

Q4 - MORE DISAPPROVE THAN APPROVE

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

It does seem that traffic is backing up Grand into Piedmont worse than before. Also finding it harder to turn onto Grand from side streets now.

Traffic comes to a standstill. Cars who want to pass those doing a left turn into Ace Hardware are forced to go way over into the bike lane - unsafe for all.

The cars move at a slower pace.

When I drive, I love the middle turning lane. It's all great, but please next time move the parked cars away from the sidewalk and put the bike lane there. Much more protected.

Increased traffics in both directions during rush hour

Traffic backup

Slowing down traffic

Severe traffic backups during commute hours. This makes people use surrounding neighborhoods that were never intended to be so used to get around the backup. Merging onto Grand Avenue from side streets is almost impossible since there is usually a long line of cars. It's awful and frustrating.

My business is on Grand in the middle of the changed area. I also drive through that area to pick

up my daughter at Tech. The loss of the extra lane on Grand has meant back ups throughout the area and difficulty turning onto Grand from side streets.

Backs traffic up onto Pleasant Valley

Slows down commute which leads to frustrated drivers taking more risky actions to turn into Grand. Does appear to be safer for bikes I am very afraid that the road diet will be extended to Grand along the Lake. That would be a disaster as that part of Grand is consistently backed up during commute times.

Lots of traffic and not necessarily safer

Great addition of well-defined bike lanes. Biggest problem is slowdown of traffic on Grand Ave due to reduction to single lane.

Congestion; bikes ignoring rules of the road; dangerous to pull out of parking slots

Traffic is worse & backups cause dangerous behavior

Bicycle traffic still riding in lanes Parking is far more difficult

It has caused traffic at corner of mandana and lakeshore and makes pulling out of ace hardware very difficult.

Things have calmed down, but as a shuttler of children many times a week I find myself still taking residential surface street to avoid occasional back ups and the unpredictability. I think we'll know more about how it's really working when kids go back to school. Parking can be sketchy

too... I worry about the time change

Nightmare traffic-wise during rush hour - all about safety, but bike traffic doesn't seem to justify change -too aggressive of a change from one to two lanes, cars race to get ahead of merge or drive into bike lane -very difficult to turn anywhere - including from grand (toward lake) to mandana -congestion, running light, leads to dangerous pedestrian situation -dangerous turn into safeway based on the revised crosswalk, and single lane

Slows the traffic flow with backups occurring frequently. Confusion noted on drivers re. Turns, and proper merges 3. Confusion re. Parked cars and smooth transition back into traffic

No benefits, bike numbers too low to justify removal of a lane, traffic backups high, increased traffic on other streets as people try to bypass. Badly design intersections and does not consider future growth, particularity as Rockridge center comes online with additional increased traffic.

It clearly benefits the bike riders, by creating a safer riding condition for them. The single-lane traffic seems to back up quite easily, and seemingly more often than ever before.

Slower-- turning into Safeway holds up all of grand ave now. Cars turning left onto Mandana block traffic it gets so backed up.

In the mornings the "Road Diet" is great. Traffic seems to move fine and I don't miss the extra lane because of the center turn lane, however in the afternoons and evenings the "Road Diet" is a mess. Having only one lane has caused a traffic back up, and cars trying to enter grand from side streets can't get in.

Thanks for turning grand avenue into a parking lot. Great idea!

safer for the relatively few cyclists

jammed trying to get onto Grand heading toward downtown from Mandana

It's a mixed bag. I like the turn lanes. But traffic is a little slower, can get backed up when busy.

Making left-hand turns off Grand Ave take forever because twice the amount of on-coming traffic has been condensed from two lanes to one.

OK with it in theory but in practice has made traffic much worse in the afternoons and early evenings. Actually backs things up all the way to Piedmont Ave sometimes.

It is causing a lot of car traffic! I hardly ever see any bicycles....maybe once every twenty times I drive through.

It is difficult to turn left from Mandana onto Grand. There often is no space to turn since there is now only one lane.

Funneling from 2 lanes to 1 causes a backup. Also during the afternoon commute time I have seen Grand backed up almost to Piedmont Ave. The road diet was a terrible idea!

Share-the-lane lanes are poorly marked and confusing, especially in the vicinity of Ace Hardware and near Star Pizza.

Also, angle-in parking makes it hard to see cyclists and other vehicles when backing out.

Major issues - takes me much longer to commute on grand both directions; drivers do not get all the way in left turn lane causing backups, left turn lane into safeway lot is too close to pedestrian crossing so people can't get into lane, lack of markings that lane is ending as approaching mandana causing confusion/dangerous merging/backups, when heading towards lake (from piedmont) in evenings backups are so bad that cars turning from other streets onto grand just jump in tempting stopped cars to block intersections

If a car wants to back out of a parking space, The entire lane of traffic is stopped while that first car backs up and the waiting car takes its place.

Why does the traffic have to come to a complete standstill for that? As a result, many cars temporarily double park halfway in the bike lane, halfway in the car lane (while waiting for the parking spot), which makes it even dicier for bicyclists and passing cars to navigate. Most importantly, the bike lane gives a false sense of security to the bicyclists! It's hard enough for a car to back out of an angled parking space on a busy street. If it's difficult to back up with cars wizzing past; it's that much harder to notice a bicyclist that comes quickly out of nowhere--especially if the car parked next to you is large and difficult to see around.

bad traffic

Too confusing entering or exiting driveways. Fewer lanes causes more traffic

Have seen very few bikes. Traffic in afternoon is forcing me to side streets Getting in out of Safeway is very difficult People ignore lines at lights and go through 1 lane to two lanes at Elwood causes bike lane to be blocked. Also causing backup when turning left from Mandana to grand.

MIXED BAG: LEFT TURNERS GOING INTO SAFEWAY OR ACE HARDWARE: A PROBLEM

I like the diagonal parking but feel it's more dangerous backing out if your site lines are blocked by a larger vehicle.

Bike lanes are a good idea but our area isn't suitable for mass use of it, (surrounded by steep hills) and our neighborhood roads that feed into this area are a total mess not at all usable for biking

mixed bag: works well from Grand Lake Theater to Broadway - lots of bike traffic Disaster from Grand Lake Theater Broadway via Pleasant Valley Road.

Very little bike traffic resulting with traffic jams on weekdays. I now go into the neighborhoods to avoid Grand.

Noticed uptick in more traffic on Lakeshore Avenue. Car speed is about 40 miles per hour. Dangerous at crosswalks.

Mixed bag . Helps create better bike and pedestrian space but traffic has gotten so much worse esp at rush hour- getting around the neighbor at rush hour is insanely hard now.

Our occupancy has increased and we have decided to reduce traffic capability

Increased traffic congestion on Grand and surrounding streets, exactly like the problem occurring on lakeshore following its transformation ("traffic calming")

I think it is creating traffic on main road that leads to the freeway. it doesn't make sense to take away a lane while the neighborhood gets more and more populated. also, difficult to park and back out of parking with only one lane and trying to avoid cyclists.

Drive Grand Ave daily and still see 0-2 bicyclists from Mandana to Oakland.

I have experienced significant traffic delays coming from Pleasant Valley during peak evening commuting times. I don't think the reduction of lanes was necessary, as the typical speed of cars, in my experience, on that stretch of Grand Ave. was always around 25-30 mph. I wish less drastic traffic calming measures had been implemented.

difficult to leave the Safeway parking lot since you need to wait in the bike lane to see oncoming cars. Dangerous backing out of parking spaces

Dangerous There is MORE traffic. We need more lanes not less. This was a real bad idea.

My husband bikes up it all the time, and says he feels no safer, and it seems like the traffic coming down from Broadway in the evening is very bad now. Also people seem confused about using it so they drive unsafely.

Too much traffic, much confusion, bikers do not follow traffic signals. Very dangerous for anyone making a turn, on a bike or in a car.

Unsafe to all. Benefits non existent bikers over the majority motorists. Creates traffic jams with resultant daily stress and road rage/road weariness. Stops me from shopping in the area.

Back up into Piedmont on Grand. Slowed traffic way down on Grand. Lights out of sync. Hate it.

Traffic backed up for miles during rush hour. Who decided to make a major thoroughfare to the freeway into a one lane nightmare? I avoid doing business on Grand Ave now. When I've been on Grand Ave, no bicycle traffic. But trucks like to double park in the bike lane to unload. It's too bad because the vacuum shop on Grand recycles broken vacuum cleaners. But I'm not sitting in traffic for 40 minutes to get there to drop one off.

Seems mixed. There's a lot of confusion about the bike lane near Mandana, and I've seen several near misses. Traffic seems slow as well. I don't think they've adjusted the lights to adjust to the new lane arrangement. I'm not sure what precipitate the "road diet". I was totally unaware of it until it happened and it's not clear what problems it's solved, though it has created some.

It has created traffic back-ups and confusion for drivers

Makes it harder for cars.

As expected, traffic is a mess during rush hours. At least the new markings improve many drivers' behavior--except those who continue to make left turns from the main lane!

I drive once or twice a week and 'backed up' traffic has increased. I have started to look for alternate routes which is bad for the neighborhood side streets.

bike usage does appear increased, but I don't think it's making it safer - lane transition from 4 lanes is unclear, turn lanes from intersecting streets (Wildwood, Mandana) is awkward - slanted parking keeps bike lane dangerous

left hand turn lane from Mandana onto Grand can be problematic due to the timing of the lights and stack up of cars. Not a good intersection in general so it's become more complex as a result.

It has created back-ups where I've waited ~10 mins. to creep one block. It has created road rage b/c people can't possibly turn onto Grand from such streets as Linda due to congestion. To me it doesn't make sense to take a city where the population continues to expand and decrease the available road space. There must be a way to protect cyclists and leave two lanes for traffic. If this so-called diet is expanded, I will s-c-r-e-a-m!! Roll it back, please.

there are still too many traffic jams where the lanes decrease or increase.

This re-stripping of Grand Avenue from Elwood to Fairview has caused a horrible traffic Jams at Mandana and Grand Avenue.

Since the re-stripping, traffic gets backed up all the way up Mandana. Having a bike lane for a mere 1/2 block of Grand Ave from Mandana to Elwood doesn't seem worth the congestion it causes at that intersection. The re-stripping of Grand near the intersection of Grand Ave and Oakland Ave has caused a tremendous amount of traffic congestion, most notably beginning around 5pm.

Turning the road into a one lane each way has created congestion all the way up Grand/Pleasant Valley to Piedmont Avenue. I honestly haven't seen many bike riders in this area in my 21 years of living in this area. The idea of having a Road Diet doesn't change the fact that the majority of the people in our area that travel on these stretches of Grand Avenue are families that drive vehicles. I don't know of any family that is going to swap their vehicle for riding a bike or bikes to get to and from work, the grocery store, rockridge area, and schools simply because there now exists a bike lane. All it does is cause frustration and make me wonder how long before our

area becomes too frustrating to live in. I am an Oakland native. I have lived in SF and many other Bay Area cities over the years.

As an adult I chose to live in Oakland and specifically the Crocker Highlands/Grandlake district well before the population influx began because there was room to breath here. I didn't move here because I couldn't afford SF or the Southbay and took Oakland as my city as a consolation. I am frustrated that my quaint neighborhood is becoming another Bay Area city statistic as far as congestion goes. It's the little things like coming home from running my daily errands and leaving all the chaos near the freeway from Grand to Mandana to my beautiful open, quiet street that makes me happy I chose to live here.

The "Road Diet" has negatively affected the road I travel on the most and my view of the City's competence in caring for Crocker Highland residents.

The right turn lane at Mandana causes confusion. Down to 1 lane is tough overall.

Drivers are driving in the bicycle lane with or without bicyclists being there, the median turn lanes are confusing people, thus near accidents frequently I travel Grand daily. I first noticed more backup towards the top of Grand Ave, before Oakland Ave/Piedmont.

It seems to have alleviated left turn issue at Ace hardware. Some backup also occurs at 7/11 towards freeway making it hard to get to the left turn lane. Also I have seen people drive down the bike lane who are angry and impatient to wait which I think is very dangerous.

Bit of a bottle neck.

Hate figuring out what lane to turn from and dealing w/ others doing the same

Road congestion

having trouble making the turn from mandana onto Grand in the mornings. not having the 2nd lane backs up the turn lane.

Traffic in the evenings is horrendous.

I think it is great although I acknowledge it's controversial. What I like about it is that it moves in the correct direction on enforcement of traffic laws for the area. One, the speed limit. It restricts speed better, as the single lane forces speeders into one lane, and drivers following the law are not passed on the right by speeders. Two, it makes it clear on how much buffer a bicyclist needs. Three, it highlights pedestrian crosswalks better.

What I do not like, is that there is not a physical median and the project did not add more pedestrian flashing crossing lights. Since the "diet" was put in place, I have seen a lot of vehicles doing illegal u-turns across double yellow lines to get that choice parking spot. Also, frustrated former speeders often fly through crosswalks with pedestrians crossing. All said, the "diet" is a step in the right direct, albeit unpopular. To this end, more driver education and community outreach could be employed to help the citizenry to understand why this is a good thing for all even if it slows you down a minute or two to get from the house to I580 or whatever is your final destination.

Traffic nightmare - I now drive through Piedmont streets to save time and peace of mind.

Horrible traffic now- thanks a lot

I try to avoid Grand Avenue due to confusion and congestion. I prefer Lakeshore Avenue because traffic is much more predictable. I like and use the bike lanes--safer for cyclists and cars

High traffic congestion makes this project dangerous and impractical.

Increased congestion. An obviously foreseeable outcome. Who thought this would be a good idea?

Creates terrible traffic

Limited car lanes causing difficult traffic

No benefits. Extremely congested traffic. We now avoid Grand if at all possible and take back roads through residential areas. Surrounding residents must not be happy with the increased traffic. Businesses suffer since we spend less time in the commercial corridor.

Access from Mandana to Grand is greatly diminished.

It's created more traffic backups all over the place. I don't see how the bikers are any safer!

Traffic has become awful and no one is using the bike lanes.

No benefits. Just increased traffic. I drive up and down that stretch of road twice each weekday. It's now consistently backed up. I've never seen a bike in the bike lane.

Traffic! Moving to 1 lane slows things down quite a bit.

Confusion bottlenecks traffic

"Cheaters" still sneak in front using the bicycle lane

Long backups waiting for traffic to move.

Disaster!! A fifteen minute drive now takes 30. I don't shop on Grand Avenue any more. Congratulations you've lost customers. Cars back out and almost run into bikes. Drivers become frustrated with the wait and drive in the bike lane. Drivers weave in and out to try and go faster. I believe some one is going to be killed. I never see any bikes along the route. Why was this done? No bikes ever use this route. This is a complete disaster!! The congestion is terrible. The amount of cars impacted is far greater than the number of bicyclists on the road. The road diet has added at least 5 minutes to my commute just getting up or down grand avenue. I truly do not understand the benefit for the majority of people who travel on Grand Avenue.

It is a nightmare at the last block between Mandana and Ellwood at rush hour, where the cars can't get off Mandana due to there being a single lane only.

These cutesy names. "Road diet," "traffic calming" - you really just mean "frustrating people who drive." Which is ableist, as not everyone can walk or bike, and creates traffic problems and backups and pollution. I work multiple jobs, all the time. I can't spend hours doing errands because I'm walking or busing. I live at the very top of the hill and can't bike back up it just with a bike, never mind with groceries. My body and my life require driving.

1. I travel on Grand nearly every day during rush hour. I rarely see bikes. 2. Turning onto Grand from the side streets is much more difficult than before, and can take several minutes to

complete. 3. It now takes 2-3 signals to get through each light, so I'm idling on the street for longer. 4. People have absolutely no idea how to use the center turn lane.

Traffic back ups result in idling cars that are greater polluters and contributors to climate change than moving cars. Move the bike lanes to a road less traveled.

It has narrowed the street to car traffic. I understand the desirability of safe passage for bicyclists but it's a lot of space for very few users. Huge traffic jams from Oakland Avenue toward Mandana at rush hour. Too many cars to turn left from Mandana onto Grand Ave. Slowness everywhere, backed up traffic where there never was any before, especially at the two untimed lights near the Star pizza restaurant. This proposal was rammed through with incomplete and faulty data regarding the impact on traffic on adjoining streets. The result already proves this glaring omission and has made Grand Ave. incredibly slow and congested as it takes much longer to traverse it. Everyone hates it I must say and the number of riders it benefitted was very small.

The traffic backup on Grand, from Broadway to Mandana, is insane! One lane does not work. Also impossible to turn left onto Grand on that stretch. It's created a terrible back-up in the afternoon, especially around Oakland Avenue in the late afternoon and evening.

I've seen motorists use the center way as a lane out of frustration.

I have to say that I never thought it would work, that it would cause gridlock.

It has caused major traffic that makes it difficult to get home in a timely manner I have opted to not drive to Piedmont or even grand ave due to the traffic congestion

I don't love the transition from two lanes to one lane at Mandana/Grand.

I think it backs up traffic on grand all the way down to Harrison on weekdays during commute hour (5-6pm)

people are speeding and cutting each other off at the grand/mandana intersection., it's even more reckless than before.

I think we need some "enforcement" or at least police presence to slow people down at that corner.

Grand is a busy street, we need more lanes

Traffic backs up when making a left turn from Mandana onto Grand, right before the street returns to two lanes.

It was supposed to slow down the traffic and make Grand more pedestrian friendly. The one lane makes for a continuous stream of cars with very frustrated drivers, frustrated patrons who can not back out, and frustrated pedestrians, who can not get across Grand because the frustrated drivers do not want to stop yet again.

Mixed bag. The traffic is backing up a lot now, down the block and up Mandana. Some drivers seem confused by the striping and few people are aware of how to properly navigate bike lanes. This striping may be good for bikers but not if there is no effort to educate drivers about how to navigate the lanes.

Completely unclear on what problems this was trying to solve. Converting a two-lane (each way) road into a one-lane road has significantly congested the traffic, for the questionable benefit of the bicycle lane and the middle turn lane (which MANY drivers on Grand don't seem to know how to

use).

The traffic is too slow, lanes are clogged. There are VERY FEW bikes in the bike lanes. I avoid the area and drive through Piedmont. I now buy my gas, hardware items, and use Safeway in Berkeley

It's odd turning right onto grand from boulevard as there is only one lane

The transitions are terrible! Could have put bike path in right hand drivers lane like they do in many places in Oakland. Traffic slow, slow, slow.

Can't turn right into 7-11. Can't turn left into Safeway. Every block is different so if you don't live here, its impossible to figure out where to drive and how to turn. Not intuitive. And I never see bicycle riders using it!

Advantages of facilitating bike travel are good, but negative effects on traffic are too great. Single lane of traffic at rush hours is not acceptable.

ugly, unintelligible road markings and signs, difficult traffic backups due to single lanes, at commute hours

Increased traffic on road diet area makes to harder to get around. Increased traffic in surrounding streets to avoid it.

Traffic congestion is worse than it's ever been. There are not enough bikes or bike traffic to justify removing a lane!

I haven't seen any real benefits to be honest. I think it was well-intentioned but it doesn't really take the reality of the city's population and how that road is used. It probably makes cycling easier for those who were already cycling, but it doesn't seem to encourage others to take up that form of transit as was hoped. It's just not realistic for a lot of people.

As a frequent pedestrian on Grand, it makes zero difference to me. I'm curious what impact it's had on businesses in that corridor. Bike lanes have improved but frankly cars still drive much too quickly, especially when turning across crosswalks. Bad traffic, lots of u turns and irrational behavior.

I feel less safe on my bike

benefits: left turns from Grand onto cross streets no longer back up traffic behind them.

problems: 1) it is much harder to turn onto Grand Avenue from side streets, either turning right or left. Have to cross the bike lane, hard to see around the parked cars. Turning left slightly easier because you can turn into the left-turn lane, but still very hard to see oncoming traffic. 2) Large backups on Grand during afternoon rush hour. Not sure about morning rush hour as I'm not usually out then. 3) Don't think the problems are justified for the very few bicycle riders that I see using the bike lanes. I don't think it makes it particularly safer for pedestrians either, since the street is still as wide as it ever was. And the bikers are now emboldened to ride faster than ever, and they rarely stop for pedestrians.

I think it's a mixed bag -- though after seeing/experiencing the protected bike lane and parallel parking on Telegraph (both as a car driver and bicyclist) I think that's a mixed bag too. I think any move like the road diet is a good one, ultimately --the more cyclists and pedestrians there are, the better.

Lights not synchronized, transitions rapid and confusing to non-locals Project does not actual meet definition of "road diet" and seem more like an attempt to prevent the traditional use of Grand as a major through-route. Not familiar with Road Diet Better bicycling, less disruption of traffic flow from turning and parking cars Have no idea what that is The traffic is much worse and the bicycles don't use the bike lane unless they want to. The bicycles are still running red lights.

It congests traffic on a major thoroughfare. If they want to make that stop safer, why don't they install stop signs? I like the extra parking and protection for bikes. But it seems confusing. Increased ability for bicyclists to use the public roads without getting killed. Disorienting. Sudden lane change at Mandana.

i think it is stupid to remove a lane from main road (that leads to a freeway) as the city continues to get more and more populated. also, difficult and dangerous for cars parked on grand to back up out of their spots, which also stops all traffic now too. people also don't know about the road diet, so many end up in a right turn only lane at mandana ave. that becomes a clusterfuck situation. you can't force people to get on bicycles--we have people who need to drive or commute/travel by car so it is ridiculous to reduce lanes and car access. makes motorist speed up to pass slower vehicles before 4 lanes turn to 2. not very safe now is it?

there is congestion on Grand between Mandana and Elwood; it needs to be fixed. Otherwise, it is good to slow traffic and improve pedestrian flow. Adjust the pedestrian traffic signal to only function when pushed by a pedestrian.

More traffic, actually feels less safe for bikes and cars parking or unparking

Drivers on this road drive very dangerously and put people's lives in danger. The road diet has

made traffic safer. I think it has been great. Drivers are so impatient these days--the road rage is extreme. It would be great to get more traffic enforcement on the street by DPT. It has slowed traffic, which is a plus. One problem area is after turning left from Mandana into Grand, when I want to then turn right onto Chetwood (?) -- not sure if I'm supposed to wait in the bike lane or clog main lane of traffic if I'm waiting to turn. Less pressure to turn left on roads. Makes me feel like I encounter less serving cars into my lane when they are trying to go around cars going left. It sets expectations. Of course it's great to encourage bike lanes and more transit options for a dense area. But It seems more congested and backs up a bit during traffic hours and peak farmers market times. benefit? :-o traffic is slowed to treacle when there's ANY volume :-(

Traffic seems more congested but not intolerably so traffic more congested "Road diet" is a sorry euphemism for lane reduction. The lane reduction from Mandana to Piedmont is unnecessary. At the very least, the section from Mandana to Elwood should be returned to its previous state. I ride my bicycle 6 times a week and walk to work 5 times a week. When riding on the new Grand Ave, I stay to the right of the pointless bike lane.

New road configuration obstructs the flow of traffic particularly as cars exit or wait to enter parking spots. It feels less safe for me that a car driving down grand may need to swing into turning lane to avoid collision with cars waiting to get to a parking spot, ones that do not pull all the way to the right to wait which is most. making a left on to Grand from Mandana can be difficult in times of heavy traffic due to back up on Grand from the light at Elmwood. Result: large back ups on Mandana (and frustrated drivers trying to turn around, etc, - Unsafe!) It has created a traffic nightmare Traffic backs up during commute hours, but left-turning is much improved.

Wow, the traffic has been a disaster after 5 p.m. M-F.

I avoid Grand Ave now at that time.

People just use extra lane to sit and wait for parking to open up, traffic is more congested, and I haven't seen any cyclists use the bike lane. Would have been far better to put the bike lane on the other side of the parked cars so it were more protected, at least maybe it would be used then. Grand Avenue is a wide road. It was built for auto traffic. Squeezing it down does not seem productive. It is wide enough for 4 traffic lanes and bike lanes.

1. severe traffic backs up at the intersection with Oakland from both directions. 2. I have stopped shopping at the stores off of Pleasant Valley Road because of the amount of time added (sometimes 15 minutes in each direction) 3. We have many visitors to this area.

Where the lanes start and end cause confusion as well as congestion with people changing lanes in the bike lane because they didn't expect for their lane to suddenly end.

Mixed bag (1) Helps prevent drivers from passing cyclists too closely (2) Backs up traffic for blocks at certain times of day

The intersection at Grand and Mandana has become extremely congested. I believe the section of Grand between Mandana and Elwood should be two lanes.

Grand Ave. is a somewhat dangerous route for cyclists; especially with cars quickly exiting or entering the diagonal parking spots. The re-striping that comes with a road diet creates a safety buffer between motor vehicles and bicyclists, and provides drivers with the necessary visual cues to "share the road". better pedestrian crossing due to fewer lanes and slower traffic; safer biking I have not experienced any of the traffic delays that were complained of when the road diet

was first completed. People are forced to drive more slowly, which is good. In making turns, however, one is forced into the bike lane, which makes me uncomfortable and could be dangerous.

I'm a daily cyclist who rides on grand to get to work. I wish we didn't need bike lanes and that drivers were respectful of cyclists and cyclist would ride with care and respect too. But they don't. For that reason, I love the bike lane and feel much safer using it. I also like that it slows down traffic. If we're going to have a main pedestrian shopping area, I don't think we can also have high-speed traffic. This helps solve that problem, even if just a little bit. I also drive and can see that it's causing a back up, especially at Mandana. Should people really be using Mandana as a main cross-cut to their highway entrance? I'd rather they didn't.

If Road Diet means the Green Lane for bicycles, then I favor getting rid of the thing.

Causes increased congestion for those turning left from Mandana onto Lakeshore - need the two lanes there; increase congestion on Grand all the way back to Oakland avenue; I've rarely seen bikers use the lane; still see bikers on sidewalks and running red lights. very poor use of resources and space. More congestion equals more pollution!

I like the idea but have not experienced the effects enough to comment This area still gets very congested with car & foot traffic especially rush our and weekends. Seems safer for cyclists. Could use some temporary traffic control officers at peak times to minimize the folks that aren't adhering to the new set-up. I have no idea what the Road Diet is. Bike lanes are better.

No one pays attention to the bike lane (like the woman in the Mercedes on her phone who nearly veered in to me).

Mixed bag: goods for bikes. Car traffic is worse. I live on Lake Shore. Seems to be more speeding

on Lake Shore It is a mixed bag.

There is inadequate signage where the traffic is most dense. There is an increase in traffic and wait times which causes cars to idle and emit exhaust. More fender benders and near collisions.

Creates more traffic for divers. 1. rush hour southbound backup on Grand through Piedmont 2. Left turn lane into far safeway lot entry often to short for waiting left-turn cars. 3. Where is the predicted rush of new cyclists? When will a count be made of the current cyclist volume?

It's really hard to turn onto Mandana from Grand.

dangerous congestion

The road diet causes more problems than it solved. Re-stripe it and paint the inside lanes green for the VERY FEW bikes that need the lane.

It does not make me want to get on my bike and ride it. I stopped cycling because of near collisions with erratic drivers between Splashad park and Mandana, not where the bike lanes are at.

I don't know what the intended impact was - but I see a lot of congestion and confusion especially around the Grand/Mandana intersection. People turning south on Grand from Mandana run directly into cars backing out of parking spaces; don't know how to navigate the transition from one lane to two at Elwood (cars block the bike lane on north side of Elwood in anticipation of switch to two lanes on other side); and we need a protected turn signal for those turning from south bound Grand onto Mandana.

Traffics backs up significantly at Oakland Ave and Grand during 5 o'clock pm traffic. That's the most negative for me.

I've noticed the following: Very slow driver holds up traffic. Drivers turning left from the main lane rather using the left lane.

It has dramatically increased traffic on Mandana which doesn't even have any crosswalks between Grand and Lakeshore. These are needed for pedestrian safety and possible warning signs at the cross streets that these are pedestrian crossing areas.

Congestion traveling up Grand at rush hour. I haven't figured out how you're supposed to turn left into Ace nursery, when driving up Grand. Road markings are very confusing and I don't see many bike riders taking advantage of the new lanes.

Increased traffic. Difficult to safely turn left or right without creating hazards with other vehicles or motorists.

The two lights before 7-11 are constantly having issues because people go around folks who are turning left onto Elwood and then they don't realize that it immediately turns into a turning lane so they cut people off to get back in the right lane and it seems dangerous for cyclists. Maybe an sign to say it will be a turning land only or something?

It has not made the crosswalks any safer, people still plow through the crosswalks near Safeway. I wish there was a blinking light crosswalk so cars would know that someone was trying to pass.

I like the old roads better. I don't really like the one lane each way thing. I think it causes

more congestion and issues. With two lanes traffic was always unpredictable. Cars would stop suddenly to find parking and sometimes swerve to switch lanes. The bicycle lanes allow a safer route of travel from those in the area to cycle to public transport that connects with San Francisco. The new single lanes will not improve traffic in the area. It benefits pedestrians and bicyclists. Though I've heard people complain that it adds traffic and is confusing, I don't agree. To the extent traffic has gotten worse, the problems are outweighed by the benefits.

It has been greater to distinguish where bikes may ride and cars may not drive. But it's still dangerous for bikes when they have to drive around parked delivery vehicles or cars waiting for a parking spot. It's defin more clogged for cars, and the section between Elwood and Mandana is terrible with cars back up. Cars are taking side streets much more often, e.g. on Walker Ave. Can we add speed bumps there so that it is safer for our children and residents? Works on Lakeshore, not on Grand. The bike lane is little used and has simply created worse traffic, more idling engines and, therefore, more pollution.

completely unnecessary project that aimed to solve a problem that did not exist.