



West Oakland
Environmental
Indicators
Project

West Oakland Link Session 1

Community Survey Summary | Sept. 27, 2023

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Who did we reach?

Where do you live?

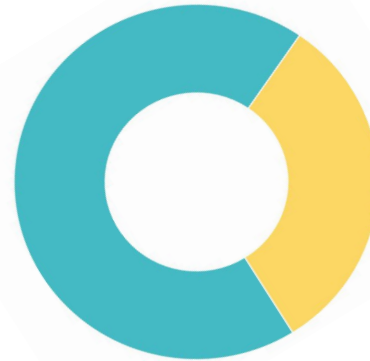
Most respondents are Oaklanders. The majority live or work in West Oakland, so are most directly impacted by the West Oakland Link project.

Oakland
95% (18)



**Another
Bay Area city**
5% (1)

**Live or work in
West Oakland**
68% (13)



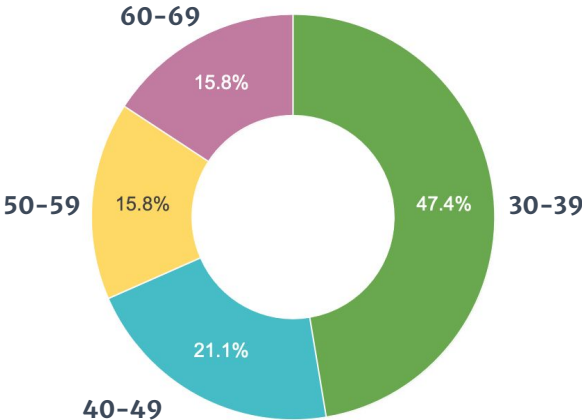
**Live or work
outside of
West Oakland**
32% (6)



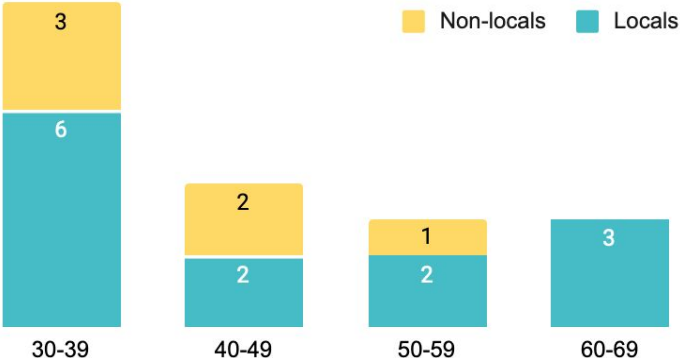
How old are you?

All respondents were age 30 or older, with nearly half aged 30-39. If youth voices are valued as part of this process, we may want to consider some events targeted specifically to them.

Age (all respondents)



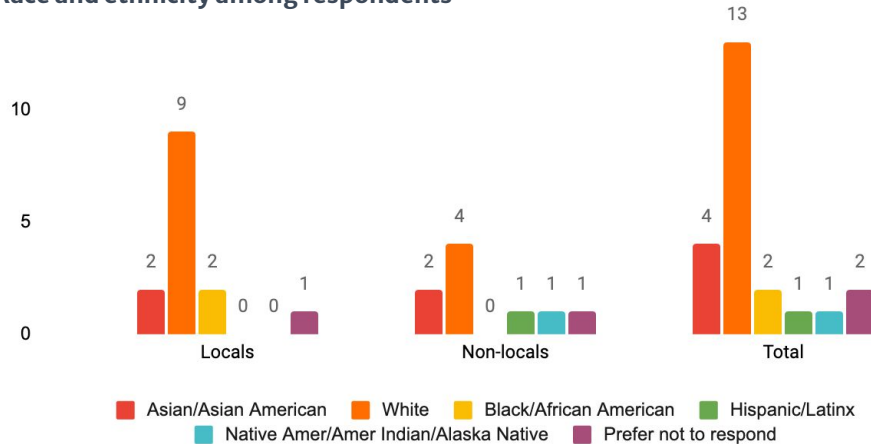
Age (West Oakland vs. non-local)



Which of the following options best reflect your race and/or ethnicity?

White participants were greatly overrepresented when compared to representation in the broader West Oakland population. Greater outreach to Hispanic/Latinx, Black, and Indigenous residents is advised.

Race and ethnicity among respondents



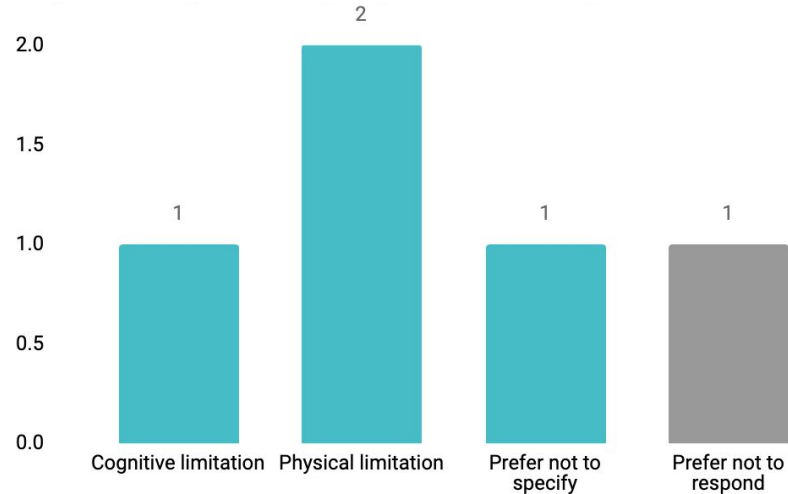
Local respondents vs. West Oakland at large

	Locals	WO pop (city-data.org)
Asian/Asian American	14%	13%
White	64%	24%
Black/African American	14%	34%
Hispanic/Latinx	0%	16%
Native Amer/Amer Indian/Alaska Native	0%	2%
Prefer not to respond	7%	n/a
More than one	7%	6%



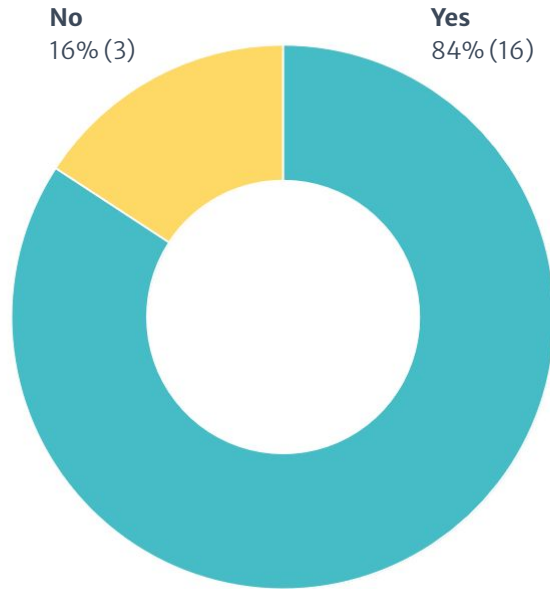
Do you identify as having a physical, cognitive, or mental health condition that limits your daily activities?

20% of respondents identify as having either a cognitive or physical condition (or both) that limits their daily activities.



Values and behavior

Have you been to Judge John Sutter Shoreline Park?



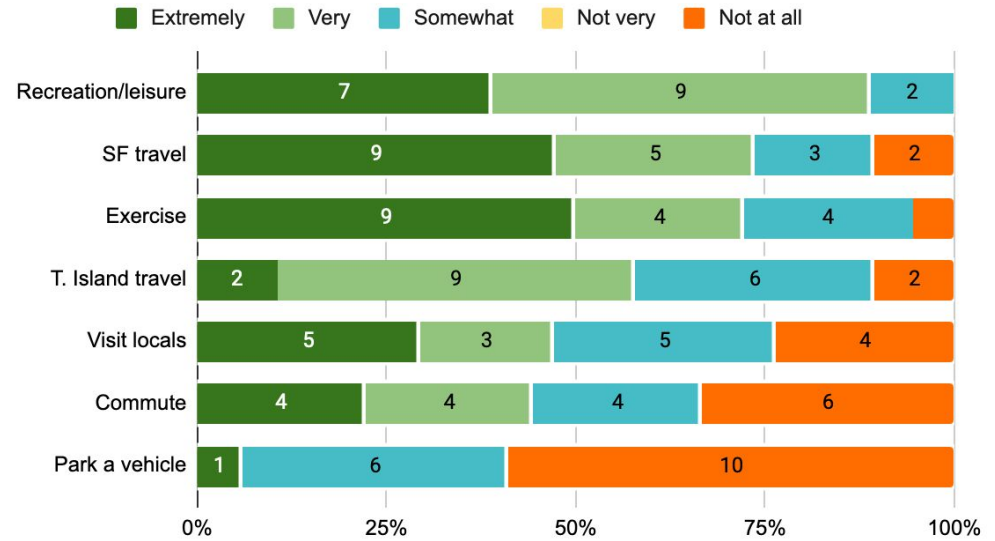
The majority of respondents have visited the park. Those who live or work in West Oakland are more likely to have done so (10 local respondents have visited, while 6 non-locals indicate they've done so).



How important is it for you to be able to do the following activities within the project area?

When thinking about the project area, respondents most value **recreation, travel to or from San Francisco, and exercise.**

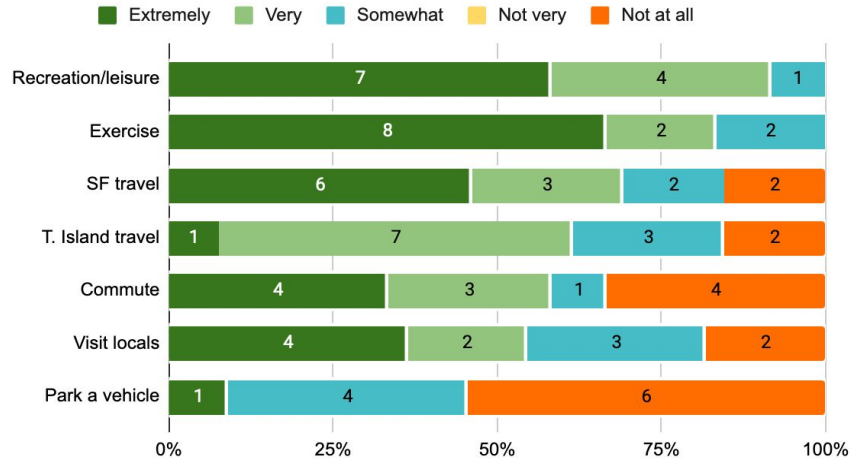
All respondents



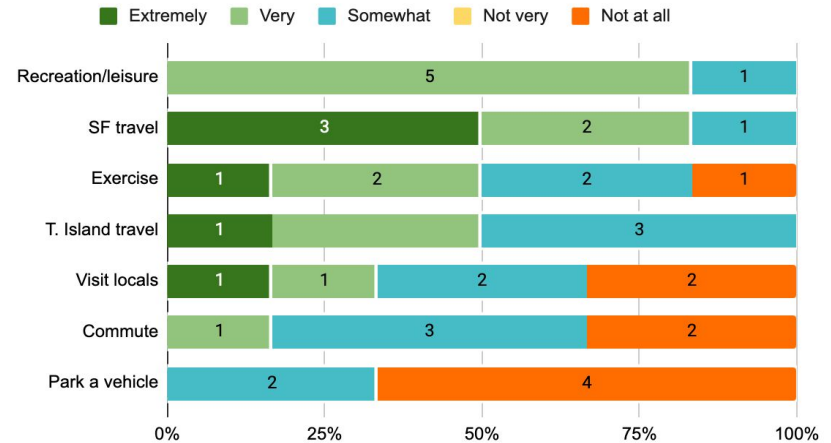
Importance of activities continued

West Oaklanders appear to feel more strongly overall about all activities, but especially value recreation and exercise in this space. Perhaps unsurprisingly, getting to various destinations appears to be much more important to those living/working in West Oakland than non-locals.

Live or work in West Oakland



Don't live or work in West Oakland

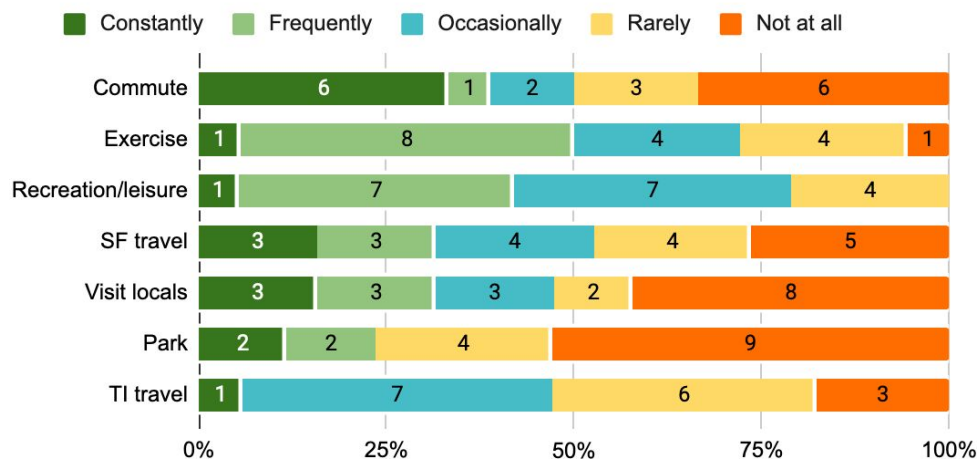


In the past six months, how often have you used the area for the following activities?

Exercise and **recreation** are two of the most popular activities in the area, with a large majority of respondents doing these activities occasionally or more often (72% for exercise and 79% for recreation).

This is followed by **commuting** (50%), and **travel to/from San Francisco** (53%).

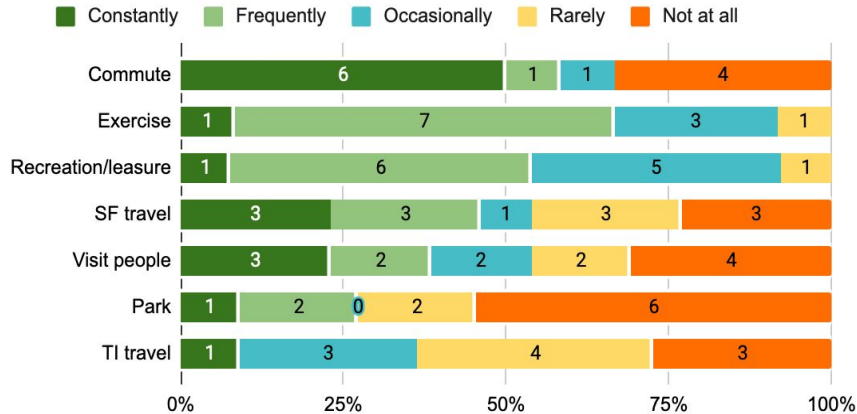
Given the frequency with which these activities are done, it may be worth prioritizing that Link designs safely support these activities.



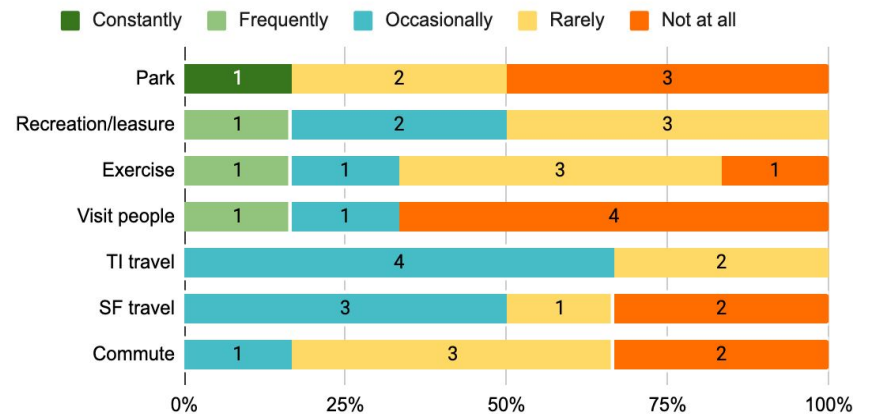
Frequency of activities continued

Frequency of most activities increases for those who live or work in the area. While this may be unsurprising, the fact that exercise and recreation are more common for locals suggests that designs should accommodate these activities at least as much as connectivity for inter-city travel. Locals' concerns for safety becomes especially important considering these activities are likely to keep people within the project area more frequently.

Live or work in West Oakland

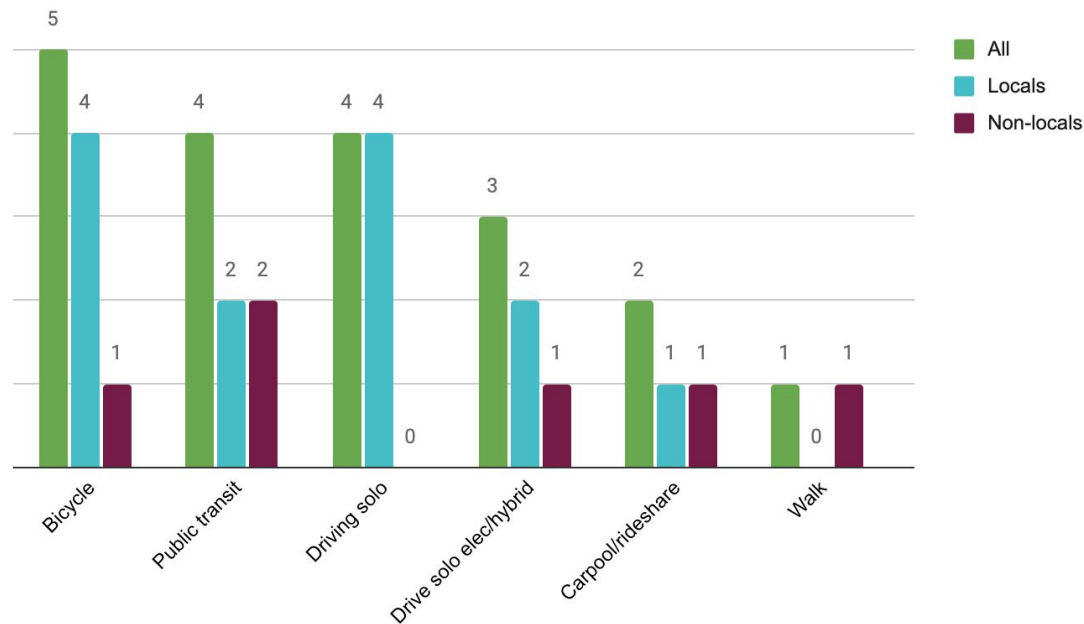


Don't live or work in West Oakland



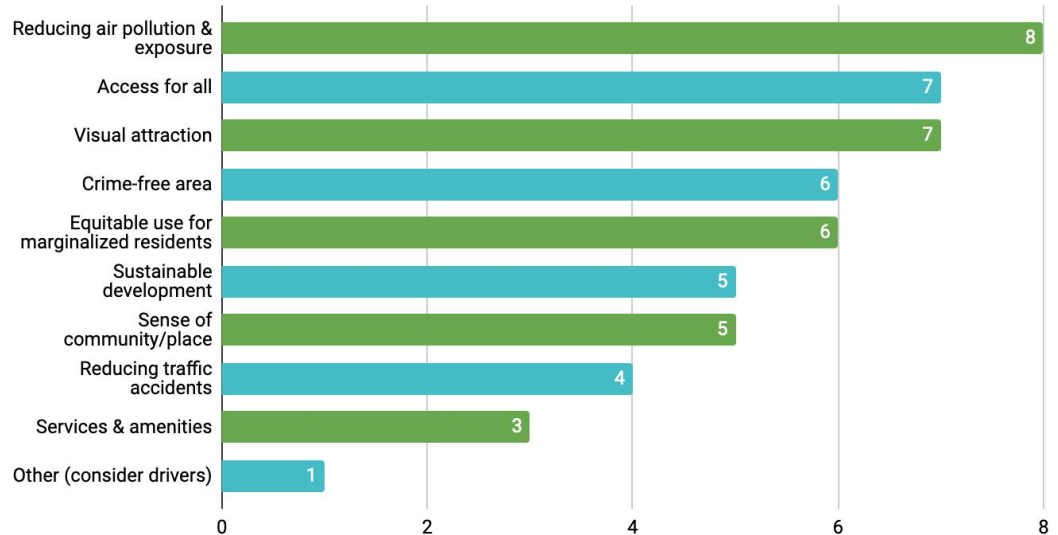
How do you most frequently travel through West Oakland to get to the shoreline or San Francisco?

The majority of respondents (60%) already rely on bike or public transit to travel through the area for shoreline or SF access, while 47% rely on cars.



Which of the following things are most important to you for a path through West Oakland to the Bay Trail?

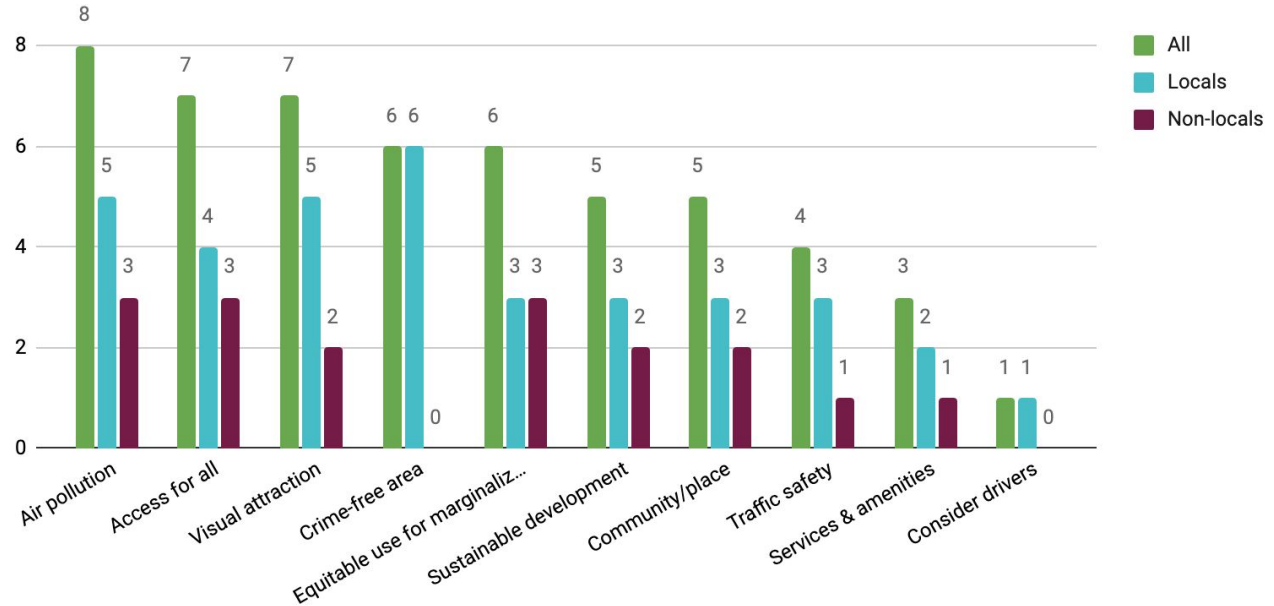
Reducing air pollution and exposure was most frequently named one of the top 3 most important factors for respondents, followed by ensuring access for all and creating a visually attractive space.



Top 3 most important factors continued

Across most factors, respondents tend to align regardless of where they live or work. There are notable exceptions, however.

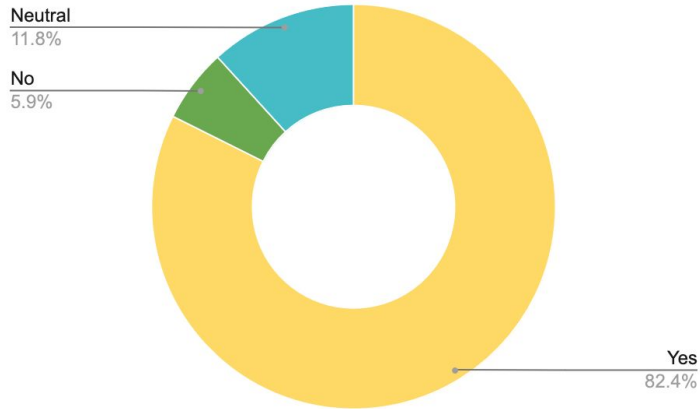
Locals value a **visually attractive space** more than non-locals (71% vs. 29%), and overwhelmingly value a **crime-free area** more than non-locals (100% of those placing this in their top 3 were locals).



Design feedback

Do you have safety or health concerns?

A large majority of respondents (83%) have safety or health concerns with the Link.



The most frequently-cited concerns were:

- Exposure to vehicle exhaust and noise pollution
- Traffic safety (primarily cars and trucks, but bike/e-bike speed limits also came up)
- Low use/too few people impacting safety
- Crime and safety (particularly theft)

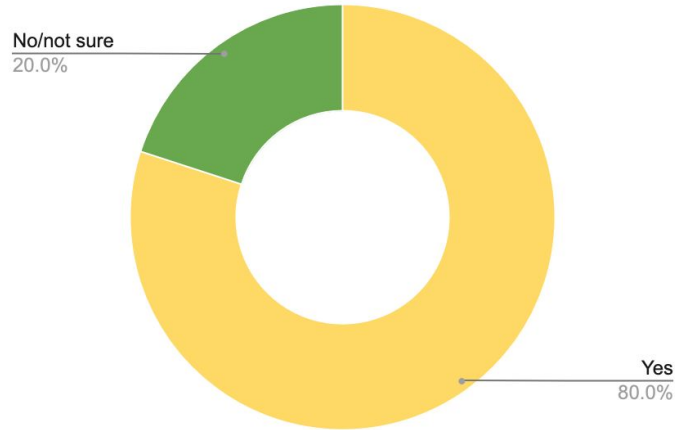
Other concerns included:

- Lack of monitoring/access to emergency services
- Lighting and visibility
- Accessibility options (rest areas)
- Litter



Are there reasons you would not use the Link as a walking or biking route to the shoreline?

The majority of respondents (80%) cited specific reasons they would not use the Link.



Prohibitive obstacles to use include:

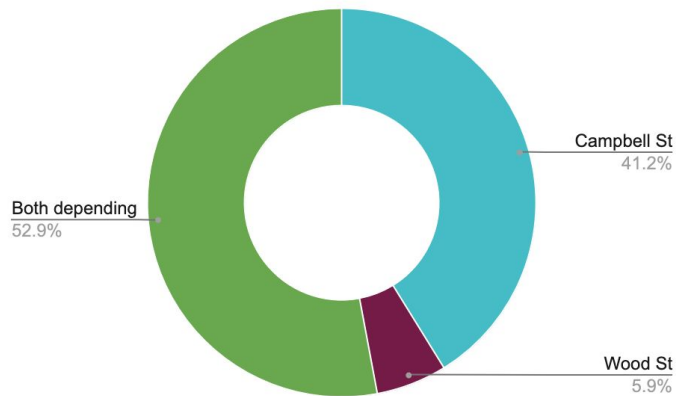
- Exposure to pollution (especially noise)
- Lack of lighting/visibility
- Presence of encampments
- Lack of monitoring
- Lack of upkeep/maintenance
- Danger from vehicles
- (Lack of) connection to existing infrastructure/destinations



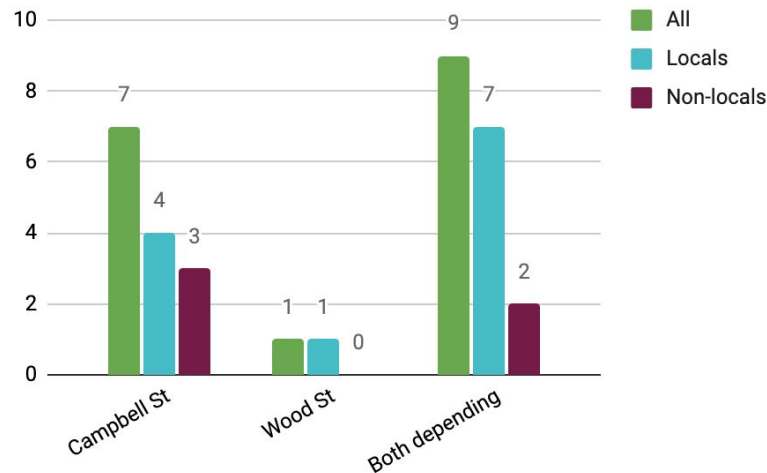
Which of the following entrances would you prefer?

Although more than half of respondents would use both access points at West Grand Ave. depending on the situation, more than 40% prefer the Campbell Street option. Most of those who indicated both entrances would be useful live or work in West Oakland, suggesting that flexibility for locals is important.

All respondents



Local breakdown



What do you think about the Maritime Street access ramp?

Overall, responses were neutral or positive. Several people had trouble visualizing the site and the design proposal. Many respondents expressed specific concerns qualifying their approval.

The most frequently-cited desires were:

- Accessibility options, including availability of benches and stairs, and especially intensity of the ramp grade
- Connectivity to existing/future infrastructure (housing, future city improvements across Grand)
- Noise abatement
- Need for good lighting

Other concerns included:

- Traffic safety
- Ensuring enough people would be served by the ramp
- Ensuring drivers would still have access through the area



Maritime Street access ramp Excerpts

“

I am concerned about connectivity to other bike/pedestrian infrastructure as it appears to be heavy commercial vehicle traffic and little existing infrastructure in the area.

“

The Maritime access ramp looks great and doesn't seem to impact access compared to the previous design...

“

As long as the incline is gradual enough to not be overwhelming and the noise from the cars overhead is managed I think it would be pretty nice to ride on.

“

Much more direct to the intersection and may allow people to get more directions on Maritime St considering future potential developments in the other side of Grand.

“

Seems direct and simple but not sure why it bends at the end. Is that so you can use opposite lane on Grand?

“

It needs to be wide and have clear separation between walkers and bikers. Will there be benches for pedestrians along the way? Wish there was a noise baffle so that car noise could be reduced, but also understand the desire for visibility. How will this be lit?



What do you think about the West Grand Ave. access options?

Respondents were overall very positive about this design, often citing how much it easier it would make it for them to access the trail based on their location and/or destination.

Positive attributes include:

- Wood Street access
- Avoidance of Frontage Road
- Availability of options

Concerns include:

- Added distance
- Safety (both crime and traffic)
- Desire for good signage and inclusion of bike-specific traffic signals
- Cleanliness



Grand Ave access Excerpts

“

I'm not sure if the path would be too long to be enjoyable for pedestrians but the car infrastructure doesn't seem to allow a lot of alternatives.

“

These additional access points would be really helpful in accessing the Bay bridge trail and navigating Frontage Rd.

“

I really support this design to increase accessibility via Wood St and to have a safer alternative, albeit longer. Removing the right turn lanes is an appropriate compromise to allow this design to work.

“

Access through this path would be fine if there are safety measures out in place.

“

This is phenomenal to provide a way for Wood St residents and those in certain areas of Prescott to access the trail without backtracking to Mandela Pkwy. Other amenities and improvements under Grand Ave at Wood St would directly compliment affordable house being constructed adjacent to this area and align with other planned improvements to Wood St by OakDOT.



Grand Ave access Excerpts

“

I am concerned about connectivity to other bike/pedestrian infrastructure as it appears to be heavy commercial vehicle traffic and little existing infrastructure in the area.

“

No concerns here! The less the major intersection at Frontage x Grand is encountered in its current state the better.

“

I think the signal light should include the bike signal and maybe add 10 seconds more to the signal so that bike riders have more time to cross. This can eliminate taking away a right turn lane for motorists.

“

It seems the extra distance is worth avoiding the intersection of Frontage and Grand. This needs to be well marked as it is probably not obvious to new cyclists.

“

I probably wouldn't take the long way around for the following reasons - (1) I would access the path from Mandela Pkwy and Grand, (2) I wouldn't feel as safe down near the homeless camps as up near cars and people, (3) it's the long way around, and I just want to get there and not mosey.

“

This would help me take walks since I live on Wood Street.



Methodology

Survey methodology

WOEIP conducted a 21-question, online survey distributed to all meeting registrants via email following the Sept. 12 West Oakland community meeting.

- 107 surveys sent
- 20 surveys completed
- 19% response rate overall
- 34% response rate among meeting participants

Confidence level: 80%

The degree to which we can be confident that respondents' answers accurately reflect all registrants.

Margin of error: 13%

The range in which all registrants' responses may deviate from our survey respondents'.

Response rate benchmarks range from 10-30%.



Misc. lessons learned

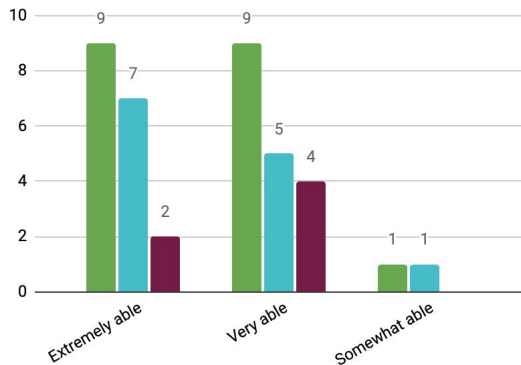
Meeting access

95% of respondents report feeling very or extremely able to participate in the meeting, and everyone felt the meeting helped them understanding the issues very or extremely well. This speaks well to meeting content and facilitation. Most heard about the meeting through WOEIP's digital outreach.

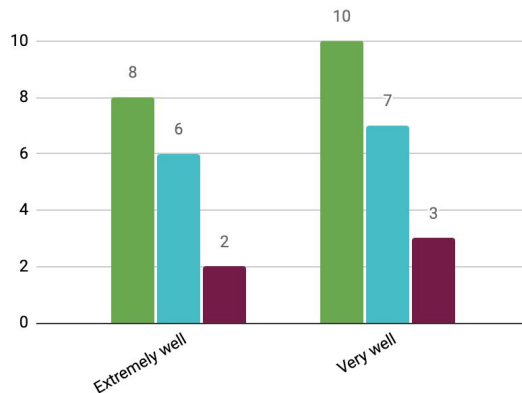
Increasing direct outreach to local community groups well in advance of future meetings will be critical to capture new audiences.



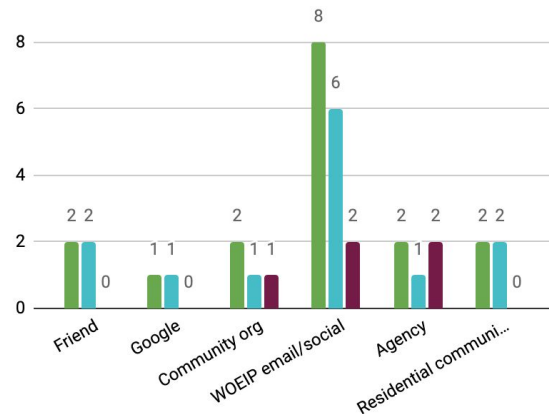
Ability to participate



Understanding of issues



How did you hear about the meeting?



Information accessibility

- Ensure visuals are ADA compliant (specifically, color blind/low vision accessible).
- Consider providing street-level photographs and potentially video/animation to help participants visualize the intersections. Several people had trouble visualizing the location and imagining the design implementations.
- Provide a glossary of terms when presenting information about the project.



Surveying

It will be important to refine our questions going forward to ensure we're asking only necessary information (which can improve completion rates), as well to provide paper-based surveys for in-person meetings.

Other questions we may want to ask:

- If you commute through the area, what mode of transportation do you use most often?
- How likely are you to change this mode of transportation following the WO Link upgrades?
- What other information would help you better understand or participate in the West Oakland Link planning process?



Thank you.

A full version of the cleaned data can be accessed at: <https://bit.ly/wolink-survey-20230927>



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