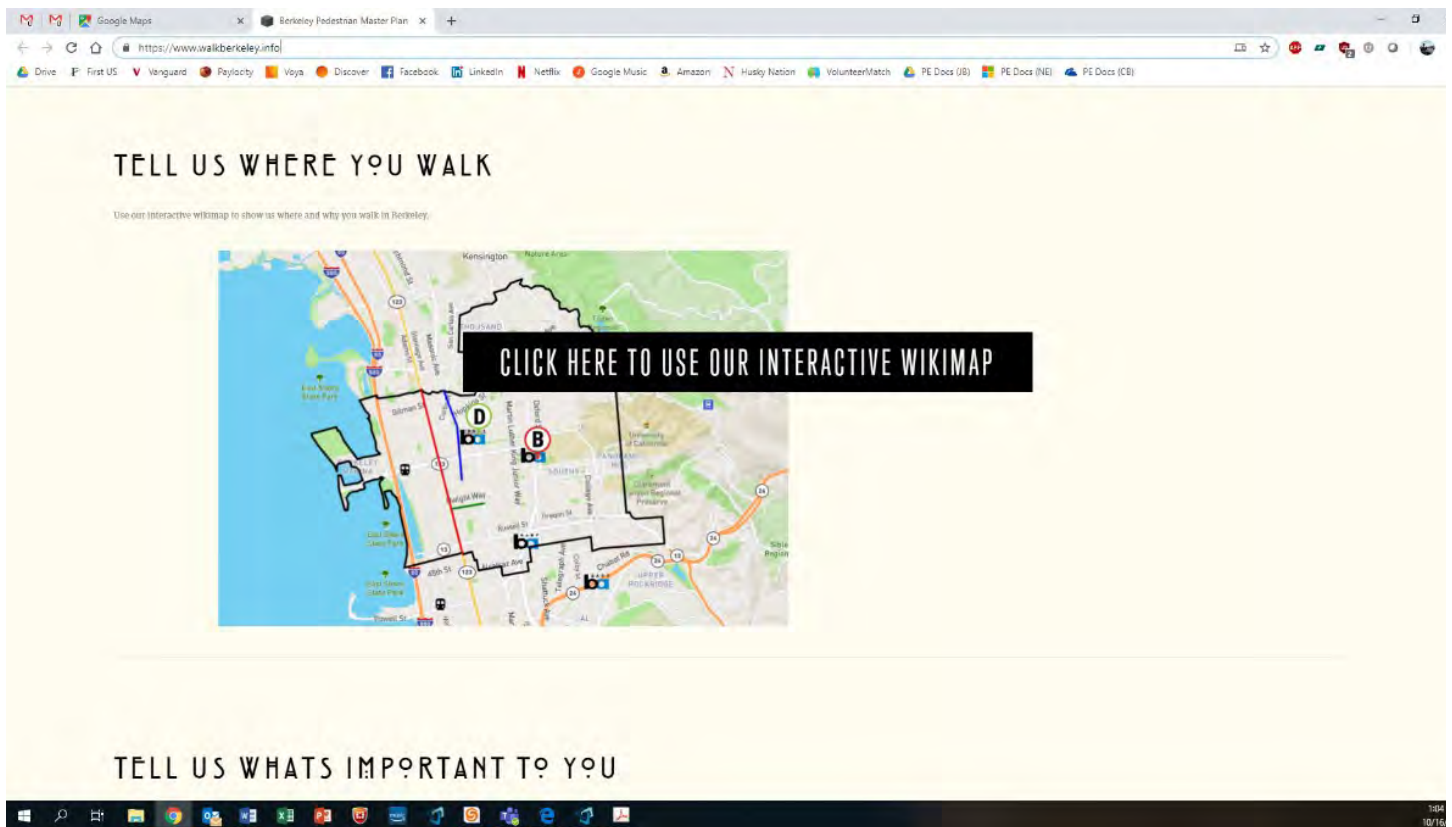
- Project overview/description
- General project schedule and planning process
- Public engagement activities list and dates
- WikiMap link
- Public survey
- Draft working papers

In 2018 during the initial phases of the project, there were 1,014 pageviews and 663 unique visitors who provided map-based comments or responded to surveys. In 2019 during the later phases of the project, there were 346 pageviews and 261 unique visitors when fewer online events were occurring and people were using the site for finding out information on in-person events.

A majority of visitors to the site accessed the site directly using the URL (56 percent) while a smaller number accessed the site through the City of Berkeley’s website (23 percent). Shares of the project site in Facebook, through Google searches, or by Berkeleyside.com rounded out the remaining sources of access.

Beth Thomas, Principal Planner, was listed as the project contact for community members who had additional questions.

FIGURE A-1: SCREENSHOT OF THE PEDESTRIAN PLAN PROJECT WEBSITE



Interactive WikiMap

An **online WikiMap** was embedded in the project website and included in all social media postings. The map asked questions regarding current routes that residents either enjoy or find uncomfortable to walk along, where barriers to walking exist, destinations that people would like to walk to, and great streets/paths in Berkeley (**Figure A-2**).

As shown in **Figure A-3**, respondents provided WikiMap feedback most commonly in the following locations:

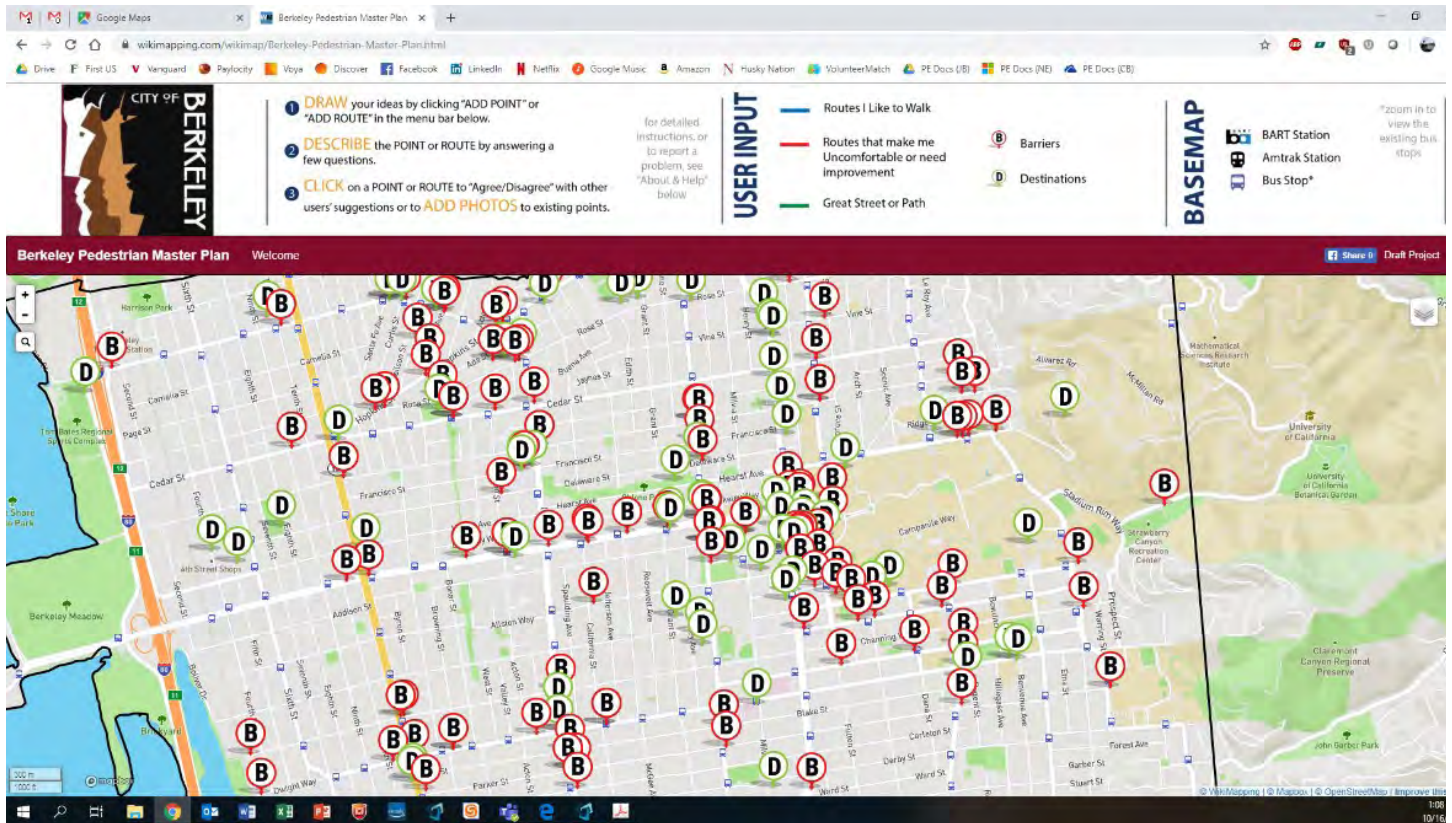
- Downtown Berkeley, South Berkeley, and Westbrae neighborhoods
- UC Berkeley campus
- In the vicinity of all 3 Berkeley BART stations
- Shattuck Avenue, University Avenue, Adeline Street, and commercial corridors

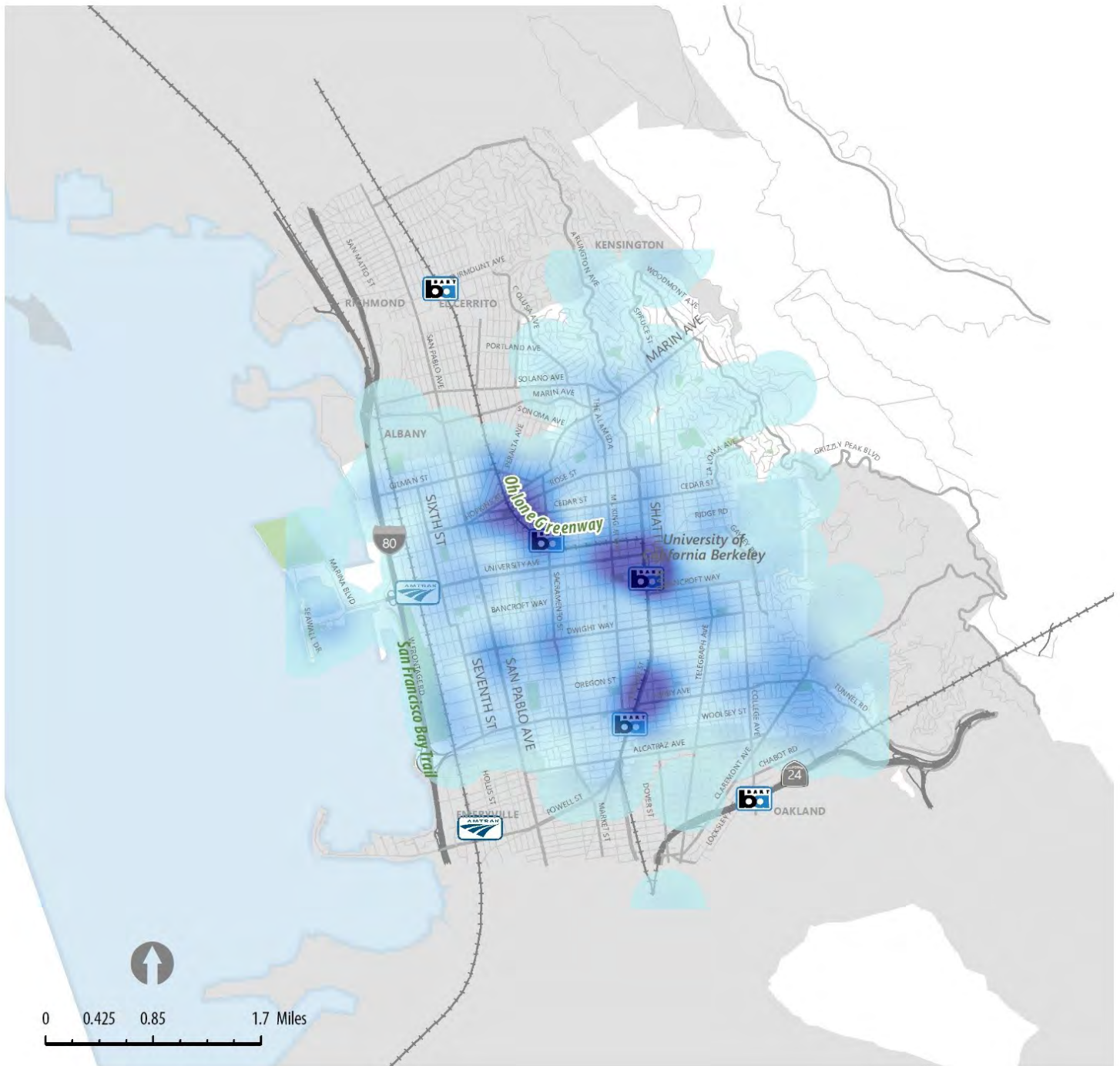
In total, 239 people used the online Wikimap and provided 846 individual comments on potential locations for improvements to walking in Berkeley.

Based on optional demographics questions answer by 202 participants the following trends were identified:

- The zip codes with the highest resident participation include 94702 (covering an area generally bounded by San Pablo Avenue to the west, Sacramento Street to the east, Gilman Street to the north, and Alcatraz Avenue to the south) and 94703 (covering an area generally bounded by Sacramento Street to the east, MLK Jr. Way or Shattuck Avenue to the east, Hopkins Street to the north, and Oakland City Limits to the south), each with 17 percent of the inputs respectively.
- More than 55 percent of respondents were female, 31 percent were male, 2 percent identified as other, and remainder preferred not to say.
- Almost three-quarters of respondents identified as White (74 percent), while African-American or Black and Latinx respondents each represented under 5 percent of participants.

FIGURE A-2: SCREENSHOT OF WIKIMAP





**FIGURE A-3:
HEATMAP
OF WIKIMAP
COMMENT
RESULTS**



Online Survey

An **online survey** collected input from residents on topics such as their personal transportation preferences, travel habits, and issues or opportunities related to walking in Berkeley. The project website had a link to the survey, and the first round of project workshops had a laptop with the survey page open. There were 427 complete survey responses and 192 partial survey responses. Key takeaways from the survey include:

- To get to work or school, a majority of respondents (62 percent) walk at least once a week, 12 percent walk 1-3 days per month, 7 percent walk less than once per month, and 19 percent never walk.
- Many walking trips are combined with other travel modes such as public transit, bicycling, driving alone, and rideshare.
- The main reasons cited for people who drive alone to work are that it is quickest and most convenient, an irregular work schedule makes using other modes difficult, it is convenient to run errands on the way to/from work, and transit takes too long.
- To get somewhere other than to work or school, 86 percent of respondents walk at least once per week, followed by 9 percent who walk 1-3 days per month, 3 percent who walk less than once per month, and 2 percent who never walk.
- Most trips are between 1 and 3 miles in length, regardless of trip purpose.
- School-aged children use a variety of modes to get to school. Students are dropped off by family in a personal vehicle (approximately 60 percent), walk (approximately 40 percent), bike (approximately 35 percent), and take public transit (approximately 20 percent). Other modes (e.g., school bus) are less frequent.
- Distance to school, lack of safety from traffic, and the time it takes to get to school are the most common reasons that discourage children from walking to school.
- Sidewalk connectivity to destinations, sidewalk maintenance, perceived safety due to crime, safety and perceived danger at street crossings, traffic speeds and volumes, and street lighting are the most important factors when Berkeley residents are deciding whether to walk somewhere, for any trip purpose.

- Shattuck Avenue and College Avenue are favorite streets for residents to walk on because of shopping, restaurants, and interesting destinations. Milvia Street is a favorite street because it is quiet, residential, and has nice landscaping.
- Improved street lighting, more pedestrian signals at intersections, better sidewalk and path maintenance, increased traffic enforcement, lower vehicle speeds, and more traffic calming infrastructure are the most common improvements that would encourage respondents to make more trips on foot in Berkeley.
- Respondents indicated that the City should prioritize walking improvements at pedestrian collision locations; along and across busy streets; and on routes to schools, parks, libraries, and transit.

Detailed survey results were provided in a report and provided to the City. Survey questions are included below.

GENERAL TRAVEL HABITS

1. During the last year, how frequently did you use each of the following options to travel to work or school? Check the appropriate boxes.

	Never	Less than once a month	1-3 days a month	At least once a week
Drive alone in personal car, truck, van, or motorcycle				
Carpool with others (car or van)				
Public transit (Bus, BART)				
Paratransit				
Employer-provided shuttle				
Bicycle				
Bike share				
Scooter share				
Walk				
Taxi (Includes Uber, Lyft etc.)				
Use wheelchair/mobility aid				
Combination of multiple travel modes (bike to a transit station, drive to a vanpool location, etc.)				

2. On Question 1, if you selected “Combination of multiple travel modes,” what travel modes are involved in your trip? Check all that apply.

- Personal vehicle (drive alone)
- Carpool / Vanpool
- Public Transit
- Paratransit
- Employer-provided shuttle
- Bike
- Bike share
- Scooter share
- Walk
- Use a wheelchair/mobility aid
- Taxi
- Other _____

3. If you most often drive alone to work, which of the following are the main reasons? (Check all that apply.)

- Don't usually drive alone to get to work
- Driving alone is quickest/most convenient
- Privacy
- Irregular work schedule
- I take a child to school or child care on the way to work
- Need to make stops or run errands on the way to or from work
- Need to come and go from work during the day
- Personal reasons/commitments
- Work reasons/commitments
- Don't have access to or want to take a shower at work if I walk or bike
- Walking or biking is not safe
- Too hard to get to transit stop/station from home
- Too hard to get to transit stop/station from work
- Bus or rail is not available
- Takes too long to use public transportation
- Public transportation costs too much
- Public transportation is not safe
- Paratransit is not available or convenient
- Sidewalks are not traversable while using a wheelchair or mobility aid
- The route I would use does not have curb ramps
- Tactile detectable warning surfaces are either confusing or not present
- Other, please specify

4. How often do you walk or use a wheelchair/mobility aid for the following reasons:

	Never	Less than once a month	1-3 days a month	At least once a week
To get somewhere other than work or school (e.g. to go to a restaurant, run errands etc.)				
Fun/recreation/exercise				

5. How far do you typically travel (one-way) for the following types of trips (using any form of transportation)? Please make your best guess about distances.

	Less than ½ mile	½ to 1 mile	Between 1 and 3 miles	Between 3 and 5 miles	Over 5 miles	Not applicable
Work						
School						
Errands						
Grocery Store						
Restaurant/Coffee Shop						
Exercise/Recreation						

6. Do you have school-aged children?

- Yes
- No

7. How do your child(ren) typically travel to/from school? (Check all that apply.)

- Walk
- Dropped off by family
- Dropped off by non-family
- School bus
- Public transportation (bus/rail)
- Paratransit
- Bike
- Scooter
- Wheelchair or mobility aid
- Drive themselves alone or with siblings
- Other _____

8. Please indicate which, if any, of the following factors discourage your child(ren) from traveling to/from school by walking or using a wheelchair/mobility aid. (Check all that apply.)

- Takes too long
- Inconvenient
- Not safe from traffic
- Not safe from crime
- Distance to school
- It isn't "cool"/peer pressure
- Lack of sidewalks
- Lack curb ramps
- Tactile detectable warning surfaces are either confusing or not present
- Sidewalks in poor condition (cracks, uneven surface, etc.)
- Obstacles on sidewalk (light poles, trees, etc.)
- Other _____

WALKING IN BERKELEY

9. How important are the following when considering whether to walk or travel using a wheelchair/mobility aid somewhere, like to work or to run errands?

	Not important	Somewhat important	Very important
The existing sidewalks and trails do not go where I need to go.			
The existing sidewalks and trails are not maintained properly.			
The area feels unsafe due to crime.			
The sidewalks are too close to the roadway.			
Crossing the street is too difficult (not enough places to cross).			
Crossing the street is too difficult (I have to wait too long).			
Crossing the street feels too dangerous.			
There are not many destinations (grocery store, jobs, shops, school, park, transit station) close-by.			
I don't have anyone to walk with me.			
I don't enjoy walking.			
There is not enough shade to keep me comfortable on the walk.			
The existing sidewalks and trails do not provide safe access for my wheelchair or mobility aid.			
The people I know don't walk other than for exercise.			
I need a car in order to pick up children from school or activities.			
There are too many cars going too fast.			
There isn't enough lighting in the areas where I would walk.			
Are we missing anything important? Please write in comment box...			

10. What is your favorite street to walk or travel on using a wheelchair or mobility aid in Berkeley?

11. Why is this your favorite street?

12. What types of improvements would encourage you travel more in Berkeley by walking or by wheelchair/mobility aid? Select up to three.

- Better/more sidewalks
- Better/more trails
- Lower vehicle speeds
- More traffic calming infrastructure (ex. curb extensions, speed bumps, etc.)
- More pedestrian crossing signals at intersections
- Improved street lighting
- More crosswalks at intersections
- More crosswalks in the middle of the block (not at an intersection)
- Better maintenance of existing sidewalks and paths
- Employer incentives to walk to work
- Increased traffic enforcement for safer driving and biking around pedestrians
- Better sidewalk and trail connections to transit stops/stations
- More trees, shade, benches or other amenities along my route
- Adult walking programs
- More curb ramps
- Audible pedestrian push buttons
- Installing tactile detectable warning surfaces
- Modifying existing tactile warning surfaces to provide better clarity
- Other _____

13. Where should the City prioritize walking improvements first? Select up to three.

- Places where pedestrians are involved in traffic crashes
- On routes connecting people to schools, libraries, and parks
- On routes connecting people to transit stops
- To serve people who rely on walking the most
- To serve people who rely on the use of wheelchairs or mobility aids the most
- Along and across busy streets
- On streets connecting to businesses
- In areas with the most people walking
- In areas with the most people using wheelchairs or mobility aids
- Other _____

14. Is there anything else you'd like to tell us about walking or using a wheelchair/mobility aid in Berkeley?

ABOUT YOU

The following questions will help City staff ensure that people throughout Berkeley and from different backgrounds are participating in this process. Remember that your responses to the survey questions are completely anonymous.

15. What neighborhood do you live in?

16. Your age

- Younger than 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65+
- Prefer not to respond

17. Other than yourself, are any members of your household: (Check all that apply.)

- Under age 18
- Over age 65
- Not applicable
- Prefer not to respond

18. What is your gender identity?

- Female
- Male
- Other (Please specify): _____
- Prefer not to respond

19. Which best describes the building you live in?

- One-family house detached from any other houses
- Duplex or townhouse
- Apartment or condominium
- Other
- Prefer not to respond

20. Do you rent or own your home?

- Rent
- Own
- Prefer not to respond

21. How many people live in your household?

- Adults _____
- Children _____
- Prefer not to respond

22. Do you have difficulty with any of these activities? (Check all that apply).

- Climbing stairs
- Talking
- Lifting or carrying a package or bag
- Seeing
- Hearing
- Walking ¼ mile
- Not applicable
- Prefer not to respond

23. How many of the following does your household own or normally have use of?

	0	1	2	2 or more
Passenger vehicle (cars, SUVs, etc.)				
Motorcycle, scooters, etc.				
Bicycles				
Electric-assist bicycles				

24. How many vehicles does your household have access to?

- 2
- 3
- 4 or more

25. What is your race/ethnicity? (Mark one or more races to indicate which race you consider yourself to be.)

- American Indian or Alaskan Native
- Asian, Asian Indian or Pacific Islander
- Black or African American
- White
- Hispanic/Latino
- Other
- Prefer not to respond

26. What is your level of education? (If currently enrolled, indicate the highest degree completed).

- Some high school, no diploma
- High school diploma or equivalent (GED)
- Some college, no degree
- Associate degree
- Bachelor's degree
- Advanced degree
- Prefer not to respond

