

Broadway Community Outreach Summary

June 6, 2023

Overview

Since 2015, the City of Oakland, Department of Transportation has developed several plans, programs, and projects. As part of this work, a substantial amount of engagement has taken place in the form of community and stakeholder meetings, workshops, surveys, and more.



Pedestrian Plan survey opens

2015

DOSP engagement begins.



2022

FY 23-25 Public CIP Requests are received.



Oakland Bike Plan web map tool is opened.

2018



Broadway Betterment survey opens.

2019

Howard Terminal engagement begins.



2021

Reconnecting the Town Survey is Opened.

Reconnecting the Town: Enhancing Oakland's Civic Hub through Safer, More Reliable, and Equitable Transportation

Reconnecting Oaklanders and visitors to West Oakland, Old Oakland, Chinatown, Downtown, Uptown, Jack London District, and the waterfront for people walking, rolling, biking, and taking the public transportation. The City of Oakland is applying for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Federal Grant program. We need your input on how you travel along the Broadway and Martin Luther King (MLK) Way corridors to make sure it serves YOU! Please submit your response by July 6th to help us shape the final project scope.

[CLICK HERE to Take the Project Input Survey in English!](#)

This document is a compilation of all the feedback received that is either specifically about the Broadway Streetscape Improvements or relevant to the project. This feedback was collected from:

- [2017 Pedestrian Plan, “Oakland Walks!”](#)
- [2019 Bike Plan, “Let’s Bike Oakland”](#)
- A survey for the Broadway Betterment project
- [2019 Draft Downtown Oakland Specific Plan](#)
- [Howard Terminal Transportation Plan](#)
- A survey for the [Reconnecting the Town](#) project (which includes the Broadway Streetscape Improvements scope of work)
- Public request submitted to the [FY 23-25 Capital Improvement Program](#)

2017 Pedestrian Plan, “Oakland Walks!”

The planning process for the Pedestrian Plan Update was guided by a Pedestrian Advisory Group (PAG) and the Technical Advisory Group (TAG). The PAG was made up of representatives from the City’s Bicycle & Pedestrian Advisory Commission, disabled and senior communities, and schools and community groups that are working to make Oakland a better place to walk. Staff also attended seven meetings across Oakland to gather input from community and neighborhood groups. In addition, there was a brief survey released in 2015 to understand the needs and concerns of pedestrians in Oakland, identify the main barriers to walking and hear ideas for improving walking conditions. In total, 572 people responded to the survey. While none of the survey questions specifically asked about Broadway, some responses were relevant to, or specifically about, Broadway. The following is a summary of the survey responses relevant to Broadway. See the appendix for the raw responses.

Question 5: If you walk in Oakland, what do you LEAST enjoy about it? (496 Responses)

When asked what people LEAST enjoyed about walking in Oakland, 10 people specifically called out Broadway between Downtown and Jack London Square. They mentioned walking through the underpasses, walking at night, and the trash and lack of cleanliness on Broadway were some of the aspects they do not like about walking in Oakland. Some people mentioned it feels desolate or deserted in the evening after businesses and restaurants have closed. Others mentioned that they dislike crossing Broadway and that it feels designed for cars rather than people.

Question 6: Below is a list of potential barriers to walking. In your opinion, how much do they discourage people from walking in Oakland? (522 Responses)

When asked what people thought were the potential barriers to walking in Oakland, most people chose speeding or aggressive/distracted driving and poor lighting (See Figure 1).

Respondents could also write in other potential barriers to walking. In total, 222 respondents wrote in additional barriers to walking and a few people specifically mentioned Broadway. These people suggested to add pedestrian recall to all busy intersections (including those on Broadway), stated that there were too many wide lanes, and that connections between destinations (such as Downtown to Jack London) need to be improved.

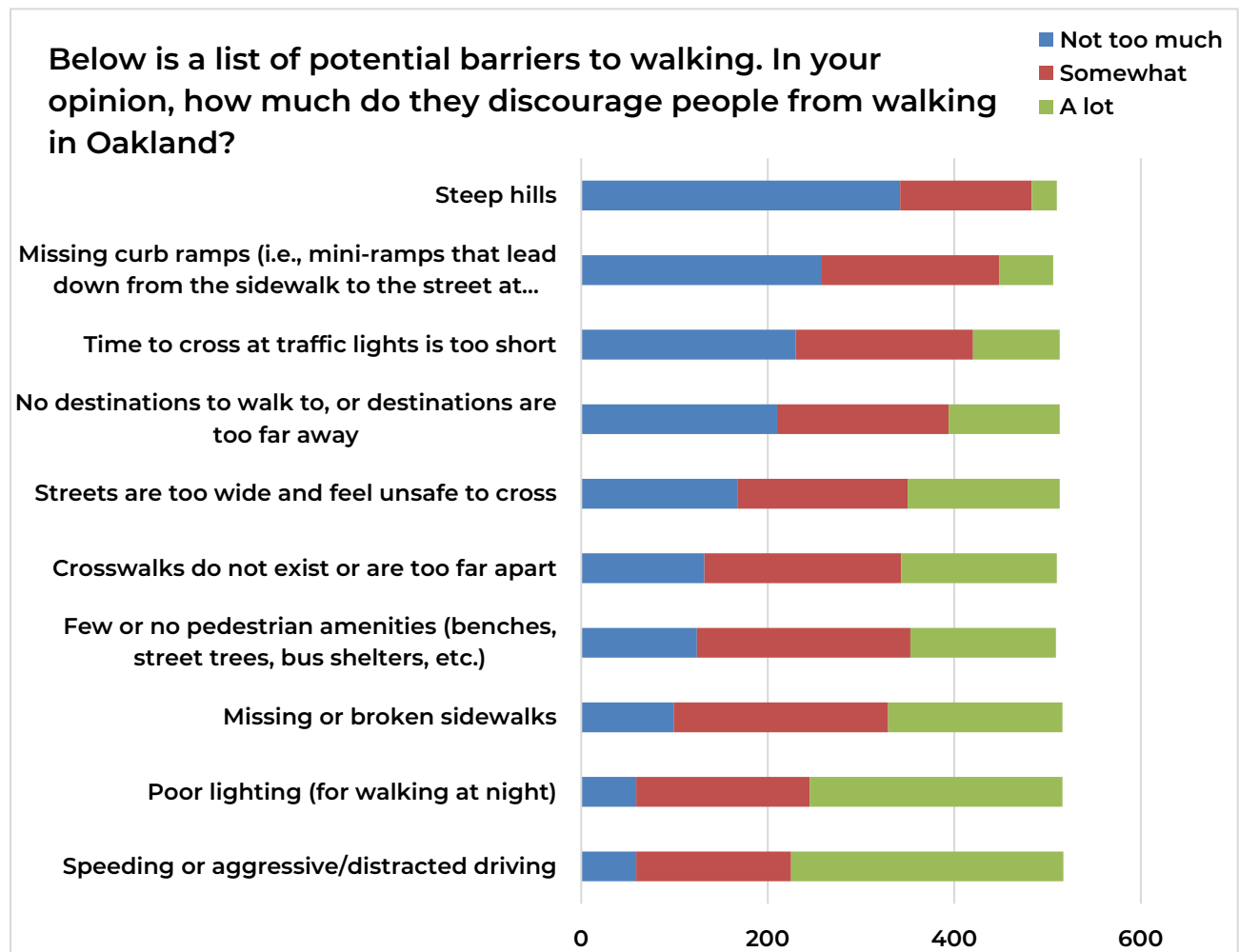


Figure 1. Number of responses received about barriers to walking.

Question 7: If you were in charge of Oakland’s Pedestrian Program, what would you do to make walking in Oakland easier, safer or more pleasant? To submit your ideas or suggestions for specific blocks, intersections or other locations, please use the Pedestrian Master Plan’s online mapping tool. (304 Responses)

In response to Question 7, nine people mentioned Broadway between Downtown and Jack London and/or commented on the mapping tool. These respondents stated:

- There should be a better connection between Old Oakland and Jack London,
- The underpass is unpleasant should be cleaner, have better lighting, and a mural,
- The slip lane at 6th Street and Broadway should be removed because it is difficult to cross, and
- Safety should be improved, activity increased, and simply, Broadway should be a nicer place to walk.

Question 13: From the list below, rank the five types of projects that are most important to you. (509 Responses)

In response to Question 13, the project option, “Measures that slow traffic on large streets (e.g., International Blvd., Telegraph Ave.)”, was selected most often as a top priority, with 18% of people choosing this project type as the most important and 31% of people choosing this as the first or second most important type of project (see Figure 2).

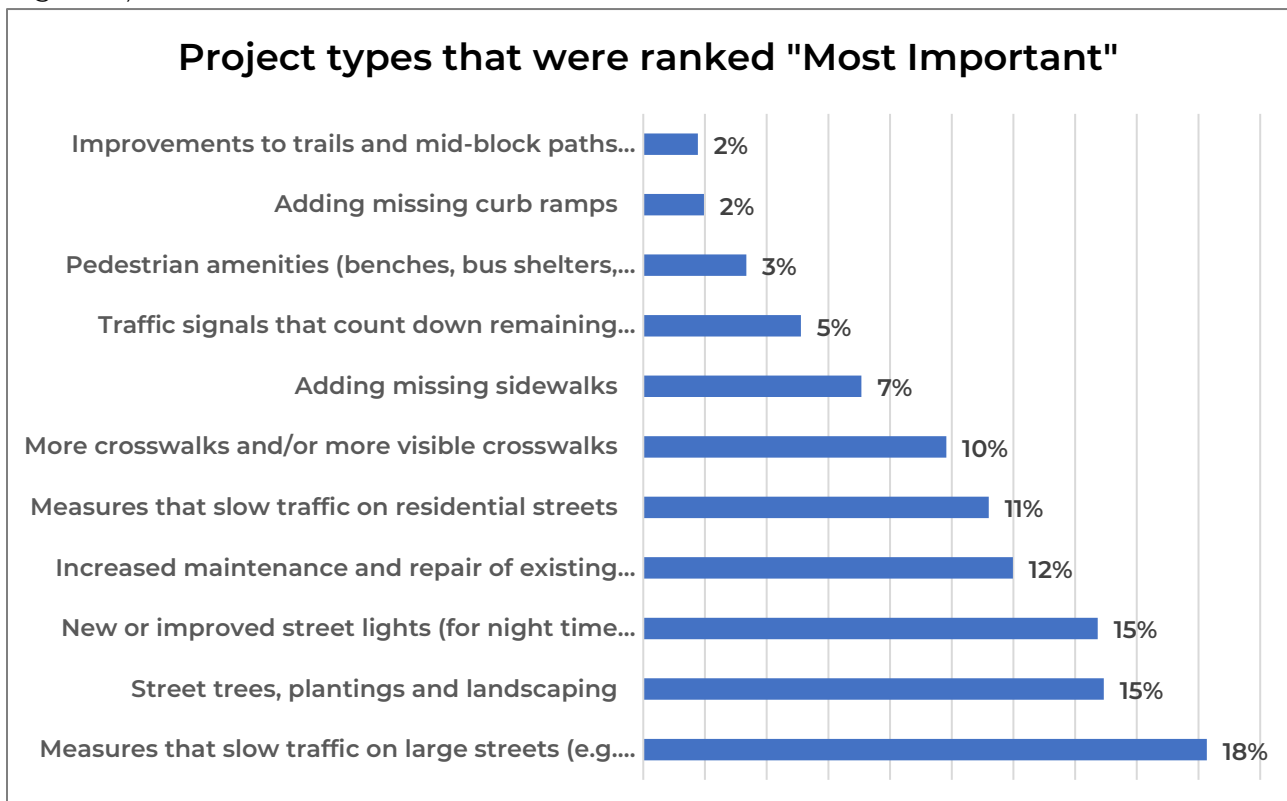


Figure 2. Most Important project types.

Question 14: Are there other types of physical projects that should be included in the Pedestrian Master Plan? Why? (168 Responses)

In response to Question 14, a few people responded with project ideas or suggestions for Broadway. One project was to improve pedestrian safety at Broadway and 5th Street, mentioning specifically that the pedestrian crossing phase is shared with drivers going into the tube to Alameda, creating a dangerous pedestrian-vehicle conflict. Another project idea was to install separated bike lanes on major corridors in Oakland, including Broadway. Lastly, one person suggested a project that would provide a safer connection between Uptown and Jack London and improve the underpass.

“Let’s Bike Oakland” 2019 Oakland Bike Plan

The 2019 Bike Plan gathered input from communities and residents throughout the city about their priorities for and concerns about biking and overall mobility in their neighborhoods. Part of this engagement process included the use of a web map tool that allowed people to mark specific points or routes in Oakland and provide comments. Over 2,300 comments were received on this web map tool, and 16 people specifically called out Broadway in Downtown Oakland and Jack London. Most of these respondents said there needs to be a safe, continuous, and direct bike route between Downtown and Jack London. Most people do not feel safe biking in and around the I-880 underpasses. All comments from the web map tool relevant to Broadway can be found in the appendix.

Broadway Betterment Traffic Safety Improvement Project

The Broadway Betterment Traffic Safety Improvement project was going to be implemented as part of the paving plan between Embarcadero West and 6th Street. Although this project did not move forward, outreach conducted for this project has helped to inform what improvements are desired on Broadway. The Broadway Betterment project included a new all-way stop at 2nd Street, high visibility crosswalks, parking-separated bike lanes, and pedestrian safety zones. A brief survey was released in 2019 and responses were collected until 2022. In total, 97 responses were received with 73% of people in favor of the project and 27% saying they disliked it. This survey allowed for additional open-ended comments. There was a total of 69 comments made with 84 unique topics discussed:

- **25% (21 people) were concerned about traffic congestion on Broadway.** They were concerned that the proposed improvements would worsen congestion for both private vehicles and buses. Some also mentioned this traffic would hinder access to businesses in Jack London and others said the project should not extend north of 3rd or 4th Street because of the traffic it would create near the ramp and tube entrance.

- **13% (11 people) had positive feedback for the bike lanes.** These people said they appreciated the bike lane component of the project or said they would bike more because of this project.
- **10% (8 people) wanted the project extended,** either further north on Broadway or on other nearby streets.
- **8% (7 people) provided feedback on the bike lane design.** They preferred additional barriers or separation from traffic, mentioning that parking-protected bike lanes are not enough. One person mentioned they did not like being hidden behind parked cars in the bike lane, stating that this was dangerous based on their experience riding on Telegraph Avenue.
- The rest of the comments mentioned that bike lanes should be on parallel streets instead of Broadway (6%), implied concern over parking and dislike for parking away from the curb (5%), and that bus transit should be prioritized in the design (5%). Some people also questioned where bus stops would be located or requested that some bus stops be relocated (4%). Others mentioned specific locations they wanted to see additional improvements, which include the underpass (4%), 5th Street and Broadway (2%), and 6th Street and Broadway (2%).

Draft Downtown Oakland Specific Plan (DOSP)

Engagement for the Draft Downtown Oakland Specific Plan (DOSP) occurred between from 2015 to 2019 and included community workshops, charrettes, open studios, surveys, and stakeholder meetings. Public input was also gathered through comments received on the Plan Alternatives report and the Draft Plan. Comments about Broadway are summarized as follows (see Appendix for all Broadway related responses):

- Broadway links together several neighborhoods. More emphasis is needed to make Broadway a grand boulevard, with streetscape improvements, trees, greenery, and businesses.
- Broadway should be prioritized for transit – with light rail or transit only lanes. Transit only lanes should be created in a way that doesn't harm small businesses.
- Broadway needs protected bike lanes. Diverting bike traffic off Broadway may not work since Broadway is a direct route. Bicyclists will likely use the red bus-only lanes if they are there.
- If there are bike lanes on Broadway, bike lane design should be informed by lessons learned from Telegraph Avenue bike lanes.

- There should be directional curb ramps and better accessibility compliance along Broadway.
- Underpass improvements are needed.
- Transit and bike facilities should be prioritized over parking and vehicle lanes on Broadway.
- Changes to Broadway should not divert vehicle traffic to Chinatown streets and worsen congestion. Parking is needed in Chinatown to support businesses. Bike lanes should not exist in the core of Chinatown.
- Engage BIDs and Ambassadors in restorative justice training using a trauma-informed health lens along the Broadway Telegraph corridor – not just for how to appropriately treat youth but also homeless and people with mental health issues
- Broadway needs short-to-medium term improvement (e.g., in the next two years), while long-term solutions are explored

Draft Howard Terminal Transportation Plan

As part of the development of the Draft Howard Terminal Transportation Plan, engagement activities took place from 2019 to 2020. This included surveys, community meetings, stakeholder meetings, and presentations to the Bicyclist and Pedestrian Advisory Commission. A total of 588 survey responses were collected both in-person and online. Survey respondents, according to the demographic questions, were representative of Oakland’s demographics. While this survey did not ask questions specific to Broadway, the survey results showed what types of transportation improvements are most improvement to the West Oakland, Downtown, Chinatown, Old Oakland, and Jack London residents and workers.

Highlights from the Howard Terminal Transportation survey results:

- 83% of people said that improving reliability, by making busses on time and predictable was very or extremely important
- 86% said that making bus service available most hours of the day and on weekends was extremely or very important
- 71% said that improving seating on the bus, bus shelters, and lighting at bus stops was extremely or very important.
- 78% stated that better lighting was extremely or very important
- 85% said that better air quality was extremely or very important

During workshops and meetings, participants specifically mentioned Broadway. Some mentioned quick fixes to improve walking, biking, and taking the bus on Broadway are needed now, rather than waiting for years. Other mentioned feeling

unsafe in certain areas, particularly near underpasses. There was also concern that a transit-only lane on Broadway would push traffic to Chinatown.

Reconnecting the Town Survey

This survey was opened in 2021 for the purpose of getting community feedback on the proposed Martin Luther King, Jr. Way Streetscape Improvements and Broadway Streetscape Improvements. The survey results shown below are based on responses received between June 2021 and January 2023, however almost all these responses were submitted in 2021. In total, 378 survey responses were received.

Who responded?

This survey asked questions about the respondents in order to understand whether the feedback received is from people representative of Oakland's diverse population and/or of the project area's population. Questions were also about the respondent's race and ethnicity, health and mobility, gender, and where they lived or worked in Oakland.

Race and Ethnicity

Of the 378 people who responded to the survey, 89% reported their race/ethnicity. The majority (69%) were White or Caucasian alone, followed by Asian or Asian or American alone (11%), more than one race (9%), Black or African American Alone (7%), Hispanic, Latinx, or Spanish origin (4%), Middle Eastern or North African (0.3%), and Native Hawaiian or Pacific Islander (0.3%). When compared to Oakland's population citywide, the respondents were disproportionately White or Caucasian (69% versus 29% citywide) and are underrepresented in all other race/ethnicity categories except for those who are more than one race. Results are also shown in Figure 3 and Figure 4.

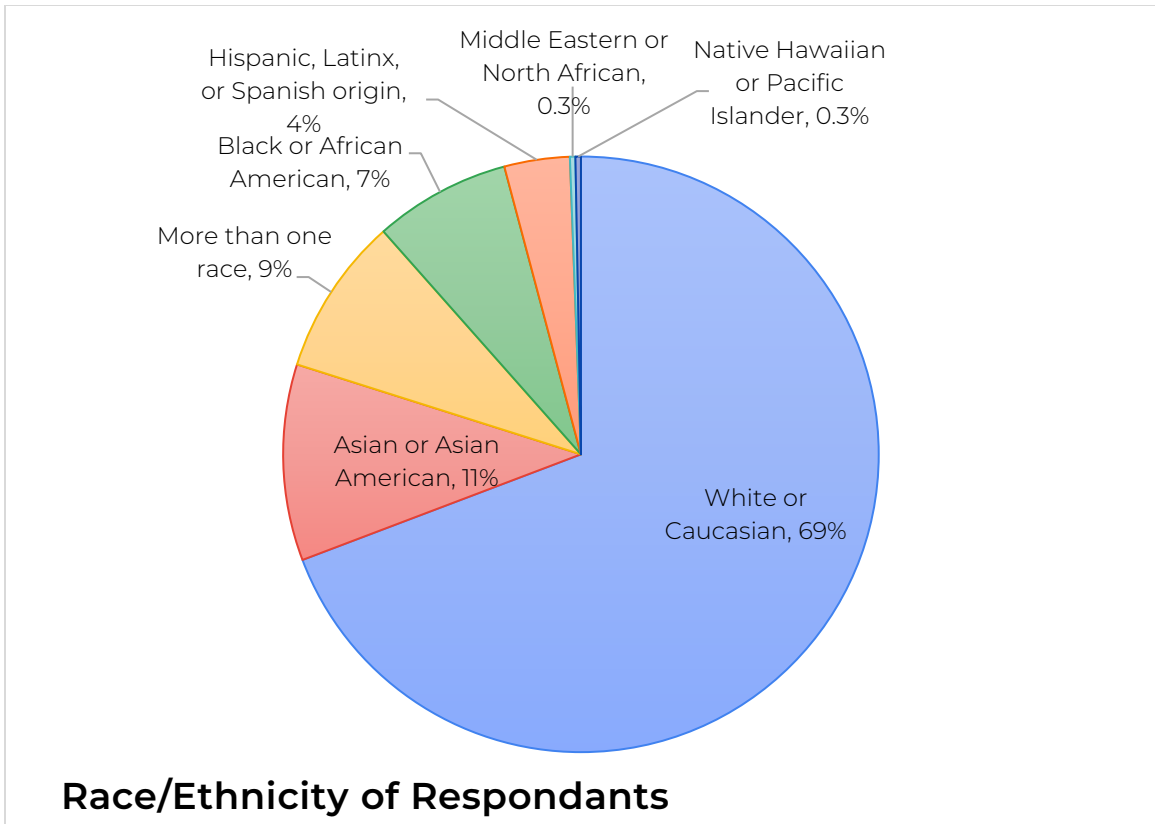


Figure 3. Race/Ethnicity of survey respondents

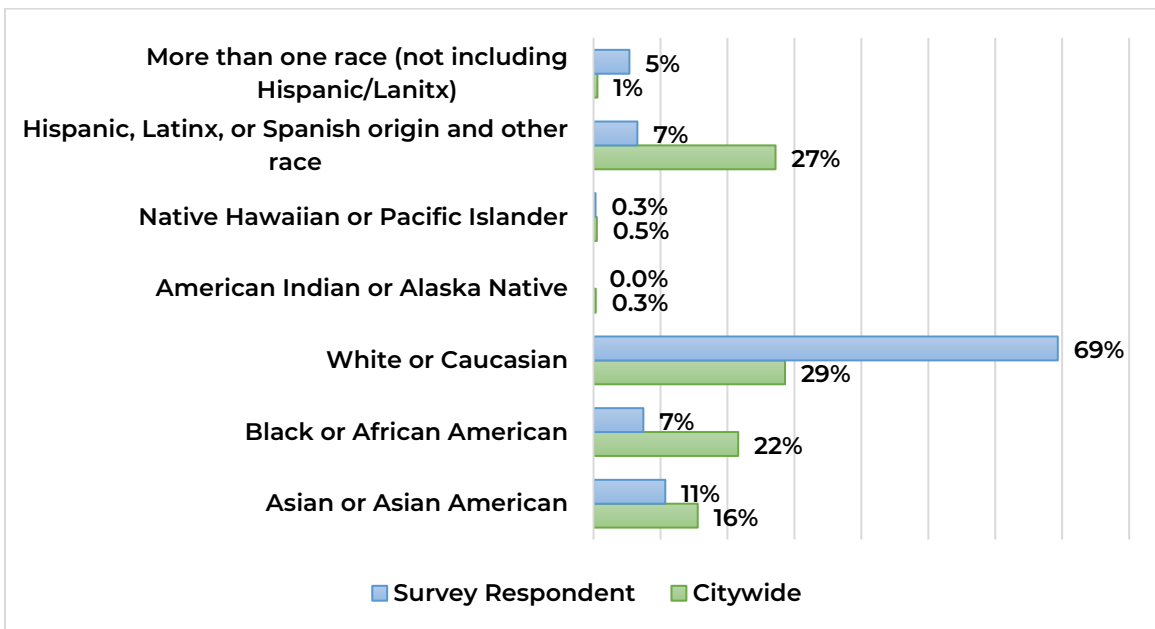


Figure 4. Race/Ethnicity of survey respondents compared to Citywide population

Respondent Health and Mobility

322 people, or 85% of respondents, reported their health and/or disability status. 100 people, or 31% of those who responded to this question, reported experiencing one or more disabilities or impairments. Long-term mental health condition (e.g., depression, anxiety) was the most reported condition (11%), followed by mobility impairment (10%), and sensory impairment (6%).

Respondent Gender

326, or 86% of people responded to the question about gender identity. Slightly more than half (51%) reported man, 44% reported woman, 4% reported nonbinary, 2% reported transgender (including those who reported man, woman, or gender fluid), 2% reported gender fluid, 1% reported agender, and 0.3% gender non-conforming.

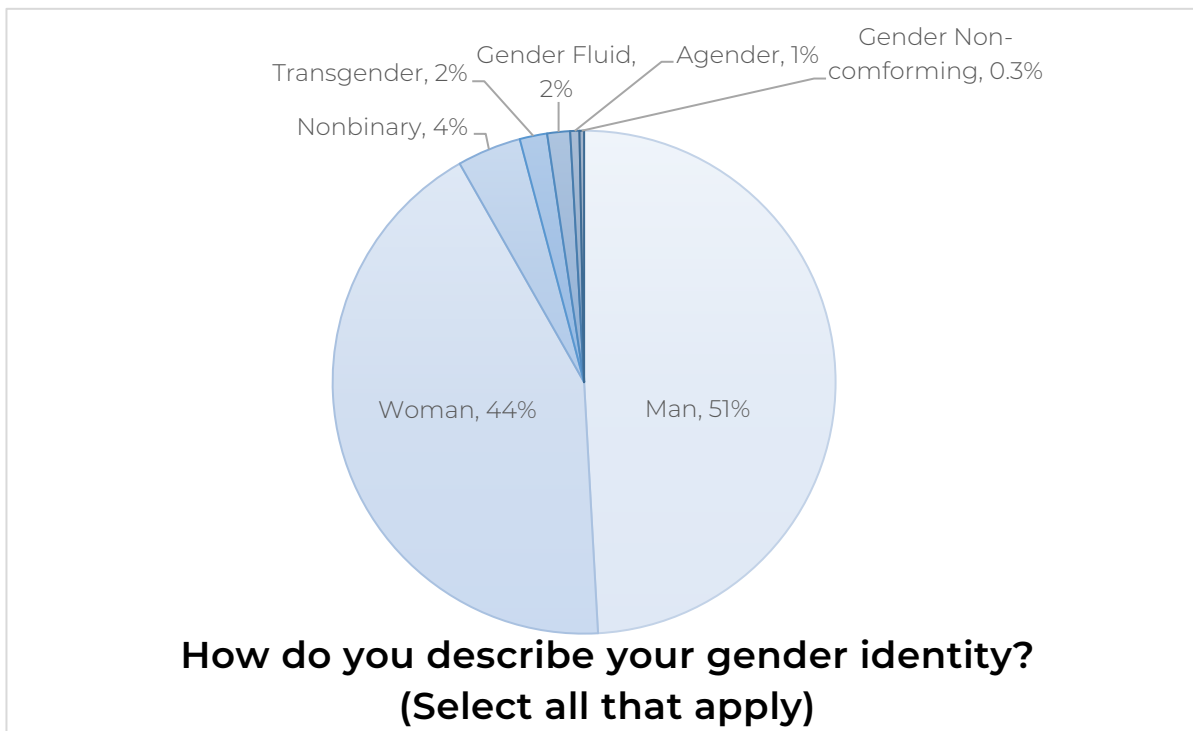


Figure 5. Gender identity of survey respondents

Transportation Modes Used on Broadway

The survey asked what transportation mode(s) they typically used on Broadway, and were able to choose from driving, taking the bus or Broadway shuttle, walking, biking, or some other mode. Here is a summary of the results:

- 68% listed driving as at least one of their transportation modes.

- 27% of respondents reported driving as their only transportation mode.
- 41% of respondents reported driving as one of their modes, and the most common reported mode used in combination with driving was walking—9% of respondents reported that they drive and walk.
- 39% of respondents reported taking the bus or Broadway shuttle as at least one of their transportation modes.
 - 21% of respondents (or more than half of bus users) reported that they take the bus and use active modes of transportation (i.e., walking or biking) and do not drive.
 - Only 1% of respondents reported the bus or Broadway shuttle as their only mode of transportation.
- 11% of respondents reported that they only use active modes of transportation

Opinions of the proposed Broadway Streetscape Improvements

The survey asked respondents what they thought of the proposed improvements to Broadway and provided the following options: “I love them”, “I like them”, “I don’t like them”, “I hate them”, and “I’m not sure”. Respondents also had the option to write in something else. Below is a summary of the results as illustrated in Figure XX:

- 52% (207) of people like or love the proposed improvements
- 19% (77) of people don’t like or hate the proposed improvements
- 19% (76) of people are not sure
- 9% (35) of people provided specific feedback
 - 24 people said there was need for bike infrastructure
 - 4 people said there were too many car lanes in the proposed design
 - 3 people highlighted other transit problems
 - 2 people mentioned driver behavior issues
 - 2 people provided other feedback regarding the underpass and connection to the Jack London neighborhood

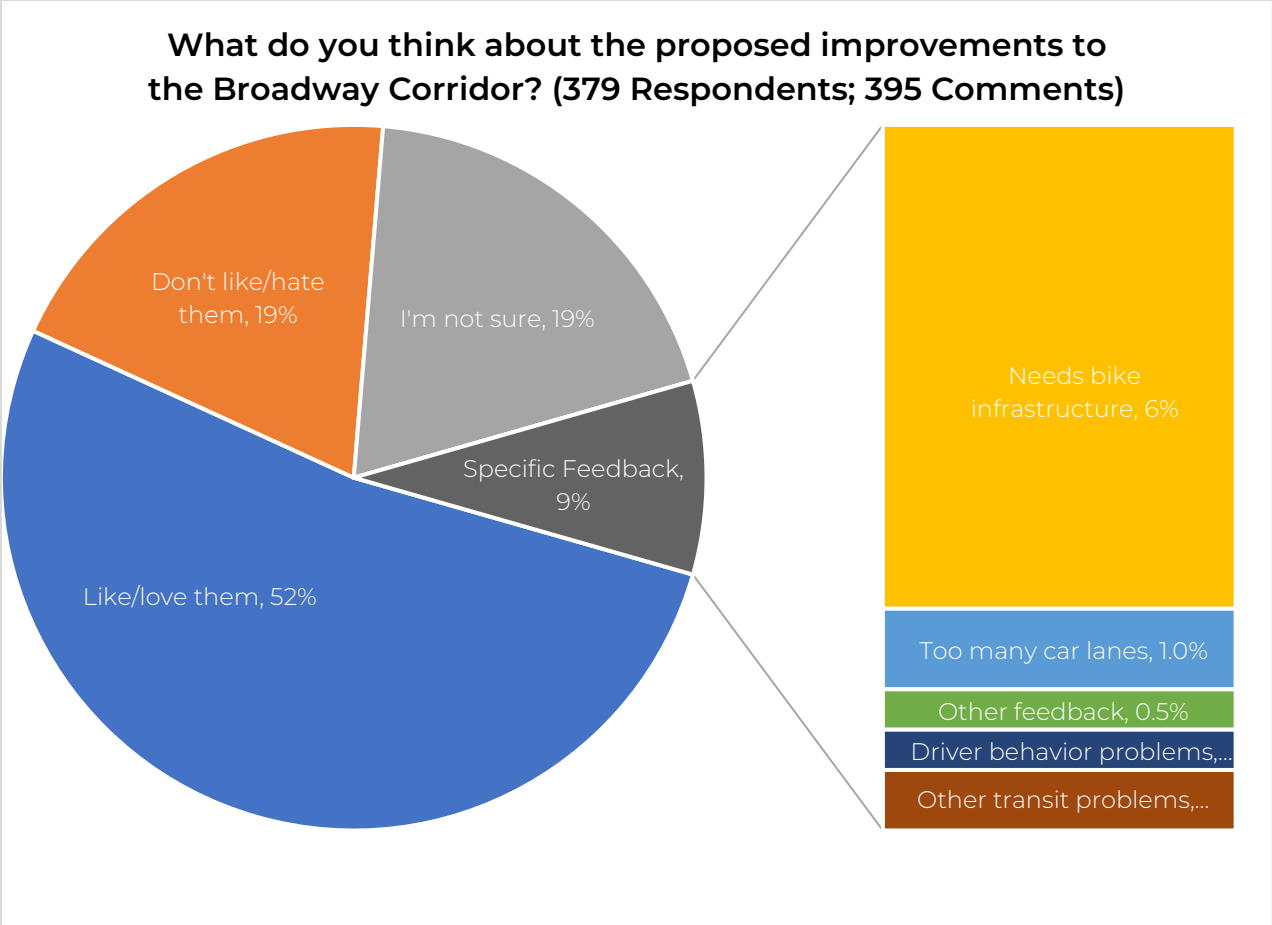


Figure 6. Opinions of the Broadway Streetscape Improvements

Additional improvements desired on Broadway

The survey asked respondents what additional improvements they would like to see implemented on Broadway. A total of 286 people responded to this question resulting in over 300 different suggestions.

- **41% (or 131 people) mentioned that space is needed for bicyclists** but the type and location of the facility varied.
 - 23% said the Broadway bus lanes should allow bicycles (including signs and markings to indicate this) and others said there should be buffered bike lanes on Broadway or on parallel streets with wayfinding.
 - 18% said specifically that there should be separated or protected bike lanes on Broadway or parallel streets.
- **20% of suggested improvements included streetscape enhancements** on Broadway, such as pedestrian safety improvements (8%), more greenery and

trees (5%), outdoor furniture or parklets (3%), cleaner sidewalks (2%) underpass improvements (1%), and more businesses open later (1%).

- **10% of suggestions included transit-related enhancements**, such as bus stop improvements (3%) and some way to prevent cars from driving/parking in the bus only lanes (2%).
- **5% of suggestions were parking related**, some stating that parking should not be removed or that safe and secure parking structures should be available, and other stating that parking should be removed for more pedestrian space or barriers should be installed to prevent unsafe parking. Some also stated there should be designated loading spaces and signage to direct drivers to parking.
- **4% said there were too much space dedicated to cars.**
- The remaining 20% suggested signal upgrades (3%), more traffic enforcement (2%), more police or community service for public safety (2%), more car lanes (2%), the project should be extended on Broadway or throughout Oakland (2%), homelessness and encampments should be addressed (1%), among other suggestions.

FY 2023-25 Oakland Capital Improvement Program

The Capital Improvement Program (CIP) includes a public portal for submitting project ideas. As part of the fiscal year 2023-25 CIP, project ideas were submitted by the public in 2022 and one of these project ideas was titled “Broadway/880 Reimagined.” This project idea included underpass improvements, efficiency and beautification through to Jack London, removal of the I-880 Broadway off-ramp, and total reconfiguration of the Broadway/I-880 area for improved traffic flow and safety.

Appendix

2017 Pedestrian Plan Survey Responses

- **Question 5: If you walk in Oakland, what do you LEAST enjoy about it?**
 - o Crossing under the freeway to get to Jack London Square.
 - o Walking in the underpass
 - o Walking on big busy streets without tree cover or medians (51st, Telegraph, Broadway), walking through scary (not well-lit, lots of garbage, people hanging around in shadows) underpasses.
 - o Some neighborhoods are less walkable. For example, walking to Jack London area from 12th street (scary blank areas). Some sidewalks are broken up.
 - o better ped connections to Jack London from Old Oakland are sorely needed
 - o Mentioned that streets on and around Broadway are very dark at night and it can feel desolate
 - o crossing Broadway
 - o and the trash and dirtiness of the sidewalks
 - o ...I am nervous to be out on Broadway or some of the other downtown streets in the evening and even sometimes during the day because it feels somewhat deserted and dirty, with long stretches without open restaurants or other friendly businesses.
 - o The wide streets and often fast, aggressive vehicle traffic on arterials; infrequent pedestrian crossings through corridors that feel like they should be main streets, but are dominated by cars (Telegraph, parts of Broadway, many streets near the lake, etc.); long crossing distances, without medians, landscape or curb extensions; overall most major Oakland streets feel like they are built for cars rather than people

- **Question 6: Below is a list of potential barriers to walking. In your opinion, how much do they discourage people from walking in Oakland?**
 - o Add ped recall to all busy intersections in retail/commercial areas (claremont, college, telegraph, broadway, piedmont) please!
 - o Too many major intersections/thoroughfares. From Broadway-Telegraph-The freeway-MLK-West-Market-San Pablo.. TOO MANY BIG STREETS. Kill a few and create some neighborhoods like Rockridge/Temescal/ Piedmont. Make Oakland pretty, busy and profitable.

- o Walking in Oakland as with most places for me is either about one of two things: walking TO someplace, or walking because its enjoyable. Oakland needs more businesses to help the pedestrian atmosphere. There are absolutely WAY too many vacant buildings and parking lots in what should be very pedestrian-friendly neighborhoods. This dynamic makes walking very unpleasant. No matter how nice the sidewalk may be, if there's blight it's still not going to help the situation. There needs to be better connections, too, to the best part of Oakland: Lake Merritt. It's odd to me that 14th street is so SO unattractive and yet it is practically a ceremonial connection between the center of the Downtown to the jewel of the city: the lake. What good is spending \$200 million dollars on an area if there's no connection TO the improved area. The same could be said of Broadway from Downtown to Jack London, and the areas around the BART stations. In general the connection between destinations needs improvement.

- **Question 7: If you were in charge of Oakland's Pedestrian Program, what would you do to make walking in Oakland easier, safer or more pleasant? To submit your ideas or suggestions for specific blocks, intersections or other locations, please use the Pedestrian Master Plan's online mapping tool. <https://maps.kittelson.com/oakwalking>**
 - o Make Broadway a nicer placer to walk.
 - o The Broadway underpass at 880, clean, add lighting and a mural (more like the Grand Ave underpass at 580) so that it's more appealing for walking.
 - o Timed lights down Broadway
 - o Streets are too wide, too car oriented, and there are too many freeway underpasses that are not pleasant for pedestrians. 580 at Grand Lake and 880 crossing Broadway near Jack London Square are to examples. The freeways should be undergrounded or removed ideally. We could build more housing!
 - o Measures to improve safety/increase activity where centers of activity are cut off by freeways like between downtown and Jack London and between downtown and Temescal.
 - o The crosswalk at 5th and Broadway at the entrance ramp to the Alameda Tub needs to have a "pedestrian only" crosswalk. It shares the crosswalk with the traffic going to the tube and north on Broadway. This is a bad accident waiting to happen. There is a delayed green light giving pedestrians a two second headstart but I continually see cars

trying to beat it or encroach on the crosswalk just behind the pedestrian. It's a short light and very traveled entry lane. the way it is set up now is a hazard for pedestrians and frustrating for drivers because it is a short light and no turn on red into the Webster Tube.

- o 1. Better / Dedicated Bike lanes on major avenues (i.e telegraph, MLK, Broadway). NYC has set the precedent by what they have done to separate bike and car traffic on major avenues, not just a painted lane on the side. this should be the standards. Separating bike and Car traffic also improves the pedestrian experience by making walking safer by giving bikes a dedicated lane. (i.e. it makes one re-think the entire street/ sidewalk zone.)
- o 2. incentives for developments that improves the street-scape and pedestrian experience for an area around the development.
- o Broadway from uptown to Jack London needs a better safer connection under the freeway.

2019 Oakland Bike Plan [Web Map Tool](#) Responses:

1. There are a couple of bike-friendly streets connecting Downtown with JLS, but none of them are contiguous! Broadway (or an adjacent, parallel, *contiguous* street) needs to prioritize bicycle access so it's possible to safely cross I-80 to access the waterfront.
2. Broadway needs a protected bikeway from Jack London up to College Ave. The section without bike lanes is particularly unsafe and uncomfortable to ride.
3. From the ferry terminal to Downtown, near 12th street BART. Helps connect the transportation system. Passing under 880 is awful
4. My Work Commute
5. Bike lanes needed on Broadway
6. pretty good bike commute to Amtrak
7. Broadway has no protected/clearly striped bike lanes and once you cross under the underpass the navigation becomes quite dangerous. the intersection at 5th has little or no protection from cars/buses and has potholed and cracked paving all over the place
8. Needs a bike lane
9. Broadway is the most direct route to Jack London square however there is bicycle infrastructure on it leading me to take a much more circuitous route.
10. This is the route to the ferry, amtrak, and or Jack London Square, and it is terrifying because of all the traffic getting on or off the 880. It feels like some protected lanes could really be helpful, or at least some paint. Right now it feels

like there is nothing along this route, and it takes some pretty confident, aggressive cycling to feel ok about riding here, despite it being such an important route between downtown and the ferry or regional rail.

11. Bike lanes just stop...
12. PM Commute Home
13. Common social route.
14. 2nd street is an on-street Bay Trail bike route, but the intersection with Broadway is a 2-way stop favoring Broadway. A safer crossing is needed here, for people biking and walking.
15. Broadway has no protected/clearly striped bike lanes and once you cross under the underpass the navigation becomes quite dangerous. the intersection at 5th has little or no protection from cars/buses and has potholed and cracked paving all over the place
16. I would love to just take Broadway to Jack London Square but it is very unsafe riding from 14th south because there are no bike lanes.

Draft Downtown Oakland Specific Plan

1. [Stakeholder Meeting Notes, Jack London District - December 10, 2015](#)
 - a. Big ideas about public transportation on Broadway, light rail on Broadway
 - b. Shut Down Broadway to auto; only light rail, bike, ped
 - c. Remove sidewalk on East side of Broadway under 880. Change circulation plan so vehicles cannot make left turn. (should be more obvious about how to get to Jack London District)
 - d. Protected bike lane on Broadway
 - e. Preservation of historic warehouse district and lower Broadway and West of Broadway
 - f. Destinations at underpass (concert, food, etc.)
2. [Community Advisory Group Meeting #2 - March 23, 2016](#)
 - a. Broadway improvements lacking; this street pulls together all of the neighborhoods of Downtown, but needs more emphasis in the plan to make it into a grand boulevard
 - b. Broadway needs high-level transit investment i.e., streetcar
 - c. Direct traffic off of Broadway?
 - d. Emphasize Broadway – should be focus of Downtown improvements; plan for grand boulevard
 - e. Better connect neighborhoods using Broadway as connective tissue

- f. Retail needs to be focused; no more scatter shot approach; focus on Broadway and Telegraph
 - g. Engage BIDs and Ambassadors in restorative justice training using a trauma-informed health lens along the Broadway Telegraph corridor – not just for how to appropriately treat youth, but also homeless and people with mental health issues
3. [Creative Solutions Lab and Neighborhood Design Sessions – February 2018](#)
 - a. Invest in way to address the natural division created on Broadway.
 - b. Create bus-only lanes on Broadway in ways that won't harm small businesses
 - c. Focus on Broadway and 14th Street as first priorities for high quality and low-stress bike facilities.
 4. [Accessibility Survey Results – 2018](#)
 - a. Traveling to Jack London Sq on Broadway is hazard by OPD and under the freeway; poor lightening, outdoor seating narrowing down the width of the sidewalk or encroach into the curb ramp area. single diagonal curb ramp makes it dangerous to cross the street, have to turn in the street; two directional curb ramps is better & safer.
 5. [Community Advisory Group Meeting #6 - January 22, 2019](#)
 - a. Emphasis on Broadway – this is a big opportunity
 - b. Broadway – is the vision to be a transit priority street or is it still a vehicular thoroughfare with a transit lane?
 - c. Broadway is an exception to streetscape question – important main street, , redesign with mobility we have today, and future. Include maintenance and durability.
 - d. Broadway is our most important public space – explore this long-term idea
 - e. Strengthen streetscape along Broadway to get people to the waterfront
 - f. Reduce traffic on Broadway. Where would be the primary route to Alameda, how does that impact Chinatown. Need to show the community what the repercussions would be.
 - g. How to catalyze great high intensity development around Broadway? What strategies can make that happen? It already does not reach full potential.
 6. [Community Advisory Group Meeting #7 – February 7, 2019](#)

- a. Need a grand vision for Broadway; urban space to pull everyone together - Central ideas: connections, Broadway - Broadway should be addressed in the goals
 - b. Enhanced street trees / stormwater swales, two-way cycle track on Broadway, bring green space into urban street network
 - c. Plan needs stronger goals and priorities; for example, why not focus on Broadway given its significance?
7. [Transportation Technical Advisory Committee - February 22, 2019](#)
- a. Chinatown wants to avoid drive-through traffic – we need to ensure Broadway, or other potential projects, don't divert more cars through Chinatown
 - b. Why do we show the “Going Big On Broadway” with a two-way cycle track in the section drawing – but we don't support this on any of the other bike maps?
 - c. Broadway:
 - i. Vision network is good, but conflicts with the two-way cycle track shown on p. 17
 - ii. You can't divert bike traffic off main thoroughfares to make them transit only – see Mission & Valencia; people will ride in the red lanes if they're there. People will want to ride on Broadway
 - iii. Need bike connections to the BART symbols on the map (maybe they're there, but it's not clear)
 - iv. Broadway connects 12th Street BART with the train and ferry – good bus service is the connection and the whole region depends on it
8. [Chinatown Chamber - February 26, 2019](#)
- a. Don't want changes to Broadway to impact Chinatown
9. [Disability Advocates Meeting - March 7, 2019](#)
- a. Compliance issues: new curb at 8th & Broadway is built with a single ramp even though a double ramp is required – problem with enforcement
10. [Draft Plan Report Comments – 2019](#)
- a. Green Loop: Include Broadway! Desperately needs streetscape improvements, like Latham Square
 - b. Broadway: dedicated bus and bike lane removed (disappointed)
 - c. Don't want tighter traffic on Broadway

- d. Maintain Broadway as a street for traffic to get around Chinatown
- e. Broadway: Plan could recommend a Broadway study – create it as an alternative mobility corridor
- f. Broadway: Afraid of bike lanes on Broadway – even Telegraph isn't good. What can we learn from the many bike experiments?
- g. Broadway: Need short-to-medium term improvement
- h. Broadway: There are cities with smaller populations who have vibrant streets
- i. Broadway: Look at Copenhagen for bike lanes that work
- j. What is the plan for bike lanes? Are bike lanes precluded from the future of Broadway just because of the transit- only lanes?
- k. Strengthening Oakland's Transit Investments: extend the priority transit-only lanes on Broadway north to the Kaiser Medical Campus at MacArthur Blvd and south to Embarcadero West where much of the new development is concentrated
- l. We should deprioritize street parking and vehicle lanes in favor of dedicated bicycle and transit lanes, on the model of the "Go Big on Broadway" option in the earlier Plan Options Report (Nov. 28, 2018) which should be restored. We prefer proposed bikeway options that include protected bicycle lanes.
- m. Only 6% of trips to downtown Oakland are made by bus. We must improve the experience to encourage more people to ride. I strongly support bus lanes on Broadway to complement the lanes on 11th and 12th streets for the BRT. Oakland police should issue tickets for cars stopping and parking in these lanes just as they enforce red zone curbs today.
- n. business corridor - bounded by 7th to 11th and Broadway to Jackson, will need parking; bike lane should end at the perimeter of Chinatown boundary and develop a parking plan that addresses the needs of the small businesses. appropriate locations for bike lanes should be Broadway, 11th Street and Harrison St.
- o. Recommend Adding Measures of Success to Monitor Transit Service: Recommend adding peak and mid-day transit travel times on major transit corridors (Broadway, Telegraph, 14th Street, etc.) relative to Baseline conditions.
- p. A Super-specific Plan will be needed to address select areas of Oakland's Downtown that the DOSP either skips over or doesn't adequately cover: The stretch between 8th Street and 4th on Broadway is a virtual no-man's land that stymies proper connection between Old Oakland and

Jack London Square, and, despite numerous charrettes and discussion regarding this weakest link what should be Oakland's main boulevard, it remains today perhaps the largest deterrent to the vitality and interactivity that good, community-inclusive planning can bring.