

Ohlone Greenway Safety Improvements Project

Public Input Survey

Thank you for participating in the survey for the Ohlone Greenway Safety Improvements Project!

It should take about 10-30 minutes to complete this survey depending upon the number of areas you comment on. Your responses will help the City of Berkeley in providing a safer experience for users of the Ohlone Greenway. **Please complete this survey by March 1, 2023.**



The City is planning improvements along the part of the Ohlone Greenway multi-use pathway from **Virginia Gardens** to the south to the **Santa Fe Avenue** intersection to the north to better accommodate the needs of users and improve safety, especially at roadway intersections and during non-daylight hours. The project will include widening of the pathway where feasible; improving crossings, lighting, and landscaping; and completing the Greenway section on Peralta Avenue.

The southern Project limit, at Virginia Gardens, coincides with the northern limit of Bay Area Rapid Transit's (BART's) upcoming work to improve the Ohlone Greenway southward to the North Berkeley BART station.

The survey has 3 sections that will ask you:

1. **How you use** this part of Ohlone Greenway pathway.
2. **What your experiences** are at different locations along the Greenway, and **what you think** about design concepts and design options for improvements along the Greenway.
3. Finally, we would like to know a bit **more about you**.

If you have any questions regarding this survey, please email ohlonegreenway@cityofberkeley.info.

1. How do you use this Part of the Ohlone Greenway?

These questions pertain to your use of **this part** of the Ohlone Greenway (between Virginia Gardens and Santa Fe Avenue).

1. How often do you use the Greenway? (Select only one)

- _____ times per **day**
- _____ times per **week**
- _____ times per **month**

2. What time of day do you use the Greenway? (Select all that apply)

- Morning
- Afternoon
- Evening

3. What activities do you use the Greenway for? (Select all that apply)

- Recreation/Exercise
- Commute - work
- Commute - school
- Shopping/errands
- Other (please describe): _____

4. How do you get to the Greenway? (Select all that apply)

- Walk
- Run/jog
- Bike
- Drive
- Transit
- Other (please describe): _____

5. How far do you live from the Greenway? (select only one)

- <1/4 mile (about 8-10 min. walking distance)
- 1/4 – 1/2 mile (about 10-15 min. walk)
- 1/2 - 3/4 mile (about 15-22 min. walk)
- 3/4 - 1 mile (about 20-30 min. walk)
- > 1 mile

6. How do you travel on the Greenway? (Select all that apply)

- Walk
- Run/jog
- Bike
- Other (please describe): _____

7. Is there anything else you want to tell us about how you use this part of the Greenway?

2. What do you think about specific locations along the Greenway?

This section is organized by segments and street crossings along **this part** of the Ohlone Greenway (Virginia Gardens to Santa Fe Avenue).

Skip over questions about the parts of the Greenway you do not use or do not have comments about.

Upgrades are planned to focus on:

- Improving safety of pathway/roadway intersections, including more clear lines of sight.
- Widening the pathway to a minimum of 12 feet where feasible to better separate users of different speeds (e.g., pedestrians and bikes).
- Completing the pathway gap on Peralta Avenue to improve safety.
- Enhancing pathway lighting to improve safety and security.

2.1 Virginia Gardens to Cedar Street Segment

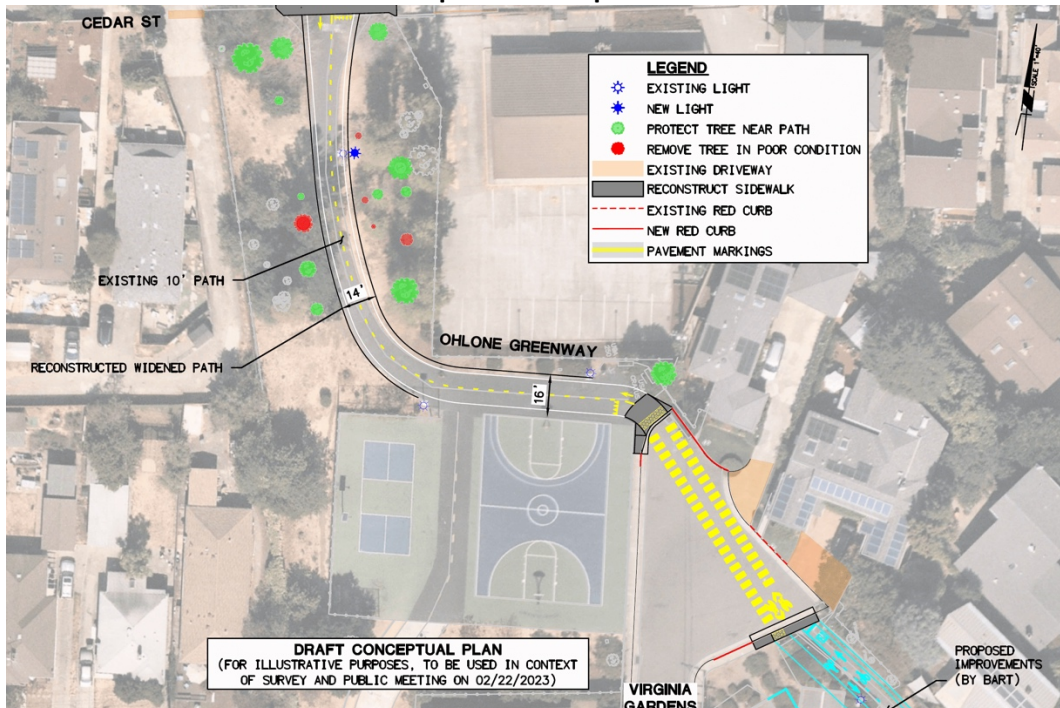


Existing conditions at Virginia Gardens



Existing conditions along pathway leading to Cedar Street crossing

Proposed Concept Plan



New pavement markings would delineate the pathway as it crosses the street, Virginia Gardens. A wider entry ramp would connect to the pathway near the basketball court. The pathway would be repaved and widened to about 14 to 16 feet, which is constrained by the presence of nearby trees. Some trees that are small and/or in poor condition would be removed to allow for a wider pathway and to improve lines of sight around the bend. Replacement trees would be planted nearby.

8. Generally, what is your experience along this segment? (Select all that apply)

- I don't have issues or concerns with this area (**Turn the page** for the next Concept Plan)
- No opinion (**Turn the page** for the next Concept Plan)
- Inadequate lines of sight between you and other pathway users
- Bottlenecks or crowding
- Inadequate pedestrian and bike separation
- Not enough lighting at night
- Other input about this area along the Greenway (please describe):

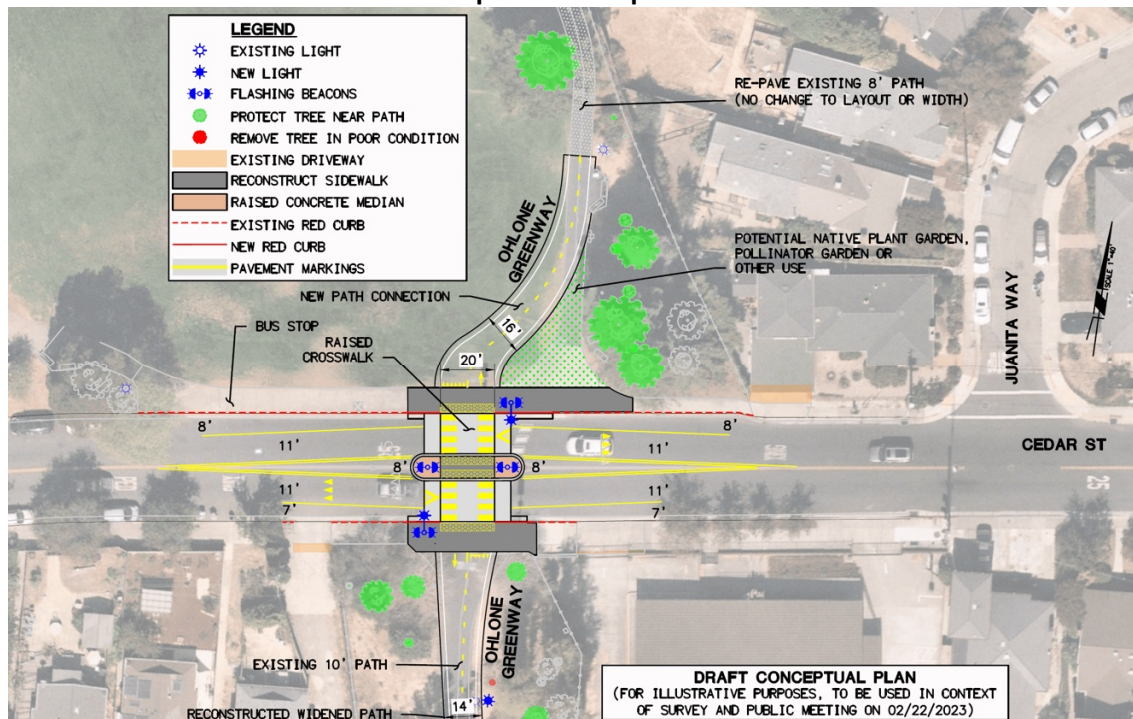
9. What do you think about the proposed work in this segment?

2.2 Cedar Street Crossing



Existing conditions at Cedar Street crossing

Proposed Concept Plan



A new raised crosswalk would be installed, along with an 8-foot-wide concrete median and flashing beacons, which are designed to slow vehicles on Cedar St. The crosswalk would be wider and oriented perpendicular to the street, which would aid pathway users' visibility of the entire street. The pathway entering Cedar Rose Park would be shifted to the west to line up with the new crosswalk, creating an open space where that part of the pathway is currently located. Lights would be relocated to illuminate both ends of the crossing.

10. Generally, what is your experience at this crossing? (Select all that apply)

- I don't have issues or concerns with this area (**Turn the page** for the next Concept Plan)
- No opinion (**Turn the page** for the next Concept Plan)
- Inadequate lines of sight between pathway users and drivers on Cedar St.
- Drivers don't stop for pathway users to cross Cedar St.
- Drivers on the street drive too fast
- Pathway users don't give drivers on Cedar St. enough time to stop
- Bottlenecks or crowding
- Inadequate pedestrian and bike separation
- Not enough lighting at night
- Other input about this area along the Greenway (please describe):

11. Shifting part of the pathway to the west as it enters Cedar Rose Park would create a new open space, about 800 square feet in size, where that part of the pathway currently exists. Please let us know your preference for the use of this area.

If a plant garden is selected, it would need to be planted and maintained by the community; the request for contact information is to establish a list of interested community members to participate in this role.

- Native plant garden (If selected, please provide your contact information at the end of the survey)
- Pollinator plant garden (If selected, please provide your contact information at the end of the survey)
- Benches
- Bike parking
- Other (Please describe): _____

12. What do you think about the proposed work at this crossing?

2.3 Cedar Rose Park Segment

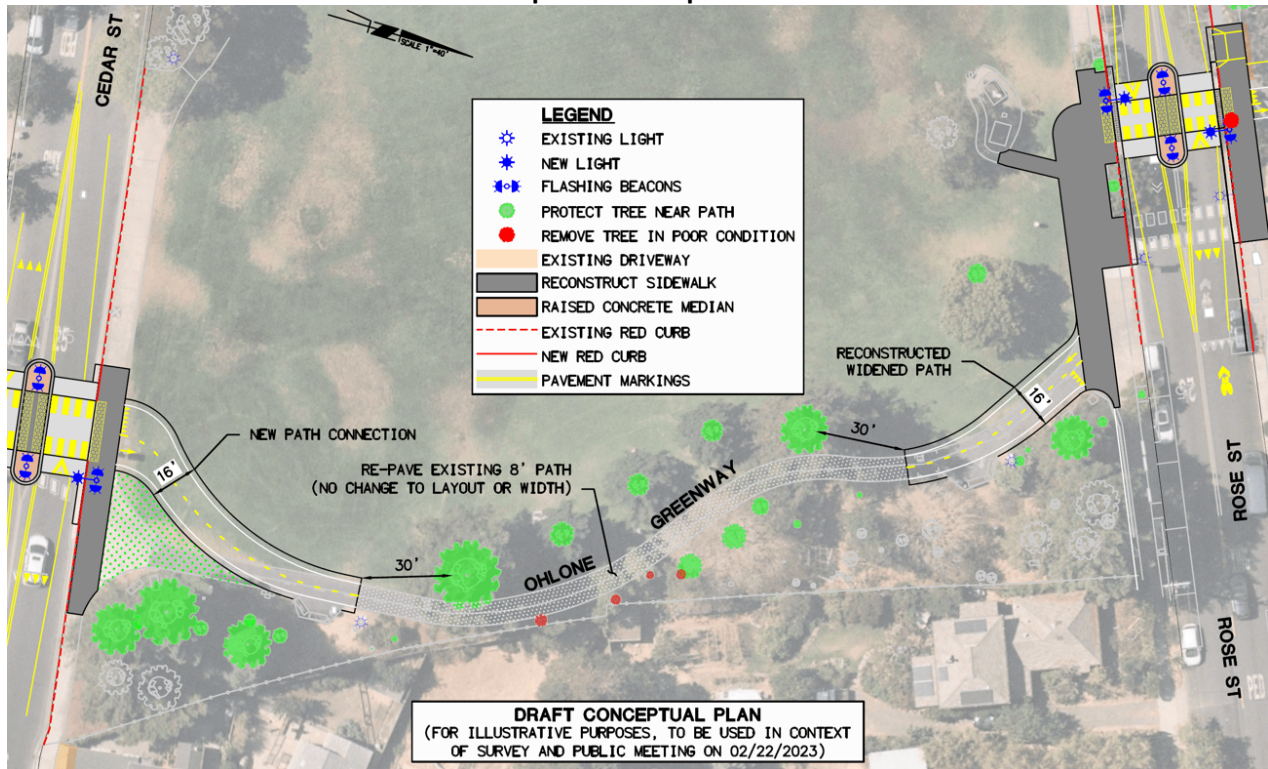


Existing conditions at the entrance to Cedar Rose Park



Existing conditions along pathway leading to Rose Street crossing

Proposed Concept Plan



The plan for the segment through Cedar Rose Park seeks to balance the use of the park and preservation of significant mature trees with improving the pathway quality. Within the central grove of trees, the path would be repaved within its existing footprint, as widening would not be possible due to the presence of trees and property boundaries. A few trees would be removed due to poor condition, and replacement trees would be planted nearby. Outside of the central grove of trees, the pathway would be repaved and widened to about 16 feet. New lights would be installed at selected locations to supplement existing lights outside of the tree grove.

13. Generally, what is your experience along this segment? (Select all that apply)

- I don't have issues or concerns with this area (**Turn the page** for the next Concept Plan)
- No opinion (**Turn the page** for the next Concept Plan)
- Bottlenecks or crowding
- Inadequate pedestrian and bike separation
- Not enough lighting at night
- Other input about this area along the Greenway (please describe):

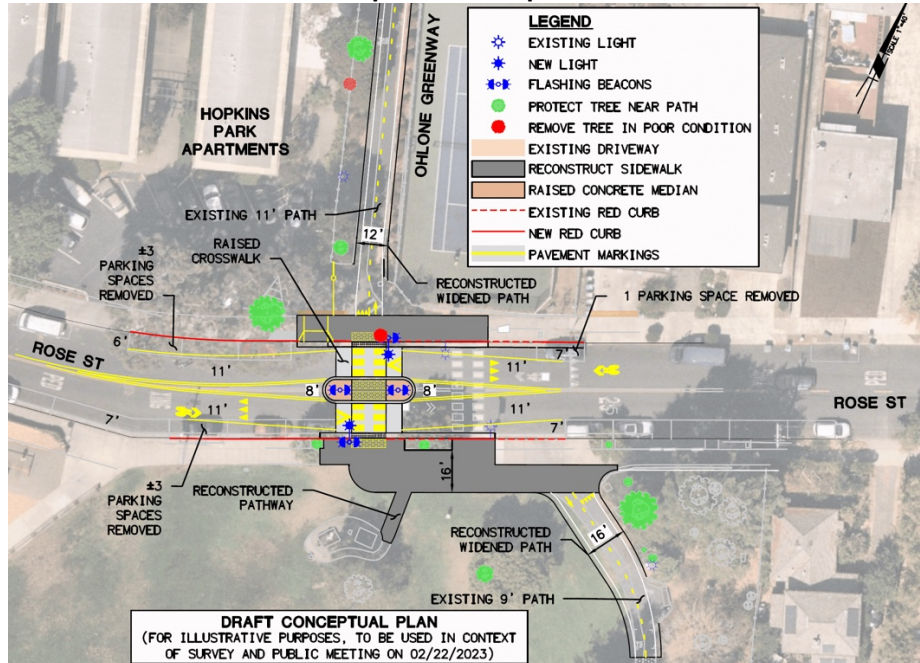
14. What do you think about the proposed work in this segment?

2.4 Rose Street Crossing



Existing conditions at Rose Street crossing

Proposed Concept Plan



A raised crosswalk would be installed, along with an 8-foot-wide concrete median and flashing beacons, which are designed to slow vehicles on Rose St. The crosswalk would be shifted to the west to line up with the next segment of the pathway alongside the tennis courts; this would remove a street tree in poor health and a new tree would be planted nearby. The sidewalk along Cedar Rose Park would be widened to provide more space for pathway and sidewalk users. To create space for the median and to improve lines of sight, 7 parking spaces would be removed on Rose Street. Lights would be relocated to illuminate both ends of the intersection.

15. Generally, what is your experience at this crossing? (Select all that apply)

- I don't have issues or concerns with this area (**Turn the page** for the next Concept Plan)
- No opinion (**Turn the page** for the next Concept Plan)
- Inadequate lines of sight between pathway users and drivers on Rose St.
- Drivers don't stop for pathway users to cross Rose St.
- Drivers on the street drive too fast
- Pathway users don't give drivers on Rose St. enough time to stop
- Bottlenecks or crowding
- Inadequate pedestrian and bike separation
- Not enough lighting at night
- Other input about this area along the Greenway (please describe):

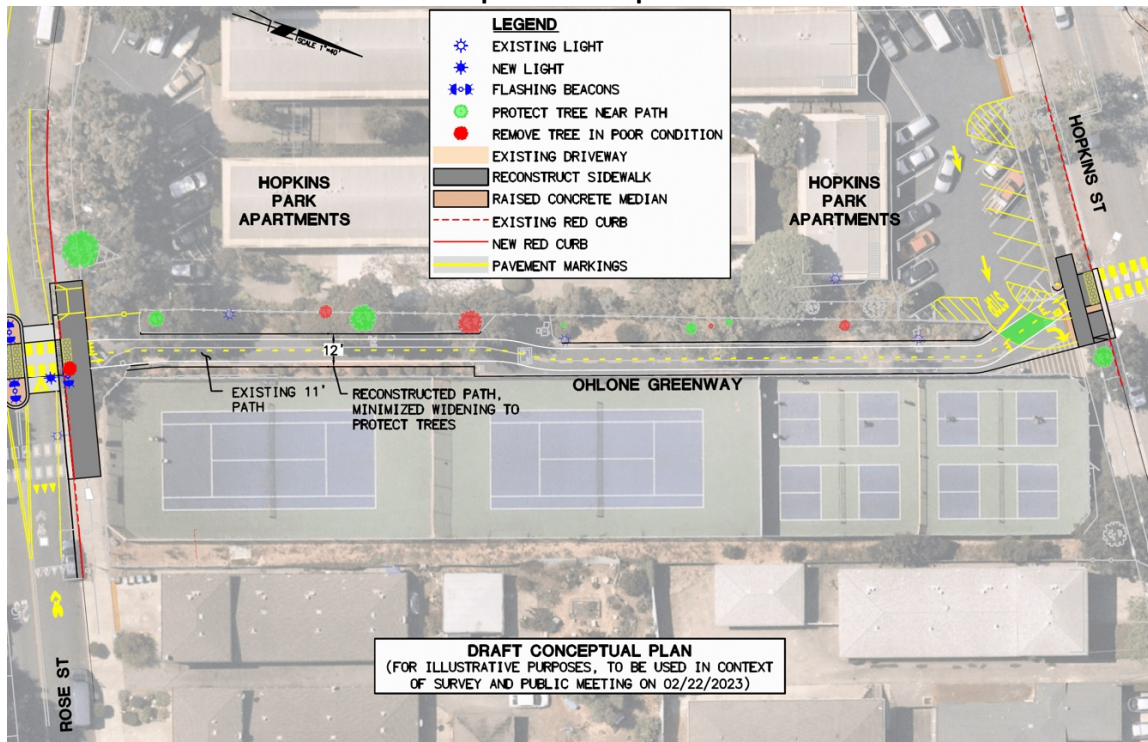
16. What do you think about the proposed work at this crossing?

2.5 Rose Street to Hopkins Street Segment



Existing conditions along pathway leading to Hopkins Street

Proposed Concept Plan



The pathway is constrained by existing significant trees and the tennis and pickleball courts. As a result, the pathway would be repaved and widened only from 11 feet to 12 feet. Several trees in poor condition would be removed, and replacement trees would be planted nearby. The Hopkins Park Apartments' parking lot would be revised to one-way in and out circulation such that only exiting vehicles would need to cross the pathway, which would be painted to highlight this potential conflict.

17. Generally, what is your experience along this segment? (Select all that apply)

- I don't have issues or concerns with this area (**Turn the page** for the next Concept Plan)
- No opinion (**Turn the page** for the next Concept Plan)
- Inadequate pedestrian and bike separation
- Inadequate separation of pathway users and people using the courts
- Bottlenecks or crowding
- Not enough lighting at night
- Other input about this area along the Greenway (please describe):

18. What do you think about the proposed work in this segment?

2.6 Hopkins Street and Peralta Avenue Crossings and Segment Options



Existing conditions at Hopkins Street and Peralta Avenue crossing

This section includes the pathway gap on Peralta Ave. and pedestrian and bicycle crossings of Hopkins St. and Peralta Ave.

19. Generally, what is your experience in this area?

- I do not have significant issues or concerns ([Go to page 15](#) for the next Concept Plan)
 - No opinion ([Go to page 15](#) for the next Concept Plan)
 - Inadequate sightlines between pathway users and drivers
 - Bottlenecks or crowding
 - Inadequate separation or conflicts between pedestrians, bikes, and cars
 - Lack of signs to indicate the pathway
 - Not enough lighting at night
 - Other input about this area along the Greenway (please describe):
-

20. Do you use the on-street parking on this segment of Peralta Avenue?

- Yes
- No

21. If YES, what is your purpose for parking on Peralta Avenue? (Select those that apply)

- I am a resident
- I visit a resident
- I use the community gardens
- I use the pickleball or tennis courts
- I use the Ohlone Greenway
- Other (please describe): _____

22. If YES, how frequently do you park on Peralta Avenue? (select one)

- _____ times per **day**
- _____ times per **week**
- _____ times per **month**

23. The City has prepared 3 proposed design options, all of which would reduce on-street parking along Peralta Avenue by varying amounts. Would you be concerned about a reduction in the on-street parking available on Peralta Avenue?

- Yes
- No

24. If YES, how concerned are you about the potential reduction in on-street parking on Peralta Avenue? (select one)

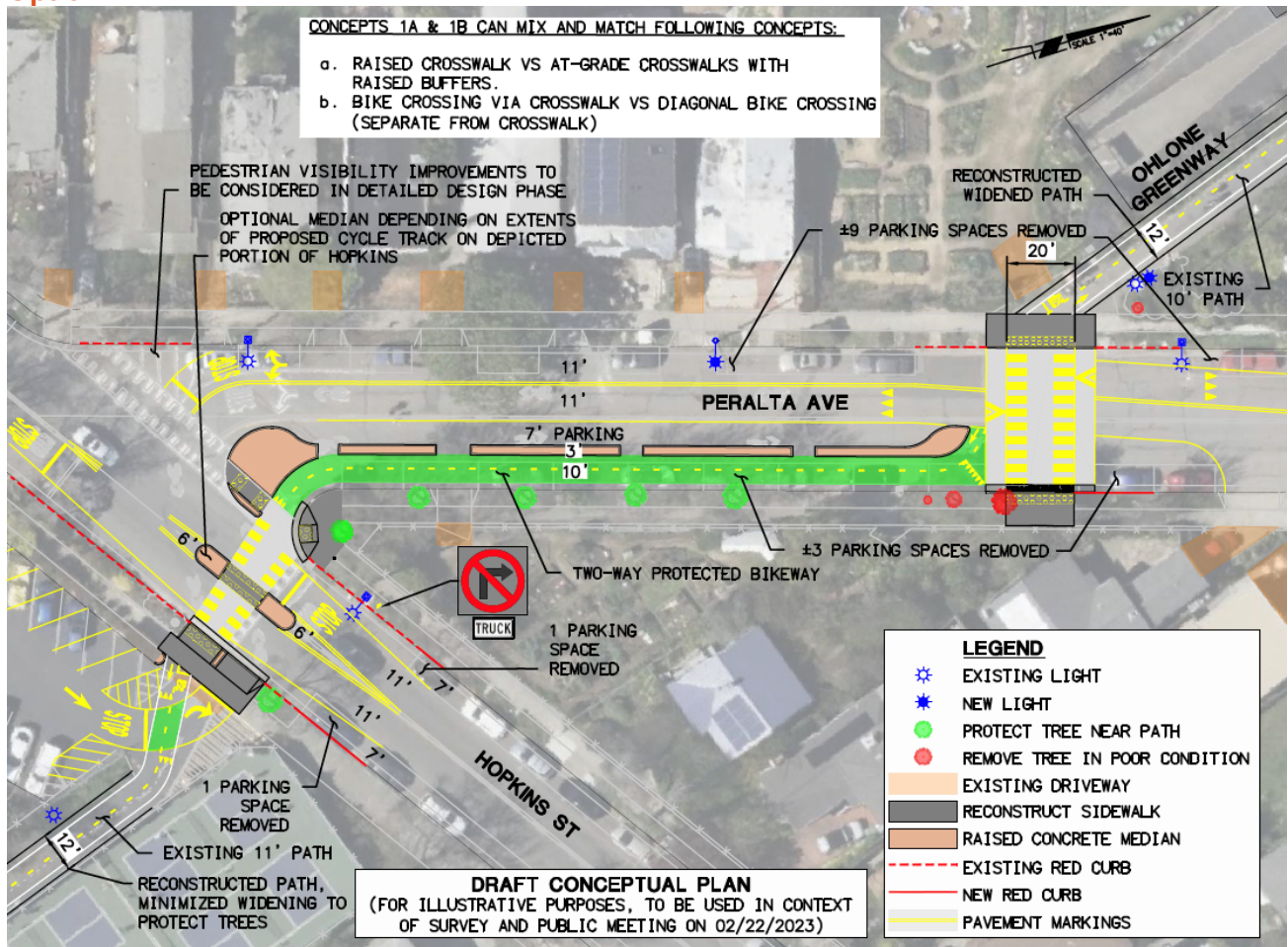
- Extremely concerned
- Very concerned
- Moderately concerned
- Somewhat concerned

The City has prepared 3 proposed design options - Options 1A, 1B, and 2. All options would be coordinated with the City's ongoing Hopkins Street Corridor project, which is currently under review and is scheduled for City Council action in the coming months.

All 3 options include:

- A concrete median on Hopkins Street, which may or may not be feasible depending on whether a bikeway would be installed on Hopkins Street as part of the Hopkins Street Corridor project.
- A mid-block crosswalk on Peralta Ave., which could be at street level or raised to sidewalk height. This would require removal of existing trees in poor condition; replacement trees would be planted.
- Some on-street parking spaces, either on one side of Peralta Ave. or on both sides would be removed, to varying degrees, depending on the option.

Option 1A



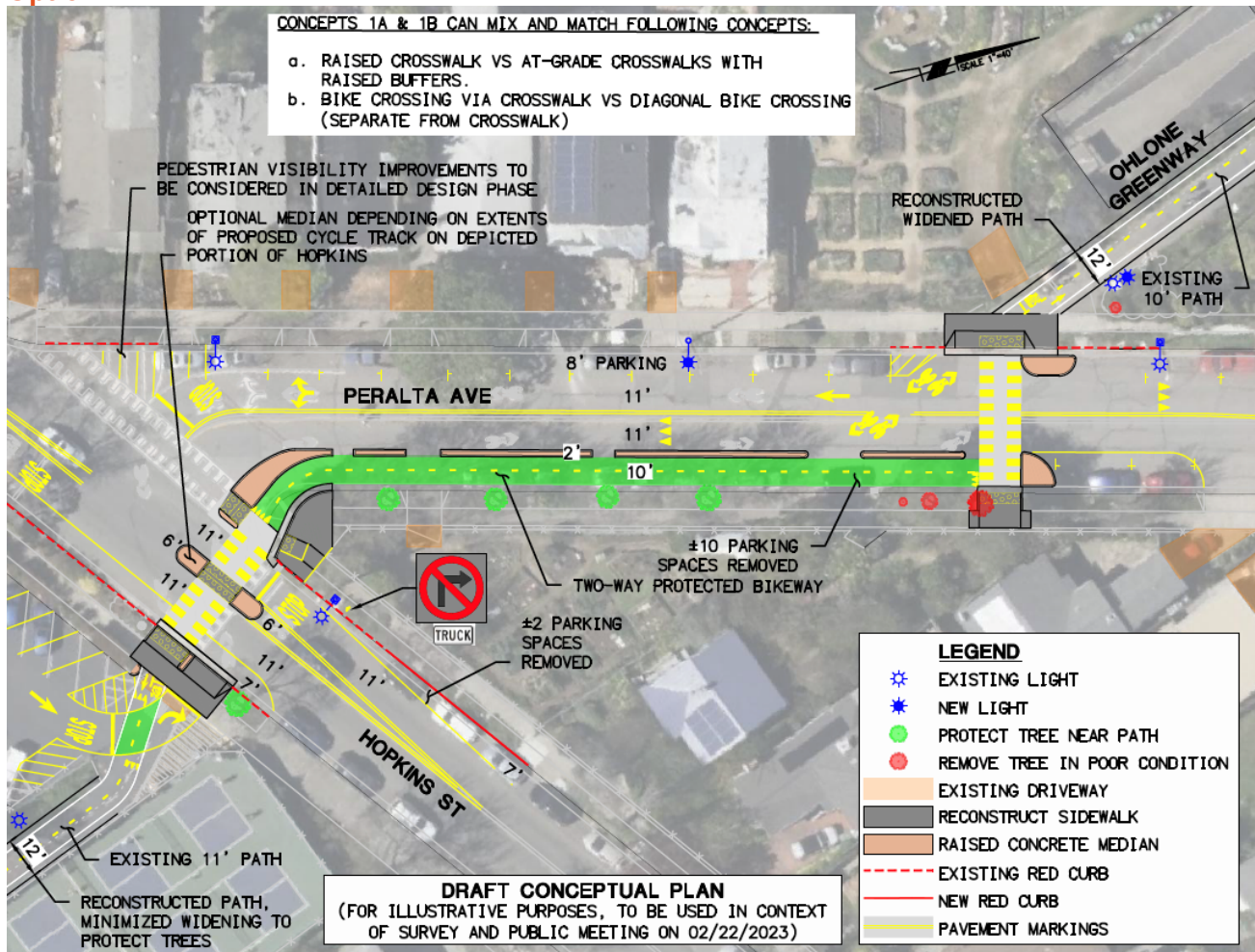
Option 1A includes an on-street protected bikeway along the east side of Peralta Ave. The idea of a protected bikeway at this location is part of the City-Council-approved 2017 Bicycle Plan. Raised concrete islands would serve as buffers around the protected bikeway. 7 on-street parking spaces would be provided on the east side of Peralta and parking on the west side would be removed, with a net removal of 12 parking spaces on Peralta. A raised mid-block crosswalk on Peralta would connect the Greenway to the north to the sidewalk on the east side of Peralta and would be designed to slow vehicles. If a dedicated bikeway is not installed on this part of Hopkins St. as part of the Hopkins St. Corridor project, the Ohlone Greenway project would construct a median on Hopkins, which would necessitate the removal of 2 parking spaces.

25. Do you generally like or dislike Option 1A?

- I like the changes
- I dislike the changes
- No opinion

26. Do you have anything specific to tell us about why you like or dislike Option 1A?

Option 1B



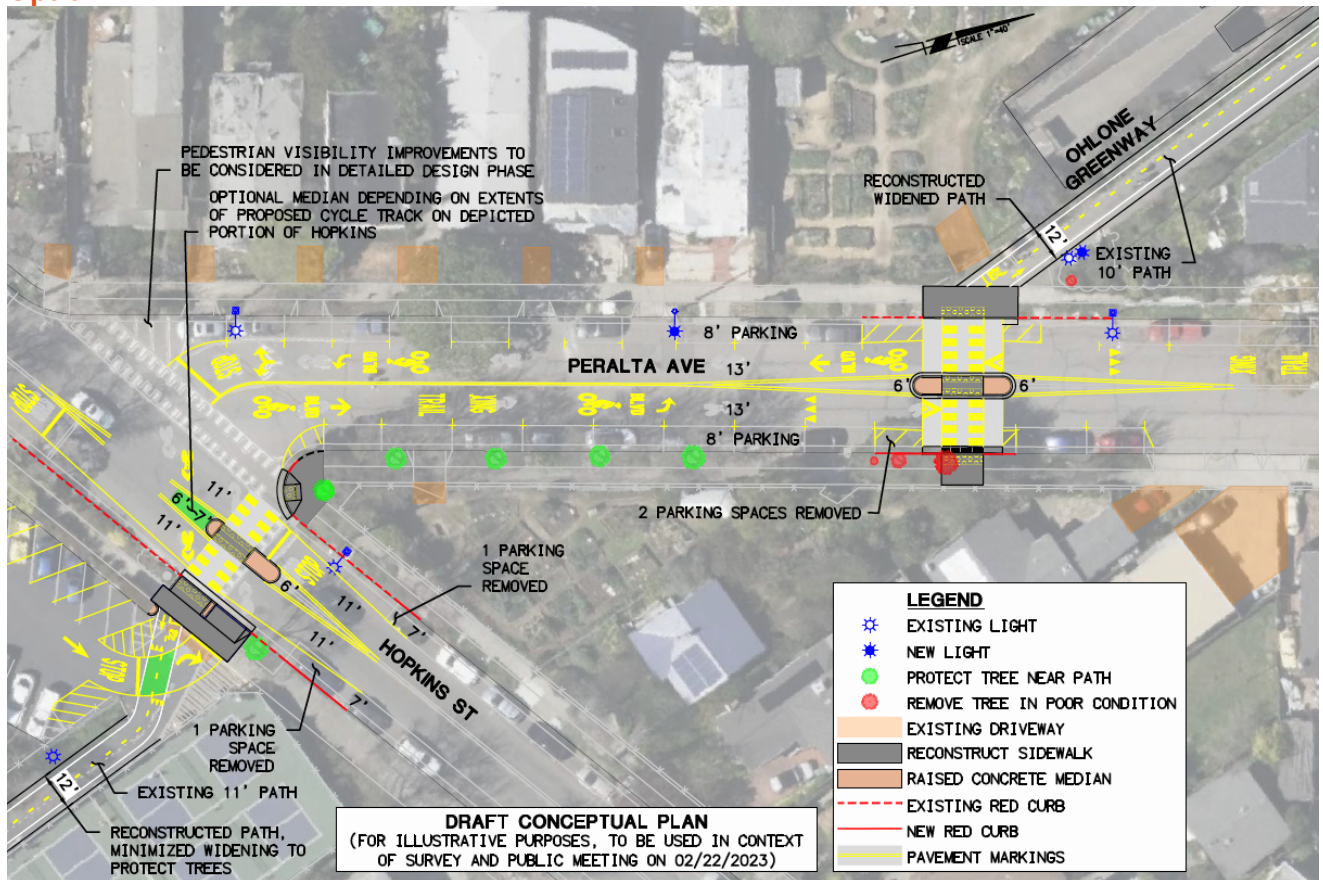
Option 1B is similar to 1A in that it includes a protected bikeway along the east side of Peralta Ave. but differs in that 1B would provide parking on the west side of Peralta instead of the east side. 10 on-street parking spaces would be removed on Peralta, all on the east side. A mid-block crosswalk on Peralta would connect the Greenway to the north to the sidewalk on the east side of Peralta. Raised concrete islands would narrow the roadway width at the crosswalk, which are designed to slow vehicles. Bikes would have the option to enter/exit the protected bikeway at an angle that aligns with the Greenway. This option could also include a raised crosswalk similar to Option 1A. If a dedicated bikeway is not installed on this part of Hopkins St. as part of the Hopkins St. Corridor project, the Ohlone Greenway project would construct a median on Hopkins, which would necessitate removing 2 parking spaces.

27. Do you generally like or dislike Option 1B?

- I like the changes
- I dislike the changes
- No opinion

28. Do you have anything specific to tell us about why you like or dislike Option 1B?

Option 2



Option 2 would maintain shared lanes for bikes and cars. This option generally complies with design practices for low-stress bikeways based on traffic speed and volume data on Peralta Ave. A raised mid-block crosswalk (with a concrete median) on Peralta would connect the Greenway to the north to the sidewalk on the east side of Peralta and would be designed to slow vehicles. 2 on-street parking spaces would be removed from the east side of Peralta at the new crosswalk. New pavement markings would emphasize the shared lanes. If a dedicated bikeway is not installed on this part of Hopkins St. as part of the Hopkins St. Corridor project, the Ohlone Greenway project would construct a median on Hopkins, which would necessitate the removal of 2 parking spaces.

29. Do you generally like or dislike Option 2?

- I like the changes
- I dislike the changes
- No opinion

30. Do you have anything specific to tell us about why you like or dislike Option 2?

31. Which is your preferred option? (choose one)

- Option 1A
- Option 1B
- Option 2
- I don't like any option

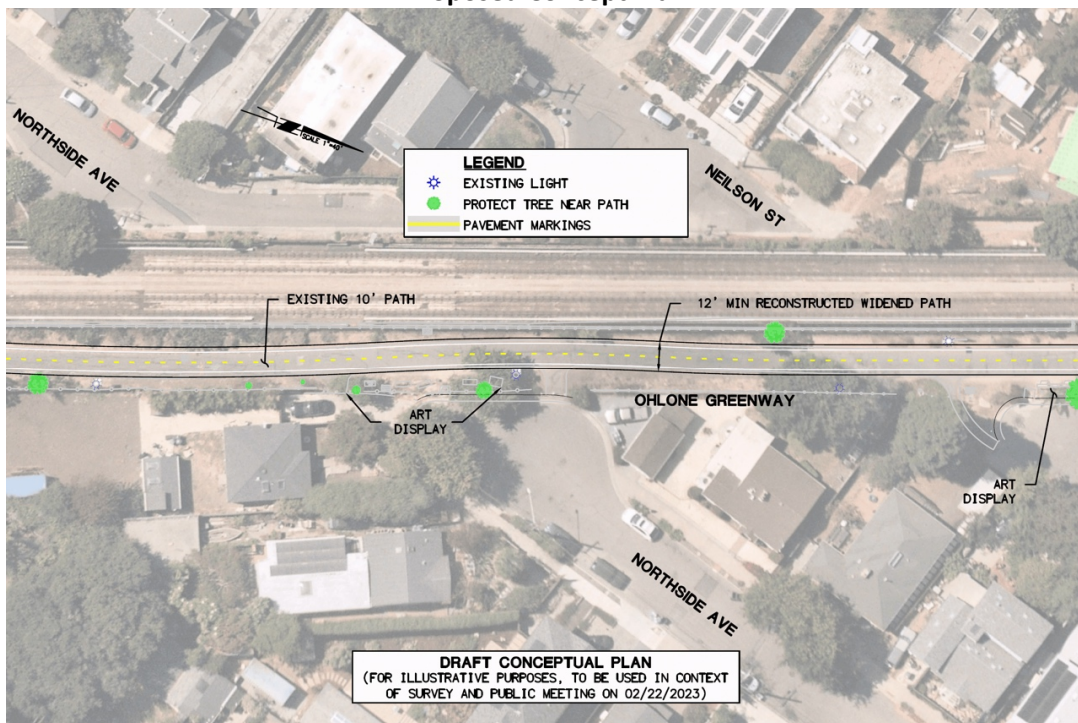
32. What can you tell us about why you prefer one option over the others or why you don't like any option?

2.7 Peralta Avenue to Gilman Street Segment



Existing conditions along pathway leading to Gilman Street

Proposed Concept Plan



Due to the existing native plant garden and locations of drain inlets and light poles, the pathway would be repaved and widened about two feet, to a total of 12 feet. Efforts would be made to minimize impacts to mature landscaping and no trees are expected to be removed. New lights would be installed at selected locations to supplement existing lights.

33. Generally, what is your experience along this segment? (Select all that apply)

- I don't have issues or concerns with this area (**Turn the page** for the next Concept Plan)
 - No opinion (**Turn the page** for the next Concept Plan)
 - Bottlenecks or crowding
 - Inadequate pedestrian and bike separation
 - Other input about this area along the Greenway (please describe):
-

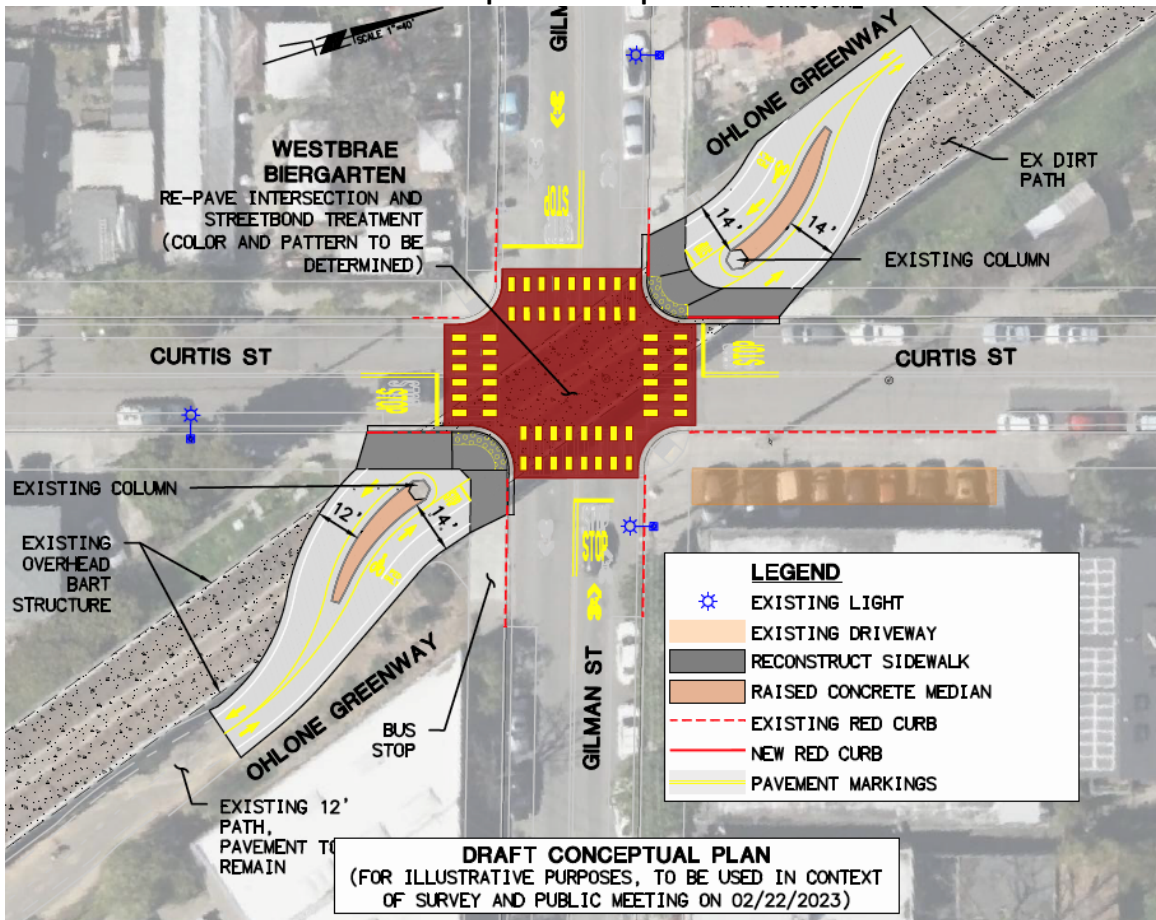
34. What do you think about the proposed work in this segment?

2.8 Gilman Street Crossing



Existing conditions at Gilman Street crossing

Proposed Concept Plan



The proposed work is intended to improve visibility of Greenway users at this intersection and to provide a more **predictable** and orderly flow for bikes, pedestrians, and cars by establishing a 6-way intersection (4 legs of the streets and 2 legs of the Greenway). The intersection would be repaved and a graphic design would be applied to highlight the unique use of this intersection. The Greenway approaches to this intersection would be split into one-way lanes to create space to bring approaching pathway users closer to the intersection and to create a straighter path of travel.

35. Generally, what is your experience at this crossing? (Select all that apply)

- I don't have issues or concerns with this area (**Turn the page** for the next Concept Plan)
 - No opinion (**Turn the page** for the next Concept Plan)
 - Inadequate lines of sight between pathway users and drivers on Gilman and Curtis streets at the crossing
 - Drivers on the street don't stop for bikes on the Greenway
 - Bikes on the Greenway don't wait for their turn to go
 - Inadequate pedestrian and bike separation
 - Not enough lighting at night
 - Other input about this area along the Greenway (please describe):
-

36. What do you think about the proposed work at this crossing?

2.9 Santa Fe Avenue Crossing Options



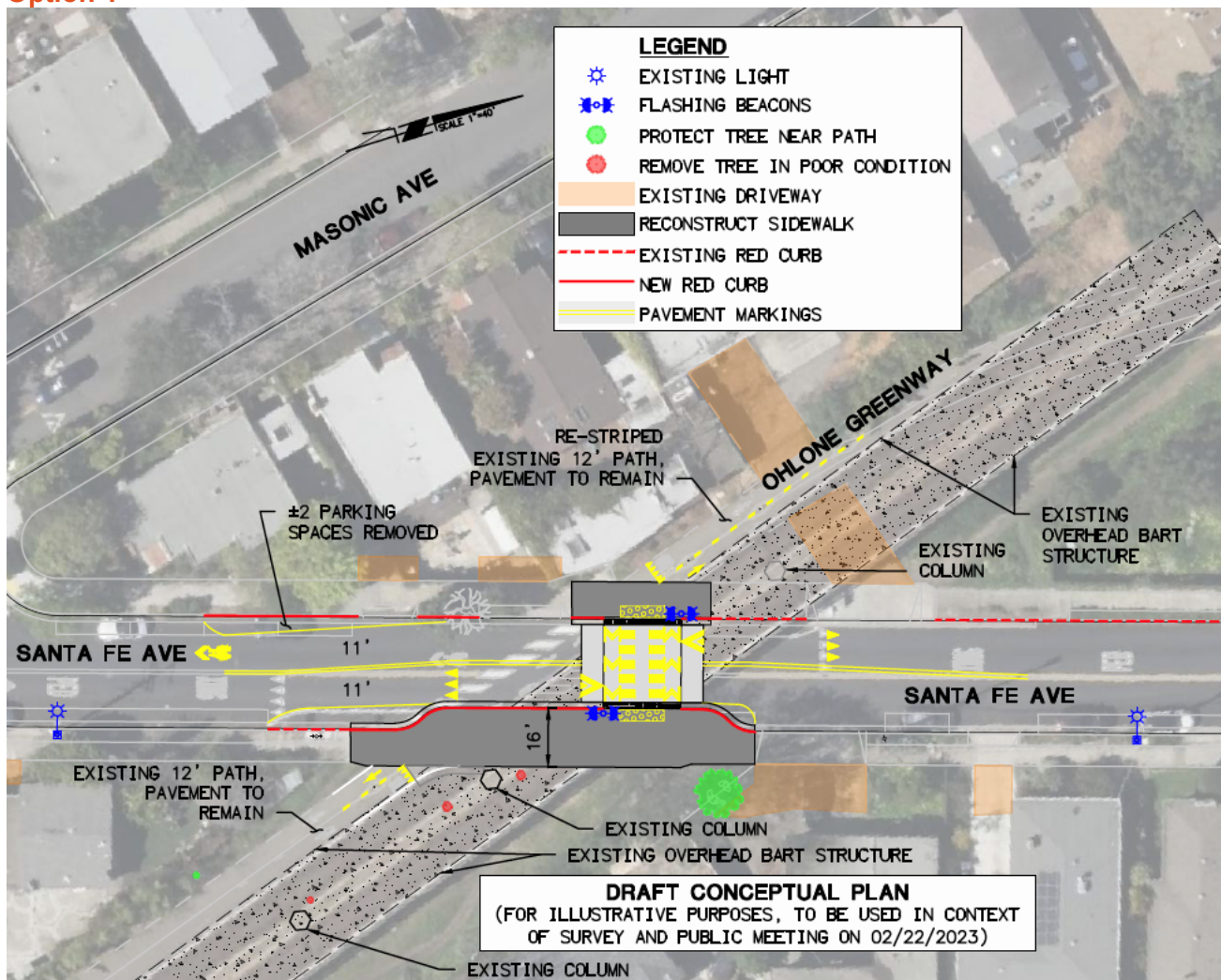
Existing conditions at Santa Fe Avenue crossing

Due to the skewed angle between the Greenway and Santa Fe Ave., clear lines of sight are lacking between pathway users and drivers on Santa Fe Ave. Two options are proposed for this location.

37. Generally, what is your experience at this crossing? (Select all that apply)

- I do not have significant concerns or issues ([Go to page 22](#) for the next section of the survey)
 - No opinion ([Go to page 22](#) for the next section of the survey)
 - Inadequate sightlines between you and other users of Santa Fe Ave. at the crossing
 - Drivers don't stop for pathway users to cross Santa Fe Ave.
 - Pathway users don't give drivers on Santa Fe Ave. enough time to stop
 - Drivers on the street drive too fast
 - Bottlenecks or crowding
 - Not enough lighting at night
 - Other input about this area along the Greenway (please describe):
-

Option 1



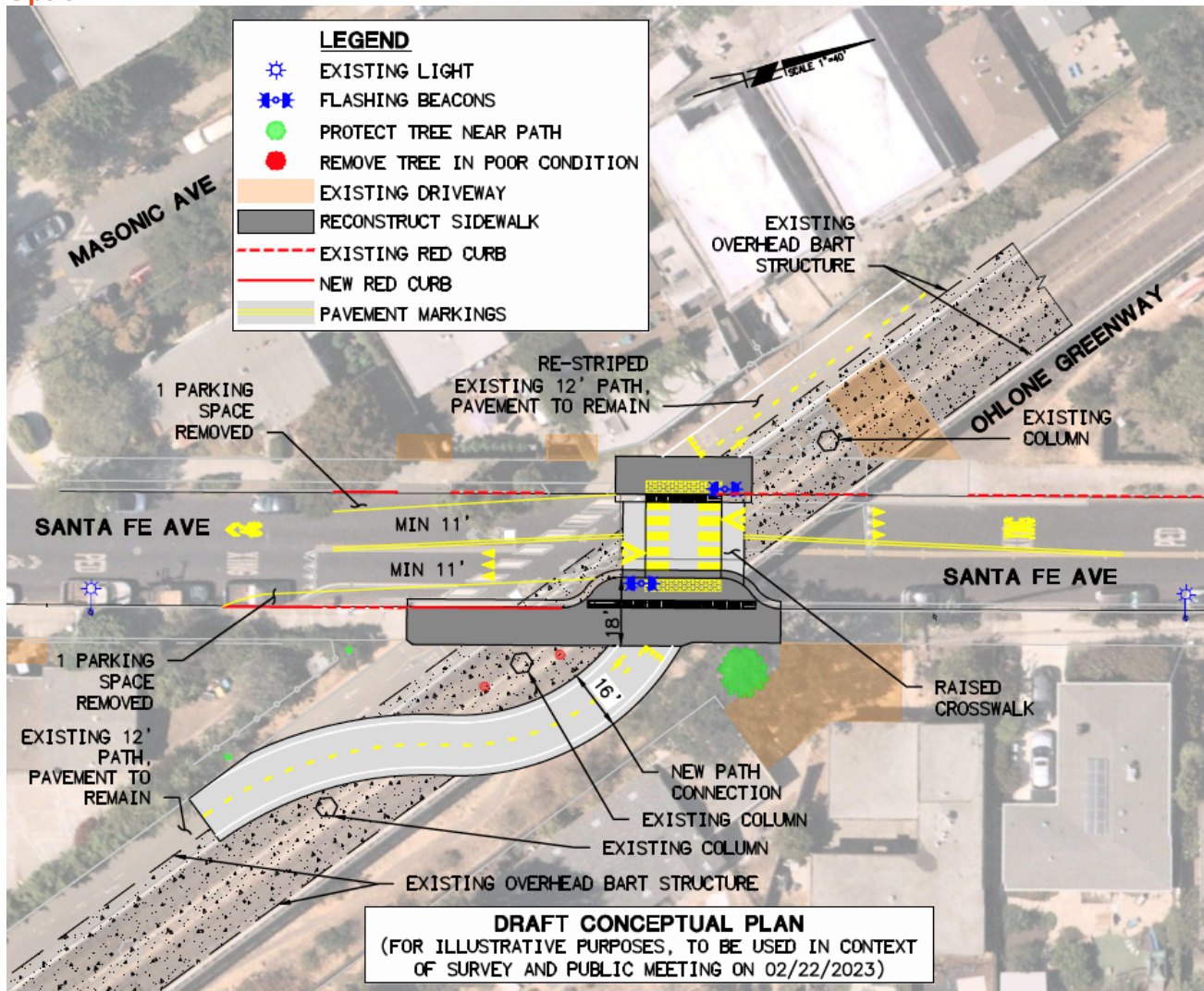
Option 1 would create a widened sidewalk on the east side of Santa Fe Ave. between the pathway and crosswalk. Bikes on the Greenway would need to slow and turn within the widened sidewalk to transition to/from the crosswalk to the pathway. Three trees under the BART tracks would be removed, because they grow too tall. These would be replaced in another location. This option would remove 2 on-street parking spaces from the west side of Santa Fe Ave. to provide space for the bulb-out on the east side of the crosswalk.

38. Do you generally like or dislike Option 1?

- I like the changes
- I dislike the changes
- No opinion

39. Do you have anything specific to tell us about why you like or dislike Option 1?

Option 2



Option 2 would re-route the pathway immediately south of the intersection to provide a more gradual transition as the pathway approaches the crosswalk. Three trees under the BART tracks would be removed, because they grow too tall. These would be replaced in another location. This option would remove 2 on-street parking spaces to provide space for the bulb-out and to improve lines of sight to/from the east side of the crosswalk.

40. Do you generally like or dislike Option 2?

- I like the changes
- I dislike the changes
- No opinion

41. Do you have anything specific to tell us about why you like or dislike Option 2?

42. Which design option do you prefer?

- Option 1
- Option 2
- I don't like either option

43. What can you tell us about why you prefer one option over the other or why you don't like either option?

3. Tell us about yourself.

Please tell us about yourself. This information will be kept anonymous and will only be used to help us understand the breadth of the community we are reaching, to better serve you, and keep you informed with any developments around the Ohlone Greenway Safety Improvements Project.

44. What is your age?

- Younger than 18
- 18 – 24
- 25 – 34
- 35 – 54
- 55 – 64
- 65 – 74
- 75 or older
- I prefer not to answer

45. To which gender do you most identify?

- Female
- Male
- Non-binary
- Other (please describe): _____
- I prefer not to answer

46. To which race(s) do you most identify? (Select all that apply)

- American Indian or Alaska Native
- Asian
- Black or African American
- Native Hawaiian or Other Pacific Islander
- Hispanic or Latino
- White, not Hispanic or Latino
- Other (please describe): _____
- I prefer not to answer

47. What is your annual household income?

- \$0 - \$24,999
- \$25,000 - \$49,999
- \$50,000 - \$74,999
- \$75,000 - \$99,999
- \$100,000 - \$124,999
- \$125,000 - \$149,999
- \$150,000 or more
- I prefer not to answer

48. Do you have any issues or conditions that affect your use of the Greenway? (Select all that apply)

- Limited physical mobility
- Limited or no hearing
- Limited or no sight
- Cognitive issues
- Other (please describe): _____
- I prefer not to answer

4. Contact Information & Project Updates

Thank you again for participating in the Ohlone Greenway Safety Improvements Project Survey!

Your feedback will be used to finalize improvements and changes along the Ohlone Greenway. An online public meeting for the project will be held on Wednesday, February 22 from 6 to 8 pm. A link to the meeting will be provided on the project website below.

For more information on this project, please visit fehrandpeers.mysocialpinpoint.com/ohlonegreenway.



If you indicated a preference for a Native Plant Garden or Pollinator Plant Garden in Cedar Rose Park (Question 11), please provide your contact information below:

Name: _____

Email: _____

Phone Number: _____

Address: _____

Thank you again for your time!