

Q4 MORE APPROVE THAN DISAPPROVE:

I don't know what the 'road diet' means. (there were 50 responses similar to this)

The road diet has made traversing this section of Grand safer for pedestrian and cyclists. But there are apparently unresolved problems that need to be addressed. Once the kinks are worked out, I hope we can begin talking about a Complete Streets project that will entail infrastructure improvements - not just painted lanes.

100% positive! We feel much safer biking with our daughter down to Lake Merritt. There seems to be more foot traffic. Riding a bike feels safer, walking not-so-much. There are an amazing number of type A jerky drivers on Grand at all times of the day and evening.

Less traffic

Safer cycling, also slower traffic, so safer for pedestrians. Makes the street more appealing as well.

I think it is easier to turn onto grand from side streets and easier to see pedestrians who want to cross the street.

Safer for bikes.

The benefit is safer biking!

Left turns are easier. Bike lanes are more easily identifiable.

I like the new bike lanes

PRO: easier to back out of parking spots, biking lanes CON: Seems to create more traffic

Love the inclusion of bikes. Has also cleared up congestion with left turns.

Improved safety for pedestrians and traffic calming is great. I find that it's much easier to walk around there and shop. However the combination of front-in angled parking and bike lanes is not great; needs to be upgraded to back in angled or possibly protected bike lanes.

I'm happy that reducing the number of auto lanes has reduced speed, and I like the additional space for bikes. I love the turn-out Lane; much safer.

Safer pedestrian and cycle access. Reduced traffic speed and noise.

Slowed down traffic, which has made it safer for pedestrians and bikes. Makes it easier to make turns off grand.

Slower traffic Turn lanes very helpful Safer for bikes

Bicycle and pedestrian safety should be top priority. Road diets and walkable streets mean more foot traffic and community. The road diet is good, but we still have more progress to make. Protected bike lanes would be ideal. We love it. It makes the road safer for cyclists and pedestrians and increases our desire to live near grand

I feel so much safer biking than before. Some minor adjustments are needed for traffic reasons.

I think it's always good to give a safe place for bike traffic. I appreciate that doesn't extend past the gas station onto first block of grand - that round be a mess!!

Safe bicycling, easier turning for cars. Some extra traffic for cars but slows people down to look around more safely Safer for pedestrians and much slower pace of traffic. Less double parking in lane blocking traffic since cars "park" in the bike lane.

The street is slower and therefore safer but it's a huge headache during commute times.

Easier biking

I don't usually drive during commute hours, so I can't give my opinion of the impact on traffic, but most of the time I find it easier than it used to be to pull out onto Grand or to turn left off of Grand. I still see bike riders on the sidewalk, though, along with cars blocking the bike lane.

Improved safety for pedestrians

There is occasionally a lot of traffic coming from Piedmont Ave direction during afternoon rush hour, but I find the driving is much more civil now that there is no passing and a left turn lane. No one is stuck behind someone turning left near the Ace hardware anymore.

It has slowed traffic considerably and it is much easier to make a turn off Grand.

Better biking experience. macCarther b-n the highway and eastshore/astro park still has safety issues. Very dangerous for ped when walking to the island on the corner of grand/macCarther

You can ride a bike safely along Grand, and many people do.

Easier to make left turns:-)

Slowing auto traffic, improving pedestrian/bike safety

Cyclist and pedestrian safety. We can sacrifice a couple of minutes on the roads to make them safer for users other than car drivers.

the left hand turn lanes (eg, into Ace Hardware) were a big improvement

Good traffic calming tools. Drivers are not treating this stretch like the Indy 500 now.

This is and always has been a slow-moving street. I use it to get to the grocery store and that's about it. I don't feel very impacted by this.

Working great! Feels safer to cross Grand now at Safeway, way more comfortable to bike.

Slows traffic, easier for pedestrians to cross, encourages biking to Grand

Increased walkability, easier pedestrian road crossings, dedicated bike lanes.

Pro: easier and safer for pedestrians to walk across the street Con: too much congestion, especially during commute times

improved safety

As a pedestrian, I can more easily and safely cross Grand Avenue now than before the Road Diet completed.

No happy about frustrated drivers, but it's pleasant to see mixed use and a more casual commute when they're not around:)

I like it although I usually don't drive during peak hours. I like the wide bike lane and I usually drive between 580 and Broadway. At ace nursery turning left is sometimes difficult, especially turning going toward Broadway.

I have not used Grand Ave since the diet was put in. I approve the idea of the road diet. I use the "protected" bike lanes daily on my commute. My concerns there are cars parking and people standing in the bike lane!!!

I've seen it work on Marin Blvd, and it works here. Bike safety and smooth traffic flow.

Much safer for bikes. Will encourage more riding. Many fewer incidents of road rage aimed at cyclists since road diet project.

We need to encourage bikes even if it means that some car drivers are a bit inconvenienced. Take another route, slow down, chill. Change will always irritate some.

Bike lanes and left turn lanes enhance safety.

Slows down traffic.

No problems noted on the times I've driven it, which haven't been that many. As voiced at one

pre-project meeting, I expected problems with parkers backing out into only one lane of traffic.

I bike and drive, and do appreciate bike lanes, but I'm a bit annoyed by the City's flag waving for bikes, supported by organized bike groups and individual bikers who can't imagine street riding without dedicated infrastructure.

Safer for bikes. Slows things down

Safety and less confusion sitting behind those waiting in the middle of the street for parking spaces to open up

Much safer and friendlier feeling for pedestrians and bicyclists.

Bike and pedestrian safety

It is mixed. Traffic is really slow because the lanes have been compressed but having seen such major reconfiguring in Sacramento, (1) people get used to it and (2) it does tend to keep a neighborhood feeling like a neighborhood.

When I ride my bike on Grand I no longer fear for my life on the section with the road diet. I still fear for my life when I ride my bike on the section without the road diet. When walking I prefer the road diet because there are fewer lanes of cars to look out for. When driving (usually afternoon rush hour/evenings on weekdays and anytime on weekends) it doesn't bother me at all.

I hope the city completes the road diet and closes the gap. I will have a baby soon and I will not shop on Grand Ave if I don't have a safe bike lane to get there with my child.

Safer for bicyclists. Cars drive slower, which is safer for pedestrians too.

I didn't know what this road diet was- had to look it up... there's so much traffic on that strip and I guess the reduction in lanes slows down traffic, but I've seen drivers in the bike lane as if it were an "optional" second lane. The left turn onto Mandana was needed for sure- that makes sense. Not sure of any other problems yet, but I do think it's headed in the positive direction - albeit something one has to get used to.

allows space for bikes

The single lane leads to more crazy maneuvers/swerving around but I think it looks nicer with fewer lanes.

Narrow = slower. Good for pedestrians

At first traffic was backed up quite a bit coming down Grand from Pleasant Valley Rd, seems like people have gotten used to it and the traffic flow is better. Overall, I think it's much safer for pedestrians and cyclists, but even for cars as people aren't changing lanes. The main problem I see is people in a hurry driving into the bike lane to get around traffic. That messes up the whole idea. The other issue, is that there seems to be so few bikes using Grand. I still think the pull in parking is a problem for cyclist safety.

Better for bicycles, which is better for everyone!

Love it turning left is better and safer for bikers but I have heard the traffic backs up from the light at wildwood back to Oakland at rush hour time.

The left-turn lanes in the vicinity of Boulevard Way, the Ace Hardware and Linda Av. re improving traffic flow. At rush hours, there's a bit more backup at the intersection of Oakland Av.

Bikes no longer run off road, sworn at, or hit. Increases likelihood of biking, good for environment. Fewer cars, less noise.

much safer, easier to pay attention to pedestrians and backing out cars. There have been longer backups, but i like the pace reduction.

It has calmed traffic, I haven't experienced any sort of major backups, adding center turning lane is great

Makes for safer biking

Honestly, I didn't think I'd like it, but I do. It simplifies driving somehow. And I like that bicyclists have more room.

I don't see many bikers using it- but traffic doesn't seem to move much slower either.

I like having a separate space for bikes. Although it took a few days for cars to figure out parking, turning and dealing with the bike lane, I like that I am not fighting for space when I ride and I feel more comfortable riding with my kids.

Easier to turn into Safeway

Like slower traffic! Don't like lines of cars during rush hour but it is an acceptable compromise

Slower traffic which makes it safer for all

I haven't experienced any problems but I only use the road on the weekends

I like that it is clearly marked with a lot of middle median turn space. The problem is it really slows it down, traffic gets backed up because they turned 4 lanes into 2.

Easier to bike and slows down traffic. Makes the neighborhood much more inviting and less like a freeway onramp

As a resident of the Lake Merritt area, I'm primarily a cyclist or pedestrian when I'm on Grand Ave. The road diet has calmed traffic somewhat, and has dramatically reduced last-minute swerving lane changes to get around left-turners and people backing out of parking spaces. It generally gives a safer feeling to the street.

Safe space for cyclists

Absolutely appreciate better roads for cyclists and more pedestrian friendly space and crossings

I think having the designated turn lanes is excellent. The turn from Mandana left onto Grand still takes some getting used to (only having 1 lane).

Good - easier to cross the street. Bad - the lane count transitions between Elwood and Mandana.

Slows down traffic which is safer for pedestrians.

Slows traffic, good for bikers and peds

Feel much safer bicycling there. It never needed two lanes anyway

Turning from Mandana onto Grand is challenging in both directions until I get used to it. I feel like cyclists and pedestrians on Grand need to take a bit more care until drivers get used to the many additional things we now have to pay attention to while driving on that stretch of Grand. Long term it;s a good thing; short term I just need time to get used to it

Great job encouraging biking!

Generally, I like the Road Diet. Con: Sometimes, while making a left turn off Mandana Boulevard onto Grand, the traffic is blocked so that the left turn is not possible without blocking the box. The cars are in a single lane, waiting for a red light (can't remember the cross-street). Before, this wasn't an issue, because there were two lanes dedicated to cars at that location on grand. But because one of those lanes is now a bike lane, the cars back up into the Grand/Mandana intersection. In general, though, I like the road diet.

Seems okay to me, I walk (mostly), drive (somewhat), and bike (occasionally) and anything that tips the scales to the walking and biking is good.

It has slowed traffic. This is mixed. I know it is frustrating for drivers, but it is now much safer for pedestrians and cyclists.

Good to have bike lanes and slower down more pedestrian oriented space

It formalize's the existing traffic pattern

Better and safe bike lane
Good to have a turn lane. Takes some getting used to.

It's great for bicyclists

People don't understand that they can move into the middle lane, so they try to make turns from the one lane available for thru traffic. Other than that, it's been fine (as a driver)...and much nicer as a pedestrian.

While I do think traffic gets backed up during rush hour, I still think it is an improvement. It is easier to see when driving, biking is safer and the middle lane, turn lane has been needed for a long time.

Cars seem to be a little better behaved on grand with dedicated turn lanes, bike lanes, etc. It's also much easier to turn left onto grand using the center turn lanes when coming from smaller streets like Weldon or Sunny Slope.

The road diet has slowed traffic a bit, making both walking and biking feel much safer along that stretch of Grand. I've especially noticed the difference in crossing Grand near Safeway - the added "space" afforded by the bike lanes and reduced car lanes makes crossing with my 4 yr old feel leaps-and-bounds safer.

Much easier for our employees to pull out of our Grand Ave driveway now, more clients riding bikes to our office, traffic seems to still move well and it's nice having the left turn lane. No complaints here. (We own 3515 Grand ave) works much better than I had thought it would I don't get all the angst I've seen about the road diet.

I think people will get used to it. I like the turn lanes and the bike lanes.

Could use flashers to indicate when pedestrians are in the crosswalk.

It is so much safer to cross the street, before anytime one lane would stop someone from behind would pullout and start speeding towards the crosswalk to either slam on their brakes or almost hit the pedestrian. This quickly pulling out from behind someone turning left has also been eliminated (specifically at Boulevard). At rush hour there might be a long line of cars but it flows so much better and you don't have to try to be in the "correct" lane to get thru without being caught behind someone turning left.

Accommodating bikes is very important and that's why I approve.

I think a few details haven't worked out well. I think it should have stayed two lanes in the south (lake) bound directlon starting a Mandana. You are no longer stuck behind someone turning left when you want to go straight.

I think the whole design of the Road Diet is fantastic.

As regular walkers, bikers, and drivers on Grand (and a family with young children), we *love* the road diet.

At least so far, it appears to have slowed down traffic without bottlenecking it. (Caveat: we do not often drive this retch at peak rush hour.)

Biking on this stretch of Grand feels far, far safer, as does crossing the street. We walk Grand more as a result.

I have had the misfortune of witnessing two collisions (one a car and cyclist, one a car and pedestrians, both where the drivers appeared to be at fault) on Grand below I-580 in the past couple of months--this stretch of the road remains extremely dangerous, with fast-moving traffic and many drivers who try to dart around a driver who has stopped for a pedestrian.

We hope that the road diet will be extended all the way to Harrison soon!

As Traffic Calmng being the overarching, main goal, the project has met it's objective for Phase I implementation.

on a very difficult corridor with many considerations to juggle, What people forget is that the City was required to implement the Complete Streets framework as per the Charter revision, in 2011 I believe. When funding was leveraged from sources outside of Oakland, Public Works was under a deadline to repave quickly or would lose the money. But by doing so did not implement the requirements for enhancement measures mandated by the repavingg project. And although cloaked as a project by and for bicylists, it is really a carry forward of a seven-year long neighborhood effort to make the place we live, work and shop a safer place. The political clout of the bicylce organizations and added teeth additional design thresholds have lended, was a slam dunk at the righttime.

I feel safer walking and biking and, yes, driving. Public Works is owed a hats-off for a job well done -- with its unwavering patience and respect it showed for such an engaged community.

Provides safer cycling and slows traffic a bit,which I think is a positive!

Too much traffic, rarely see bikers. It seems to be a waste of space.

We use Grand occasionally and have not encountered too much delay.

Initially the traffic was backed up from Piedmont; this seems fixed. I like that it's easier to back out and the middle turn lane.

better for bicyclists confusing for drivers backs up traffic, adding to air pollution Not ideal, but would be more bicycle friendly.

Mixed bag: No parking, bad driving flow all the way up Grand. Great for bikes.

I haven't used the bike lanes yet but like the fact that they make biking a bit safer in Grand for regular cyclists. It doesn't seem to have increased traffic congestion as some critics feared.

Protection for cyclists Slowing drivers Helping walkers major traffic congestion, especially around the Mandana and Elwood lights - totally inappropriate for the commercial area from Wildwood down.

VERY MUCH more enjoyable to ride a bike on this corridor now. Even with angled parking, the designated lane is offset in such a way that it allows the cyclist to see potential hazards and react. Also, I am encouraged by the potential long-term effects: even if people experience more delay during a 30-minute to one-hour period on Tuesdays, Wednesday, and Thursday, the residential turnover is high enough in the area that the neighborhood as a whole will adapt to the "new normal" of street conditions on Grand Avenue.

Bravo! Slowed traffic way down.

it's a mixed bag because the through traffic is now quite crowded but i love not having to wait

behind a car that's turning left, that's a big plus and, for me, overrides the headache of longer lines of through traffic.

No impact felt slower speed on Grand Ave.

Love the Grand Ave road diet.

The most surprising difference for me as a cyclist is the left turn onto Weldon, which I take as a short cut to climbing Mandana. Compared to waiting in the middle of road in the left lane before the road diet, I feel much more protected pulling into the left turn pocket. I also really appreciate the bike lanes east of Wildwood, where Grand Avenue narrows. Previously, cars passed me much too close and too fast for comfort. I can't wait for the bike lane to continue west on Grand all the way to the freeway.

There seems to be fewer people driving above the speed limit since the road diet was implemented, and with the reduced number of travel lanes I have also seen much better yielding behavior to pedestrians trying to cross Grand in the crosswalks.

Making left turns via the turn lane no longer holds up car traffic or results in people swerving into the next lane to pass, so the new set up seems to be safer for people walking, driving, and bicycling. I just wish this same configuration could have been extended all the way down to El Embarcadero.

Grand Ave just seems quieter and nicer as a pedestrian and biker.

My biggest concern is head-in parked cars backing out into the bike lanes. Ped crossing is way safer these days. Automobile speeds are also now reasonable.

Have not seen much traffic back up. Bicycling experience has improved significantly.

Please consider back-in angle car parking as drivers still have difficulty seeing bicyclists and other car traffic when backing out of parking spaces.

There should be better signage prior to Mandana guiding autos and bicyclists to the correct lane configuration up ahead where road diet begins.

Although it has slowed traffic down quite a bit, and the backups can be daunting, I think everyone - drivers, bikers and pedestrians - benefits from the safety of having only one lane in each direction with plenty of room for the dedicated left turn lane and the bike lanes.

I wish the plan to have the back-in parking spaces had been implemented, since bike riders are still at risk from drivers who can't see them when they're backing out of spaces.

1. Pedestrian safety improved, but MUCH more needs to be done. For example, improved lighting at crosswalks, additional stop-lights, and more visible signage. 2. Bike safety much improved. 3. Improved driver safety.

Better bike experience. Safer biking. I think it has been great to slow the traffic generally.

I think the road diet is great. It is a shame bicyclists get thrown back with cars on the strip of grand through the thickest retail.

It's terrific for biking. Car traffic gets very backed up in the evenings on Grand Ave through Piedmont

Mixed bag. Mostly great, but there is a lot of back up at Mandana. I feel that little block between Mandana and Elwood should revert to 2 lanes.

Seems safer for bikers and pedestrians. Slows traffic down.

I love that it slows car traffic down. We walk and ride bikes down that street and it feels much safer. I also drive A LOT, and my travel time is maybe 1-3 minutes longer...this is not a big deal and totally worth it! I love that a change was made that prioritizes pedestrians and bikers.

Positive: slows car speeds, adds turn lanes Negative: difficult to enter from side streets, no bicyclists using it, frustrated drivers

I'm so, so glad that those awful potholes are gone!

It was an inconvenience, but my goodness, it needed to be done.

Grand Avenue gets so much more backed up than before the "diet". Turning from Mandana, left onto Grand is a disaster. Traffic backs up past Linda and goes all the way to Mandana -ridiculous. Weekends - intersection of Mandana and Grand, turning left onto Grand from Mandana, very rowded Traffic backs up and is slower. Not good for biking either as right turn by auto and cars going in and out of parking cut into bike lane.

Good in that cars taking left turns don't cause a problem. Bad in that there are backups at rush hour, especially in the evening.

People can actually walk across the street with out getting hit.

I like the dedicated turn lanes. I like the priority of bikes. We need protected bike lanes though!

Grand Ave has been turned into a 1 lane road creating traffic congestion.

It's a bit more congested than usual. Wish circulars were put in at certain intersections to keep flow of traffic.

More walkable neighborhood. Bike lane ends abruptly. Good otherwise

I walk, bike, take transit (the 12) and drive on Grand Ave. I appreciate the City of Oakland designing parts of Grand Ave as a complete streets, which takes into account all the mobility options, instead of just prioritizing automobiles, as is typically done.

I support the design however a few ways to improve it: 1) work on the pedestrian crossings by updating the paint and bulb outs. 2) Increase bike safety: When I bike in the bike lane I am now even closer to cars backing out. Explore short and long term ways to address this. 3) Parking availability I hardly ever park on Grand Ave since I live .5 miles away, but this commercial district would be well equipped to pilot night and weekend meters to better manage demand. I would fully support this.

For the most part it seems to work better

I like the left turn lanes

Makes the street safer for peds. Facilitates cross-street interactions in a part of Grand Avenue

where that was nearly impossible

Encourages bicycles and makes a safer bike/traffic interface.

I support making things safer for bicyclists so I don't get too worked up about it.

As a biker I find the road safer.

I'm getting used to it.

The first couple of weeks were tricky, but now it seems to work fine.

I don't notice that it takes any longer for me to travel from Pleasant Valley to Grand and LakePark. The traffic can back up all the way to the Rose Ave traffic light on occasions - usually during evening rush hour.

The good part is the designated bicycle lane which seems to get a lot of use.

1. Traffic seems calmer as a result of the diet, and pedestrians have an easier time crossing Grand.
2. The sheer expanse of asphalt still renders Grand relatively uninviting to pedestrians.
3. Bike lanes are being used as parking/stopping lanes for cars and trucks. This forces bikes to swerve into the roadway and is more dangerous than not having a bike lane at all. Enforcement of the bike lane is needed.
4. Some drivers seem confused by the lane markings.

I'm less scared to ride my bike.

The bike lanes are great.

Although it takes longer to move N/S from Grand, traffic has slowed and people are paying more attention to pedestrians crossing Grand Ave.

Lowers traffic speeds. More walkable and bikeable.

Slightly more traffic but no big deal.

I can see the pros and cons to it. Pros as a biker, cons as a driver.

Has successfully slowed traffic and made it safer for bikes.

Especially love the bike safety even though I don't ride my bike often. It's our responsibility to make biking safe and successful.

I really like that traffic has slowed through the retail area and that there is more space for cyclists. The transition from two lanes to one (approx. at Ace Hardware) seems to create a large traffic backup pretty regularly, which isn't great.

I like that cyclists can feel safer. As a motorist, though, I don't think that drivers are paying attention to it. They're just driving in it. So it is a mixed bag.

Love it, both for driving and biking.

We often go down Grand and turn on Mandana to get home and used to get caught at every light and turn because of cars turning left, trucks idling in the right. It's so much smoother and faster to get home now.

Just started biking so love the bike lanes as well!

Thought it would be a disaster, turned out to be inconsequential and we drive through it all the time

Appreciate the fact that people no longer speed. Also more friendly for less and bikes.

Better signage needed so people know to use the center lane for turning.

A few people are blocking the through lane when waiting to turn.

Win win. Slower traffic is better for businesses and bikes.

I hated feeling that I had to drive fast when it was 4 lanes. I always wanted to go slow and check out the shops. Now I can do that. I also ride bikes and feel welcome now.

I have not experienced any traffic jams on it so I'm probably not hitting it at rush hour. I wouldn't complain if I did hit the traffic.

Pros: dedicated bike lane Cons: bike lane in a dangerous spot, it should have gone next to the side walk, traffic is a bit heavier

If it's safer for cars pedestrians and bikers /

I'm ok with it.

Mixed bag. On one hand, it allows bicyclists to travel more safely in the area, which is very important. On the other hand, the area is significantly more congested during high traffic times, making it so that I spend much more time getting in and out of my neighborhood when going to and from work.

Better design for cyclists and pedestrians.

Slows down traffic - good for safety but also for retail along the route as drivers have a better opportunity to see what's there.

Benefits - slower traffic, easier to turn onto Grand Not sure of the actually benefit

Nice to have a bike lane. I dont notice much of a difference. But am all for making grand narrower and safer for bikes.

More dedicated bike lanes are always good

Could be better. i wish it was extended further down towards the Lake. It can also still be challenging on a bike to navigate behind parked cars who unexpectedly back up.

Confusion when crossing from one bike area to another If only we could do something about people blocking road trying to park

Much improved bicycling safety.

Dedicated left turn lane (when drivers use it) improves the traffic flow.

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Continue to make lake area more bike-friendly- there are inconsistent bike paths that should be more connected in the area.

Benefits: additional street parking, dedicated bike lanes. i have experienced many impatient drivers driving onto the the oncoming traffic lane to go faster than the normal flow of traffic in this stretch. hope they are nice to the cyclists...