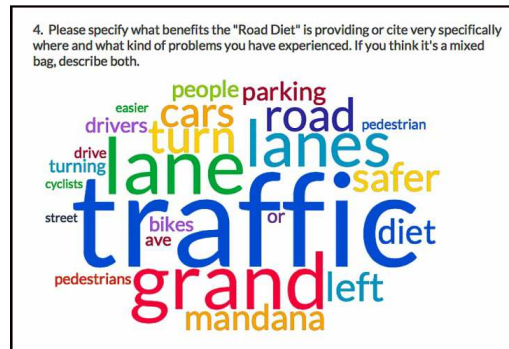


Survey Questions 3 & 4 – Summary as of August 31, 2016
Based on Grand Lake Neighbors online survey, July/August 2016



4. Please specify what benefits the "Road Diet" is providing or cite very specifically where and what kind of problems you have experienced. If you think it's a mixed bag, describe both.

43.3% approve or strongly approve of the road diet. 26.6% of the respondents disapprove or strongly disapprove. This document concentrates on suggestions for improvement that were mentioned in both approving and disapproving comments.

A summary of the issues can be made in four words: congestion (too much traffic), confusion (about what to do), enforcement (of auto and bicycle laws), and turns (difficulty). Although a few want the project reversed, most realize that the best course of action is to suggest and negotiate improvements. You will find other interesting neighborhood issues in question 8 and question 17.

REPRESENTATIVE COMMENTS & SUGGESTIONS:

All the trucks that double park seem to cause the most traffic.

Traffic is worse because w/one lane available, when cars double park, it's bad.

There are noticeably more cars speeding up/down Walker ave since the diet.

The traffic lights need to be timed to ease traffic.

The short segment from Mandana to Elwood should be returned to two Lane.

Transition from one lane to two is awkward.

The 3 lane road lasts 1 block too long...the transition to 4 lanes is confusing.

End the lane at Mandana light.

Left turn Mandana to Grand needs timing with the next light, and to eliminate the bike lane in that section west of Mandana.

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

The signage needs work and the light at Elmwood needs a dedicated left turn lane.

If there were bike lanes on upper Mandana, Lakeshore through Lake Park to Grand and then up over Jean to Piedmont it would be much more useable.

Safeway - change their parking lot traffic pattern to make the driveway next to the market "exit only".

If bikes need the second lane, make it a whole lane wide, not just a "bike lane wide"

I think some parts are more dangerous now because it is unclear where the lanes really are.

The only problem is that the bike lanes don't extend all the way down to MacArthur.

Ideally they'd be protected lanes between the angle parking and the sidewalk.

Drivers continue to make illegal or injudicious u-turns, often to grab an available parking space.

This road diet didn't go nearly far enough. The bike lanes should have been separated from traffic.

These should be BACK in angle parking.

Wish circulars were put in at certain intersections to keep flow of traffic.

I haven't figured out how you're supposed to turn left into Ace nursery, when driving up Grand.

I'd like to see a thorough study to determine if it is really improving safety for bicyclists and pedestrians.