

The East Bay Greeway



Community Outreach Summary

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Brookfield / Columbian Garden & Sobrante Park Taskforce

February 15th, 2007

Approximately 15-20 neighborhood residents attended the meeting. The meeting started with an introduction to the East Bay Greenway project followed by a general discussion. A more detailed discussion using maps and a survey ended the session.

In general, people thought the Greenway would greatly improve the appearance of the corridor and be useful to the community. Concerns about safety along the corridor were raised.

General Discussion

Opportunities

- Safer to walk
- Kids can play
- Get people to come to neighborhood

Conditions

- Sidewalks where there are none
- Union Pacific crossings needs to be safe
- Traffic Crossings need to be safe
- Industrial VS. Housing – very different from Ohlone Greenway
- Safety - install call boxes
- Bathrooms and access to water
- Schools – could use running routes
- Schools +health + Alameda County
- Maintenance: who will maintain? Could adopt sections as community service

Potential Roadblocks

- Railroads-are they being used? yes
- Railroad crossings
- Crime in the area - if not safe the Greenway will not work
- Poor connections to the neighborhood
- Animals?

Other Comments

(Items that came up in discussion with individuals during the meeting)

- Child harassed and threatened with a gun while riding bike along 105th. Need to address crime if the project is to be successful.
- Work with businesses and industries along San Leandro St. to fund maintenance of the Green way, as Greenway users are their potential customers.

Greenway Amenities: Possibilities

Facilities Along the Trail

1	Interpretive Trails
5	Exercise Course
2	Kiosks
1	Outdoor Art
2	Seating
1	Linear Gardens
2	Water Elements
0	Vendor Stalls

Small Area Pocket Parks

4	Community Garden
2	Gathering Space
2	Open Lawn
5	Picnic
1	Playground
0	Basketball Court
3	Skate Park
0	Other

Brookfield Gardens and Sobrante Park

Survey Results

SECTION I: BART

I take BART to:

Work	2
School	0
Family visits	1
The doctor	2
Services	0
Outings	2
I don't use BART	2

I use the _____ BART station(s):

Fruitvale	2
Coliseum	6
San Leandro	3
Bay Fair	2
Hayward	1

I get to BART by:

Walking	1
Bike	0
Car	5
AC Transit	4

It can be hard to reach BART because of:

Traffic	1
Curbs	0
Steps	0
Underpasses	0
Railroad tracks	1
Closed off areas	1
Uneven surfaces	1
Debris	2
Lack of parking	1
Lack of connections to BART	1

SECTION II: YOUR COMMUNITY

The most important issues in my community are:

Housing	2
Safety	7
Jobs	1
Health	2
Open Space	1
Shopping/Services	1
Schools	3

The most important issues in my community’s existing parks, streets, and public spaces are:

Children’s Safety	6
Pedestrian Safety	3
ADA Accessibility	1
Maintenance	3
Crime	5

My community needs more public space for:

Children’s play	5
Sports/activities	6
Rest/quiet/relaxation	3
Greenery	4
Senior activities	4

SECTION III: THE GREENWAY

I would most like to see the Greenway incorporate:

Seating	5
Lighting	7
Planted Areas	5
Public Art	1
Play areas	4
Sports Areas	4
Safety Cameras	6
Community/History Signage	3
Dog Areas	0
Food Vendors	0
Callboxes	5
Exercise Areas	7
Community Gardens	4
Grassy Areas	5
Tables	4
Direction/Info Signs	5

The specific area of the Greenway that you should concentrate on in my community is (cross streets and/or description):

105 St.	2
105 St and San Leandro	1

I would use the Greenway for:

Walking	6
Jogging	1
Biking	4
Active recreation	1
Playgrounds	3
Quiet rest	3
Picnicking	1
School activities	2
Exercise	4
Neighborhood gatherings	4
Gardening	3
I won’t use the Greenway	0

I would use the Greenway in the:

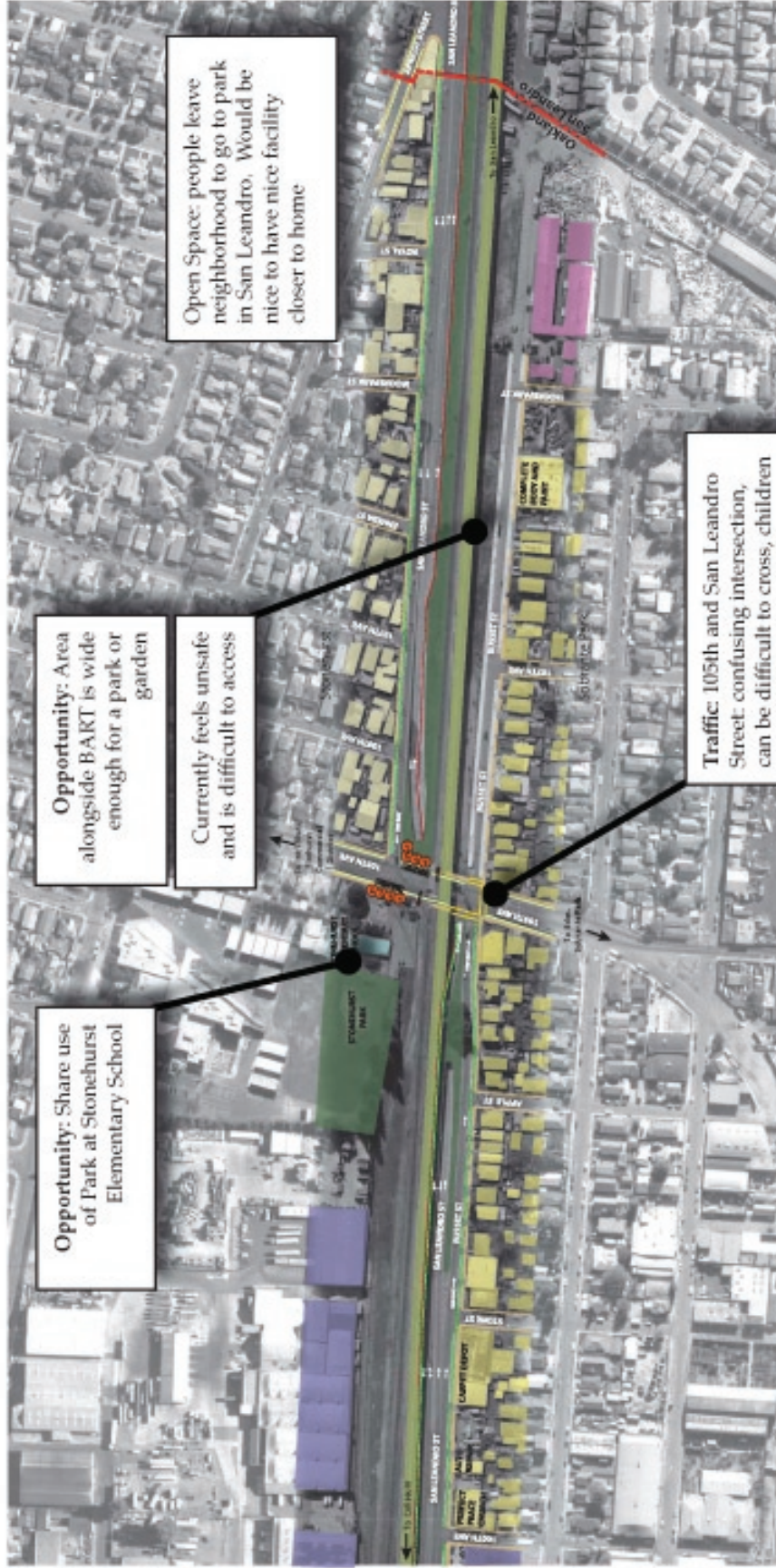
Morning	3
Lunchtime	0
Daytime	4
Evening	5
Weekday	5
Weekend	4
Daily	0
Rarely	0
Never	0

BROOKFIELD GARDENS / SOBRANTE PARK CRIME PREVENTION COUNCIL
SITE COMMENTS: FEBRUARY 15, 2007
SHEET 1 OF 2



EAST BAY GREENWAY





Best Manor / Farrelly Pond Homeowners Associations

February 20th, 2007

Approximately 15 neighborhood residents attended the meeting. The meeting started with an introduction to the East Bay Greenway project followed by a general discussion. A more-detailed discussion using maps and a survey ended the session.

In general, people felt that their neighborhoods need more recreational open space and safe places to walk and bike. But people also raised concerns about crime and safety as well as how to access to the Greenway over busy streets and the railroad tracks. Residents were interested in learning more about the experience of residents near the Ohlone Greenway, especially in regard to safety.

General Discussion

Opportunities

- Divert people from railroad
- More parks: bigger, better
- “Free Gym”: Exercise equipment
- Trees, plants and butterfly parks

Conditions

- Different/diverse neighborhoods: Industrial/ Residential/Active : Specific design/ Assisting good change
- Ped/bike safety: Signage/Safe trails/Separated Paths
- Maintenance plans: Integral to plans through design and other ideas like Urban Park Rangers and Adopt-a-Trail
- Lighting: safety at night
- Call boxes
- Real case examples: area in Oakland along San Leandro St. is very narrow
- Appropriate trees/plans: plants that attract wildlife
- Track crossings

Other Comments

(Items that came up in discussion with individuals during the meeting)

- Get police cadets-in-training to patrol the BART parking lot.
- How will police get on the Greenway? Is it wide enough for cars? If not, makes a good escape route for people fleeing the police.
- San Leandro has high senior population that needs safe places to walk and recreational facilities geared towards their needs. Pedestrian safety is a big issue for seniors in the area.
- If designing for access to BART, make sure is safe after dark (lighting etc.) because many commuters walk home after dark.
- Ghiradelli Factory along corridor – can make it a part of the route, the “Chocolate Trail”.
- Problem areas with traffic at Davis Street, and at Hesperian Blvd. In Oakland around 80th Ave. is very narrow – not much room for bikes and pedestrians.

Greenway Amenities

Facilities Along The Trail

- 1 Interpretive Trails
- 5 Exercise Course
- 2 Kiosks
- 3 Outdoor Art
- 6 Seating
- 6 Linear Gardens
- 2 Water Elements
- 2 Vendor Stalls

Small Area Pocket Parks

- 9 Community Garden
- 4 Gathering Space
- 2 Open Lawn
- 1 Picnic
- 3 Playground
- 0 Basketball Court
- 2 Skate Park
- 1 Other

Best Manor / Farrelly Pond HOA

Survey Results

SECTION I: BART

I take BART to:

Work	5
School	1
Family visits	2
The doctor	4
Services	3
Outings	10
Other	4
I don't use BART	0

I use the _____ BART station(s):

Fruitvale	0
Coliseum	0
San Leandro	12
Bay Fair	0
Hayward	0

Survey Results

Trail Character:

- 1: Look Too Individual
- 2: Good Use of Native Plants
- 3: Good mode of transportation – I wouldn't need to use my car to commute
- 4: 0
- 5: 0
- 6: 0

I get to BART by:

Walking	10
Bike	1
Car	9
AC Transit	0
Shuttle	0
Car Service	0
ParaTransit	0
Carpool	0
Other	0

Continued on next page

Brookfield Gardens and Sobrante Park

Survey Results (continued)

It can be hard to reach BART because of:

Traffic	3
Curbs	0
Steps	0
Underpasses	0
Railroad tracks	0
Closed off areas	0
Uneven surfaces	1
Debris	0
Lack of parking	5
Lack of connections to BART	1
Other	2

SECTION II: YOUR COMMUNITY

The most important issues in my community are:

Housing	5
Safety	7
Jobs	1
Health	3
Open Space	9
Shopping/Services	1
Schools	7
Other	1

The most important issues in my community's existing parks, streets, and public spaces are:

Children's Safety	4
Pedestrian Safety	3
ADA Accessibility	0
Maintenance	7
Crime	8
Other	2

My community needs more public space for:

Children's play	11
Sports/activities	3
Rest/quiet/relaxation	5
Greenery	10
Senior activities	3
Other	0

SECTION III: THE GREENWAY

I would most like to see the Greenway incorporate:

Seating	9
Lighting	10
Planted Areas	9
Public Art	5
Play areas	7
Sports Areas	5
Safety Cameras	7
Community/History Signage	4
Dog Areas	7
Food Vendors	1
Callboxes	7
Exercise Areas	7
Community Gardens	6
Grassy Areas	5
Tables	4
Direction/Info Signs	4
Other	2

The specific area of the Greenway that you should concentrate on in my community is (cross streets and/or description):

SL Bart and along SL Blvd and Davis St Crossing

I would use the Greenway for:

Walking	10
Jogging	1
Biking	7
Active recreation	2
Playgrounds	3
Quiet rest	3
Picnicking	1
School activities	1
Exercise	3
Neighborhood gatherings	0
Gardening	1
Other	1

I would use the Greenway in the:

Morning	5
Lunchtime	0
Daytime	4
Evening	3
Weekday	4
Weekend	3
Daily	0
Rarely	0
Never	0

Site Comments on next page

BEST MANOR / FARRELLY POND HOME OWNERS ASSOCIATION
SITE COMMENTS: FEBRUARY 20, 2007
SHEET 1 OF 2

Traffic: Broadmoor intersection difficult and confusing to cross

Access: Difficult to cross Park Street

New business and office space next to park

Open Space: Park overused on weekends, "Neighborhood park" used by people outside neighborhood
Parking overflows onto street.

Traffic: Park St. and San Leandro Blvd. intersection difficult for both pedestrians and cars.

Attractive landscaping along San Leandro Blvd. But landscaping blocks access and views to BART corridor.

Safety: Concerned about crime in adjacent Oakland neighborhood, people 'lurking' along the tracks, and potentially using the Greenway as a police-free escape route.

Opportunity: Space for a community garden and more trees

Access: Difficult to cross San Leandro Blvd.

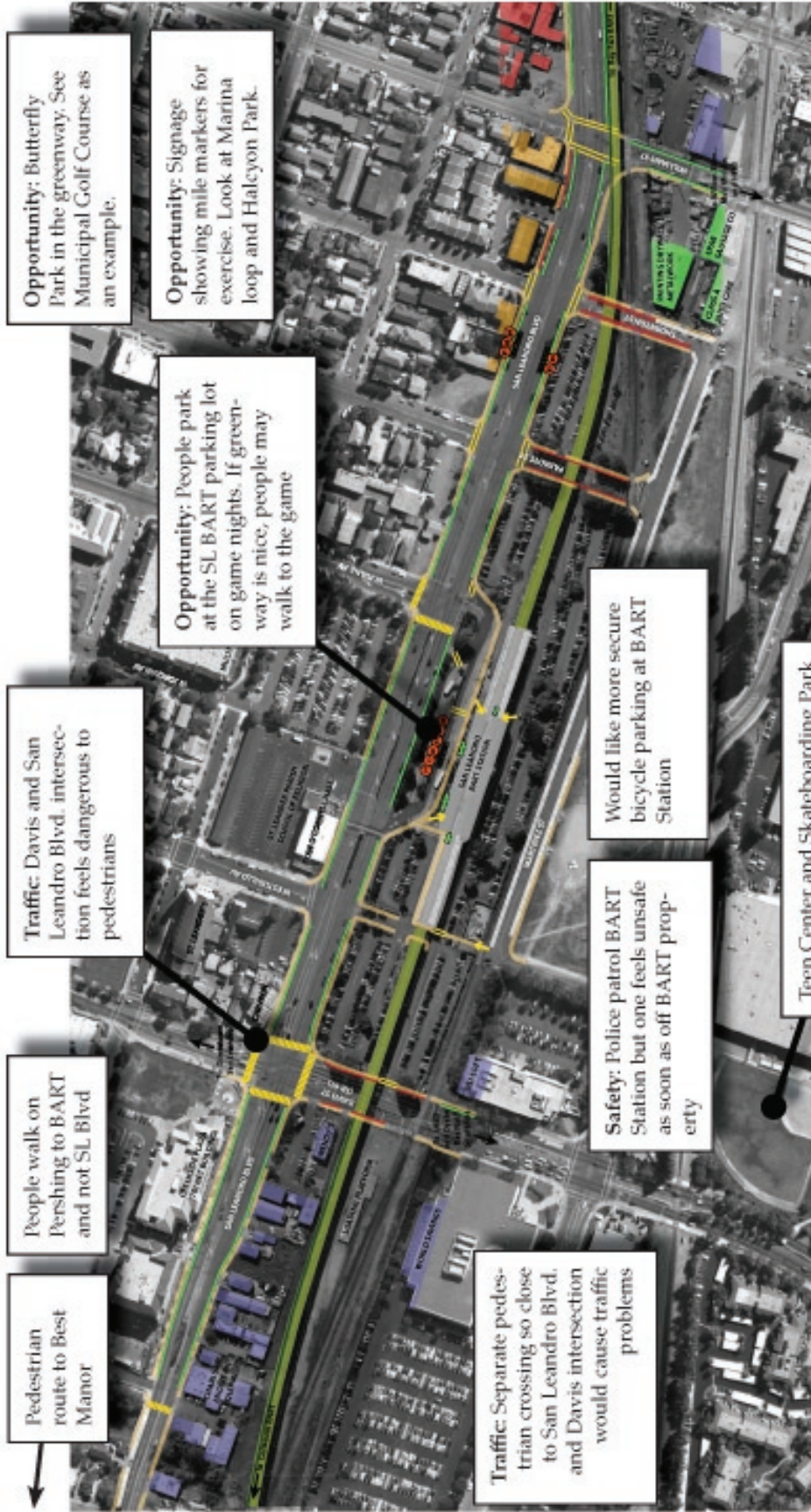
Access: How get to Greenway across UP Rail lines?

Access: How will communities on this side of UP get access to the greenway?

Opportunity: Connect to San Leandro Creek. Train currently goes nowhere

Access: Will another bridge be needed to cross San Leandro Creek?

Homeless camp along creekbed



EAST BAY GREENWAY



Halcyon / Foothill Homeowners Association

February 27th, 2007

Approximately 15-20 neighborhood residents attended the meeting. The meeting started with an introduction to the East Bay Greenway project followed by a general discussion. A more detailed discussion using maps and a survey ended the session.

In general, people embraced the concept of greenway, and believed that greenway would improve the community environment by providing more green open space. Concerns about safety and the railroad along the corridor were raised

General Discussion

Opportunities

- Bike path, improvement
- Union Pacific right of way-Land values (contingency plan for that property)
- Lighting
- Safer for children (On foot)

Conditions

- Maintenance
- Security for homes along the trail
- What barriers will be between the trail and the adjacent houses? Chain link fence?
- Police access

Other Comments

(Items that came up in discussion with individuals during the meeting)

- H.A.R.D. provides good maintenance for parks in Hayward (better than the contracted-out maintenance within the City of San Leandro).
- Children walk along the rail to get to school.
- People have been killed when crossing train tracks in this area.
- Could be an easy access route for crime. Need to have police access from streets.

Greenway Amenities: Possibilities

Facilities Along the Trail

- 0 Interpretive Trails
- 4 Exercise Course (Exercise stadiums would be beneficial)
- 0 Kiosks
- 2 Outdoor Art
- 3 Seating (Help access to neighborhood; Occasional places to rest)
- 5 Linear Gardens (Help access to neighborhood; native plants)
- 0 Water Elements (Not green enough)
- 0 Vendor Stalls (We don't need street vendor, they look tacky)

Small Area Pocket Parks

- 3 Other (Facilities for seniors; Bicycling, dog walking, exercising)

Trail Character

Look too individual

Good use of native plants

Good mode of transportation: I wouldn't need to use my car to commute

See next page for survey summary.

Halcyon / Foothill HOA
Survey Results

SECTION I: BART

I take BART to:

Work	3
School	0
Family visits	1
The doctor	1
Services	2
Outings	10
Other	1
I don't use BART	0

I use the _____ BART station(s):

Fruitvale	0
Coliseum	2
San Leandro	5
Bay Fair	11
Hayward	0

I get to BART by:

Walking	4
Bike	1
Car	12
AC Transit	2
Shuttle	1
Car Service	0
ParaTransit	0
Carpool	0
Other	0

It can be hard to reach BART because of:

Traffic	4
Curbs	1
Steps	2
Underpasses	2
Railroad tracks	0
Closed off areas	2

Uneven surfaces	2
Debris	1
Lack of parking	9
Lack of connections to BART	2
Other	0

SECTION II: YOUR COMMUNITY

The most important issues in my community are:

Housing	3
Safety	8
Jobs	2
Health	3
Open Space	8
Shopping/Services	6
Schools	3
Other	0

The most important issues in my community's existing parks, streets, and public spaces are:

Children's Safety	6
Pedestrian Safety	6
ADA Accessibility	3
Maintenance	7
Crime	9
Other	0

My community needs more public space for:

Children's play	4
Sports/activities	6
Rest/quiet/relaxation	9
Greenery	7
Senior activities	7
Other	0

Halcyon / Foothill HOA
Survey Results (continued)

SECTION III: THE GREENWAY

I would most like to see the Greenway incorporate:

Seating	7
Lighting	10
Planted Areas	12
Public Art	3
Play areas	1
Sports Areas	1
Safety Cameras	6
Community/History Signage	3
Dog Areas	2
Food Vendors	0
Callboxes	5
Exercise Areas	5
Community Gardens	5
Grassy Areas	8
Tables	0
Direction/Info Signs	3
Other	0

The specific area of the Greenway that you should concentrate on in my community is (cross streets and/or description):

Davis Street, Davis to Halycon, and Halycon

Site Comments on next page

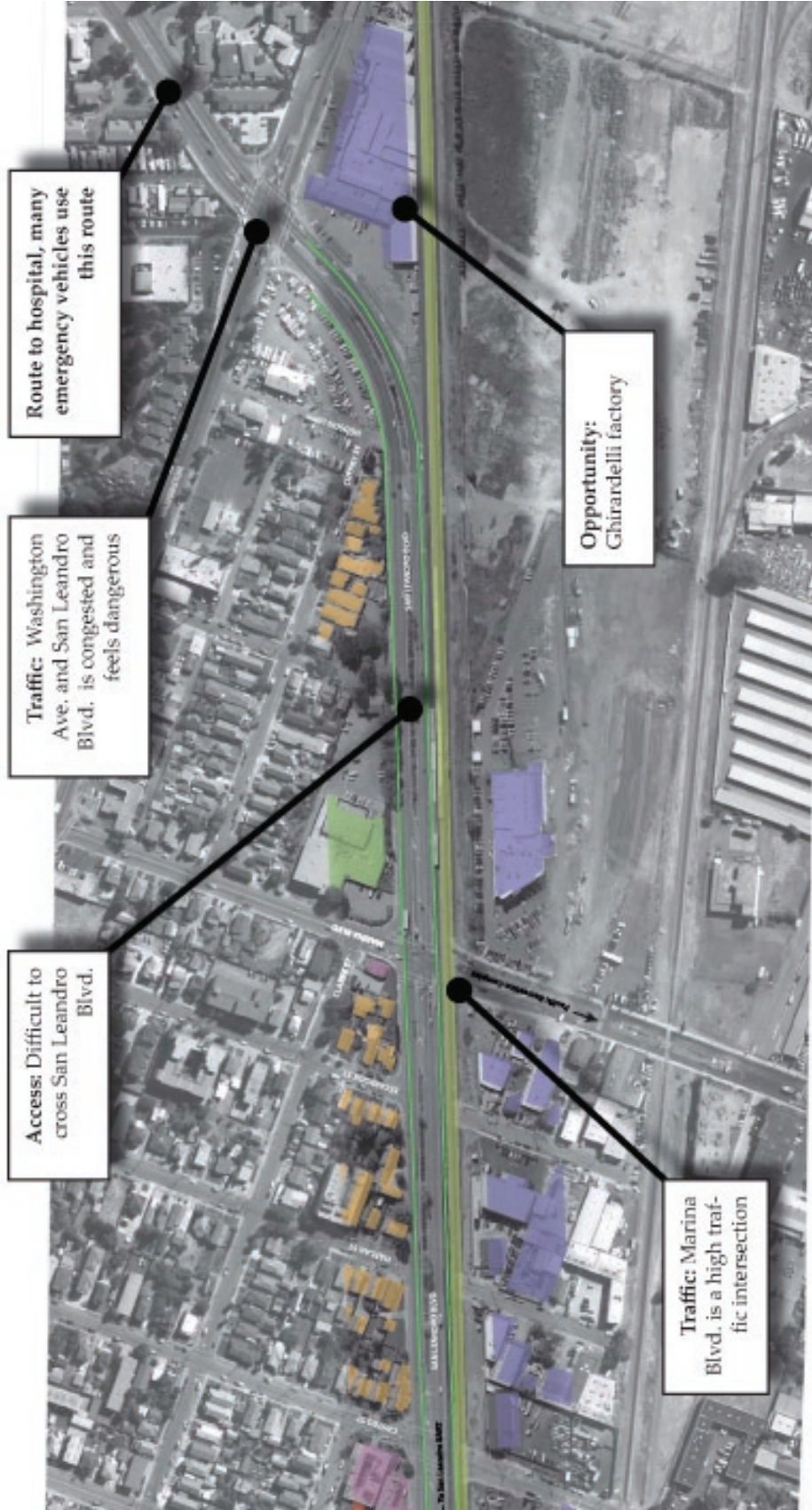
I would use the Greenway for:

Walking	12
Jogging	5
Biking	5
Active recreation	1
Playgrounds	0
Quiet rest	4
Picnicking	0
School activities	0
Exercise	5
Neighborhood gatherings	0
Gardening	0
Other	1

I would use the Greenway in the:

Morning	4
Lunchtime	1
Daytime	6
Evening	3
Weekday	7
Weekend	10
Rarely	2
Never	0

HALCYON FOOTHILL HOME OWNERS ASSOCIATION
SITE COMMENTS: FEBRUARY 27, 2007
SHEET 1 OF 4



EAST BAY GREENWAY

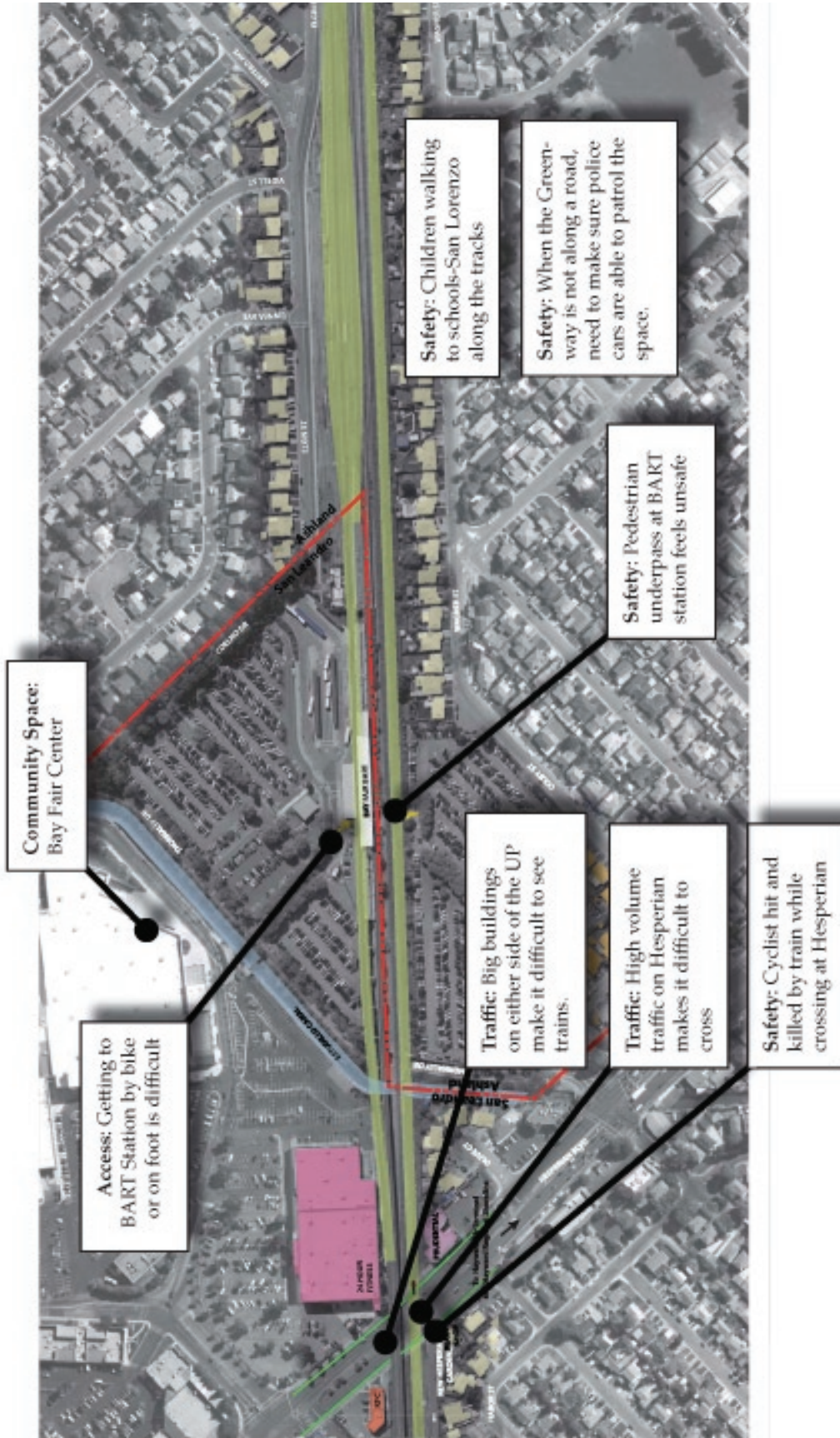




EAST BAY GREENWAY

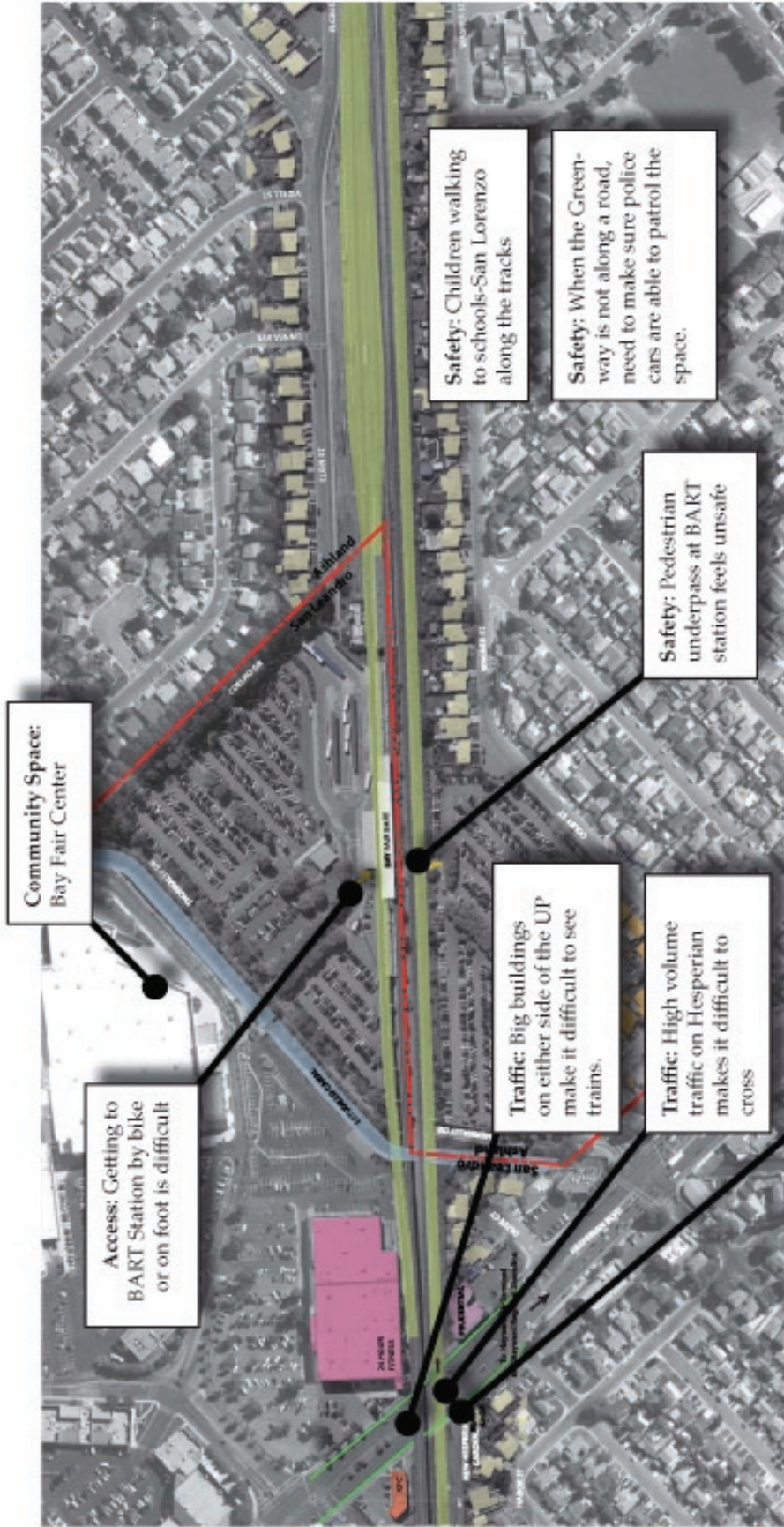


HALCYON FOOTHILL HOME OWNERS ASSOCIATION
SITE COMMENTS: FEBRUARY 27, 2007
SHEET 4 OF 4



EAST BAY GREENWAY





EAST BAY GREENWAY



San Antonio Hill Neighborhood Association

March 12th, 2007

UE staff met with two active members of the neighborhood association – Wendy Jung and Ann Barnett. UE gave an overview of the East Bay Greenway project, followed by a general discussion with maps.

In general, both individuals were extremely supportive of the project and want to see its implementation go forward. Both saw it as an opportunity to make drastic improvements to the corridor, but also expressed concerns about safety and maintenance.

General Discussion

Opportunities

- Tie the Greenway into upcoming streetscape improvements along 14th Ave. between East 19th and East 8th
- Great chance to make improvements/tie in at Vantage Point Park at East 12th and East 8th
- A lot of schools in the area – great way to improve ped/bike safety. Could the schools use the facility for PE classes?
- There are no destinations in that area – no shopping, parks, etc. This has a chance to make people actually want to come to the neighborhood
- Lots of new developments in the area – Coliseum and 29th Ave. & East 12th – should exploit the new development
- Add additional facilities as much as possible – soccer field would be ideal
- Opportunity to talk about the history of the neighborhood
- St. Anthony's Church and school must be reached out to

Conditions

- 22nd Ave. and East 12th street is very dangerous intersection b/c off-ramp from the freeway– must be addressed
- Lots of homeless on Embarcadero around 16th Ave.
- Ped/bike connections to the corridor are limited, must make safe access points for people to get there
- Noise issues w/ BART might be difficult for peds and bikers
- Large numbers of migrant workers and day laborers south of Fruitvale might pose a significant problem – how will this be dealt with?

Cherryland Homeowners Association

March 13th, 2007

Approximately 25-30 neighborhood residents attended the meeting. The presentation started with an introduction to the East Bay Greenway project, followed by a general discussion. A brief discussion using maps ended the session.

In general, the majority of people embraced the concept of greenway, but there was significant concern about the Union Pacific tracks and how the East Bay Greenway project would impact past and future community efforts to improve that area. Several community members believed strongly that any the UP tracks needed to be removed if any significant improvements were to be made. Others felt that the EB Greenway could be a “stepping stone” to larger improvements. Concerns about safety and maintenance along the corridor were also raised.

General Discussion

Opportunities

- The is corridor is biggest problem spot in Cherryland
- Greenway can have significant positive impacts on the numerous unsafe crossings in the area – improve ped/bike safety
- Can help to clean up the area – remove garbage and graffiti
- Opportunity to partner with EBRPD and HARD to improve area’s open space
- A lot of industrial uses are leaving – this would complement zoning changes
- Ped/bike facilities are good on Lewelling – opportunity to capitalize on that
- Greenway will raise morale of community – any improvement is a good improvement

Conditions

- Is there adequate width for this type of facility? Some believed that working only in the BART right-of-way was not enough
- Very narrow on east side of Western Blvd. – is there room for improvements?
- Railroad tracks need to be removed
- Lucy Wicks from Supervisor Miley’s office and Paul Keener from AC Public Works outlined the County’s efforts to deal with the UP tracks.
- The County will be doing a feasibility study in the next 12-18 months about acquiring the tracks. In the meantime, they support the EB Greenway and see it as a first phase in larger improvements to the corridor.
- Urban Ecology staff also emphasized that the Greenway does not preclude improvements to the UP tracks, but rather serves as “first phase” to a linear park. However, given our timeline with the BART retrofit project, we will not be explicitly addressing the UP tracks.

Conditions (continued)

- Who will maintain the Greenway? Several comments were made about the importance of proper maintenance and upkeep
- Graffiti on the BART structure must be addressed – already significant graffiti and BART not currently addressing it
- Barrier for cars along Western Blvd. would be a significant impediment
- The grade between the BART and UP right-of-ways is uneven. Will the grading be addressed?
- East 14th + Mission + Lewelling intersection must be addressed – unsafe
- Ashland Ave. is a “pinch point”
- Lots of rocks and debris under the BART tracks

Cherryland HOA

Survey Results

SECTION I: BART

I take BART to:

Work	1
School	0
Family visits	1
The doctor	0
Services	0
Outings	6
Other	2
I don't use BART	2

I use the _____ BART station(s):

Fruitvale	0
Coliseum	0
San Leandro	0
Bay Fair	4
Hayward	6

I get to BART by:

Walking	3
Bike	0
Car	8
AC Transit	0
Shuttle	0
Car Service	0

It can be hard to reach BART because of:

Traffic	2
Curbs	0
Steps	0
Underpasses	0
Railroad tracks	0
Closed off areas	0
Uneven surfaces	1
Debris	0
Lack of parking	1
Lack of connections to BART	0
Other	0

SECTION II: YOUR COMMUNITY

The most important issues in my community are:

Housing	3
Safety	6
Jobs	2
Health	1
Open Space	5
Shopping/Services	2
Schools	4
Other	3

Cherryland HOA

Survey Results (continued)

The most important issues in my community’s existing parks, streets, and public spaces are:

Children’s Safety	5
Pedestrian Safety	7
ADA Accessibility	0
Maintenance	6
Crime	7
Other	1

My community needs more public space for:

Children’s play	8
Sports/activities	6
Rest/quiet/relaxation	4
Greenery	9
Senior activities	8
Other	0

SECTION III: THE GREENWAY

I would most like to see the Greenway incorporate:

Seating	8
Lighting	8
Planted Areas	6
Public Art	1
Play areas	3
Sports Areas	4
Safety Cameras	5
Community/History Signage	2
Dog Areas	3
Food Vendors	0
Callboxes	2
Exercise Areas	7
Community Gardens	3
Grassy Areas	7
Tables	4
Direction/Info Signs	1
Other	0

I would use the Greenway for:

Walking	11
Jogging	2
Biking	5
Active recreation	1
Playgrounds	1
Quiet rest	3
Picnicking	2
School activities	1
Exercise	3
Neighborhood gatherings	2
Gardening	1
Other	0

I would use the Greenway in the:

Morning	6
Lunchtime	3
Daytime	6
Evening	4
Weekday	4
Weekend	9
Rarely	0
Never	0

The specific area of the Greenway that you should concentrate on in my community is:

From Hampton Road to S st, include UP right-of-way, Western Avenue intersection at Blossom, Cherry, and Grove along Western Blvd between Grove Way and Sunset Blvd Western Blvd between A Street and Hampton Road.

New Horizon Neighborhood

March 26th, 2007

Approximately 10-15 neighborhood residents attended the meeting. The meeting started with an introduction to the East Bay Greenway project followed by a general discussion. A more detailed discussion using maps and a survey ended the session.

In general, people thought the Greenway would benefit the community. Concerns about safety along the corridor, illegal dumping, and access across the railroad were raised.

General Discussion

Opportunities

- Greenway could improve pedestrian / bike safety
- Potential to lower the area’s crime rate
- Benefit those that desire “healthy living”
- Lower the chances of irresponsible dumping & trash in the area.
- Increase the opportunity of art in the area, and lower the amount of graffiti

Conditions

- Significant crime in the area - Has crime been deterred in areas with a greenway?
- Trash and dumping major concern – will it work in that area
- Traffic safety is big concern - 66th Avenue is dangerous
- Are railroad and tracks part of the project? Railroad crossings and area around tracks (54th & San Leandro Avenue) in Oakland are not well maintained.

New Horizon Neighborhood

Survey Results

SECTION I: BART

I take BART to:

Work	1
School	0
Family visits	1
The doctor	0
Services	0
Outings	4
Other	0
I don't use BART	4

I use the _____ BART station(s):

Fruitvale	2
Coliseum	3
San Leandro	2
Bay Fair	0
Hayward	0

New Horizon Neighborhood
Survey Results (continued)

I get to BART by:

Walking	0
Bike	0
Car	3
AC Transit	1
Shuttle	0
Car Service	0
Paratransit	2
Carpool	0
Other	0

It can be hard to reach BART because of:

Traffic	0
Curbs	0
Steps	1
Underpasses	0
Railroad tracks	0
Closed off areas	0
Uneven surfaces	1
Debris	0
Lack of parking	1
Lack of connections to BART	0
Other	0

SECTION II: YOUR COMMUNITY

The most important issues in my community are:

Housing	2
Safety	9
Jobs	4
Health	2
Open Space	1
Shopping/Services	6
Schools	1
Other	0

The most important issues in my community's existing parks, streets, and public spaces are:

Children's Safety	7
Pedestrian Safety	5
ADA Accessibility	2
Maintenance	4
Crime	9
Other	0

My community needs more public space for:

Children's play	4
Sports/activities	2
Rest/quiet/relaxation	4
Greenery	3
Senior activities	7
Other	0

SECTION III: THE GREENWAY

I would most like to see the Greenway incorporate:

Seating	6
Lighting	10
Planted Areas	5
Public Art	4
Play areas	3
Sports Areas	2
Safety Cameras	9
Community/History Signage	1
Dog Areas	1
Food Vendors	2
Callboxes	9
Exercise Areas	6
Community Gardens	3
Grassy Areas	6
Tables	4
Direction/Info Signs	5
Other	0

New Horizon Neighborhood
Survey Results (continued)

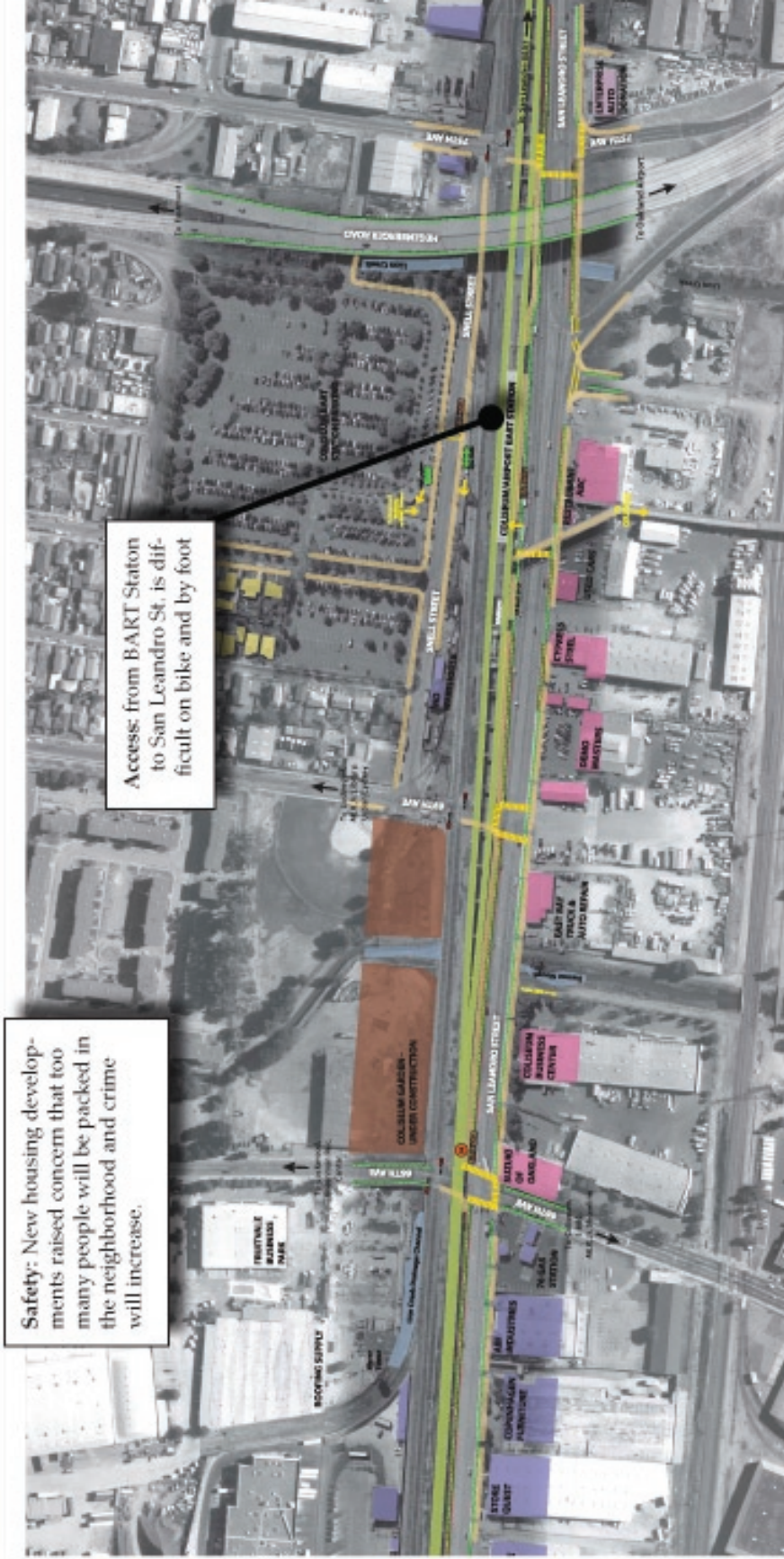
I would use the Greenway for:

Walking	7
Jogging	1
Biking	2
Active recreation	0
Playgrounds	1
Quiet rest	3
Picnicking	3
School activities	2
Exercise	1
Neighborhood gatherings	3
Gardening	0
Other	0

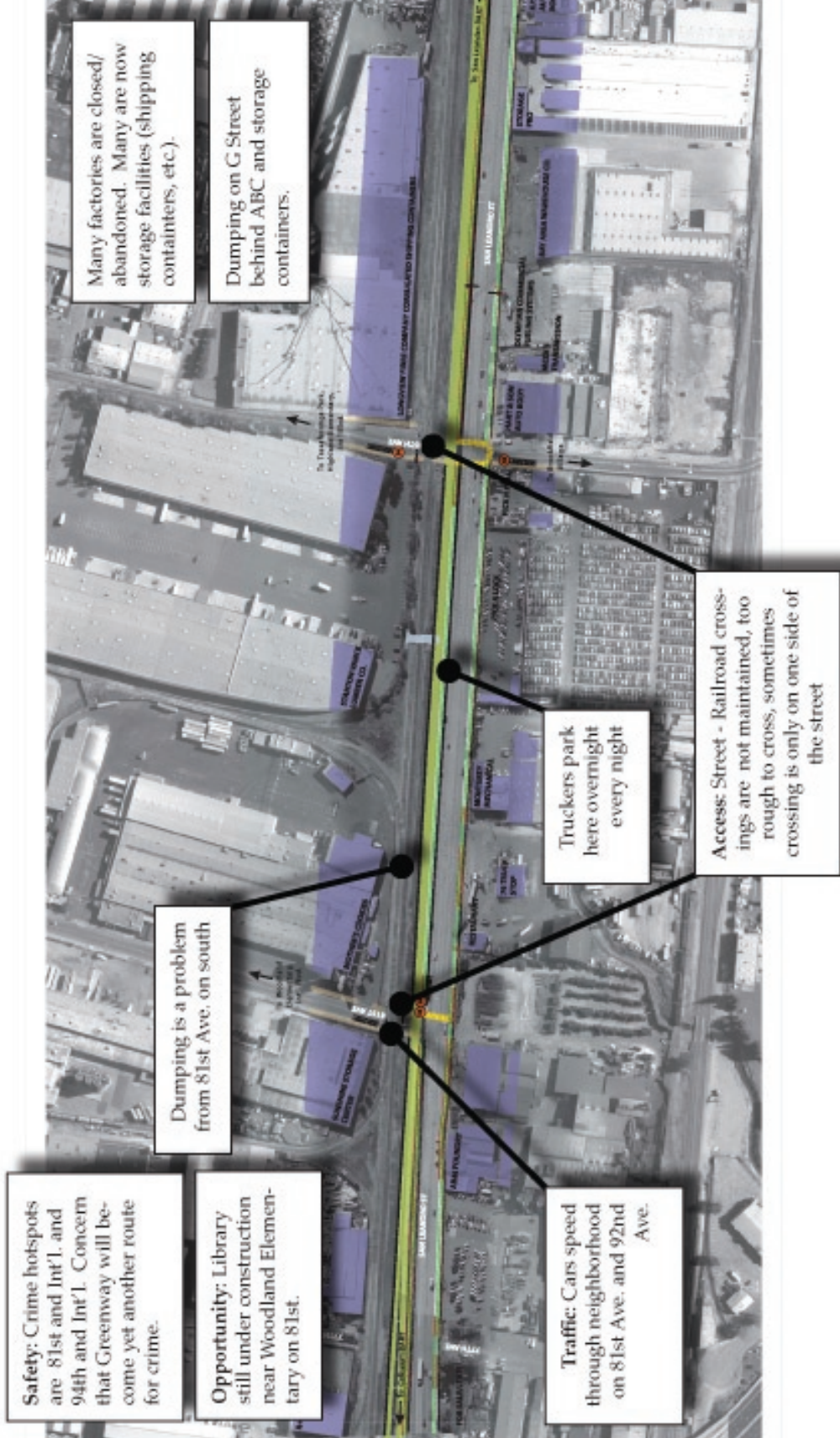
I would use the Greenway in the:

Morning	4
Lunchtime	1
Daytime	4
Evening	1
Weekday	3
Weekend	3
Rarely	1
Never	1

Site Comments on next page



BEAT 33 NEW HORIZON NEIGHBORHOOD
SITE COMMENTS: MARCH 26, 2007
SHEET 2 OF 2



EAST BAY GREENWAY



Estudillo Estates Homeowners & Broadmoor Homeowners

April 17th, 2007

Approximately 5-10 neighborhood residents attended the meeting. The meeting started with an introduction to the East Bay Greenway project followed by a general discussion. A more detailed discussion using maps and a survey ended the session.

In general, people thought the Greenway would benefit the community. Concerns about safety along the corridor, funding for the Greenway, and maintenance were all raised.

General Discussion

Opportunities

- People are already using the tracks and corridor to get to/from BART
- Improve access to BART stations
- Greenway can capitalize on history of SL – use Cherry trees in the design
- Improving East Oakland won't happen overnight – positive 1st step
- Greenway is a good place to add wireless service – sell ad space

Conditions

- Not much room to play with – Marina Blvd. is very tight
- How can safety be ensured – safe in San Leandro, but unsure about in Oakland
- People might object to new lighting near their homes – complaints about recent efforts to put lighting in SL
- City already struggling to provide existing services – how will this impact City general fund and tax base
- Who will maintain the Greenway?
- Will all the Cities along the corridor have to agree to the project or can it be done piecemeal?

Estudillo & Broadmoor Homeowners

Survey Results

SECTION I: BART

I take BART to:

Work	1
School	0
Family visits	1
The doctor	0
Services	0
Outings	3
Other	0
I don't use BART	0

I use the _____ BART station(s):

Fruitvale	0
Coliseum	0
San Leandro	3
Bay Fair	0
Hayward	0

Estudillo & Broadmoor Homeowners
Survey Results (continued)

I get to BART by:

Walking	1
Bike	1
Car	3
AC Transit	0
Shuttle	0
Car Service	0
Paratransit	0
Carpool	1
Other	0

It can be hard to reach BART because of:

Traffic	2
Curbs	0
Steps	0
Underpasses	0
Railroad tracks	0
Closed off areas	0
Uneven surfaces	1
Debris	1
Lack of parking	0
Lack of connections to BART	0
Other	0

SECTION II: YOUR COMMUNITY

The most important issues in my community are:

Housing	0
Safety	2
Jobs	0
Health	0
Open Space	2
Shopping/Services	2
Schools	2
Other	1

The most important issues in my community's existing parks, streets, and public spaces are:

Children's Safety	2
Pedestrian Safety	1
ADA Accessibility	0
Maintenance	1
Crime	2
Other	1

My community needs more public space for:

Children's play	1
Sports/activities	1
Rest/quiet/relaxation	2
Greenery	2
Senior activities	0
Other	0

SECTION III: THE GREENWAY

I would most like to see the Greenway incorporate:

Seating	1
Lighting	2
Planted Areas	3
Public Art	2
Play areas	1
Sports Areas	0
Safety Cameras	1
Community/History Signage	1
Dog Areas	1
Food Vendors	0
Callboxes	2
Exercise Areas	1
Community Gardens	1
Grassy Areas	1
Tables	0
Direction/Info Signs	1
Other	0

Estudillo & Broadmoor Homeowners
Survey Results (continued)

I would use the Greenway for:

Walking	3
Jogging	1
Biking	3
Active recreation	1
Playgrounds	0
Quiet rest	1
Picnicking	0
School activities	2
Exercise	0
Neighborhood gatherings	1
Gardening	0
Other	0

I would use the Greenway in the:

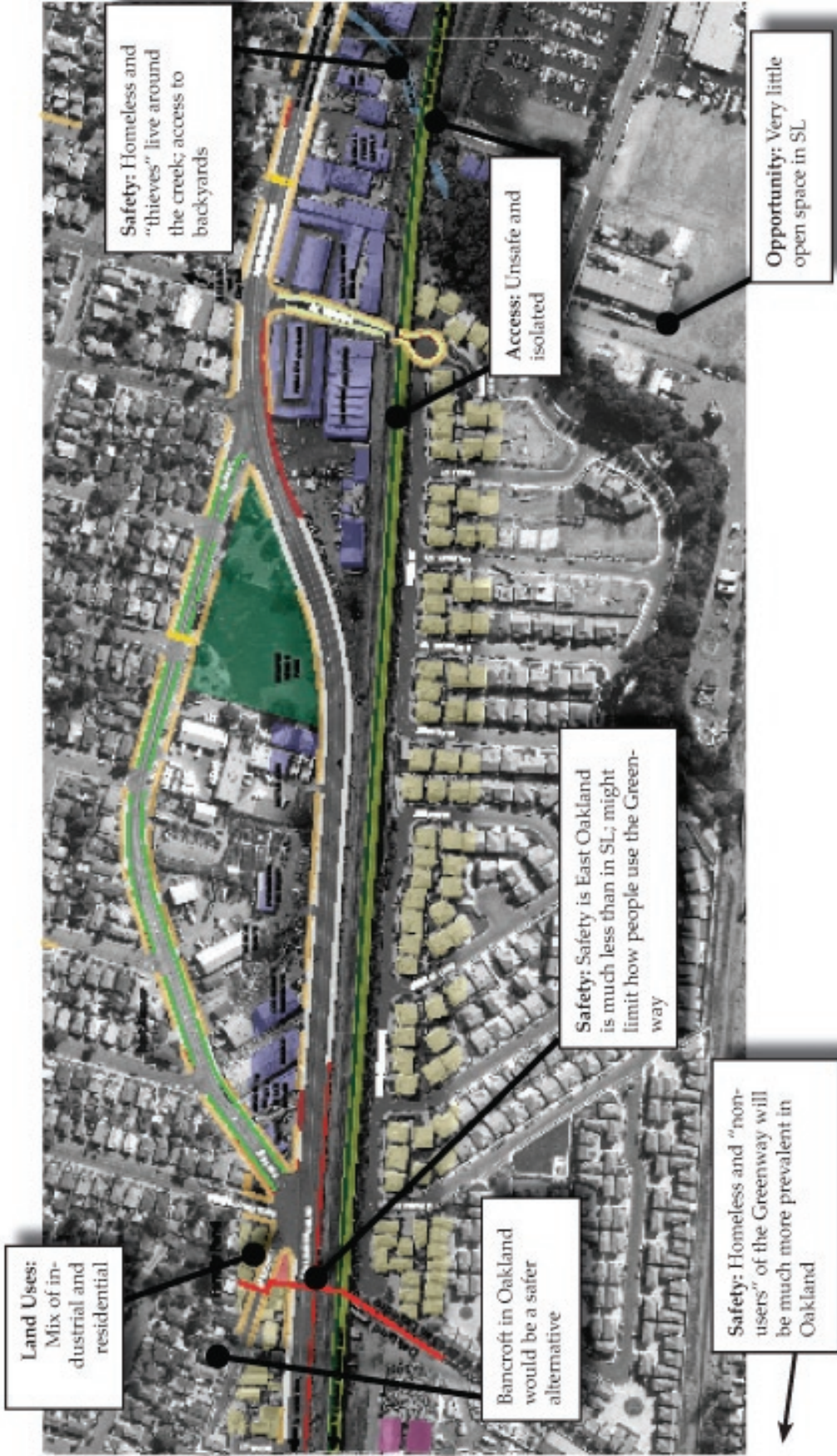
Morning	2
Lunchtime	1
Daytime	1
Evening	1
Weekday	1
Weekend	2
Rarely	0
Never	0

Site Comments on next page

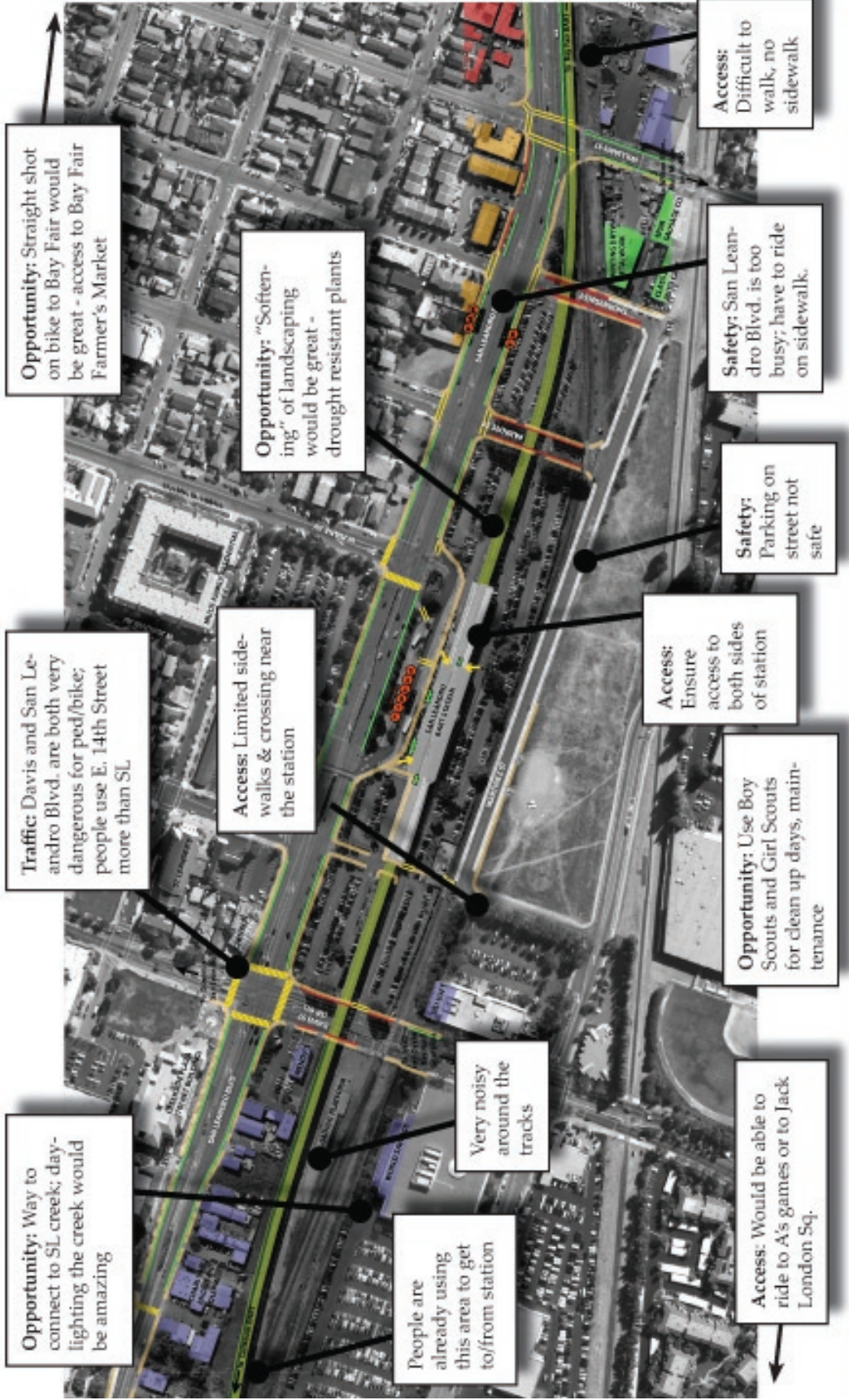
The specific area of the Greenway that you should concentrate on in my community is:

East of Davis Street along San Leandro Blvd Oakland border to Bayfair Bart.

ESTUDILLO ESTATES / BROADMOOR HOME OWNERS ASSOCIATION
SITE COMMENTS: , 2007
SHEET 1 OF 2



EAST BAY GREENWAY



Health Impact Assessment Community Meeting

May 8th, 2007

Urban Ecology hosted a focus group on May 8th at the San Leandro Public Library for residents throughout Alameda County on the relationship between health and the East Bay Greenway - a proposed ped/bike path under the BART tracks from Oakland to Hayward.

The objectives of the session were to:

- Review the relationship between the proposed Greenway and the health of the communities adjacent to the Greenway;
- Identify priority community health concerns;
- Identify pathways through which the project will affect community health concerns, positively or negatively;
- Identify barriers to achieving the potential positive health impacts of the Greenway and mitigations for addressing those barriers;
- Review, augment, and prioritize the issues raised in the draft expert scope for the Greenway HIA

About a dozen residents participated in the 1.5 hour discussion. The session followed the following agenda:

- Short review of Greenway Project;
- Introduction to the connections between the Greenway and Health (using the pathway diagrams);
- Discussion of the connections between the Greenway and Health, including barriers to achieving the positive health outcomes and potential mitigations;
- Discussion of future work

Urban Ecology started with meeting with a short review of the Greenway project. Dr. Rajiv Bhatia and Jonathan Heller from Human Impact Partners led the subsequent health discussion.

Health Connections – overview

- Rajiv gave a brief overview of HIAs, their role, and potential impacts on development projects
- Rajiv outlined some of the key connections between health and the Greenway project, including: physical activity, reduced motor vehicle use, social networking, and children/accidents/environment.
- Residents were asked to comment on the connections identified by HIP with regards to their validity and relevance to the context as well as to identify additional health connections. The discussion that followed integrated both the discussion on connections, but also concerns, opportunities, desires, solutions, possible strategies, and needs for research and planning. The comments are organized below by domains: safety, non-motorized transportation, physical activity, and social cohesion.
- SAFETY
 - Safe crossings to the Greenway and, especially surrounding streets – create a “buffer” zone between Greenway and streets (one specific concern was about a freeway on-ramp near the Greenway and whether it would limit access to the Greenway.)
 - Adequate lighting needed

-
- Safe x-ings to the Greenway and, especially surrounding streets – create a “buffer” zone between Greenway and streets (one specific concern was about a freeway on-ramp near the Greenway and whether it would limit access to the Greenway.)
- Adequate lighting needed
- Ensure proper mix of uses – ideally have separated use between bike and pedestrian; role of dogs within Greenway?
- PHYSICAL ACTIVITY:
 - Increase physical activity in coordination with better education (e.g., biking rules)
 - Noise along corridor – improve sound barriers
- GREENING
 - Increase in plants and landscaping; capture the benefits of “greening”
- NON-MOTORIZED TRANSPORTATION
 - Greenway might actually cause an increase in vehicle trips to parts of Greenway
 - Use of Greenway to walk to businesses questioned – parts of corridor have little business on them now; mainly industrial. Would businesses locate close to Greenway in future?
- SOCIAL COHESION
 - Social cohesion was seen as a priority b/c it could affect safety, but not a top priority

Health Connections – barriers/strategies to implementing a “healthy” Greenway

- What is required for people to use the Greenway?
- Safe x-ings and access (including railway x-ings)
- Parking near Greenway to increase access
- Benches/rest areas
- Restrooms – there was some debate as people wondered if they could be maintained, kept safe
- Exercise facilities
- Dog runs
- Lighting
- Small plazas or places for people to sit
- Separated paths for bikes and pedestrians
- Sports facilities and playgrounds? If there is room and it is a good fit...
- Park uses vs. trail uses – potential room for both more active and passive uses on Greenway; needs to be carefully thought out
- Design to maximize “eyes on the street”
- Water fountains
- Good connections to schools, parks, neighborhoods, businesses
- Local/indigenous plants and landscaping (low maintenance)
- Community gardens – must realize that this is a very localized activity
- Education/stewardship
 - Can there be a role for youth and local neighborhoods?
- Design Greenway to facilitate social networking – plazas, space for parents w/ kids (design benches for interacting, not linear benches)
- Organized programming for Greenway

- ID and incorporates points of interest and history of corridor – interpretive signage
- Walking/biking to school using Greenway – makes sense in some areas
- Concerns about skateboards, rollerblading, scooters

At the end of the session, participants were asked to prioritize connections:

- Safety was the top priority;
- Others (non-motorized traffic, greening, and physical activity) were also considered significant and important to health by most participants;
- Value of greenway as a site of building social cohesion resonated least.

Participants identified one additional domain: intrinsic and health value of natural areas (greening).

Potential Future work for HIP and Urban Ecology:

1. What are the benefits/challenges of the Ohlone Greenway? How has it impacted property value, crime, physical activity in that area?
2. How much space does the Greenway really have to play with? What can be really done in a relatively small right-of-way? There were concerns that right-of-way is just too small to do anything substantial.
3. What are the trade-offs between the Greenway and other efforts to improve open space? Will this Greenway diminish other open space requirements?
 - a. San Leandro downtown study
 - b. How will this be factored into the city's measurement of open space?
 - c. Concerns about the Greenway providing an "out" for the cities in their open space requirements
4. Assessing and strategizing multiple concerns and domains about safety: safe access as a barrier to use; concerns about safety of users from traffic and physical violence; concerns related to safety concerns from air and noise pollution. The following list of safety-related issues could be researched:
 - a. Assaults
 - b. Motor vehicle accidents
 - c. Ped-vehicle and bicycle-vehicle accidents
 - d. Traffic volumes
 - e. Intersection quality (x-ings)
 - f. Lighting
 - g. Noise levels
 - h. Point sources of air pollution

Health Impact Assessment Community Meeting
Survey Results

SECTION I: BART

I take BART to:

Work	1
School	0
Family visits	1
The doctor	0
Services	1
Outings	1
Other	0
I don't use BART	0

Uneven surfaces	0
Debris	0
Lack of parking	0
Lack of connections to BART	0
Other	0

SECTION II: YOUR COMMUNITY

The most important issues in my community are:

I use the _____ BART station(s):

Fruitvale	1
Coliseum	0
San Leandro	0
Bay Fair	0
Hayward	0

Housing	0
Safety	1
Jobs	0
Health	1
Open Space	0
Shopping/Services	0
Schools	1
Other	0

I get to BART by:

Walking	0
Bike	1
Car	0
AC Transit	0
Shuttle	0
Car Service	0
Paratransit	0
Carpool	0
Other	0

The most important issues in my community's existing parks, streets, and public spaces are:

Children's Safety	1
Pedestrian Safety	1
ADA Accessibility	0
Maintenance	0
Crime	0
Other	1

It can be hard to reach BART because of:

Traffic	0
Curbs	0
Steps	0
Underpasses	0
Railroad tracks	0
Closed off areas	0

Health Impact Assessment Community Meeting
Survey Results (continued)

My community needs more public space for:

Children’s play	0
Sports/activities	0
Rest/quiet/relaxation	0
Greenery	1
Senior activities	0
Other	0

School activities	0
Exercise	1
Neighborhood gatherings	0
Gardening	0
Other	0

I would use the Greenway in the:

Morning	1
Lunchtime	1
Daytime	1
Evening	0
Weekday	1
Weekend	1
Rarely	0
Never	0

SECTION III: THE GREENWAY

I would most like to see the Greenway incorporate:

Seating	1
Lighting	1
Planted Areas	1
Public Art	1
Play areas	1
Sports Areas	0
Safety Cameras	0
Community/History Signage	1
Dog Areas	0
Food Vendors	1
Callboxes	1
Exercise Areas	1
Community Gardens	1
Grassy Areas	1
Tables	1
Direction/Info Signs	0
Other	0

I would use the Greenway for:

Walking	1
Jogging	0
Biking	1
Active recreation	0
Playgrounds	0
Quiet rest	1
Picnicking	0

Cherrywood HOA Board

September 19th, 2007

Context

The purpose of our presentation was to introduce ourselves and the East Bay Greenway to the Cherrywood HOA Board. We wanted to hear your views, suggestions and concerns about the Greenway plans in relation to your neighborhood. In particular we wanted your views on the two alternative routes the Greenway could take – either along San Leandro Blvd. or another underneath the BART tracks.

5 board members attended the meeting. The meeting began with an update on the Greenway design process given by Katherine Melcher from Urban Ecology. From there we moved on to a more detailed discussion of the design of the Greenway in the Cherrywood area.

Discussion points

In general board members thought the designs looked promising and that the Greenway would benefit the community – if key safety and maintenance issues could be addressed.

The pros and cons of the alternative routes were debated, though no final decision was made. Board members saw benefits of routing the Greenway under the BART tracks, noting that it would clean up and maintain a neglected and blighted area. On the other hand there was concern that the Greenway might attract outsiders into the Cherrywood neighborhood.

Other comments:

Opportunities

- An opportunity to clean up and maintain the immediate area.

Constraints

- Graffiti could be a problem.
- The community is already having a lot of difficulty with undesired entrants including more traffic from the north. People are concerned that the Greenway might make the problem worse.
- Potential connections and alternative routes through the Cherrywood neighborhood were considered undesirable and removed from the plan.

It was agreed that Urban Ecology should present the Greenway at the Cherrywood HOA quarterly meeting in December. This will be an opportunity to gather more input from neighborhood residents.

New Horizon Home NCPC

September 24th, 2007

Context

We first presented the idea of the East Bay Greenway to New Horizon NCPC in March 2007. The feedback we took away from that meeting was incorporated in to our evolving designs. At the meeting on 24th September we wanted to show you the progress we have made in the Greenway design and to explain how your ideas have influenced it.

Approximately 12 neighborhood residents attended the meeting. The meeting began with an update on the Greenway design process given by Katherine Melcher from Urban Ecology. From there we moved on to a more detailed discussion of the design of the Greenway in the New Horizon area.

Discussion points

In general participants thought the designs looked promising and that the Greenway would benefit the community – if key safety and maintenance issues could be addressed.

Other comments:

Opportunities

- An urban park rangers program could significantly improve the safety and maintenance of the Greenway.
- There are good opportunities to involve youth groups
- An opportunity to clean up the area and relocating the truck parking

Constraints

- Toilet facilities are needed
- Concerns about where the funding will come from

Beat 26X NCPC

September 25th, 2007

Context

The purpose of our presentation was to introduce ourselves and the East Bay Greenway to members and residents of the Beat 26X NCPC. In particular we wanted to hear your views, suggestions and concerns about the Greenway plans in relation to your neighborhood.

8 neighborhood residents attended the meeting. The meeting began with an update on the Greenway design process given by Kali Futnani from Urban Ecology. From there we moved on to a more detailed discussion of the design of the Greenway in the area.

Discussion points

In general participants thought the designs looked promising and that the Greenway would benefit the community – if key safety and maintenance issues could be addressed. There is a large homeless population living nearby and people were concerned that benches along the Greenway would attract many homeless people and thereby deter other neighborhood residents from using the space.

Main comments:

Opportunities

- It's already a well used path, the Greenway should be popular and a useful short cut
- People might use it to bike to the BART station, or even to bike instead of using BART.
- Local contractors should be employed to build the Greenway – it provides jobs and it's appreciated and enjoyed more if they helped to build it
- Parents would be more comfortable bringing their kids out on bikes
- BART does work with schools. There could be changing art displays in kiosks at points of interest.
- There is little green space in the area and no place for people to safely ride bikes. The Greenway could change this.

Constraints

- There are a lot of homeless people around the Coliseum and near SOFA (High St and San Leandro), will benches make the problem worse? (Even the kind of seating where you can't lie down isn't desirable because homeless people will still hang out, or kick out the bars that prevent them lying down.)
- Rainbow Park on 50th and Seminary is not well maintained and gets more negative use than positive use. How will this affect/be affected by the Greenway?

Brookfield Gardens / Sobrante Park HOA

October 8th, 2007

Context

We first presented the idea of the East Bay Greenway to Brookfield Gardens and Sobrante Park Neighborhood Associations in February 2007. The feedback we took away from that meeting was incorporated in to our evolving designs. At the meeting we wanted to show you the progress we have made in the Greenway design and to explain how your ideas have influenced it.

Approximately 20 neighborhood residents attended the meeting. The meeting began with an update on the Greenway design process given by Don Neuwirth from Urban Ecology. From there we moved on to a more detailed discussion of the design of the Greenway in the San Leandro Street area.

Discussion points

In general, people thought the Greenway is a great idea and long overdue for this part of Oakland. Concerns about adequate lighting, management of the park, and benches were all raised.

Main comments:

Opportunities

- This project will create a feeling of community much needed in this area
- Beautification of an “industrial desert”
- Safe exercise pathway for all ages

Constraints

- Adequate lighting to create a safe environment
- Several difficult intersections to deal with
- The underpass to design around

Best Manor Homeowners Association

October 16th, 2007

Context

We first presented the idea of the East Bay Greenway to Best Manor HOA in January 2007. The feedback we took away from that meeting was incorporated in to our evolving designs. At the last meeting we wanted to show you the progress we have made in the Greenway design and to explain how your ideas have influenced it. In particular we wanted your views on the alternative routes the Greenway could take through San Leandro – should it follow the elevated BART tracks or should it detour down San Leandro Blvd, or Martinez St?

Five neighborhood residents attended the meeting. The meeting began with an update on the Greenway design process given by Winston Dong and Kamy Ramachandran from Urban Ecology. From there we moved on to a more detailed discussion of the design of the Greenway as it enters the San Leandro area.

It is noted that, as there were not enough group members present to constitute a quorum, the views below are those of the group members present, and not the official views of the Best Manor Home Owner's Association.

Discussion points

In general participants thought the designs looked promising and that the Greenway would benefit the community – if key safety and maintenance issues could be addressed.

In relation to the alternative routes the Greenway could take, the following points were raised:

- The group would prefer the Greenway to follow the BART track only if the design included safe crossings over San Leandro Blvd and the railroad track
- If a safe crossing over the railroad track is not possible then the groups preferred the San Leandro Blvd option, however the street would need extensive redesigning.
- Martinez St was not considered appropriate for safety reasons unless redesigned.

Other comments:Opportunities

- The Greenway is an opportunity to increase the number of safe crossings over the UP tracks.
- An opportunity to highlight and direct people to sites of historical interest
- Project could be used to stimulate programs such as weekend soccer clubs which would help to reclaim Siempre Verde Park for positive use
- Would create more crossings on San Leandro Blvd
- Would be good to be able to walk Downtown

Constraints

- One of the challenges of the Greenway is graffiti. How does the Greenway retain a “positive air” in spite of those who will be destructive?
- There is no point installing call boxes unless there is someone to answer them – will the police department respond to problems on the Greenway?
- Concern that the Greenway will be an easy route in and out of the area for potential criminals. Also that it might attract homeless people. (“Are we making the area more beautiful, or are we inviting blight?”)
- If bike/ped trail follows San Leandro Blvd there must be a solid barrier protecting people from cars.
- The speed limit on San Leandro Blvd has recently been raised to 40 and cars speed. The design must involve traffic calming and safe crossings.
- Davis Street is very difficult for pedestrians to cross, but additional lights would back-up the traffic.
- At the moment Siempre Verde is not safe/usable at night or on weekends.

Beat 26Y NCPC

October 18th, 2007

Context

The purpose of our presentation was to introduce ourselves and the East Bay Greenway to members and residents of the Beat 26Y NCPC. In particular we wanted to hear your views, suggestions and concerns about the Greenway plans in relation to your neighborhood.

13 neighborhood residents attended the meeting. The meeting began with an update on the Greenway design process given by Kali Futnani from Urban Ecology. From there we moved on to a more detailed questions and answer session.

Discussion points

In general participants thought the designs looked promising and that the Greenway would benefit the community – if key safety and maintenance issues could be addressed.

Main comments:

Opportunities

- Youth groups could adopt a section of the Greenway – or companies could sponsor it
- Security cameras would be a good idea
- Local companies could offer employees incentives to cycle to work along the Greenway

Constraints

- Who is going to maintain the Greenway? – is it unlikely that the community will.
- How can we prevent people from sleeping on benches?
- Can we really make the Greenway safe?
- How will the Greenway affect the truck parking at 81st?

Halcyon / Foothill Homeowners Association

October 23rd, 2007

Context

We first presented the idea of the East Bay Greenway to Halcyon-Foothill HOA in February 2007. The feedback we took away from that meeting was incorporated in to our evolving designs. At the last meeting we wanted to show you the progress we have made in the Greenway design and to explain how your ideas have influenced it.

Fourteen neighborhood residents attended the meeting. The meeting began with an update on the Greenway design process given by Kali Ramachandran from Urban Ecology. From there we moved on to a more detailed discussion of the design of the Greenway in the Halcyon-Foothill area.

Discussion points

In general participants thought the designs looked promising and that the Greenway would benefit the community – if key safety and maintenance issues could be addressed.

Main comments:

Opportunities

- Programs for young people in connection with the Greenway (eg Urban Park Rangers) would encourage appropriate use.
- Directional and historical signage a good idea.
- Street furniture would be a good idea; people would like to be involved in choosing it (some concerns about maintenance though)
- Fences between trail and UP tracks are important and should be attractive. They may improve the safety of the area and stop kids playing on the tracks.
- Will make it easier to get to the Bay Fair Center.

Constraints

- Paths between buildings will not be attractive – consider alternatives
- Concern that new lighting will shine into homes.
- Crossings will be dangerous – design should incorporate a combination of improvements: pat terns, grade lights, raised crossing etc.
- Buffers needed between traffic and pedestrians

Beat 20X Pueblo Unido

November 1st, 2007

Participants: 12 Time Slot: 20 minutes UE Staff Present: Kali, Winston

Agenda / Format

OPD Q&A (led by officers from a different Beat)
Powerpoint introducing the Greenway and Urban Ecology

Questions to be answered / Desired output

Tell people about the Greenway and discuss safety issues

Group's main answers, concerns and suggestions

Main concerns were safety and maintenance

Follow-up (questions and issues for next community meeting / team meeting)

Maintenance, Safety. No time was allotted for positive comments.

Cherryland Homeowners Association

November 13th, 2007

Context

We first presented the idea of the East Bay Greenway to the Cherryland HOA in 2006. The feedback we took away from that meeting was incorporated in to our evolving designs. At the meeting last week we wanted to show you the progress we have made in the Greenway design and to explain how your ideas have influenced it. In particular we wanted your views on the four routes we are considering, maintenance issues, and bike and pedestrian safety along the Greenway.

30 neighborhood residents attended the meeting. The meeting began with an update on the Greenway design process given by Kamy Ramachandran from Urban Ecology. From there we moved on to a more detailed discussion of the design of the Greenway in the Cherryland area

Discussion points

In general participants thought the designs looked promising and that the Greenway would benefit the community – if key safety and maintenance issues could be addressed.

The group had questions about the future uses and ownership of the Union Pacific Railroad land that is next to the BART easement and thus the proposed Greenway.

These questions were answered by Urban Ecology staff and Paul Kettering from Alameda County Department of Public Works who discussed the study being conducted by the County regarding the UP line. Although the infrastructure will most likely remain in place, trails can be built along side the line (with the proper amount of space and a buffer).

The groups had questions about the route along Western Boulevard (east and west) because the street is narrow. There were mixed feelings about making both sides of Western Boulevard one way streets.

The group was able to vote on four different possible routes: option 1 Western Boulevard (West) Bike Route and Landscaping; option 2 Western Boulevard (East) one way traffic and a multi use path; option 3 Western Boulevard (West) bike path and landscaping; option 4 Meekland bike lanes, bike path and landscaping.

Option 1 had 37 votes, option 4 had 33, option 2 had 26, and option 4 had 24

Other comments:

The group would like to see well-maintained public toilets along the route. Some thought it would be a good idea to change one side of Western Boulevard into a one way lane.

Opportunities

- Good chance to clean up an unused area and make something that enhances the community.
- The Greenway works into the Eden Livability Beautification Plan.
- Make a connection between Oakland and Hayward

Constraints

- The unresolved issue of the UP tracks.
- Western Boulevard may be too narrow

Cherryland HOA Vote and Comments

No.	Option 1:	Option 2	Option 3	Option 4	Comments
1	4	3	1	2	new sidewalk makes western very narrow, option 1 impossible. Meekland has good bike paths, likes option 2
2	3	2	1	4	idea of benches is good, but concerned about long term loitering. Impressed that UE is working through long term obstacles to make this possible 'now'. much needed project. One way street to improve traffic flow and bike safety is a good idea. Restore San Lorenzo creek.
3	3	1	2	4	BART owned land only is too narrow. Sanitarios (public toilets) needed along the routes, and must be maintained. Meekland has heavy cr traffic, but trail there might increase commerce with bike and foot traffic
4	3	2	1	4	bike path and landscaping along western
5	3	2	1	4	great idea
6	4	1	2	3	love it, connect oakland and Hayward, like community interaction activity . Concentrate on Western - lots of lights, landscaping and Maintenance. Use UP land, ntive planting
7	3	2	1	4	

Cherryland HOA Vote and Comments
(continued)

8	0	0	0	0	0	0	0	0	safety walls to separate tracks. How will this project be sustained? Funding? Level of accountability among agencies - and extra supervision along the route.
9	0	0	0	0	0	0	0	0	
10	2	4	3	3	1	1	1	1	trees need to be small to not cover the BART tracks
11	1	1	4	4	1	1	1	1	use west side of western
12	1	0	2	2	0	0	0	0	walking and biking in a safe environment is a need. Make this happen - hopefully not a long shot
13	3	1	4	4	2	2	2	2	clean place to walk and bike - good for the community and good for health. Make western more usable - work with the county.
14	3	4	1	1	2	2	2	2	Plan is great. Works with the eden livability beautification plan addressed by the community.
15	4	3	1	1	2	2	2	2	
	37	26	24	24	33	33	33	33	

Broadmoor Homeowners Association

November 14th, 2007

Context

We first presented the idea of the East Bay Greenway to Broadmoor Home Owner's Association in April 2007. The feedback we took away from that meeting was incorporated in to our evolving designs. At the meeting last week we wanted to show you the progress we have made in the Greenway design and to explain how your ideas have influenced it. In particular we wanted your views on the relative merits of two routes the Greenway could take – either along San Leandro Blvd. or along Alvarado.

Nine neighborhood residents attended the meeting. The meeting began with an update on the Greenway design process given by Kamy Ramachandran from Urban Ecology. From there we moved on to a more detailed discussion of the design of the Greenway as it enters the San Leandro area.

Discussion points

In general participants thought the designs looked promising and that the Greenway would benefit the community – if key safety and maintenance issues could be addressed.

On the subject of the alternative routes, participants saw most advantage to constructing the Greenway along San Leandro Blvd. It was thought that this would encourage a higher level of use, would help beautify the road and would have safety advantages. However the Greenway could also help to encourage the use and development of the Alvarado area. In an ideal situation both routes could be taken.

Other comments:

Opportunities

- Participants were hopeful that Siempre Verde Park could be incorporated into the design. Presently the park is under-used and in poor condition.
- Participants liked the idea of high visibility crosswalks as well as grade changes between the road, pedestrian and bike paths.
- Participants believed that recent road calming measures on MacArthur have been a success and that similar calming measures could do much to improve San Leandro Blvd.
- People would prefer a straight path to one that meanders.

Constraints

- Participants were concerned that new lighting does not shine into houses along the route
- Participants would like reassurance that the sound walls would be high enough to not allow people to climb into back yards.
- The area behind the storage buildings poses safety concerns.
- Crossing the railroad tracks to Siempre Verde Park is a problem. The Greenway design must pay close attention to it.

Beat 23X

November 15th, 2007

Context

At the meeting last week we wanted to show you the Greenway design and to explain how your ideas can influence it. In particular we wanted your views on the feasibility of using the median along East 12th Street for the Greenway if we blocked several of the T intersections in that area, the alternative routes from the Fruitvale BART station to 47th Street, where the elevated structure meets San Leandro Street, and the safety issues in the neighborhood.

15 neighborhood residents attended the meeting. The meeting began with an update on the Greenway design process given by Winston Dong from Urban Ecology. From there we moved on to a more detailed discussion of the design of the Greenway in the Fruitvale area.

Discussion points

In general participants thought the designs looked promising and that the Greenway would benefit the community – if key safety and maintenance issues could be addressed.

SOFA

November 20th, 2007

Context

We first presented the idea of the East Bay Greenway to SOFA in November 2007. The feedback we took away from that meeting was incorporated in to our evolving designs. At the meeting last week we wanted to show you the progress we have made in the Greenway design and to explain how your ideas have influenced it.

In particular we wanted your views on whether or not the residents of the art community in your neighborhood would use the Greenway, if the artist community would be interested in creating art for the Greenway, and if the SOFA community would like to be considered a destination along the Greenway.

5 neighborhood residents attended the meeting. The meeting began with an update on the Greenway design process given by Kamy Ramachandran from Urban Ecology. From there we moved on to a more detailed discussion of the design of the Greenway in the Fruitvale to 60th area.

Discussion points

In general participants thought the designs looked promising and that the Greenway would benefit the community – if key safety and maintenance issues could be addressed.

Local Context comments

+ The idea of the East Bay Greenway Connecting to other trails thereby expanding the network appealed to the community.

? How is this project funded?

? Fencing will be required in this part of the greenway. What are the options we are looking at?

+ The greenway running through the mid block would work if we can establish personal safety, and traffic safety with crosswalks with signs.

+ At the Cul-de-sac on 41st people are already using the space below the BART tracks through a broken part in the fence to walk their dogs etc.

+ the artist community has already adopted a little piece of no-man's land and made it into a garden.

+ they have also identified a triangular piece of rail road land that is currently abandoned, and can be used as a sculpture park.

? How do the codes and regulations of the different jurisdictions/cities (maintenance, installation, and other rules) affect the look of the greenway?

Comments on Art

+ Simple pieces of Art within the city enliven the space and make it interesting.

? Who is a local artist? How would we define them? Oakland wide or must they have a local address?

+ Susannah Israel (www.susannahisrael.net, 510-532-6560) an ceramic, mural and sculpture artist from the community is excited about the water tanks in the area. She uses it in her art.

+ Great idea to incorporate students into the public/ community art projects as there is a lot of funding available for such projects. Susannah has experience in doing such projects with kids.

+ Artists using 'RECYCLING AND REUSE' as themes in their art – especially with found objects from the area.

+ Conduct a competition with an attractive Prize and jurors for artists to invest in ideas and designs with seriousness.

+ There are a lot of local steel fabricators in this industrial belt.

+ Create an art walkway, where we would have themed walks X times a year

+ Student from Laney College- Global Student Alliance – Needs a project to do.

*CBE = citizens for a better environment – Merrit College Toxic Tour
Nahandra 66th – 100 Hegenberger corridor*