

TRAFFIC

Road diet is a mess. Traffic calming goal not met. Hate it and now shop outside of our neighborhood far more

We more and more avoid Lakeshore due to traffic and pedestrian congestion and prefer the Piedmont shopping district . Jaywalking is rampant.

Elwood is currently used as the major means to cut from the shopping area to the Harrison freeway entrance. Given increased traffic to the neighborhood and the Farmers' Market, consider blocking Elwood and make Santa Clara, which is a much wider street the primary artery to both the shopping district and the freeway entrance. This would entail closing the Grand Avenue exit in order to work so that one could turn left from Santa Clara on to Lake Park.

Need to stop the drivers from crossing double yellow lines. A designated turn lane for Trader Joe's, something to deter Jay walkers

Need to stop the people who illegally cross the double yellow on Lakeshore and Grand. It is simple to install small raised concrete bumpers in the street. Flow of traffic will improve and be a whole lot safer.

Autos on my street have difficulty maneuvering-- after 6 pm when cars are allowed to park on both sides. The street is too narrow for 4 cars wide. The street needs to be one way only.

I think tunnel under Mandana hill direct to freeway great idea; barrier on Lakeshore to prevent left turns and jay walking; closing lake park to cars adding an underpass/tunnel under lake park.

I walk around the neighborhood regularly and am an avid bike rider but I disagree with the constant reduction of auto lanes.

I don't bother shopping in my area. No place to park. There is zero police enforcement of traffic violations. Double parking, u-turns, it's ridiculous. Grand avenue is a nightmare to drive on.

PLEASE add barriers or enforcement to stop the illegal left-hand turns across the double-yellow lines on Lakeshore! It's only a matter of time before someone gets seriously injured.

Please do not support a street diet for Lakeshore if one is proposed. That would make it very difficult for shoppers and residents going and coming from work to navigate the street. Two lanes of traffic are critical. I use it every day and there are traffic issues that require two lanes.

Lane control on Lakeshore under the freeway (heading towards Piedmont) extremely dangerous and should have center lane left or straight! At Lakeshore and Mandana, same direction, left turn red light should be a red arrow for clarity.

How can we slow down traffic on Lake Shore Ave? Turning lanes are great. Speeding has seemed to increase

There's nothing ""calming"" about this ridiculous idea of removing traffic lanes and parking spots (NO parklets). This is particularly true when you have no option to leave or get to your house without using Grand or Lakeshore.

Support traffic calming in spirit - just don't feel I have the time to take on another project.

The road diet is a complete failure. Please don't do it to anymore streets in the area.

The stop and go on lakeshore has to stop or be improved.

Someone should look at the signal for pedestrians walking across the street of Lake Park at the corner of Lakeshore. The light along with all the many pedestrians does not give enough time for cars to turn Right on to Lake Park from Lakeshore, since the lanes were reduced and you can not turn on the red light.... It backs up traffic on Lakeshore.....it would be best to have that lane for Right Turn Only and have a light just for that with no pedestrians walking/ held back.

Stop people from turning into Traders Joes from Southbound Lakeshore Avenue.

The Grand Lakeshore neighborhoods are DENSE. The streets are narrow and the traffic is killer. As mentioned, during the 24 years I lived above Grand, it has become so difficult to negotiate, that I have stopped trying--which makes me sad. And pissed off.

PEDESTRIAN SAFETY

Pedestrian safety needs improvement in the Grand Lake area. As businesses have come in, and traffic increased - it's getting dangerous out there. My wife was struck in a cross-walk (Mandana & Lakeshore) while pregnant with our first child (Winter 2013), and has wanted to be a force for change. If we can help in any way to highlight the problem & need - happy to help. I can be reached @ danny.galas@gmail.com

Something needs to be done to improve pedestrian street crossing safety on Grand and Lakeshore. The crosswalks at non-traffic light blocks are deadly, poorly marked and need a great deal more enhancement to ensure the safety of pedestrians crossing. Perhaps also cameras to ticket vehicles speeding through and not stopping for crossers?

A pedestrian crossing warning light for lake park may be useful. An additional entrance/exit for the splash pad parking lot may be useful.

As a near-in neighbor and retired director of the San Francisco City Design Group, which established the parklets movement and which concerns itself with street design, urban design, bicycle accommodation, and pedestrian safety in San Francisco, I would be delighted to participate in a resurrected GLTC&PSC.

I appreciate the dynamism that the Farmer's Market and weekly Salsa Party at Caña bring to my neighborhood-I live on Rand. I would like the businesses involved in these events to remind their patrons that this neighborhood is a ""walkers and cyclist"" heaven and if they are driving on our side streets they need to be attentive to those of us not in cars.

Jaywalkers and illegal u-turns make Lakeshore very dangerous.

We would love more pedestrian safety- crossing big streets like Grand Ave and Mandana are seriously dangerous with fast moving cars. We would love more pedestrian friendly signs, crosswalks, and lights like in downtown Oakland.

Love your work over the years. As main streets have traffic limitations let's be sure that through traffic isn't routed onto local residential streets. I walk a lot with my dogs and am frightened by zoomers on our narrow neighborhood streets.

The walkability to Trader Joe's/Walgreen's is horrible. In general traffic around Trader Joe's is horrible. I'm not sure what to do to fix it, unfortunately. I frequently walk to the library/park with my twin 4 year olds. We do not frequently go to Trader Joe's & Walgreen's, but the times when I have, I have been struck by how walker-unfriendly it is. For example, there is no way to get from Walgreen's to Lake Park without walking where the cars are driving. If that whole parking lot could be redesigned that would be great. It might even be helpful to just shut down the entrance from Lakeshore to make traffic flow more smoothly there (and increase safety for pedestrians on the sidewalk.) It does mean that cars would have to enter from Lake Park or Wesley, taking a longer way around, but it might be worth it.

WOBO agenda with traffic calming, road diets, and "parklets" is pretty irksome. They don't speak for the neighborhood except to the extent that they, personally and individually, have an opinion. Most residents/taxpayers like it the way it is, and wish to live here in peace without much change. Don't take our non-participation as approval. Both these initiative suck.

I think something that could be included in some of this neighborhood planning are more radical and extreme proposals such as taking down that freeway overpass. Even though they might have low feasibility, it can help people imagine or visualize a different kind of space and environment for the whole neighborhood.