Appendices
Appendix A

Comments received through the online survey on the needs assessment (October–November 2013)
“Have we forgotten any major general challenges to walking?”

125 responses

1. Piedmont is fine for recreational walking. Problems are with walking to school. Many crossings on steeped roadways resulting in high speed cars. Very poor sightlines on Oakland and Magnolia crossings due to large trees near intersection - walkers and cars need to "skneak out" into street to be seen. Remove large trees near crossings, add bump outs so kids can be visible.

2. Parking in “driveways” that blocks the sidewalk.

3. cheap oil

4. Nah

5. maps

6. In downtown Piedmont, I feel there needs to be more crosswalks. I also feel it may help to add flashing electric lights near schools so people are more vigilant. Especially at night around the PMS/PHS/Pool/Center for the arts. Drivers are whizzing through that area.

7. recent crimes against people, lots of crimes listed in the blotter

8. Cars do not stop for the crosswalk at grand/lower grand

9. Crossing Grand Ave to get to Beach School where no traffic light and no crossing guard unsafe for kids

10. Due to crime it is not safe to walk in the evenings

11. a major challenge to walking is speeding traffic, especially coming down hills. Crosswalk on Moraga at Ramona is completely unsafe.

12. Hedges at corners too high; improved cross walks, eg, bumps, reflectors, etc.

13. Inconsistent coverage by crossing guards; need crossing guards at more intersections

14. Many drivers are speeding and don’t slow or give right of way to pedestrians

15. Dog owners who can’t control their big, aggressive dogs and take up the whole sidewalk.

16. sidewalks aren't super big to have many people to walk on it

17. Mulberries is too far to walk to from the Middle School and Winter is too far from the Middle and High School

18. nothing
47. uneven side walks
48. none
49. nope
50. Many sidewalks are cracked and broken up and need repair. Night lighting could be improved. To reduce light pollution, all additional lighting should be directed down, rather than a general glow.
51. Can’t over emphasize the POOR lighting in Piedmont
52. Buckling sidewalks - difficult for scooters
53. People speed down Oakland Avenue and there are too few crosswalks
54. Walking around Piedmont is one of the best parts of living here!
55. Drivers do not slow down at cross walks and if they do they drive on as soon as the walker passed their car.
56. Overgrown vegetation obstructing sidewalks and the public stairs
57. Absence of crossing guards at certain intersections
58. being held up
59. Uneven sidewalks caused by tree roots, etc.
60. Main issue is speeding traffic - need additional traffic calming efforts on Grand and Oakland.
61. The challenges for our children are all related to pedestrian safety crossing streets. Challenges for adults are lighting at night and sometimes steep hills.
62. Cars do not stop at the crosswalks.
63. Creating a culture of walking is key - I’m amazed at how few people walk when it’s so easy here!
64. Speeding automobiles is scary in the early AM when I walk our dog
65. No sidewalks along St. James, which is a major thoroughfare during commute/school hours
66. sidewalk conditions are very uneven due to street trees. Additionally, in the fall, the foliage on the sidewalks can make walking very slippery.
67. Taking the time.
68. Blind curves or descents/inclines near intersections with crosswalks but no traffic abatement or cautionary signs
69. aren’t any public trashcans. We walk our dog in Piedmont and I’d prefer to through out dog waste in public receptacles vs residential.
70. No stops on Oakland Ave means very dangerous drivers
71. motorists do not wait until crosswalk is empty to start driving again. That is against the law. Police should ticket these drivers.
72. bicyclists using paths in the dogs-off-leash park where walkways are too narrow for bikes
73. laziness, not the custom
74. Certain streets are narrow and windy with poor sidewalks making it unsafe for kids.
75. cars parked on the sidewalks on some streets.
76. Cars parked over sidewalks, blocking the sidewalk, requiring pedestrians to go out in the street.-
77. restrooms
78. I’m mildly disabled with scoliosis, and I am a sufferer of chronic pain. I limp and sometimes need a cane. Even when I can walk for exercise, I usually drive somewhere safe to do so. I live in the hills, and the terribly hazardous broken sidewalks, missing sidewalks, and people who always park on the sidewalks make even good days impossible days for me. I’m not fast enough to just walk around these hazards in the road, to be safe among cars speeding around blind corners. I really can’t walk around the block, so many cars park on the few existant safe sidewalks.
79. loose dogs, overgrown vegetation, puddling water.
80. Public transportation options are reduced so if you get tired not much you can do
81. Wayfinding signage with distances between destinations.
82. shrubbery/greenery growing in path of sidewalks
83. Sidewalks cut out for tree holes where there should be sidewalk!!! I have accidently stepped off into dirt and fallen down on sidewalk twisting ankle and gotten injured/scraped up.
84. Uneven sidewalks due to tree roots
85. Uneven side walks with tripping hazards
86. Not enough people out walking!
87. missing cross walks and stop signs, speeding traffic, cars turn without signaling, very few pedestrian crossway or signal lights
88. Cars cannot see around corners because of parked cars. Makes it dangerous for crossing the street especially if the car is turning right
89. No sidewalks along Moraga Ave. to visit Monclair.
90. It is fabulous walking around here! There are a few areas that could use a sidewalk but it doesn’t stop me from walking there. Amenities would be nice but it would never stop me from walking.
91. People on narrow streets park on sidewalk. Wildwood is especially dangerous
92. the primary goal should not just be to provide adequate width for walking or biking but it should be easy, safe and comfortable so that children, adults and the elderly feel inspired to walk or bike, by themselves or with their family instead of getting in their cars. there should be pedestrian walkways (trails/sidewalks) and AT LEAST class II bikeways (ideally class I too) that connect all of the schools/parks and major arteries.

93. Corner of Requa near Wildwood School is dangerous w/ uturns at 8:25-8:35

94. Other Walkers

95. Motor vehicle excessive speed & obstructions from vegetation to views of pedestrians and drivers (e.g., intersection of Olive Ave headed north with Oakland Ave)

96. fast traffic through the center of town

97. Cars DO NOT STOP at crosswalk on GRAND AVE and CAMBRIDGE and it is not policed. Crosswalks need some improvement and updating.

98. kids biking on the sidewalk, narrow sidewalk and difficulty passing slower pedestrians and dogs

99. Please consider strollers when looking at walking. Many sidewalks are broken and encroached upon by overgrown plants and trees in private property and on the berm, forcing pedestrians into the road (and potentially traffic). It is burdensome for a resident to have to contact the city about this only to be told (as I was) that plant maintenance is up to property owners.

100. sidewalk paths blocked by trees, branches, and other growth.

101. Too hard for children to cross busy streets. No bicycle lanes.

102. No non-residential destinations

103. Directional / destination signage: school, city hall, rec centers, parks would be helpful

104. lots of car traffic to get to 57 stop heading east

105. cross walks and traffic calming on lower Wildwood (between Grand and Nova). Our kids walk to school every morning and there is ALWAYS someone speeding either up or down the street, without yeilding at a cross walk. Lots of improvement needed for safe crossing, walking, and biking on this street!!

106. Signal policies that make pedestrians have to push a button and wait for a walk signal instead of giving one with every green light

107. Parking! I would like to walk around Central Piedmont, but it is too far from our house on the outskirts to walk all the way. If I could more easily park in central Piedmont, then I could walk and do more in town.

108. Insufficient bike parking near target destinations like schools and bus stops

109. uneven attendance by crossing guards discourage student walkers

110. my kids are toddlers, so we don’t yet walk/bike to school - we will!! - but otherwise we don’t do much in Piedmont. One goes to First Step daycare, but I’m always running late and 99% of the time need to drive b/c of that (and I wish that weren’t the case...) And we grocery shop and generally live life outside of Piedmont -- we’re new, we don’t yet have many friends here -- so we drive elsewhere. We live on St. James Drive, and I am disappointed at how fast many of the cars drive on this curvy, busy street, but it doesn’t deter us.

111. The boardwalk along Moraga/ Coaches Field

112. Walking groups

113. Not enough crosswalks and crazy drivers and bikers.

114. Everyone on bicycles using the sidewalk. Children on razors, skateboards who use the sidewalks, often with the parents encouragement. The use of sidewalks for bikes, Eric. Represents a real danger to the riders from drivers pulling out of their driveways, especially near the schools. Wildwood Avenue has many drives below street level but level with the sidewalk. Child ride at high speeds on their way to school and don't look for cars because they are on a sidewalk.

115. dangerous crossing Oakland Ave from Sunnyside & Olive Ave.

116. blind corners

117. Need Dudley Ave sidewalk

118. Crosswalk high tech added safety features (needed in front of Haven’s for example)

119. Unnecessary flaring of the roadway width at intersections like in front of the Shell station at Wildwood and Grand.

120. Need more routes that are bike and walking focused

121. Cars parked across the sidewalks in many areas. Cars going too fast down Oakland Avenue and failing to yield to pedestrians. Bicyclist routinely ignoring traffic lights and stop signs and failing to yield to pedestrians in cross walks.

122. Grand Ave. has narrow sidewalks too close to cars. Also Feels unsafe to walk alone at night from nearby Oakland commercial districts.
123. Piedmont is a great place to walk compared other cities. If there are areas without sidewalks, they should be created, even at the cost of reducing the width of the road available to cars.

124. for bicycling, especially downhill, pavement in poor condition

125. Lighting is bad and sidewalks are bad
“Are there particular intersections where you would like to see improvements for pedestrians?”

268 responses

1. Grand and Linda cars are driving fast and do not yield to pedestrians who are in the yellow crosswalk
2. El Cerrito/Oakland - terrible sightlines for vehicles and pedestrians crossing Oakland. Either increase sightlines by removing trees/adding red paint or add extensions. Add a traffic circle at Latham/Fairview/Jerome so slow cars on Oakland in general. Jerome at PUSD: paint crosswalks onto street to slow cars that zoom in and out of Witter. Improve barrier on Oakland Bridge - narrow bridge with little protection for pedestrians. Red Rock Road - put in crosswalk for access to Blair Park and walking up Moraga
4. El Cerrito at Magnolia Ave, El Cerrito at Jerome, and El Cerrito at the entrance to Witter field for access to Blair Park and walking up Moraga
5. Oakland avenue and Jerome
6. not really
7. Safer
8. I don’t really know that much about Piedmont sidewalks and streets, so no.
9. grand ave, okland ave
10. Crosswalk added to Dudley and Mountain with crosswalk signs on Mountain going up to Dudley so people slow down going up the hill. Crosswalk added to Mountain and Seaview (the long stretch is hard even for cars to drive safely through) let alone having my kids walk safely across it. Add flashing lights to the crosswalks around PMS/PHS/Pool/Center for the Arts(similar to Walnut Creek - one crosswalk has lights that flash from PF Changs to H&M. Add flashing lights crosswalk at Mountain and Piedmont Court so hard to see walkers at night especially because of that bend. Add flashing lights crosswalk at Beach on Linda Avenue (the crosswalk that has no stop sign) drivers whiz up and down Linda. Cross walk at Greenbank and Linda needs to be added. Too many kids crossing at the busy Linda/Greenbank junction. There’s a cross walk on Greenbank, but another one needs to extend from Linda so kids who live on the opposite side of Greenbank aren’t doing frogger moves dodging cars driving on Greenbank.
11. We need a crosswalk on Moraga @ Coaches Field!! Yes, the cars drive too fast. But cars will slow and stop if one waits at the crosswalk entrance with patience.
12. I walk my children to Beach School almost daily. The biggest problem I encounter is the missing crosswalk across Greenbank at Lake. There are many other parents besides myself that have to cross this street with their children. It would feel much safer with a crosswalk.
13. In general there are some streets where pedestrian crossing is sometimes taking your life in your hands. One example is Wildwood Ave. from the curve that starts at the Wildwood/Highland intersection (just south of the intersection with the top of Requa to the intersection of Prospect and Wildwood. Wildwood is quite curvy and there are several curves where both drivers and pedestrians have little vision of each other. There is a cross walk at Wildwood and Highland; the next one is at Wildwood Elementary School. Drivers do not understand the California’s pedestrian right-of-way law applies anywhere but at a marked cross-walk. Cars sometimes honk at pedestrians crossing Wildwood in between the 2 cross walks. So options include speed bumps (the small ones), driver education on pedestrian rights; yellow flashing lights embedded in the street, and more.
14. No
15. We live by dracena park & walk every day unless the weather is really bad. The crosswalk at grand/lower grand /Cambridge is really dangerous. Cars do not slow down, much less stop for pedestrians. The intersection at Oakland & grand you need to wait 3 light cycles to cross & the crossing guard is there about half the time. At both intersections I have witnessed cars honking at the few drivers who do give right of way to pedestrians. Crossing at grand/lower grand/Cambridge I’ve almost been hit by drivers speeding past as I’m leaving the crosswalk with my young children.
16. I am fairly new to Piedmont (1 year), but it seems to me that Grand Avenue, as the site of a fair amount of crime (relatively speaking),
could use improvements such as very well-lit roads, perhaps call-boxes for the Piedmont Police. Curb ramps are nice for strollers, etc., but I haven’t found that to be too cumbersome.

17. Grand Ave and Cambridge Way

18. there should be a sidewalk next to the Mountain View Cemetery wall on Moraga because there is no safe place to cross Moraga from Highland Ave to the Oakland border. The crosswalk on Moraga at Ramona has inadequate visibility for cars and crossing pedestrians who find themselves toward the middle of the street as cars come barreling around the curve of Moraga. Exclusive pedestrian ways cutting through blocks encourage and enhance walking. They should be well maintained and enhanced. Piedmont has a lot very narrow streets that are not essential to through-traffic circulation. They could be converted to “shared streets” (woonerfs) that would encourage and support bicycle and pedestrian use. There are several overscaled streets and intersections dating from the streetcar era that could be narrowed and pedestrian/bicycle oriented spaces could be inserted.

19. Moraga and Mesa (around the curb). There is a crosswalk but cars coming down Moraga often don’t see pads standing on the north side of the road trying to cross over. The curb make it challenging to see anyone standing there, especially if cars are parked on the road in front of the crosswalk.

20. Dormidera/mountain, Piedmont ct/highland, Highland/WFB/police station

21. The intersections along both Grand and Oakland Avenues are the most hazardous in my opinion. In general, traffic along both streets is too fast and needs to be lowered through a variety of strategies, including narrowing both streets for car traffic and creating more physical obstacles to speeding. On Grand, two intersections stand out as particularly unsafe: 1) the crosswalk at Grand and Linda: Cars speed through the crosswalk, often ignoring pedestrians, which is incredibly unsafe for children and their parents walking to nearby Beach School. There should be a crossing guard here, flashing lights, and any other mechanisms that would make it safer for pedestrians. 2) the crosswalk at Grand and Greenbank: Because of the blind curve coming down the hill here, this is especially dangerous. A lot of PMS and PHS students cross here on their way to and from school, and it is amazing no one has been killed here. This could also use flashing lights, a crossing guard, etc. Even the Grand Ave crossings with stoplights can be dangerous. At Grand & Oakland, cars whip around the corners, endangering pedestrians waiting for the lights. Often, the crossing guard here fails to show up, so parents cannot feel safe allowing their children to walk alone to school along this route. Grand/Pleasant Valley and Rose, despite the new stoplight, continues to be unsafe. I will leave to others a description of the unsafe crossings along Oakland Ave, but I do know that my son was almost hit crossing at El Cerrito on his way to PMS.

22. At the intersection of Grand and Rose / Ronada, there is a triangle with trees in it. There is also a metal rail / barrier blocking pedestrians. It should be removed.

23. Even for drivers, turning into Mountain from Highland is taking one’s life in one’s own hands—drivers coming down Highland from the direction of Sheridan are mostly SPEEDING and don’t care and never give way—they actually speed up going past you—like it’s a game. Crossing toward the Community Center parking lot entrance, or crossing from the park side toward the community Church have both become extremely dangerous. Crossing Oakland Ave. or turning from Oakland into Fairview/Jerome is the same—drivers are speeding blindly up the hill and NEVER give way and they cannot see what is there at the top of that hill where another car might be trying to turn or a pedestrian trying to cross.

24. At Blair, Highland, aand near the vase their should be new better-marked crosswalks.

25. I can’t think of any.

26. I think we should have a crossing guard at the bottom of Oakland Ave. because the cars always go super fast there and they don’t always see you.

27. No, not really but near the police station even though there is some stuff it is still dangerous and my mom won’t let me cross alone

28. Along oakland ave, there should be a sidewalk extension or the light should be longer because there are always way too many cars on that street and its hard to walk without waiting a long time.

29. Around Mulberies and the Middle and High School

30. On Highland.

31. the archway between hampton field and hampton road on cars not stopping enough

32. I think it is fine.
33. Greenbank merging onto Oakland, Greenbank merging to grand. A light or a speedbump would be great, mainly because people drive too fast.

34. I think it is fine how it is.

35. No

36. none

37. none

38. san carlos

39. I think it's all fine.

40. not for me

41. I don't know exactly what can be done, but the stretch between Hampton/Sotelo and Hampton/La Salle often has people in the street and, when coming down the hill, it's often hard to see if anyone is in the crosswalk due to the number of cars parked at the curb. Steps to reduce the out-of-crosswalk foot traffic and to improve the visibility of the crosswalk at Hampton/La Salle would be useful and increase safety.

42. Oakland and Sunnyside: poor sightlines, odd curb geometry. Oakland and Howard: Odd angle to crosswalk, overgrown private vegetation on south side, no advance yield lines on Howard, cars speed down Howard to stop sign where kids are crossing to school and park, cars on bridge can't see kids trying to cross Oakland ave. Grand and Linda / Grand and Ace Hardware: Wide street with multiple lanes. Best to have a HAWK signal to control traffic when a ped is present, consider a center marker with high visibility crosswalk.

43. Kingston/Linda/Rose -- The intersection is a death trap for pedestrians in evenings. During rush hours, the cars use the paths as short cuts to speed through. The lighting is especially poor to see the road marking and pedestrians, almost pitch black when it is dark. The road divides and crosswalk signs are not visible.

44. The Wildwood Lakeshore Wallace Boulevard 5 way intersection is crosswalked such that in order to get from the boulevard/wildwood corner to the corner directly next to it, one must go all the way around. The intersection is so large and irritating to cross that it would greatly benefit from a roundabout to take advantage of the space and make the area more pleasant, encouraging pedestrians like myself to walk there more.

45. When cars are parked along Highland near the Sheridan crosswalk, you have to walk into the street to see if cars are coming when walking from Highland to Sheridan. Feels unsafe, especially when kids walking alone.

46. Corner of St James & Cambrian - Need a stop sign! So dangerous!!! El Cerrito/Magnolia - crosswalks better printed. San Carlos/Oakland - crosswalks printed. Oakland/Arbor - crosswalks need to be printed

47. Curb ramps at Greenbank and Rose Ave. Curb banks at Kingston and Greenbank

48. I would like to see a crosswalk on the end of Vista Ave near Hillside Ave.

49. I don't see crossing distance as a challenge at all. I'm not sure what the concerns are with this, but I don't think improvements are needed for it. I'd rather like to see improvements with better painted / marked crosswalks throughout Piedmont, especially in the central and upper Piedmont areas.

50. nonw

51. All along Highland Avenue

52. Please install a median on Oakland Ave from Sunnyside to Monte Vista (similar to the one on Grand north of Oakland) to slow down traffic and provide pedestrians with a safe place to wait for aggressive drivers. Drivers on Oakland Ave often speed, and with all of the pedestrians getting of the bus at that stop, numerous near hits have occurred. Speaking of Oakland Ave, those two crosswalks are treacherous, and could use lights or signals to improve safety. Also, slowing down traffic with speed cameras could help make this area more pedestrian friendly. Overall, we also need to install LED streetlights on the side streets. These lights produce more lumens per watt and put it exactly where it is needed, making the streets and sidewalks safer. And it will help reduce crime.

53. Very often plants block sidewalks and cause strollers and people to walk single file - this is even true in high traffic areas on Magnolia and at the top of pala. At many intersections cars are permitted to park so close to the corners it makes it tough to see oncoming traffic. Many roads leading onto Oakland have this problem.

54. Yes park and Pala need a ramp.

55. railing on the Oakland ave bridge. the cars go too fast and get too close to people.

56. Crossing on Highland, right next to Blair. It's a straight distance and cars tend to speed up and don't stop for pedestrians.
57. Path crossing Artuna Ave to Dracena Park. A painted crosswalk there would be nice, since lots of kids cross there going to school or to park. Many cars drive too fast on that deadend street (Artuna).

58. Higher curb on bridge on Oakland Ave (over Linda) needed. A bit scary now to walk on bridge with cars speeding by.

59. The Grand/Oakland intersection - why can’t we have a diagonal cross or more coordination to cross from one side to the other. Every school morning (and often after school) I walk 3-4 kids to Beach and come down Oakland Ave and have to wait at two lights - first to cross to one side of Oakland and then to cross Grand. Cars are given priority over the waiting walkers! -Oakland Ave - cars drive so fast here as though its a freeway. Why not more cross walks so us pedestrians can stare cars down and then they see they have to stop. Maybe brighter painting? Lighting at night? -Grand Ave - cars drive so fast here like Oakland Ave, they most often do not stop for people at the cross walk at Greenbank and Grand since they come around a curve speeding. I know because I was that person dozens of times, even with kids.

60. Highland Ave needs better crosswalks and warnings for drivers.

61. Crosswalk on Grand at Greenbank/Cambridge could be better marked.

62. Traffic signal or stop sign for at Grand and Linda for GRAND ave, not just for Linda. Curbs painted Red around this crosswalk so pedestrians have better visability (currently cars park right next to the crosswalk so pedestrians are completely blocked from oncoming traffic on Grand.

63. None that I can think of. The main intersections for me and my family are pretty well covered with street lights and crossing guards during school hours. The crossing guards at Beach School are great.

64. Cambridge Way and Howard: cross walk and curb ramps

65. 1. Intersection of Lake and Linda - no marked crosswalk on the side of the street across from the school. 2. Intersection of Linda and Rose/Kingston - very dangerous as people speed on Linda, multiple streets coming in and very wide intersection. Just one crosswalk available and difficult for drivers to see in the afternoon/night. Doesn’t just need another crosswalk, needs a stop sign on Linda!!

66. Rose and Linda (yes, I know, it’s shared with Oakland and is difficult to change). Oakland ave at El Cerito can be a pain to cross. Maybe add a push button blinkie there.

67. Railing between sidewalk and street on Oakland Ave bridge over Linda.

68. Yes. @ Intersection of Oakland Ave. and Olive ave., currently only one side(west) has marked crosswalk; marked crosswalk should be added on the other side(east) - lots of people cross street there after taking off the bus, bus tends to block views of pedestrians from seeing the cars driving toward east. It has huge potential danger! Plus, adding a marked crosswalk will shorten the crossing distance from the beach school to south side Olive ave residences.

69. Grand Ave at Linda - that’s just plain scary to try and cross.

70. Linda Ave at Kingston/Rose can be tough to cross... It is a very wide street and cars come up to the crest of that hill quickly from both sides.

71. Kingston/Rose and Linda Ave.

72. No

73. Sidewalks on Highland alongside parking area (by Piedmont Hall). Sidewalk on Hampton (north side) between Indian Road and King. Requa Road west of the large redwood tree (I take to the streets because the curbs and sidewalks are in poor shape)

74. Stop Sign at intersection of lincoln and sheridan. Cross walk near lakeview and sheridan.

75. Sunnyside crossing Oakland Ave. Grand Ave near Ace Hardware (wide street)

76. At the intersection in the middle of Winsor Ave, there are many streets and it is always dangerous crossing them because cars could come from any directions. I think that having a stop sign for all of the streets at the intersection would be nice. Also, there is the intersection right next to Mulberries market, and cars always seem to zoom by there extremely fast. I’m not sure whether cars just go to fast, or the speed limit is just too high.

77. Yes, on the corner of highland where Bank of America is and across the street is the gas station. The crosswalk there is very long, and I think you should shorten the crossing distance.

78. Hampton and Indian road there is a lot of cracks on the sidewalks.

79. I think you need a cross walk in between the top of blair by the reservuir and hagar and pacific and bell

80. On Park Way, several mini ramps have lots of cracks and are bumpy, I would like to see these get fixed. Also there are several shortcuts to the next block in between houses I would like to see
more of these. I would also like to see a bike lane on highland and hillside.

81. Jerome Ave has a scary intersection that I am too scared to cross so I avoid it when I can.

82. Make all of Sanderingham rd less bumpy and have flatter sidewalks. Also some mirrors would help so on the steep hills could be safer for me when i bike. Also i see people speeding down Oakland ave so can you put more policemen on the watch over there or more cameras. And also on La Salle so i would like more mirrors.

83. I think there should be some bike lanes around Hampton field so that bikers don’t have to bike on the sidewalk.

84. Yes, I do. Whenever I try to ride my bike to school, I always have to ride on Oakmont avenue but, there’s this hill and this intersection at the same place. Cars are pretty busy there too so, that makes it hard to ride my bike. Once, I tried to ride my bike on a ‘traffic’ day for Oakmont, and I almost got run over by my neighbor! So, I usually do not ride my bike in Piedmont because of that particular spot. If there were less cars, maybe a stop sign, and a bike lane, I would probably ride my bike to school everyday.

85. No Thank you

86. At the cross of Moraga Ave. and Monticello Ave, there isn’t really a crosswalk, and cars zoom up and it a lot, and they aren’t careful

87. more curb ramps up near Scenic Ave.

88. Most of the sidewalks on Annerley Rd are uneven and have a lot of cracks in them.

89. On the intersection of Hampton rd, and Sea view Av, people like to go down Sea view really fast, making cars make dangerous and unseen stops.

90. no

91. From Jerome to magnolia

92. No.

93. I think Piedmont middle school has way to much stairs, its harder because we have backpacks and instruments.

94. i think that the cross walks should me better marked cause some are fading and when me and my friend walk to school sometimes we acasdentilly cross in the wrong spot

95. st. james drive, i think the drive ways are way to narrow because when my family is driving by another car we always have to pull over to let the other car go past first because we wont fit going at the same time

96. across the street from the entrance to the wildwood school dog park, there is an unsafe crosswalk.

97. their are lots of construction sites on my way home and I would like to have that change because Piedmont is a beautiful place to live

98. well some inersections in pedmont are very dangerous like the inersection on highland and oakland my teacher assistant got hit by a moving car her leg is mnorl injured but i think that intersection is very dangerous.

99. san carlos and oakland

100. Crossing Jerome/farview across oakland ave. some sort of traffic light

101. There is a street that is very near the Piedmont park. This street is very wide and has a lot of people that need to cross it. I think that if we can make that street a bit smaller, it would be easier for others to cross it.

102. No, were I live the sidewalks are just done and are perfect.

103. The crosswalk on Grand needs a light

104. Yes, Magnolia

105. Once I was walking to school, and I was crossing the street on Grand and Oakland, when this car swerved into the cross-walk and almost hit me. I thought that it was illegal, but my friend said that you were allowed to swerve into the crosswalk even when the walk symbol is up. So now I do not feel safe crossing there, even when the walk symbol is up.

106. I wish there were more benchs and water fountains and all the sidewalks are ok on my route

107. Highland ave, should have longer lights, for kids and older people that are slower at walking, because there are a lot of speeding cars

108. Oakland Avenue they should have more crosswalks and places where people can get across safely

109. NO

110. across the street from the rec department the street is too wide and you have to run across to get out of the way intime

111. yes, on wildwood ave.

112. The Oakland/Grand crossing is very dangerous and i would like to have some more time to cross the street so i dont have to speed up. Also it is very very wide and my mom almost got hit by a car that didnt see her.
113. 44 Highland Ave
114. Rose/Grand - super dangerous, even with the "new" light. Greenbank @ Lake: no way for kids on the far (uphill) side of Greenbank to cross to get to Beach without going back to the far corners (Rose or Grand), which one does
115. The crosswalk from Arroyo to York/Lower Grand needs pedestrian lights. Cars speed down Arroyo and it is dangerous.
116. We live at Oakland and Latham and there have been so many times I have seen cars not stop for kids or young mothers with strollers or our neighbor who is blind. I really think our crosswalk needs to be better. Blinking lights when people cross, more police surveillance, maybe even a light. It is really a dangerous crosswalk.
117. Often hard to cross Oakland Avenue at either ends of the bridge (over Linda) as cars do not slow down. Perhaps have flashing lights on pedestrian crossing?
118. Latham and Oakland (in front of my house), lots of kids crossing, drivers going too fast. We would be willing to give up a parking space for a safer crossing.
119. Grand Avenue coming down the hill right before Oakland Avenue--people drive way too fast on this stretch. Not sure what exactly can be done, but something should be done to make it safer to cross Grand...I think it's near Greenbank.
120. Na
121. Crosswalk in front of main Beach School entrance. Crosswalks on all sides of Oakland Ave/Hillside Ave intersection. Make Moraga Ave/Pleasant Valley intersection pedestrian friendly.
122. All along Oakland Avenue. There are too few crosswalks.
123. Grand Ave. will always be a problem. Slowing traffic, rather than shortening crossing distance, seems to me most important. Another planted island somewhere?
124. Walking in Piedmont is a pleasure. I walk my dog in the Park behind the High School almost daily (and walk to get there). Several times a week I avail myself of the hills and get a terrific work out with a view of the 3 bridges at the top as my treat! My biggest gripe (and remember I am a BIG walker), is that in the early mornings, people insist on walking/running in the middle of the streets! Often they are wearing black and rarely wear reflective gear or lights. This is VERY dangerous! It scares me to drive at dawn: these walkers pop out of no where and they don't move out of the way, walking down the center of my lane. It is as if I am in the wrong driving on the road. I live at the top of Wildwood Ave and often see people walking down the middle of my street, Hampton, Sea View... Its CRAZY!
125. Intersection of Greenbank and Grand (crosswalk is there, but drivers don't see it or don't stop). Intersection of Oakland and Grand--this intersection is a major reason why I won't let my children walk to Beach School on their own. The crossing guard has spotty attendance and drivers speed through, run red lights, don't yield to pedestrians when they turn. I would like to see a safe route for children who live east of Grand to get to Beach school everyday.
126. In my experience, which is limited to my general area are the following intersections. These either need stop signs or something to really get people's attention. - The cross walks at Sierra and Highland. People come screaming around the bend coming from the center of town. Rarely are they paying attention. Coming from the other direction (from Wildwood) drivers are also going so fast I have seen them go right through the crosswalk as kids are walking WITH their parents. I am amazed! - The street between Wells Fargo and the church is a great place to park with kids for school drop off. It is necessary to keep this open for a number of reasons. Mainly if you are working in the classroom it is the only place to park for an hour plus. BUT people speed through there, not looking when they get to the stop at the end. For some reason people think this saves time. - I have seen drivers, moms of kids going to school included, nearly hit the crossing guards. - All the crosswalks in the center of town are a problem, even in front of the police station.
127. Magnolia at Parkview needs a better crosswalk and something to slow traffic. Really needs a crossing guard on school days. Better crosswalk marking on lower wildwood at magnolia, including at the stop sign
128. For us, living at Nova/Jerome and thinking about our kids walking to Wildwood, the Magnolia crossing at the end of Jerome seems the biggest concern - steep, curvy, fast cars, crosswalk let alone a well marked one
129. Sidewalks need maintenance. Handicapped people and seniors don't need bike paths, they need safe sidewalks. Our sidewalks are in terrible shape and somebody is going to get injured,
130. Congestion around Wells Fargo... jay walking.
131. Hampton crossing La Salle. crocker /lincolin. lincolin/ sheridan
132. Highland Avenue (my street) north of Vista is too wide, especially in the face of sometimes speeding autos and during the rush hour when it seems as if half of Montclair is using Moraga/Highland/Oakland as their preferred route to and from #580. Making it one lane each direction, including a bike path one or both directions, and adding some sidewalk extensions at intersections, would be a big plus. Adding a sidewalk on the Blair Park side of Moraga would also be a plus, especially now that no soccer fields are to be built and given that a bunch of ailing trees have to be removed in any event.

133. Hampton ave at King & Sea View would be great to have those blinking lights in the crosswalk. There’s not a lot of pedestrian traffic but there are NO stop signs for cars and people speed and there are corners that reduce visibility. Also all the crosswalks around downtown (Highland Ave) that DON’T have a light associated with them would be great to have the blinking lights. It’s often that cars don’t stop for pedestrians waiting to cross because they don’t see them waiting at the sidewalk.

134. 1. By far the worst intersection for our commute to Beach Elementary is the pedestrian crosswalk that crosses Grand Avenue from W/B Greenbank Ave. Speeding cars on N/B Grand Ave. to N/B Pleasant Valley are busy racing other cars while they merge from 2 to 1 lane. Looking out for pedestrians in the crosswalk is truly an afterthought. One could argue that we should go to the light at Oakland/Grand to cross. True, this is arguably safer, but it adds an additional street crossing. So the debate is: One dangerous crossing, or one moderately dangerous crossing plus one stop lighted crossing? (Have to add that though Oakland/Grand is stop lighted, the choice is complicated because by far, most accidents in the area are right here. And choosing to head to the stop light to cross means you’re doubling your interactions with vehicular traffic, albeit controlled by lights.) 2. Greenbank / Oakland Ave. In terms of driving, this is the most difficult merge in Piedmont: Heading up Greenbank, turning left onto Oakland Ave. All day long I hear tires screech and horns honk. I challenge anyone to point one out more difficult, and with difficult comes dangerous. Cars coming down Oakland Ave that turn right onto Greenbank travel so fast they cannot stop in time should someone be in the crosswalk or worse, laying in the street. The street crests and visibility of the roadway just meters ahead is obstructed. That intersection, if drastically improved, could be a nice alternative to our walking to school and/or walking to anywhere along the Grand corridor. I suspect my solutions are more geared toward vehicular traffic planning, but I would be happy to share them.

135. The major issue in my mind is speeding traffic, particularly on the stretch of Grand avenue at the entrance to Piedmont (Grand and Jean). There are traffic islands with trees on Grand just after Oakland ave (traveling towards Rockridge) and this is incredibly effective in reducing traffic speed at that site. Similar traffic calming efforts are needed, particularly on Grand where cars speed through the straight stretch of road just after the entrance to Piedmont. There are two pedestrian crossings, one outside Ace Hardware and one at Grand and Sunnyside that I am exceedingly cautious about using and will not allow my children to use because the traffic speeds right through them. We have had several near misses on these cross walks. This is due in part to the difficulty for drivers to see the cross walks - addition of lights that blink when someone is about to use the crosswalk would help immensely, but again, the primarily issue is that particular straight stretch of road has exceedingly fast traffic on it and is in critical need of traffic calming measure. It is only a matter of time before someone is badly hurt because of the speeding traffic on that stretch of Grand.

136. Intersection of Greenbank and Lake is at the top of a hill, and cars come up fast without seeing pedestrians. A lot of kids cross here on the way to school and it makes us nervous. It’s a little hard to get across Grand Ave (in the blocks between Ace Hardware and Rose)...no sidewalk on one side, only occasional hard-to-see crosswalks. Requires the pedestrian’s judgement to assess car speeds, because the cars wont be expecting them.

137. The small median at Grand Avenue and Greenbank Avenue and Grand Avenue and Oakland Avenue, very dangerous with cars going too fast or not stopping for pedestrians. Also crossing from Grand Avenue to get to Linda Avenue, cross walk not well marked and there’s four lanes to cross.

138. Grand Ave crossings are wide and cars go fast

139. The intersection of Highland Ave and Piedmont Court. This is a major crossing intersection for student and it is difficult to see oncoming traffic on Highland (from Sierra side) because of parked cars. I think cars have similar issues.
140. On Oakland Avenue, west of Grand, the crosswalk to Beach school (at the bridge) could be more prominently defined e.g. with a pedestrian activated blinking signal or similar. As is, drivers come down the hill at a high rate of speed, and the crosswalk is difficult to see.
141. Oakland Ave and Jerome Ave - traffic goes too fast
142. I would like to see some kind of traffic calming at the crosswalk that goes from the Piedmont Park to Piedmont Court. That is a very dangerous place to cross the street, and yet many people need to cross the street there.
143. Oakland Avenue/Jerome. Oakland Avenue/Grand Avenue. Oakland Avenue/El Cerrito. Oakland Avenue/Howard (cars do not stop at the crosswalk)
144. Hampton crossings are notoriously difficult. Pedestrians are hard to see and Sea View at Hampton is bad for motorists and pedestrians. Many pedestrians also have a hard time in the "downtown" area. Motorists tend to go too fast and don't see the pedestrians. Maybe lighted crosswalks or flags that you can carry.
145. No crosswalk across Hillside at Vista. Better indicators to encourage drivers to yield to pedestrians crossing Oakland Ave
146. Crosswalks on Highland near Havens and at Vista could use either in ground flashing sensors, don't know name but these are used across from city hall in San Francisco on Polk across from the plaza. They do not have to be activated at all times but during school hours or at dusk when there any events at Ellen Driscoll. On Oakland Ave, Crosswalks at Olive and just past bridge driving into Piedmont could be improved due to fact that drivers are driving fast and downhill on this section of Oakland Ave.
147. Wildwood and Highland
148. I would like to see lit crosswalks on Highland. Highland is two lanes and makes crossing these crosswalks VERY dangerous.
149. Grand Ave and Oakland Ave - curb extensions
150. The intersection at Grand and Wildwood is extremely wide and it would be a big help if the sidewalk was extended. It has also been suggested that would slow down cars as they turn onto Wildwood from Grand, which would also help. Is that Piedmont or Oakland?
151. Oakland Avenue from grand to havens is unsafe for kids to cross. grand avenue from rose to oakland has speeding cars with blind spots where kids want/need to cross. Linda/Kingston/Rose Triangle is a death trap and should have a stop sign
152. Crosswalk at intersection of Magnolia and Park View has poor visibility for cars to see children crossing. Crosswalk at Oakland Ave. near Jerome has high traffic, with many cars going fast.
153. ?
154. Arroyo and Grand has been an issue since I can remember. The median is great, but a crossing guard would be better. A few times a month, I see a commuter run a yellow light while a student is stepping out into the street. Greenbank and Grand Ave (the wider crossing is sketchy for elementary kids to cross without an adult).
155. Intersections: Rose/Echo
156. The bottom of El Cerrito at the entrance to the Witter field complex; Oakland Avenue at Carmel; El Cerrito at Jerome
157. N/A
158. More crosswalks are needed on Crocker. There is bus service to Head Royce from Crocker, and the children walk to their Piedmont homes from the bus and must cross a very busy street with no cross walks. This is an accident waiting to happen.
159. All along Highland Avenue, especially at Highland and Blair
160. Wildwood, Nova, Magnolia is a dangerous street to walk or cross. Cars zip down the hill on Magnolia and the cars turning from upper Wildwood to lower Wildwood only pretend to stop at the stop sign. There is also no cross walk at Nova and Magnolia. Also the entire street of Magnolia in front of the High and Middle Schools up to Highland at drop-off and pick-up are one accident away from a law suit.
161. At Rose and Linda Avenues, there should be a stop sign coming up from Piedmont Ave, on Linda.
162. Bonita and Oakland Ave feels hazardous to cross. A street light would make sense here as many school children cross on a daily basis.
163. Linda/Kingston/Rose
164. Oakland Avenue is in desperate need of traffic calming. Council discussed this years ago, then not much happened. Residents who live along Oakland Avenue fear for their lives when pulling out of driveways. Specifically, the crosswalk at Oakland and Jerome/Latham is very dangerous. Cars will speed by, even when there are people -- including children -- in the cross walk.
165. We have a walking school bus that travels up Wildwood Ave (on the right side when starting by Grand Ave.), across Sylvan, across Wildwood Ave onto Palm Dr to Wildwood Elementary. We always
have an adult walk them across Sylvan, then across Wildwood in front of the triangle park as the cars there speed up and down Wildwood Ave. (I know there was a traffic study done that says there was not excessive speed but it doesn't appear that way when you are the pedestrian with a group of elementary school kids.) It would be great if there were new crosswalks across Sylvan for those who walk up Wildwood Ave on that side, and across Wildwood in front of the triangle park. One other area that really needs improvement is the crosswalk on Grand Ave, off Wildwood in front of Ace Hardware. It's a very wide road with cars coming, turning from all directions that do not yield to pedestrians. I have seen school kids crossing on their own, I have crossed with my kids and it never feels safe. I think installing something like those flashing reflectors in the road once a pedestrian steps into the crosswalk would really help alert drivers (I've seen them in Walnut Creek by the shopping areas where there are many pedestrians).

166. Going uphill from Hampton Field—no sidewalk and narrow roadway

167. Kids walking to school. My kids cross magnolia at park view every day at the cross walk going to wildwood. Several years ago there was a crossing guard. Now there is not. Because of the way the steep slopes the kids heads are below car sight levels as they start to cross. Dangerous!!! Note -- I answered this survey as an adult. I have different answers for my kids.

168. Would definitely like to see speed bumps (or a traffic light?) on Grand Ave coming down the hill. My kids routinely use the crosswalk at Cambridge Way to walk from Beach area to center of town, and the traffic is usually coming down the hill (past Greenbank, etc) WAY too fast.

169. 1) The crossing at the T-stop intersection of St. James Dr with Hampton Dr is EXTREMELY dangerous (particularly for children either on foot or on bike who may be walking, scootering or biking to/from sports practices/matches or playing at Hampton Field. There are blind hills, curves and trees blocking the intersection from the sight of drivers just before they approach the intersection, drivers come blazing down/up that street, and there are NEITHER crosswalks indicated there, nor a stop sign on Hampton (just on St. James approaching Hampton). Even if drivers SEE a pedestrian attempting to cross the street there, drivers generally just speed up to intimidate pedestrians from crossing. 2) the intersection (just some feet along Hampton from the previous one I mentioned) of Hampton and Sea View is likewise very dangerous for pedestrians crossing Hampton-- there are no stop signs in either direction on Hampton, the street is VERY wide, and the street rounds a curve in BOTH directions just before and just after the intersection so there is no line of sight for drivers. Similarly to the above example, drivers on Hampton (either coming from La Salle or from Crocker Ave) speed up on this section because there is no traffic abatement of any sort along this stretch. This speed, combined with the short sight lines and lack of indicated or painted crosswalks make this stretch of road terrifying for any parent biking or walking either alone or with a child or multiple children. 3) For bikers coming from 'upper' Piedmont and heading down the hill to Beach School, Linda fields or Grand/Piedmont Ave commercial districts. If one does not want to bike (and no one does with their children!) down Oakland Ave, the next best route seems to be to come down Blair Ave. Unfortunately, the intersection at the bottom of the hill where that road (is it Cambridge Ave?) meets Grand-- there is a cross-walk (just to the North of Oakland Ave crossing Grand Ave) but cars to NOT observe or respect this crosswalk-- they have either just waited for the light at Grand Ave and are impatient, or they have blasted through that light and sped up Grand to connect to Pleasant Valley and are on a tear, or they are heading down Grand toward Oakland Ave at VERY HIGH speed around a blind corner so they would NEVER see a pedestrian or child walking a bike in the crosswalk in time to stop there-- again, TERRIFYING for a parent to even imagine sending their child to school either on foot or bike/scooter and instructing them on how to descend the hill and cross Grand Ave safely by themselves-- without telling them to walk BACK to the Oakland Ave light to cross with the pedestrian-indicated crossing lights. Even so, parents are nervous about asking their elementary-school-aged kids to cross the Oakland/Grand intersection EVEN WHEN THERE IS A CROSSING GUARD ASSIGNED, especially in the morning when it is rush hour and the commuters, casual carpools, buses, cars turning right on red without looking thoroughly for small/young children, or giving them right of way and lots of berth, are all present and in a hurry at once-- nerve-racking!

170. The intersection of Arroyo and Monticello has caused a lot of concern for local residents. It is very difficult to cross (kids and
adults alike) Monticello at that corner or to cross over to Arroyo at that corner. The crosswalk for Arroyo is way down by Manor/Lower Grand and should be re-striped more often. Not to mention that it is also quite a hazard driving at that corner as there is only one stop sign. There have been quite a few near misses and lots of angry drivers/confused walkers, etc. Repainting the crosswalk on Rose and Greenbank Avenues often would be helpful as well. It is very well travelled, but one that cars need to see better.

171. The intersection (Shared by Oakland and Piedmont, I believe) at Linda and Rose (and Kingston) is really complicated. I think it needs a land-scape and paved triangle to aid in crossing and promote safety.

172. At La Salle and Liggett and the intersection of La Salle, Wood and Estates there are blind curves and no sidewalks. Although there are crosswalks and signs indicating a crosswalk - cars just come flying around the bend. When it is dark or the sun is setting or rising - it is a big hazard. Also just on La Salle heading towards or away from 13 - there aren’t any sidewalks. Just this past weekend - there were several groups of pedestrians coming/go ing to the farmer’s market. Since there are no sidewalks - we were all walking on the street and the cars just come flying around that area. I feel like it isn’t a matter of if but rather when that we’ll get hit walking our dog. My husband and I both wear head lamps and reflective vests and we have a light on our dog leash for when we walk in the dark- yet we still find that cars are coming much too close for comfort. We are often jumping into people’s front yards to avoid getting hit.


174. The intersection of Oakland Ave and Jerome / Fairview constantly has traffic going at 40+ mph. It is a huge, wide intersection with only hard to see markers indicating that pedestrians can cross there. Because there are bus stops there, it makes sense to add a stop sign. It also makes sense to add center markers such as the “Pedestrian Gateway” with “Yellow Flexible Marker Posts”. See http://www.usreflector.com/Html_products/Virtical%20delineation/Crosswalks.html for details.

175. On Highland from Craig to Havens is that plastic upright sign in the middle of the road about “State Law” and pedestrians. That sign should also be on the next 2 crosswalks - the one from the corner of Vista to the gas station, and the next one from that island to the bank. After school with all the racing cars and kids all over is an accident waiting to happen. There should at least be a policeman out there overseeing all that activity. They could make a lot of money giving out tickets at least.

176. Highland Way crossings at all intersections in the area around the civic area are dangerous. Drivers use the area as a speedway. Bicyclists use the dogs-off-leash parks as mountain biking paths. These paths are great for pedestrians and bikes make the paths dangerous. Areas near parks need to be easy for pedestrians of all ages.

177. St James (entire street - lighting, narrow, sidewalks...). Intersection at St James and Hampton is very dangerous

178. Across Grand- at Ace Hardware at a min

179. Crossing Moraga or Harrison at the smaller intersections can be difficult. Better marked crosswalks would help. Sidewalk extensions can be problematic if they narrow a bike’s path of travel.

180. Suggest Linda/Kingston/Rose be reworked for safety of pedestrians

181. sidewalk extensions on Highland near Havens.

182. I walk across Highland Avenue several times every day. I applaud the recent addition of a “State Law” sign in the middle of the crosswalk at Craig. It would help to have a similar sign on Highland in the middle of the crosswalks at Vista, at the triangle, at Highland Way, at the foot of Piedmont Court and at Sierra. All are important crosswalks, used by students and others going to and from Havens, PMS and PHS at all hours. Several of those crosswalks are on curves. Yet people speed along Highland acting unaware that there are those half dozen crosswalks between the traffic light at Oakland and the point where one is out of the Civic Center (at the end of the Community Center parking lot opposite Sierra).

183. Prospect and Wildwood needs a crosswalk. Each morning one sees >50 students crossing there without a crosswalk. It is a natural
crossing point for anyone going to the track, middle or high schools, dog park, etc. People treat it like there's a crosswalk all day.

187. The redwood path connecting Coach's Field to Maxwelton Rd. area lacks lighting at night (e.g., allow walker to turn on foot path lights as they go, with lights turning off after a set time) and needs better retained steps, and safety rail at the creek's edge. Our sons could only walk from center of town friends to Coach's Field at night, then had to call us for car ride up the rest of the slope. Drainage across the path from upslope water runoff also made the path muddy at places. Runoff can easily redirected to creek, or under an elevated stone step.

188. There are few opportunities to safely cross the following streets due to: distances between safer intersections, speeding cars, heavy traffic volume, poor traffic visibility, commuter traffic thus not familiar with Piedmont patterns, etc: Moraga Ave at Coach's Field (cannot cross). Moraga Ave East of Coach's not safe for biking or walking. Moraga Ave West below Highland no bike lane heading to PV. Grand Ave between Wildwood and Oakland: crossing without lights scary. Grand Ave between Cambridge and Lower Grand: bike lane disappears. Oakland Ave at Olive: scary cross walk as cars going fast and can't see. Oakland Ave at Rose Garden: scary cross walk, esp when bus lets off passengers. Oakland Ave at Jerome, Latham: scary cross walk. Oakland Ave at San Carlos: no cross walk. Oakland Ave at El Cerrito: scary cross walk. Oakland Ave: All: no bike lane. Oakland Ave: All: heavy traffic and speeding. Highland at Park View: scary cross walk due to speeding. Highland at Pala: scary cross walk due to speeding. Highland at Blair, trying to cross from Blair, across Highland to Blair: scary and impossible at times. Harbord Dr to Blair and Mountain: speeding cars and S curve. Blair at Dudley: No cross walk, scary for kids and seniors. Seaview between Lincoln and Hampton: nowhere to cross and cars speed. Seaview at Hampton: scary cross walk, wide, and cars speed with turn. Seaview at St James: scary cross walk, cars speed and poor viz. Hampton: no bike lanes. St James: no bike lane and all cars go faster than 15 posted. La Salle from Indian: no bike lane. Wildwood from Grand: no bike lanes, cars speed, heavy traffic, curves. Wildwood at Requa and park: scary intersection, blind, lots of cars, cars make illegal U, no bike lanes, etc. Mountain: no bike lanes, speeding cars, heavy traffic. Calvert and Blair: no cross walk, lots of cars, poor viz, really scary!

189. I don't walk in Piedmont very much, I mostly ride my bike. Traffic on Highland is often fast, though. I think that stricter enforcement of traffic laws on Highland in particular would be a benefit to pedestrians.

190. Greenbank / Oakland Ave - cars drive too fast in this intersection and you have to very careful crossing the street. Beach Crosswalk at Linda Ave near schoolmates. In the winter, this crosswalk is invisible in the dark. should be more well lit and/or have flashing lights when peds are crossing. super hazardous. Oakland Ave, would be nice to have more crosswalks that light up going down. Cars zoom down that. Grand/Oakland Ave- crosswalk ramp is almost always covered in mud due to poor drainage. Wildwood @ Magnolia should have a crosswalk to get from one side of wildwood to the other.

191. The crosswalk on Moraga x Bonita is a huge crossing hazard, as Moraga is a main thoroughfare and people speed up the street and are distracted and disregard cross walkers (including kids walking to school). A great opportunity will be to install the crosswalk lights that flash on the ground - this is much, much needed!

192. crossing Grand at Rose / Ronada - Parkside – Arroyo. Kingston and Linda -- I think a landscape feature is planned for the south side -- this is a long distance to cross. Oakland and Olive -- there is a AC transit / transbay bus stop here and it is really scary to cross in the winter when it is dark by 5 pm

193. Dangerous intersection walking. Sunnyside and Grand Avenues. Sunnyside has a long sidewalk on the left and a short sidewalk on the right. Cars tend to drive forward over the crosswalk into the intersection before stopping. The corner needs to be marked better for cars to stop back properly. The CURVES building (Dr. Cobb Dentist) is built to the sidewalk corner with not setback and the cars drive down Sunnyside not stopping back of the stop sign or cross walk and almost run over pedestrians. Pedestrians walking on Grand passing the front of Curves window can't be seen by drivers driving down on Sunnyside. Pedestrians walking in front of Curves toward Linda who are walking fast, (or running,jogging, or skateborders) walk off the sidewalk corner into the crosswalk just before cars driving down Sunnyside can see to stop and almost hit the pedestrian(s) . This intersection of Sunnyside and Grand Avenues is very dangerous and needs some reworking to improve.
safety because cars are blinded by the walls of the building on the corner.

194. Better traffic control on Grand Avenue between Arroyo and Wildwood. Oakland Avenue from the bridge all the way up to Highland. Traffic on Oakland avenue can move quite fast. There was a plan to put in bump outs, perhaps 8 years ago? A couple of people complained about lost parking, but really, that should not be a legitimate reason to endanger pedestrians. Better lighting at the uncontrolled crosswalks in town on major arteries. Grand Ave, Oakland Ave, etc. New street lights on Oakland are a BIG improvement!

195. Traffic driving too fast on Oakland Ave. Very difficult to cross. Cross-walks are not that obvious. Bus stops are not easily identifiable. Moraga Avenue is too dangerous for uphill bicycle traffic and very dangerous to cross. Slow uphill bicycle traffic causes vehicles to cross over the yellow line creating dangerous situations for the fast driving downhill traffic, especially where the visibility is limited.

196. Crosswalk at blair and scenic intersection by ped. staircase and other stairs around town

197. Crossing Oakland Ave at Howard. Cars don’t want to stop! Crossing Grand at Oakland Ave, going east, cars turning right onto Grand from Oakland Ave on the red light don’t look for pedestrians crossing Grand. Have almost been hit a few times, and witnessed another who was hit. Intersection of Fairview, Oakland, and Jerome is inherently dangerous.

198. The Kingston/Linda/Rose 5 way intersection—extremely hazardous to cross for pedestrians. Two way traffic on Linda without stop light or pedestrian cross way. The central island on western span of Kingston is especially wide without safty signals. The crosswalks could be better marked with additional stop signs. A center divider would deter drivers from making illegal u-turns. A traffic signaling light would even be better to control traffic flow. Worse of all, it’s the fast speeding traffic that makes it even worse than imaginable at times extremely dangerous for all comers.

199. There needs to be a light at Hillside and Oakland. Cars cannot see oncoming traffic and it makes that intersection very difficult for pedestrians to cross. Also all along Highland, flashing light pedestrian cross walks would be helpful since again parked cars make it difficult to see the crossing guard or people on the sidewalk waiting to cross

200. Highland Avenue at Mulberry’s/gas station. How can we get drivers to slow down here?

201. Grand Avenue at Greenbank/Cambridge—needs better lighting, warnings, maybe speed control (speed bumps?)

202. Along Moraga Ave.

203. None that come to mind.

204. Lower piedmont, near Wildwood School, is completely cut off from central piedmont except for the park, and Wildwood road. There is no cross walk on Wildwood at the park entrance, AND, there are steep hills, extreme curves, making visibility a bit more difficult, and people tend to drive fast here. Cars are often parked all over the sidewalks, making matters worse. We need to go to Havens, and it just doesn’t seem practical to bike or walk there. It would take us 20+ minutes to walk there under best case scenario in current conditions. We would consider biking, but it is steep, and there isn’t a good bike path either through the park or on Wildwood. The drive only takes 3 minutes, so we drive up every day. With small children, 1st and 2nd grade, this seems a lot to overcome.

205. In general, currently the curb ramps lead u into the middle of the intersection. most likely of u need curb ramps that is dangerous. curb ramps should be placd so they lead u most directly (perpendicular) across the street. e.g. make a square path at intersections not an X (assumes standard intersection). also bulb outs to provide a shorter crossing distance and more clear paths/trails. e.g. at the park most people dont know that there is a cut thru up to requa (or whatever that street is) these short cuts, if more obvious & well travel'd might get more folks to walk. mor class II bike lanes marked on streets by decreasing the width of vehicle lanes will help to slow cars down and make it for appealling to walk.

206. Oakland and Fairview and Jerome intersection. Oakland and Highland. All around Havens School

207. The corner of Wildwood where it intersects with Magnolia by the “redwood triangle” is very dangerous. Drivers going down Wildwood who stop at the stop sign cannot see up Magnolia because of the Magnolia tree in the front yard of the house on the corner. And they can’t clearly see down Wildwood (toward the gas station) because of the camellias in the planted island. Both plants...
should be pruned for safety. The corner of Wildwood and Highland (where there is a corner house with a pool) also has blocked visibility due to the shrubs on the corner which need pruning (both for pedestrians and car visibility).

208. I just want to say THANK YOU for the improvements already made at the Ramona/Ronada intersection (crosswalks, 4-way stops, new park area). I cross there several times every day, and the improvements have made my walks MUCH safer and more pleasant.

209. Curb ramps on many corners near Dracena Park.

210. The corner of Requa near Wildwood school has a crosswalk which cars ignore. I walk here every school day. I have seen a parent/child walking together and almost hit by an aggressive driver making a U-Turn. I have been in this crosswalk when cars come up from the direction of Wildwood school and make an U-turn while I am in the crosswalk. This is an accident waiting to happen, if it hasn't already happened. I think that we need an adult crosswalk attendant here in the morning (and maybe afternoon) to keep pedestrians safe. Secondly, the crosswalk in front of Haven school which goes towards Craig Ave. needs safety lights. A paraeducator was hit in the crosswalk in the morning (at a time later than the usual student/guard time) when a Piedmont High School student driving a car hit her. The Havens paraeducator was hospitalized and was off from work for many weeks after this. Perhaps, lights in the sidewalk and/or a stop light would help here.

211. Crossing Highland at Havens school and crossing Mountain at Dormidera - need in-ground crossing lights.

212. Yes, see statement above about view obstructions, esp. for drivers turning left from Olive headed west on Oakland Ave. A driver risks getting hit from east bound cars on Oakland Ave when making a left from Olive Ave onto Oakland Ave going west. A mounted mirror to reflect westbound traffic for drivers making left turns onto Oakland Ave headed west would significantly increase safety for all drivers, pedestrians and bicyclists using the Olive Ave-Oakland intersection

213. Crossing Grand Ave at Cambridge: Cars NEVER stop at this crosswalk - it needs to be better marked. Oakland Ave at Latham - cars NEVER stop for pedestrians - we have tons of students crossing Oakland ave and cars just speed by. Planting police cars at both Grand and Cambridge/Greenbank and Oakland and Latham/Jerome during am commute hours would yield the city tons of money in speeding ticket revenues!

214. I live on Oakland at Bonita and I'm startled frequently by screeching wheels and car horns at that intersection. Oakland Avenue is like a freeway right into town. It is dangerous to cross Oakland at Bonita and other cross streets. During school hours there's a crossing guard, but kids are coming to and from Havens at all times for play, practice, etc. It is a somewhat blind intersection (with the incline) and I worry that someone is going to get hit. Also, it's very difficult for cars to turn from Bonita onto Oakland, particularly when there are cars parked along Oakland during the day. There was even an accident one Sunday morning not long ago, when there wasn't much traffic. I don't think the answer is ticketing drivers--that only works for a short time. How hard would it be to make the traffic light at Hillside and Oakland default to stop traffic on Oakland? Then we would all remember to slow down as we approach the school, town center, and surrounding cross walks (or as we head down the hill)? Currently, the light only turns red when someone is waiting on Hillside or for pedestrians crossing there. Alternatively, you could make the Oakland/Bonita intersection a four-way stop sign, but I'm not sure how much support there'd be for that. Somehow, the traffic has to slow down as it nears Havens.

215. Crossing Moraga is hard at both Mesa and Highland and all along Moraga

216. Grand avenue crosswalk at Cambridge. Needs some better marking. Automation. Lighting. I witnessed an accident crossing this crosswalk where a pedestrian and child was almost hit luckily only resulted in a fender bender. It's ridiculous. This is such an important issue the city should pump some attention to make crosswalks safer. One idea is to install a fluorescent flag that raises up on the island. Solar powered. Get a creative contractor to put something together. Other areas needing attention is the crosswalk crossing Oakland avenue near Jerome, and crossing Greenwich from Oakland avenue. At greenwich, cars parked on oakland near the intersection block visibility to kids crossing and are typically moving way too fast.

217. Highland and Craig--I have almost been hit by cars (even with a baby stroller!) as both a child and adult. Blair and Highland--really have a large space to scan (across four lanes of Highland) and this is
difficult at twilight. Moraga--No real safe way to walk
Maxwelton/Abbott or Montclair. Across Highland at the Exedra--
you would think that because it’s in front of the police station
drivers would be more careful. In the morning when kids are
walking to school, there have been a couple of students hit in the
last 10 years. There’s a lot taking your attention--traffic at a curve, a
gas station, a triangle, the sun, etc. Magnolia and Vista - A lot of
high school and middle school students at 3:00p mixed with a lot of
cars (double parked and waiting) trying to get around each other.
No kids hit yet, but it’s a situation waiting to happen.

219. See above: Please consider strollers when looking at walking. Many
sidewalks are broken and encroached upon by overgrown plants
and trees in private property and on the berm, forcing pedestrians
into the road (and potentially traffic). It is burdensome for a resident
to have to be a squeaky wheel and contact the city about this only to
be told (as I was) that plant maintenance is up to property owners.
The city should consider letting property owners know when their
plants obstruct sidewalks. My block, first block of Cambridge, has
several "obstacle" houses with heavily overgrown plants that make
strolling and side-by-side walking difficult. Thanks! And I hate to
sound grumpy, but please enforce rules (assuming they exist in
Piedmont as they do in other cities, like SF) about vehicles not
blocking the sidewalk. I worry about my kids going into the road to
walk around vehicles that prevent them using the sidewalk.
Resident vehicles and worker vehicles (construction, usually) are
equally likely to do this in my experience walking in Piedmont. I
walk a lot in our neighborhood and have lots of specific
suggestions! :) * Please continue to pursue mid-street landscaping in
the huge swath of Kingston at Linda. * Please consider bulb-outs
(sidewalk extensions) on the west and east sides of Cambridge at
Grand. We live on the west side and are frustrated that drivers on
Grand use Cambridge between Grand and Howard as a "shortcut"
to Oakland Ave. People use Cambridge between Grand and Ricardo
to avoid Oakland Ave and many drive really fast. * Please consider
landscaping on the east side of Cambridge at Grand! * The top of
Lake at Greenbank has poor visibility for drivers and without a stop
sign on the flat side of Greenbank there it always feels risky driving
left on Greenbank toward Rose. (By contrast, the stop sign at Echo
and Rose is helpful as a pedestrian and as a driver.) * A clearly
marked crosswalk at Hampton Field at La Salle would be very
welcome! * I’ve heard from Beach parents who live above Grand
that the crossing guard at Grand is often absent and that therefore
they don’t let their kids walk alone to school. Is this person/people
absent often and why? Who monitors this? By contrast, the crossing
guard at Lake and Linda is wonderful. * The configuration of lights,
crosswalks, and stop signs at Grand and Wildwood is confusing as
a driver (and therefore potentially risky to pedestrians) when
approaching from the north. Would a sidewalk extension/island at
Wildwood help? That intersection is huge, too wide, especially
when turning left onto Wildwood from southbound Grand. * On
Requa at Requa Lane there is a deep dip in the road that forces
drivers to slow way down. Is this an affordable and logistically (in
terms of council approval v city approval etc) way to deter speeding
drivers? It would have been helpful to have something like this on
Cambridge at Howard during the recent repaving. * PPD, please
continue to be vigilant about speeding drivers on Linda from Grand
to Rose. * Everywhere, every time there is a street improvement,
would be great to see wider curb ramps for strollers, wheelchairs,
and kids on bikes. Thanks!

220. St. James Drive and Hampton has no pedestrian crosswalks. We
need a designated pedestrian crosswalk, especially across Hampton
(west side is better). This is actually a frequently used intersection,
and is very unsafe—for pedestrians and for bicyclist as well as cars,
especially because cars going west to east along Hampton cannot
see the pedestrians because of topography, and many of them go at
high speeds. Rumble strips and road painted "slow" signs would
also help.

221. Wildwood and Grand, Sidewalks in front of schools (poor and
unsafe loading and unloading areas), lots of sidewalk tripping
hazards, cars traveling too fast for our streets!!

222. Flashing lights with existing Yield sign needed at intersection of
Wildwood Ave and Sylvan Way. Cars currently ignore the Yield
sign completely. Pedestrian crossing needed at the same
intersection.

223. The crosswalk at Magnolia and Park View is extremely dangerous.
Cars speed up the hill and can’t see pedestrians. I am very
uncomfortable letting my elementary school child cross there alone.
There needs to be a crossing guard there. Also, the intersection at
Nova, Wildwood and Magnolia is dangerous. Cars speed!
224. The crosswalk at Magnolia and Park View is EXTREMELY dangerous. I have almost gotten hit there several times and I am uncomfortable letting my 4th grader cross there. Also, the intersection of Magnolia, Nova and Wildwood is dangerous. Cars speed through there all the time.

225. The corner of upper Wildwood where it meets Highland Avenue is extremely dangerous. There is currently only one stop sign at Wildwood and the cars come speeding up the Wildwood Hill to continue down Highland. Or they speed down the Wildwood Hill past the school. Many children walk in this intersection. There is also a bad corner where the end of Wildwood meets Crocker Avenue. It is a one way stop and cars consistently come down the top of Crocker and speed past the cars stopped at Wildwood. There have been at least 3 injury accidents in this area in 6 years. There was even a young cyclist hit by a car in this area. There is no safe way for children to walk to Havens from Hampton Park/Upper Piedmont. They consistently have to navigate some of the busiest roads in town (Hampton, Highland, Sheridan, Wildwood, Crocker) with just one stop sign at an intersection. There are some children that walk, but many more would walk if there were a path with controlled intersections. Bike lanes should also be added.

226. * The intersection of Wildwood and Grand seems designed to kill the non-motorized. Put big, fat bulb-outs on this intersection--reduce the area pedestrians have to scramble across before heedless drivers zoom into them. Slow down the death monsters! * The bend on Highland between the Exedra and the church--too many motorists speed around that.

227. Highland is very wide, with fast moving traffic. Some mid block intersections like Blair would be great to implement sidewalk extensions. Also, consider traffic circle at Wildwood, Winsor, Wallace, and Warfield intersection, with ped crossing cut through and better directional signage.

228. Piedmont Ave and West MacArthur Blvd - at 57 bus stop. The length of Broadway needs to be evaluated and needs to be integrated with Piedmont as a whole. 40th and Broadway is a key intersection.

229. As stated above, lower Wildwood Ave. (between Grand and Nova) is extremely dangerous for walking, crossing the street, walking your dog, kids walking to school, biking, etc. There needs to be a comprehensive plan and design for traffic calming. We've been told by the City that speed bumps are not an option but if there's a way to either get another cross-walk with "blinking lights" to warn vehicles at the mid-section of lower Wildwood (between Grand and Nova), and to also create/install bike lanes for safe access (you should look at 40th street, near MacArthur Bart...they've done a nice job with bike lanes there).

230. Kingston & Linda intersection remains very challenging to cross--I know work has been done on this in the past, and not sure what the solution is, but it is very difficult to cross, especially with small children. Cars on both streets are supposed to stop but often do not, or pull partially into the crosswalks because of the hill.

231. Sea View at Hampton Road. Grand at Rose. Grand at Oakland Ave. Highland at Vista. Sheridan at Sierra

232. The Linda/Rose/Kingston intersection could really use some shorter crossing distances. And the whole length of Grand is just agonizingly wide.

233. Not really

234. Wildwood at Prospect Road –crosswalk. Prospect Road near Wildwood - streetlight

235. intersection of Moraga and Maxwellton

236. Blair and Highland: more visible crosswalk

237. Walking across Highland Ave at Blair is always dangerous. Motorist drive too fast in this section of Highland. Maybe one of the flashing lights indicator would be helpful at this crosswalk.

238. Moraga Ave at Coaches Field - I regularly walk up to Montclair village from central Piedmont. Going up Moraga, you need to cross over at Coaches Field because the sidewalk ends, and there is no shoulder on the north side of the road. Need to cross back again at Moraga and Estates, which is scary also, but I think that is Oakland. Also for getting to/from Montclair Village, La Salle above Hampton Field could use sidewalks, or wider shoulders.

239. Lighting on wildwood avenue really should be improved. There are alot of people walking down to grand, and students walking up from the school to highland, and I see them carrying flashlights. Also, there is a crosswalk when wildwood turns into highland that needs to be better lit. Cars go very fast as they go up or down wildwood and when it's dark, there is alot of potential for accidents.

240. Grand Ave at Jerome- Pedestrian crossing- cars coming around corner from Rose Ave are going to fast to stop, it is not lighted either. Thank you.
241. Wildwood Avenue at Prospect is very dangerous. I see the kids going to school and always crossing before the crosswalk so they can see both ways about to avoid the cars that creep past the corner on Prospect. The additional problem is that drivers turning onto Prospect from downhill Wildwood cut the corner too short and don’t take into account that the crosswalk below street level. The parents dropping off their children at Wildwood make a traffic jam and don’t watch for pedestrians. The kids coming out of PHS and PMS have the same risk from drivers when school gets out.

242. Wildwood gardens needs more sidewalks for when kids are walking to school right now they are walking in the street.

243. Wildwood And Prospect. You can’t cross where you are supposed to because the cars come up on to Wildwood to see over the hill and around the corner at 320 Wildwood.

244. 1) The crosswalk at Prospect and Wildwood is badly placed. Cars coming up Prospect turning onto Wildwood naturally come up into or past the crosswalk to see over the rise to assess the traffic for their turn. The cars should stop before the crosswalk and then advance through it but they do not. Children on their way to Wildwood School regularly cross Wildwood ahead of the intersection in the only naturally flat spot that allows the pedestrian to see both ways, at 320 Wildwood. The hearings held about 15 years ago debating the building of Piedmont Playschool next to Wildwood School had testimony about this same danger. Children have been killed at this intersection since the 1950’s. I invite a review of that testimony again. The sidewalk needs to be moved or the contour of the hill changed. 2) Seven corners (Wildwood x3. Windsor x2, Warfield and Wallace needs more crosswalks. All pedestrians cross directly rather than cross the street to the closest crosswalk.

245. median strips on Oakland Ave. b4 Olive Ave. AND Sunnyside Ave. There is room in Oakland Ave. Drivers speed down Oakland Ave. from Monte Vista hill & don’t allow anyone to cross on foot or on bike.

246. Access by foot or bike from Maxwelton, Abbott, Nellie and Echo is only via Spring Path. It is a steep dirt path with some steps. Another spring crosses it which makes it wet all year round. There is no bike access. This is the only pedestrian route for our children to safely connect to the Moraga sidewalk at Red Rock Road to walk to school. Walking or biking on Moraga is out of the question for children. It is dangerous for adults as well.

247. For some reason, people turning left on Wildwood Ave. from Magnolia don’t pay attention to people in the cross walk and they sometimes go left of center and turn too quickly. I have almost been hit (at night) when crossing there and during the day, I make sure no one is turning left before I cross.

248. Cross walk at highland and craig sh be eliminated and have the kids cross only at oakland. W parked cars on highland it is impossible to see cars coming.

249. Intersection of Hampton Road and Saint James Drive needs a crosswalk and Yield or Stop sign. Very unsafe, cars are coming up the hill from the west too fast. I am afraid to let my sons cross here.

250. Walk way on Moraga over to Coaches field. That’s the only major road that is tough to cross.

251. Please extend Dudley Ave sidewalk

252. The sidewalk needs to be completed in Dudley Ave. This was supposed to be done, but we are still waiting. It’s only a few houses that need the installaion to complete a safe walkway from Mountain to Blair. Currently, the most dangerous part of Dudley Ave. forces children, elderly and all pedestrians (there are a lot!) to walk in the street on blind turns. It is very dangerous! Chester is working on this for our neighborhood, but it benefits all the walkers that come from all over town. It’s a surprisingly heavily walked street, given the danger. Many people hit the steep hills for exercise or en route to Montclair. I don’t recommend doing it at dusk; you just might not survive. I really am worried about the kids. Please consider this an A priority. We have been waiting for two LONG years. The crosswalk in front of Havens (Highland) should have an in-ground lighted crossing system. I know of an excellent example in Walnut Creek by the Nordstrom department store. The pedestrian pushes a button and lights blink all across the lines of the crosswalk. It works both night and day. It always gets the drivers’ attention and has made a horrible mid-block crosswalk go from hazardous to very safe. I am sure there are other areas in town that could benefit from these installations.

253. Wildwood and Grand, Wildwood and Winsor,

254. Grand ave. also the crossing across grand at Linda. Also at cambridge.

255. The crosswalk across Grand at Cambridge Way. It would be good if this crosswalk had blinking lights or another device to get the attention of traffic and help traffic stop. Frequently cars go too fast
on Grand (especially coming down from Pleasant Valley) and do not stop.

256. The Linda Ave crossings to get to Beach school are better than before, but still risky. Drivers are not very careful. I have been very pleased to see a police officer there on school mornings, this helps. But I'm still concerned about my kids crossing on their own.

257. The Grand Ave/Oakland Ave intersection should be made safer. The left-hand turn lanes help, but it is still a little harrowing to cross.

258. My walking speed is very good, so distance is no problem for me.


260. Highland and Vista. Sea View and Hampton. Hampton and La Salle

261. corner of Montecello & Ronada needs sidewalk extension. Cars come around the curve way too fast. Corner of Montecello & Moraga needs side extension. Same issue. Southwest & Northwest corners of Grand & Oakland Avenue need sidewalk extension - or something to protect walkers from right turning cars. I have witnessed pedestrian's almost being hit as they cross legally with the light by cars turning too quickly.

262. Downtown should be made into a pedestrian zone.

263. Crossing Oakland Ave - between Grand and Highland. Cars do not stop for peds in crosswalks. go too fast. how can traffic be calmed? Crosswalk in front of Ace Hardware (at Fairview). Again same as above. Crosswalk needed at Coaches' on Moraga.

264. 1. Wildwood and Prospect: missing crosswalk across Wildwood, needs traffic calming, needs sight-line improvements. 2. Highland: too many traffic lanes. Should be reduced to two lanes at crosswalks

265. Lower Wildwood Ave is TERRIBLE for kids to cross going to school. Crosswalk striping is work and needs additional X-Walk signs. Wildwood at Nova triangle park needs crosswalks painted in all directions - one stop sign needs to be moved behind crosswalk/sidewalk per CVC. Wallace Road between Wildwood and Palm needs sidewalk (since the school has been locked to thru-traffic this route is used more often and is dangerous without completed sidewalks). Nova/Magnolia/Wildwood intersection is too open and cars go speeding though. Cars coming down Oakland Ave (westbound) cut though on Fairview to dale/Arbor/Jerome to Wildwood in order to bypass the Oakland Ave / Grand Ave signal - routing too much (fast) traffic through these streets creating dangerous areas for school children. The sidewalk on the north side of the 100 block Wildwood is usually passable by pedestrians do to off-camber of the sidewalk and the overgrown vegetation. Wildwood at Grand needs proper sidewalk stripping and pedestrian signal timing

266. El Cerrito/Magnolia would benefit from sidewalk extensions - very heavy foot traffic to PMS/PHS campus. Magnolia/Nova needs a circle or other traffic calming, and needs marked crosswalks as it is an important route to Wildwood school for the kids who live on Nova/Jerome/Dale etc. The intersection has no marked crosswalks at all and the nearest marked crosswalk to cross Wildwood is at the narrow end of the park triangle. I'd like to see curb extensions used at red-curb locations where there are speeding problems - near the Wildwood entry from Grand, for example.

267. Crosswalk at Moraga & Mesa Avenues has the following inadequacies: -means to slow traffic, -crosswalk signage, -street lighting, and -sidewalk ramps. These inadequacies pose a grave danger to pedestrians. The curbs at either end of this crosswalk should extend out to make the street narrower for bikes and cars-- both travel too quickly to stop for pedestrians. These extensions should include pedestrian signals/buttons to change a flashing yellow light to a solid red light along with ADA-compliant ramps.

268. A sidewalk extension at Fairview and Grand in front of the old Ann Marin center would be a good safety measure. Cars still exit Grand onto Fairview at too high a rate of speed. Would also be helpful to extend the sidewalk out onto Wildwood avenue from Grand in front of the Shell Gas Station.
A-3  |  “Are there particular streets where you would like to see new or fixed-up sidewalks?”

188 responses

1. On the Oakland Ave bridge between Howard and Sunnyside a fence or guard rail in needed between the street and the sidewalk.
   Lots of kids and pets walk in this area and some kind of barrier would make people feel safer. All of the scuff marks on the curb make it appear that vehicles often hit the curb.
2. No. Sidewalks in town are fine. ADA improvements are happening and Piedmont is in compliance. Focus on crosswalks, especially for schools. Accidents in town associated with crosswalks, not sidewalks
3. Scenic Ave
4. Magnolia has broken sidewalks and lots of pedestrian traffic to schools.
5. No
6. Walking to wildwood elementary
7. Not really.
8. Boulevard Way the sidewalks were terrible when I lived on that street (2 yrs ago)
10. No
11. No
12. See above.
15. St. James Road
16. Not specifically, however, particularly if our sidewalks are to be used for joggers when the appearance of bike lanes forces the joggers back onto the sidewalks (today, many joggers are out in the street), Sidewalks need to be leveled and if a bike lane is added to a street, it should NOT be where there is no sidewalk and thus the street verge is in use by pedestrians. Many bikers are NOT nice, NOT polite, DO NOT give way to anyone--frankly, adding them to the streets is only empowering their bad behavior more--the number of cyclists misbehaving on Oakland streets has shot way up--and now you want to bring them into Piedmont to do the same?
17. Near the vase and on Highland.
18. No, I think all are good.
19. No.
20. No
21. no I think that the sidewalks are pretty good in piedmont
22. No
23. No
24. i dont have any specifics but i have noticed some problems
25. No, almost all of the streets that are see are in pretty good shape.
26. None.
27. No, all the streets are in pretty good shape.
28. No
29. none
30. non3e
31. Up on La Salle, there aren't any sidewalks so you have to drive up the street.
32. oakland avenue
33. I think the streets are fine and I love living in Piedmont.
34. None.
35. Linda Ave sidewalk
36. Oakland Avenue. Magnolia Avenue
37. Uneven sidewalks on the steep downhill on Grand Ave. (from Rose down to Greenbank) can be dangerous for kids on scooters as they pick-up speed.
38. nonw
39. Highland and Sheridan Avenues
40. Walkway above Linda Dog Park needs some improvement
41. Anywhere those trees that have those awful ball fruit that makes everyone trip!
42. St. James could use barriers or increased distance between the sidewalk and road; cars move quickly on that street near the sidewalk because of parked cars on the other side of the road.
43. I think a one mile radius around each school should be sidewalk checked for dangerous cracks - plenty exist - and landscape encroachment on the sidewalks. Landscape encroachment is going on at Arbor Dr. where it meets Oakland Ave. The hedging is so great that it's difficult to walk down the street - especially if you are walking with kids and have to hold their hands. Oakland Ave has plenty of ivy forests on the sidewalks in areas too.
44. saint james needs new sidewalks/ or fixed ones
45. Howard Avenue along the back of Beach School looks horrible.
46. Manor Drive, where I live, has a few sidewalk repairs that are needed. Most important to me on Manor Drive are 1) Locals and non-locals alike go too fast on our crowded little street. I would like to see some speed bumps, or some other measures, on Manor Drive to discourage speeding, and 2) We only have one street light on our section of Manor Drive, and it appears that it was changed recently to a kind of light that turns on and off frequently. I don’t mind the dark so much, but it does seem to me that as a tool for crime prevention, and as something that would promote walking more, the old light that stayed on all night was probably better than the new one.
47. No
48. Yes. The south side of the sidewalk along the Oakland ave. between Olive ave and Sunnyside ave. definitely needs fixing. The retaining wall is leaning and need work.
49. El Cerrito
50. No. If I’m not mistake, homeowners are responsible for sidewalks in front of their homes. I assume the city keeps up other areas not in front of houses (very minimal)
51. Hampton -- north side -- sidewalk between Indian Road and King. Highland Avenue - alongside the guest parking area for Piedmont (hall)? Requa Road - north of the large redwood tree sidewalks are uneven and curbs treacherous
52. See above
53. On Wildwood, if you past the front of Wildwood Elementary, there is a big house at the end, and the street on the right of the big house has a lot of cracks.
54. Yes, on Magnolia ave, when you walk up to PMS, there are sidewalks that go upwards suddenly because of a tree root. I am not sure what street it is, but there is a street that I walked on that had little bumps of concret sticking out.
55. On Indian road the sidewalks have a lot of cracks that me and my friends sometimes trip on.
56. down by hampton and inion there usually alot of cracked cement
57. I would like to see dracina avenue have a side walke on the other side of the street as well as fixing up the street and sidewalk
58. Hillside CT, where I live, only has sidewalks on one side, but there is no room for more sidewalks, our street is crowded with cars.
59. I would like Sanderingham rd to have the streets flattened all around.
60. I think there should be more sidewalks on Estates DR because the side of Estates DR that i live on has no sidewalk at all.
61. Yes, there is. On Harvard road, where I usually walk to school, near the public sidewalk is a house. Near that house is a pole for electric wires. In the exact spot next to it, there is a huge bump! Then, other bumps follow. They’re less big but, when I walk, I forget that they’re there, and trip. If the bumps were removed, I know that lots of people would be happy.
62. I think you should put a new sidewalk on Maxwelton Road and fix up the sidewalk and ramp on Moraga Av.
63. wildwood ave
64. No thank you
65. On Bonita Avenue
66. Highland Ave. because the sidewalks are extremely bumpy, and I’ve fallen off my bike and skateboard multiple times because of the bumps.
67. Blair and Pacific
68. On Harvard Rd, there is a really uneven sidewalk and a huge crack that I slip on a lot.
69. from lower pacific down to mountain
70. magnolia
71. Highland Ave had some cracked pavement and I some times trip on it.
72. I think piedmont streets are fine
73. up on kingston the sidewalks are steep and have lots of bumps and when i scooter down the hill i need to stop lift my scooter and then keep going
74. i just think near pms and phs when your walking to to school the concrete sticks up and i see a lot of people tripping over them and also people wrote really disturbing words and coments
75. on the wildwood ave that is behind a wall across from wildwood, the side walk is very small.
76. I would like to see the new paved sidewalk on Indidan road because sometimes young kids are goingdown the hil on scooters or bikes and the sidewalk is made poorly so you can easily get hurt.
77. el cerrito
78. Jerome Avenue
79. There are a lot of sidewalks in Piedmont that are uneven. These sidewalks can cause people to trip if they are not looking where they’re walking.
80. Cambridge Way
81. Yes, Pala, Moraga, Park, Mesa, Monte, Cambrian, Hagar, Pacific, Dormidera
82. No.
83. all the sidewalks in my route are fine
84. on Calvert court, because some kids that walk home and go onto that street, don’t have a safe to walk. And because cars might hit them.
85. They should extend the sidewalks to make them a little bit bigger on Magnolia Avenue so people and students can get by easily without running into each other
86. no
87. wild wood gardens, their are no sidewalks. also near Indian road their missing sidewalks
88. none
89. No
90. blair
91. I can’t recall particular streets; I do have the general impression that sidewalks are broken, cracked, or uplifted by trees in many streets. This means one can’t walk without keeping an eye on the distance ahead for such obstacles.
92. Piedmont-side sidewalks on Rose are pretty bad. Need to make the sidewalks more level.
93. 1. Highland Ave. Sidewalk cuts, patches, and mis-matched patterns does NOT represent the style and quality of Piedmont from the perspective of a pedestrian. 2. Dracena Park walkway needs to be re-paved, and better night lighting provided.
94. Can’t think of any right now.
95. Magnolia and Oakland
96. All streets in town should have sidewalks on both sides.
97. Boulevard Way could use some sidewalk fixing.
98. The sidewalks in Piedmont are superb.
99. People need to maintain their yards better, at least what is close to the sidewalk. There are some spots on Mountain and Highland (btw Sierra and Sheridan) that are so messy you can’t get a stroller by.
100. Harvard where the liquid ambers have broken through the sidewalks
101. Lincoln and King. Mountain also has issues
102. La Salle, 200 block.
103. I recall some uneven pavement on Hampton
104. The paved path through 'Bear Park at Hampton Road and Crocker could use some attention. The path near the out building is particularly hazardous.
105. Just look around town; they are all over the place!!
106. Bumpy sidewalks on the West side of unit block of Highland.
107. I know this isn’t in Piedmont propoer, but Piedmont Ave seems like a total hazard for all the older folks trying to navigate the skinny and cracked sidewalks...
108. All along Grand Avenue
109. N/A
110. None come to mind
111. Oakland Ave
112. Monte Ave has been terrible, but may have already been fixed.
113. ?
114. Rose, York, Manor Dr, Arroyo,
115. Not that I know of
116. N/A
117. Putting sidewalk along St. James from Hampton to Park Blvd would be a huge improvement. Also, putting ramps in places where people might walk to go to the park with kids, for stroller, bikes, etc. I’m thinking specifically of the connection to Dracena Park from Holly Place--there are stairs up to the park but no ramp.
118. Blair Ave, Highland Avenue
119. Most of all the sidewalk near piedmont Ave are in serious need of repair. Yet, they are part of the City of Oakland, so I don’t think there is much help provided.
120. All routes to the schools -- Oakland Avenue, Grand Avenue, Wildwood should be monitored for sidewalk maintenance.
121. There are NO sidewalks at ALL on La Salle heading up the hill into Oakland from Hampton Field. Many families like to walk with their children to the Montclair Village and the Sunday Farmers’ Market there and the tight twists of the road, with neither shoulder nor sidewalk make it very dangerous to walk there. The sidewalk on St. James goes from a comfortable width for the stretch between Park Blvd and the 'Pillars' near the intersection with La Salle. Suddenly, from the pillars (indicating the entrance of the former St. James Wood HOA devt, I believe) to the intersection of La Salle, the
sidewalk becomes extremely narrow (there is a low retaining wall there) which makes it difficult to pass-- there are also brambles growing there. Not a big problem but I notice it every time I walk there with my daughter and she has to get off her bike and walk it around the pillars.

122. I would just like to see consistent sidewalks in the area. On some streets like Pershing and Somerset - there are really nice sidewalks. But then you get streets like Liggett where a sidewalk lasts the length of 2 houses.

123. woodland way, wildwood gardens
125. On the even-numbered side of Warfield Avenue, the sidewalk is suddenly steep in one place near Boulevard Way. Could the grade be improved?
126. Ranleigh way
127. I live on Scenic between Bell and Alta, near Blair, where people routinely ignore their driveways or have too many cars and park on the sidewalks. making that practice illegal and maybe only allowing parkin on one side of the street if it's too narrow would be cheap. Tickets are income, and red paint doesn't cost much. The sidewalks on Pacific ave. going down from Scenic toward the church and Highland Ave are so broken they are unwalkable. Hideous, too. The narrow area of scenic and alta near the tree traffic circle have no sidewalks. Cars go dangerously fast for such narrow areas, and it's unsafe for me to walk there with uneven, pitted streets. There's no way to take a long walk to Montclair, no safe sidewalks on Moraga (the logical, least steep incline) or Harbord, or Wood to La Salle. Even when I'm doing well enough to go "miles" on a gym eliptical machine, including incline to simulate hills, I can't trust the real miles of street in my own town. Oakland Avenue is mostly safe, but I don't have a safe way to reach it. To take a long walk with my dog, I have to drive somewhere that has safe sidewalks or maintained paths like Lake Merritt or Tilden. Maxwelton, echo, and Abbott all need sidewalks and better paving.

128. The streets that don’t have sidewalks are probably fine without them, like many of the smaller streets in the Piedmont Hills area. However, traffic calming measures should be employed there, like: reducing the legal speed to 15, signage, more stop signs (like a four way at Dudley and Blair), providing a "safe" strip on the street that is visible sign peds and bikers are in it, etc. The city should complete landscaping all remaining painted triangles. Not sure how many remain, but one in particular is Blair, Calvert. There are SOOO many kids in that neighborhood now (it's really great). The residents have been placing cones out to warn drivers. Cars fly through that turn into the triangle. There is NO safe crossing there. By landscaping it, there would be tremendous calming. The residents have the interest. Sidewalks that are popped up due to tree roots - too many to count, should be mitigated. New crossing at Moraga and Coaches, and at least gravel path on Blair park side so people can get to Harbord and Montclair on foot would be great. Or a crushed gravel path to support bikes too? We something creative for La Salle up from Hampton. That's a dead zone.

129. Not my area of expertise.
131. Highland is heavily trafficed, and a flat route that make it easier for the majority of the public, including the elderly to walk, however the sidewalks are horribly in disrepair due to roots of trees. Fixing will make it safer for the elderly, wheelchairs and even youth on bikes able to traverse this simplest route to the center of town. Bonita is in need of a few new sidewalk pieces as well.
132. Fairview and Arbor -- there is no crosswalk or sidewalk on the landscaped side of Fairview
133. No. Public Works has been wonderful about repairing all uneven sidewalks that I have pointed out to them.
134. Highland, between Moraga and City Hall
135. Trimming trees and bushes is higher on my list. There is vegetation that blocks sidewalks, bus stops, etc. For example, Oakland Avenue at Grand. Hard to get off the bus!!
136. Latham Street has a very narrow sidewalk only on one side of the street, and almost everyone going to work in the morning walks on the street and do not use the sidewalk. Many kids use Cambridge to go to Beach School, this is also very heavily used street for vehicles that drive fast; especially in the mornings with drivers either going to work or going to the high school.
137. The sidewalks on Howard are treacherous. Sidewalk on Fairview (between Grand Ave and Arbor)
138. 1) Kingston Ave. 2) Linda Ave. 3) Rose Ave. 4) Park Ave
139. Not that I can think of
140. Greenbank Avenue! Crumbling, aging sidewalks
141. Install sidewalks AND bike paths along Moraga Ave.
The only real change I’d like to see (and it can’t/won’t happen since Oakland is part of the picture) is a sidewalk on La Salle. It is the most direct way back from the farmers market - and is my short-cut home. I’ve used it so long, I don’t even think about it. It would help the pedestrians as well as the drivers who use this thoroughfare.

Wildwood, and Prospect approaching wildwood. Wildwood is a main connecting street between upper and lower piedmont on one side of the park. It should be acknowledged as such, and prioritized as a primary artery through town, despite (or perhaps, in spite of) it's narrow and winding nature.

oakmont ave, prospect, park blvd, la salle,

On Moraga from Coaches Field to Montclair is no sidewalk. I’ve run up and down on the street and its probably unsafe to do so. And going from Coaches Field to Montclair, there is no crosswalk to get to the other side of the street where there is more room to walk.

Many people walk IN the street along Wildwood below the median wall on the 200 block because the sidewalk is only 1/2 normal width. The street is severely cracked and buckling and is in great need of repaving.

The sidewalks in Dracena Park

Highland needs sidewalks brought up by trees addressed. This is a long term problem and needs a long term fix (shaving down the sidewalk only works for a little while...)

* Cambridge between Howard and Grand. * Greenbank between Grand and Lake. * West side of Howard between Oakland and Cambridge. * Grand between Cambridge and Rose. I don’t take the stroller there b/c it is so very bumpy.

Wildwood Avenue between Winsor Avenue and Wildwood Elementary School has a problem in that the sidewalk on the lower section of the street is probably 20 inches wide. While their May not be room in the right-of-way to increase the sidewalk width, there are a couple of things that could be done to improve the situation. 1. The bushes up against the sidewalk in certain places (particularly next to the stair path leading to Winsor Alley) could be cut back by about a foot to make walking more comfortable. 2. The reality is that people walk in the street in this section. It’s just too tight to stay on he sidewalk, the street itself is very slow for the infrequent vehicles that come through, and most drivers realize that the asphalt is a "shared" space in this section. I do worry that some unfamiliar driver will come careening down that section one day and hit a child. It would be nice if some signage and/or road markings could be installed warning drivers that people may be walking in the road and to share the narrow space with peds. and bikes.

La Salle Avenue between St. James Drive and Hampton has several places where sidewalks are missing. St. James Drive between La Salle Avenue and Hampton has several locations where sidewalk is blocked by post boxes etc. directly on the sidewalk.

All over!

Hampton - very sad to see people running and walking in the street as opposed to using the sidewalks (the excuse I’ve heard them give is that the sidewalks are not smooth enough); not to mention very dangerous as drivers do not expect to be sharing the road with pedestrians when sidewalks are provided/

Sidewalks disappear in the higher elevation areas, eg La Salle and Estates.

I can not speak to this.

there are sections on lower Wildwood that could use repair. Especially for younger children using the sidewalk to run, scooter, or bike.

Piedmont currently does a nice job staying on top of sidewalk repair. I can always tell when I cross from Piedmont into Oakland by the drop in sidewalk condition!

Not really

sidewalks on Moraga

Moraga canyon

Missing Sidewalk on upper side of Dudley Avenue.

Moraga above Coaches, La Salle above Hampton.

Many streets where tree roots have damaged sidewalks. Grinding down is not a solution - the sidewalks are still uneven and create tripping hazards.

The wooden boardwalk along coaches field and Moraga is in absolute need of repair as the screws are sticking up form the walking surface creating dangerous tripping hazards. Some boards need replacing as they are rotting away. This needs immediate attention.

Sidewalks on Highland Ave are dangerous!

Piedmont Gardens.
170. Piedmont gardens, bike on sidewalks, out front PMS, on king, on lower wildwood ave passed the school.

171. Wildwood at Highland should be a 4 way stop with 3 crosswalks. Sheridan should have a sidewalk and crosswalk right at the corner of Highland.

172. Plant trimming is needed along many sidewalks in Piedmont: Wildwood Avenue between Windsor and Palm and Mountain Avenue between Dromodera and Richardson Way are just two examples.

173. Fix broken sidewalks all over town where tree roots have lifted up the sidewalk concrete

174. for bicycles, the streets are more important. The street on the 100 Block of Olive Ave. is uneven, long strips of sunken road, pot holes & cracked (uneven) patches. Sidewalks are not the issue for bicycles, severely damaged streets are the issue & you don't have street questions.

175. The wood plank sidewalk along Moraga from Red Rock Road to about Monte is in bad shape. Some wood is rotting and nails are popping up.

176. Along lower Wildwood Ave the sidewalks are irregular (some raised and also too much slant - for drainage? on Wildwood Ave across from triangular park on the even numbered side.. Also, there are bushes, ivy, etc that impinge significantly on certain parts of the sidewalk.

177. I think we r very lucky to have sidewalks throughout r town.

178. La Salle, Hampton Road

179. Dudley Ave - People walk this road all the time. Since there is no sidewalk towards the end, they just walk in the middle of the road. Also, Wood. I am not sure where this street turns into Montclair, but there are many dog walkers, runners - ect. heading to town on this road. It is extremely dangerous. Cars are driving too fast and not aware that there is someone on the road. I have personally seen several near misses.

180. Dudley Avenue: I have walked on this road nearly everyday for the past 2 years- with a stroller- and I am always concerned about a car coming too close, or hitting us as there is NO sidewalk on the specific stretch I walk upon. Adding a sidewalk would be very much appreciated & used daily, by me, my son & our neighbors!

181. Dudley ave

182. Dudley Avenue - Sidewalk completion. In-ground Lighted Crossing Systems at crosswalk on Highland (in front of Havens main entrance). In-ground Lighted Crossing Systems on Oakland Ave - where no traffic lights currently exist.

183. Wallace Rd. Recqua, Moraga Ave along Blair Park.

184. Cambridge way. Oakland ave

185. Tree roots all over are a problem for sidewalks. Not sure how to handle this, but walking at night is hazardous because of the roots' disruption of sidewalks all over town.

186. None.

187. Wildwood and Magnolia.

188. Generally sidewalks are in pretty good shape, but there are gaps like the sidewalk on Wallace Ave that completely disappears two or three houses up the hill from Palm Drive. The south side of Moraga Avenue is missing sidewalks.
“Are there other specific problems related to walking or opportunities for improving conditions?”

208 responses

1. between 337 Wildwood Ave and Highland Ave cars often park on the sidewalk. Many parts of this street lack a parking strip. This is dangerous because of limited sight distances do to the curves in the road.

2. Repurpose footpaths so they can accommodate wheels - strollers and bikes. Example - York/Ricardo, Ramona/Ricardo walkways. Add ramps to these walkways so people can push bikes/strollers and take a more direct path to their destination and not have to cross streets. Discuss public use of EBMUD easement in Blair Park so hikers can access.

3. I’d like to see the crossing guards at the dangerous Oakland /Grand intersection starting earlier so that they are present for elementary kids taking a language and the middle school students walking to school. I'm addition, many times the crossing guard is not there for the regular before and after school slots.

4. How about adding some lighting on staircases that connect two levels of Scenic and drop down to Blair other staircases could likely benefit from lighting as well.

5. As noted previously, the El Cerrito entrance to Witter field is dangerous. There is a high level of foot traffic and car traffic, especially in the afternoons and evenings when there are sports events or practices. An afternoon crossing guard might help, or limiting car access more. Drop offs and pick ups are a significant part of the problem, as people pull over inappropriately or back up the hill to avoid having to turn around.

6. no not really

7. Its fine

8. Not really.

9. Crossing guards MUST ALWAYS BE AT GRAND AVENUE AND OAKLAND AVENUE. There has been more times I can count were a crossing guard is not there and it is a DANGEROUS area for kids who live on the non-Beach school side trying to cross at the light.

Not related to walking, but for improving conditions: Boulevard Way needs speed bumps. Why does the Oakland side have speed bumps, but not the Piedmont side? That street is so busy since it's a cut through to Lakeshore.

10. Promoting more Walk-to-School days would be great!

11. I'm really concerned about the lighting, especially in the early evenings and early mornings -- I feel like there are a lot of street lights out, or neighbors who don't leave their porch lights on, so it's really dark. Just walk Manor Drive at Arroyo at night, and you'll see what I mean. Or the alley between York and Ricardo.

12. No

13. There needs to be some serious improvement on police enforcement at grand/lower grand/Cambridge due to speeding & drivers completely ignoring the crosswalk.

14. I would like see crossing guards at Grand Ave and Cambridge and Grand and Rose

15. Speeding traffic is a pervasive problem, especially on hilly curving streets.

16. The City should help support the schools’ existing Walk & Roll to school efforts -- by helping with publicity for Walk & Roll Days, perhaps offering incentive prizes (perhaps running an incentives program which could be coordinated with the schools through the PUSD Green Initiative). Collaboration between the PPD and Walk & Roll efforts would be great -- for example, offering safe walking and safe biking "clinics." Working together, we can help normalize walking to school, thereby cutting down on the dangerous drop-off and pick-up situations outside the schools, as well as reducing our GHG emissions, etc. Funds for more crossing guards should be budgeted. Each school could use at least 2-3 more crossing guards, depending on their location. Also, more generally, for walking as exercise and getting to shopping locations, it would be really helpful to have clear information about safe walking routes across town -- e.g. from lower Piedmont to Montclair, middle Piedmont to Lakeshore, etc.

17. Our route to school is Scenic to Oakland past Hardwick to Highland. There are adequate stop signs and crossing lanes. However, crossing Scenic to go down Oakland Avenue, many cars do not actually stop at the stop sign. Crossing Oakland Avenue at Highland, cars traveling on Highland from Moraga turning right onto Oakland while their light is red often do not stop for
pedestrians with the green light. I am in favor of police presence to slow drivers down and to issue tickets. If drivers obeyed traffic laws, I would feel comfortable having my 4th grader walk to school alone. The cars also speed up Scenic and turn quickly right onto Blair in spite of the "slow" signs so I worry about the children who cross at this intersection.

18. Cars that park partially on the sidewalk create hazards.
19. Post crossing guards near the vase after school and near the middle school after and before school.
20. P.E. hill is kind of hard to do with a heavy backpack so if there is any way to improve that please do.
21. No.
22. My street, boulevard way is very busy all the time and is very dangerous so my mom won't let me walk to school.
23. I think that there should be a lot of walk to school days and crossing guards should be available for longer.
24. I think we should have a crossing guard from the Recreation Department to the Middle School.
25. On P.E. hill there should be a path so cars are not in the way with kids.
26. It doesn't bother me that much but sometimes it bothers other people and it doesn't look very nice.
27. None.
28. The only small thing is that I have to walk up P.E. hill and you have to account for time and I have a heavy backpack so going down P.E. hill is hard.
29. None.
30. None.
31. No, but there should be a crosswalk connecting Winsor Ave to Winsor on the other side.
32. There are no problems.
33. I don't have any problems.
34. A lot of people like to walk on Saint James Drive because it is flat. Parts of Saint James Drive are along woodsy hillsides without houses, so that the sidewalks get overgrown and unkept. It would be great if these highly used sidewalks could be swept more often and maybe trimmed back a little bit more often.
35. Already crossing guards at elementary schools.
36. None.
37. Retain and improve or relocate and improve footpath connection from Oakland Ave at Howard to Linda through the old PGE building. Improve footpath through the Linda Beach grassy park to Beach from Howard/Oakland intersection.
38. There are many sidewalks that are in dire need of repair. Walking at night is dangerous and I have tripped several times.
39. A better crossing at Oakland Ave to the Rose Garden would be nice. Right now, we take the go around route from Grand Ave.
40. The "PE hill" at the Middle and High School is, for many people coming from a certain direction, the fastest way to get to school and the alternative, Magnolia, is a significant detour. This is unfortunately the worst part of my daily walk to school. The road has no sidewalks, and is not even wide enough for cars to safely pass pedestrians, instead forcing them off of the road. While the dead ended street is vacant enough most of the day, the time before school it is crowded with vehicles going up and down, made even worse by the construction. This also has no shade to speak of, made worse by its steep slope, culminating in a hot, exhaust filled trek every day. A path alongside with trees would almost completely fix the issue.
41. We could use Bulb outs on busy corners. New crosswalks painted at lots of intersections. Reflectors put on crosswalks and staircases. Yield signs put up in the streets.
42. Crossing guard at Grand & Rose so parents would feel better about sending their kids walking alone or in small groups.
43. The crosswalk on Oakland that has a crossing guard is a lot safer. I noticed that cars wouldn’t look before they turned on a street for people crossing. We have other cross walks on Oakland but some kids feel a lot safer when there is a cross guard. Also I used to go to Beach and I would like to see a cross guard to help crossing between Olive Ave to Sunny Side Ave near the bridge because there are a lot of kids that cross that busy side of Oakland Ave and it would really help them get to school safely.
44. I’d like to see crossing guards please at 2 streets near Havens school: (1) crossing Highland near the Valero gas station. There is a crossing guard nearby, but many, many children cross near the gas station and safety here is key as it’s a long distance. (2) crossing Vista at corner of Bonita / corner of Havens. Again, many, many children from Havens, PMS, and PHS cross this street and more safety would be great. I cross these streets daily when walking my kids.
to/from school and on many occasions there are careless drivers who do not stop for small children especially. My heart skips a beat every time I see this!

45. There is a public parcel for a stairway that has been abandoned years ago, and the homes on adjacent sides have taken it over for private use. It's located at the 'bottom' of Wildwood Gardens, between houses 69 and 71 Wildwood Gardens. Please look at the Assessor's map. This land is there, it is public, and it would provide a direct access down from upper piedmont to shops along Lakeshore Avenue. The former stairs bring pedestrians right to the intersection of Oak and Oakmount, a straight shot toward Lakeshore and provide an alternative to otherwise circuitous routes. This path would also provide a lower traffic alternative for young Wildwood Gardens kids to get to school by walking along streets other than Wildwood, which can be quite busy in the morning. I understand this is a very very expensive public stairs, and another capital good to maintain, as well as being a very significant vertical drop. However, whether these stairs happen now or at a time in the future, the city should reserve its options for improving walking by protecting public lands which have been adopted by a few private owners. I, for one, would contribute funds to the construction of a staircase.

46. A crossing guard on Vista and Highland Avenues would be helpful. This would help with kids on their way to Havens. Perhaps some signage along Highland indicating crosswalks coming up to slow down cars.

47. Increase lighting on the walkway above Linda Dog Park

48. The crossing guard by Havens who is slightly odd is a menace to walkers and drivers -- I know we all feel good about aliving someone kooky with a job but seriously she is dogmatic and inconsistent -- often I can't tell if I can drive walk or pass her -- she is always stopping traffic in the wrong direction or has no sense that perhaps a walker needs to wait just 5 seconds to let the massive traffic flow move that she just let build up. People will walk or not - our climate is so easy, most hills are down for kids - they will be fine if they time themselves. If you live too far away (honestly too far) then you will drive or carpool -- in some ways this is a nice but not too impactful exercise. Proper public transportation in the region is more needed than a walking bus

49. People need to drive slower in town and thru neighborhoods. I definitely worry about my children walking the self to school and home.

50. St. James is a lovely street, but its length and winding shape adds a lot of time when walking to central Piedmont. A footpath or pedestrian bridge that would link the St. James area to Indian/La Salle would cut down travel time and better link the two sections of Piedmont.

51. Crossing guards to cross grand at oakland and arroyo are essential for safe walking to and from beach school. Also the crosswalk at greenbank and grand is challenging. People often do not stop there. The bridge on Oakland ave is also narrow for the crosswalks.

52. It needs to be easier to cross Oakland Ave in areas that are not at the current lights (which are only at Grand/Hillside/Highland?) Crosswalks that are there are not even that effective. So, I would say more crosswalks every so often and better visibility for them - bright paint and bumps on road?

53. people drive like median lines don't mean anything, some more enforcement would be great on wildwood, and other long streets

54. 1. Oakland Ave bridge (crossing over Linda Ave) is unsafe for bikes/ pedestrians. There should be speed control for cars travelling on Oakland Ave AND a guardrail designed to take vehicular impact along both sides between the sidewalk and the traffic lanes...the curb is not enough. 2. There is a general lack of light at night along Cambridge between Oakland Ave and Jerome Ave. Very dark.

55. Crossing guard at Grand at Greenbank/Cambridge?

56. Not much else. The biggest deterrent to walking is that we're generally really busy and running late, so we default to driving for the sake of getting to school before the bell rings. I realize this is a self-discipline issue, too.

57. Nope

58. Yes. Adding railings on the curb of Oakland bridge(both sides)/ between Olive ave and Sunnyside ave. (south side) will greatly improve pedestrian safety and promote walk-to-school.

59. I would like a bike lane on Moraga and Highland. It would be great if other designated bike routes could be created as space and traffic permits.

60. Unkept bushes/plants make the narrow sidewalks even more narrower. (Wildwood Ave between Palm and Winsor, Winsor between Wildwood and Lakeshore). Parked car partially or
sometimes completely blocking the sidewalks (i.e. Wildwood close to WES). Cars spilling over their own driveways and forcing the pedestrians to go around by walking on the road. (Wildwood Ave, but everywhere really). CROSSING GUARDS at Beach on Linda Ave just outside of the playground gate. There are so many cars parked, double parked, blocking the crosswalk. I see police officers now, and that's great. Would Cross guard be cheaper?

61. No.
62. The above are my main concerns because these are my walking routes
63. Crossing guard at two crosswalks near the park. One cross walk leads to Piemont Court and the other goes to Sierra. Would make it safer to cross at these locations.
64. creating more bikepaths/bike routes within Piedmont. issue is for kids going from lower Piedmont (Baja Piedmont) to either Middle School or High School having a safe route for riding bikes
65. I don't think that there has to be any new footpaths or anything. Going up the hill that leads to the back of Piedmont Middle School is tiring, but I'm not sure if anyone can do anything about that.
66. What you should do is put crossing guards near the school of PMS because sometimes it's kind of hard to cross there because of all the cars.
67. There should be a passage in between seaview av to crocker av.
68. there would be a passage in between calvert ct. and dudley
69. On several crosswalks without stop lights or crossing guards on Oakland avenue, there are several aggressive drivers. I would like to see a bike rack at Mulberry's market.
70. A lot of people cross by the rec center, a crossing guard would be nice.
71. On Magnolia ave i walk to school and it is very dangerous all around there.
72. At Cambridge Way to Greenbank (opposite side of Grand) there should be an crossing guard because a lot of kids cross there and cars go pretty fast. A crossing guard would not only speed things up, but would also help kids have a safer way across.
73. No
74. I think there needs to be more trashcans, because people litter on highland after they drink or eat something on it, like an icee.
75. Make a pathway up P.E hill for PMS students.
76. Make a pathway on PE hill for PMS and PHS students, as well as others
77. no
78. The second stair case at PMS I always fall it.
79. I think our crossing hands the things on the post that make it so people no when to stop and go should be louder and the button should be bigger for blind and deaf people
80. i dont have anything in mind
81. looks good!!
82. I also think that the concrete stairways at the begining of the piedmont middle school are very ragged and rough and is very easy to trip down the stairs and hurt yourself badly.
83. A crosswalk needs a crossing guard on Oakland Ave next to Jerome Ave.
84. easier quicker path through piedmont park
85. I think that the hill that is near the Wildwood School is way to steep. If that hill could be leveled more evenly, that would help the people that are going up that hill a lot.
86. In Piedmont there should be some biking paths in the parks and on the streets
87. There should be one more crosswalk and crossing guard on Linda (near beach school)
88. No
89. No.
90. no i think they are all fine
91. You should have a crossguard on highland, not in the intersection, but closer to the houses
92. Maybe they should have some more crossing guards on Vista Avenue so that people can cross without having to be very careful about all of the cars
93. NO
94. there aren't enough straight streets
95. to make it easier to walk up PE hill
96. No
97. nope
98. The intersection at Rose/Grand is too dangerous to have Beach kids crossing unattended in my view. Clearly the city must realize there is an issue as new cameras have recently appeared. They may provide tickets to the MANY who blow through that light, but that will not prevent a kid from getting hit. Just this morning, right after
my son crossed, I observed a car drive through the red light without even braking. I hate to sound doomsday but that corner is truly an accident waiting to happen.

99. There are many footpaths all through Piedmont. However, they are not marked in MOST of the City. I think it was the League of Women Voters who put out a map with all the footpaths. This was great but to show the whole city it was very hard to read. I’d like to see the footpaths signed, and kept up as far as adding these to the general repairs list for sidewalks. Also, it would be good if the old map was enlarged into foldable sections and sold with the plastic coating that keeps maps fresh these days.

100. A crossing guard at Latham and Oakland would be great!

101. Improve night lighting at key intersections and walking paths of travel, including dedicated pedestrian staircases and paths. Promote Walk-to-School days! We already have an ample number of crossing guards at intersections approaching schools - no action needed.

102. It seems like there are crossing guards on nearly all school days. This should be a must.

103. Need beach crossing guard at Oakland ave.

104. Oakland Ave crosswalks, especially the ones lacking crosswalk guards, should be made more visible to improve pedestrian safety.

105. I cannot imagine anything that this town could do to improve upon what we have now. What I don’t want to have happen is to make this town like Portland, where cars are not welcome. I do not ride a bike and bikes don’t really make a lot of sense in this area: very steep hills to get to either Montclair or Grand Avenue. And after that, not many would use a bike to commute.

106. Walking to and from school is dangerous. The drivers in town are always in a rush especially near Havens. They are on their phones or texting. I have even seen this happen right in front of the police and rarely is anyone stopped. I have nearly been hit and I have witnessed people get hit. The teens are a huge problem, there needs to be a crack down on them. Huge SUVs, Loud music, cell phones (talking and texting) and general teen stuff is a bad combination.

107. Branches overhanging the sidewalk along St. James, Highland between Sheridan and Sierra, and other streets should be trimmed regularly (by property owners?) so walkers don’t have to duck under them. I am tempted to walk with pruning shears and do the job myself.

108. Crossing guard at Magnolia and Parkveiw.

109. Walking groups - rotation between parents to get kids to school

110. Need more traffic enforcement. Skateboarders and bikers are really out of control and need to follow the rules of the road, before they ruin everybody’s day and cause an accident.

111. more signs at corners which has obstructed views of coming cars due to up or downhill.

112. Promoting walk to school days would be a big plus, if the students would be willing to go along with it. Fact is, every Piedmont student is more than capable of walking to school if he or she was willing to. Driving to school in a town our size makes next to no sense - save perhaps on rainy days.

113. It’s unfortunate that cars commute heavily during the same hours kids navigate our streets. That said, the responsibility is on the drivers. Especially during the hour before and after school. I would love the city to install speed trap cameras that issue tickets automatically. Because nothing short of stationing a police officer at these intersections will do more to spread the message to slow down. I don’t think it would be bad policy for our city to send the message to the county: "If you speed in Piedmont, you get a ticket, period." Thanks for asking ;)

114. Cross walk lighting on road that lights up when pedestrians cross and makes sounds for warning, more visible crosswalk painting on road, more police patrol to give out tickets to speeders or those who don’t stop for pedestrians all along Grand Avenue.

115. Slow traffic on Oakland and Hampton

116. I would like to see more lighting on Piedmont sidewalks in general. It is very dark to walk around Piedmont at night. St. James is an example of a very dark street at night.

117. There needs to be more stop signs and traffic calming on Oakland Avenue. It is very dangerous to cross and the cars drive fast and do not stop at the crosswalks. Many of our children walk up and down this street to get to school and it is not safe. People treat Oakland Avenue as a "freeway" to get between hwy 13 and 580. I’ve seen too many times kids almost getting hit trying to cross Oakland Avenue. It’s dangerous!

118. Love the school crossing guards. Would be great to promote walking to school too
119. Crossing guards are important for all schools esp on Highland and Oakland

120. Corner of Wildwood and Highland - cars turn corner at high rate of speed, often cutting corner and sometimes coming into oncoming lane. (Cars coming up Wildwood making the turn onto last part of Wildwood and cars from Highland turning onto upper Wildwood.). Very dangerous to stopped cars as well as pedestrians.

121. We like to walk up to the Montclair farmer’s market on Sundays. To do this, we take the most convenient route which is up La Salle Ave. (gulp) where there are no sidewalks and one must walk out in the middle of the narrow, winding street to get around parked cars. This is a stupendous cardio workout and one that we love, except for the lack of sidewalks. Just a super narrow path would be great, just so that we could stay out of the road.

122. Bonita Ave, at least between Oakland and Blair is incredibly dark at night. I would love to see street lighting improved on that block.

123. More enforcement of speeding laws, particularly on Oakland Avenue. I have almost been run over by pushing a stroller in a crosswalk! People speed with impunity up and down the hill.

124. Promote walk to school days....

125. Crossing guards (and good ones like Arthur at Beach) are key. It helps to encourage our kids to be independent when we know there are safety nets present in the beginning.

126. Crossing guard at Rose/Grand

127. It is time remind citizens to clean up after their animals .... remind them about the "poop" bags that are available.

128. You must work on the perception of Piedmont school staff and teachers. I was criticized for walking with my son to his school. I was told that it’s okay to drive him, but not walk with him to school. Parents are forced to ‘pretend’ to walk their dogs along the same route as their kids to avoid being criticized. If they walk their kids the parents are being too protective. Yes, I was told that by my child’s school. We went from walking to driving every day to school. How is it good parenting to drive your middle and high school kids to school, but bad to walk with them?!?!?!! Have you ever seen the drop-off and pick-off times around the high and middle schools, it’s an accident waiting to happen.

129. Feeling safe from crime would motivate me to walk more. License plate readers and street lighting and video surveillance would help eliminate crime in Piedmont.

130. We should have a map that lists preferred routes to schools, like bike lanes. These should be exceptionally well lit. Also, please make public the public stairways. Many are hidden, and at least one public staircase on Moraga Avenue has a no trespassing sticker on it.

131. See above comment on crossing guards

132. This may be out of the realm of what you will be able to focus on, but I am concerned about streets in Oakland that border Piedmont, as they impact students who live in Oakland near the Piedmont border but attend Piedmont schools because their parents work for the district (my kids being some of those). The particular street that concerns me is Harbord Ave. as it approaches Blair in Piedmont near the reservoir. If it were not for this curved section of Harbord, which involves blind curves, speeding drivers going in and out of Piedmont, and lack of sidewalk, my kids could easily and safely walk and bike to school (and would!).

133. 1) Danish-style bike lanes would be a BIG improvement in Piedmont! 2) Also, there are almost NO bike-storage/locking racks/lockers at Piedmont public venues (except at the Elementary Schools and one outside the municipal pool)-- none at Mulberry’s/Citibank/BofA, none at Piedmont Park, none at or outside Piedmont High (at least none I could find when my son and daughter participated in multiple summer camps there given by the Piedmont Rec Dept), none at Beach Field/tot-lot, etc. 3) the pedestrian staircases connecting St. James Dr. to Sandringham Rd. and connecting St. James Dr. to Cambrian Ave are both quite steep and narrow and yet have no handrails. They could both use handrails to improve safety.

134. There really isn’t much in the way of retail offerings to serve as walking or biking destinations or to enhance the pay off of active transport. More street lighting is never a bad thing. Mentioned above - more public trash receptacles for dog waste.

135. no

136. General traffic calming, speed management

137. The guard at the corner of Grand and Oakland Ave is often late and wears headphones, which distract him from doing his job of keeping children safe.

138. Crossing guards or a policeman should be at the crosswalks between Vista and the gas station, and the island going from the middle of Highland to the bank before and after school. High
school kids need crossing guards too. Many times they don’t even look. Is there any way to reroute all that traffic on Highland in the mornings when schools are starting and when schools let out?

139. Newer maps marked with footpaths and staircases would make walking as transportation more feasible. Could be an Eagle project?

140. Suggest working with schools to strengthen message to parents about why walking and biking to school is important and how it contributes to an improved community.

141. On some streets, such as Blair Ave., cars park over the sidewalk parallel to the street, requiring pedestrians to either squeeze by the cars or walk out in the street. Since the street is rather narrow, car owners probably worry about their cars being hit. BUT it is a total disregard of pedestrians to block the sidewalk. Couldn’t something be done to reduce traffic speed on these streets (i.e. speed bumps?). On other streets, such as Pala Ave., homeowners park across their driveways, requiring pedestrians to go out in the street. Both of these problems could be remedied by an ordinance prohibiting blocking the sidewalk.

142. Maintenance of staircase at 1100 Ranleigh way; maintenance of walkway Prospect road connection to Lakeshore.

143. I’d love to see properly maintained DG walking paths in Blair park, both on the flats, and among the trees of the canyon wall oak woodland, and I would like a neighborhood staircase from the street level of Scenic avenue or Alta down to the oak woodland below the houses, to meet up with such a path. It’s really sad that neighbors whose homes are literally feet from their neighborhood park cannot access it without driving nearly a mile. A few benches and a water fountain and spigot there for drinking and washing muddy dog paws would be great too. After all. It IS zoned as an off-leash dog park, the only nice one in town (the muddy, cold, dark, steep, fenced area at Linda Beach they call a dog park is too depressing to grace with the term, and unusable for seniors and disabled. My dog tried to play there once, slipped down the loose dirt, hit the fence, and cried.)

144. See my comments on first section.

145. Look at the city map and designate some appropriate safe routes that cross the city, get people to schools, play fields, parks, main bus and transportation stops, etc. This should not be too hard. Then “designate” these, whereby the routes will have proper sidewalks, paths, bike lanes, etc. All things to make accessing and covering these routes easy on foot and bike. Then, work with other agencies like garbage, EMBUD, PGE, etc so they are aware these are designated, thus their drivers should pay extra attention. Then, employ proper signage: newly reduced speed limits if needed, or posting existing speed, and maybe new signage that states designated safe route, etc. Then, update the city map that many of us use so that the map shows which are the designated safe routes, and maybe a key that shows distance, average walk time, and maybe difficulty, like maps at ski resorts use, and many US and Canadian parks. Basic level of difficulty. Then, staff these routes appropriate with police during peak hours and enforce the laws. The commuters, especially non residents, need to learn over a period of time their routes are no longer at their disposal to drive how they want. Also, Gov Brown signed the 3 ft law for cyclists. Piedmont needs to promote that so drivers not only become aware but when the law becomes enforceable they know it is.

146. Piedmont already has the seed for a pleasant pedestrian zone around the school, city hall, Highland, Magnolia, and Wildwood area. Much of the infrastructure in this area feels optimized for autos, though, to the detriment of pedestrian safety. I am thinking of the turns traffic makes at speed along Highland/Magnolia as it passes City Hall. With the traffic speeds and the sight distance around the curves, the area is hazardous to pedestrians.

147. As the co-chair of the Green Committee at Havens, I am in full support of promoting walk to school days and am working with Randy Booker and the other Green Committee members on a Piedmont school wide walking school bus (for elementary) and walk and roll to school day for the upper classes Nov 15th. Very glad to have the guidance and energy of the SR2S group!

148. Lighting: the path from Beach School along the back side of the tennis courts and the tot lot is very dark. The path above the dog park on Linda is also very dark. in the winter, it gets dark by 5, so getting home from work or school doesn’t feel safe even at this relatively early hour.

149. At night there are three very dark sidewalk areas that I find dangerous. 1. The steep dark hill sidewalk of Sunnyside Avenue (one block) between Olive Ave and Grand Ave needs more lighting. 2. Oakland Avenue across from the Rose Garden. The big trees along Oakland Avenue cause black darkness on the sidewalk between the church property line and Olive Avenue, (all Piedmont...
property alongside one Piedmont home). 3. The pathway in Linda Park is too dark at night to feel safe walking the pathway between Lake Ave and Oakland Avenue. This area needs better lighting.

150. Promoting walking and biking in Piedmont would be great.

151. promoting walk to school. adding bike lanes in the streets of major thoroughfares such as Oakland Ave, Highland Ave.

152. We need to promote walking for everyone, not just the school children and their parents. How about some signage with distances to amenities?

153. We might need additional stop lights with pedestrian crossing lights around school areas, especially for Beach Elementary School. The drivers usually speed up towards the intersections rather than slow down trying to intimidate people trying to cross the street. Wider Sidewalks might also make walking more easily assessable and comfortable with further setbacks from the street.

154. More traffic circles or lights on Highland- the street is too wide! Especially at Highland and Vista.

155. 1. a wider, more direct footpath through the park to get to schools.

2. a cross walk, (perhaps with in-street lights) to cross Wildwood at the park entrance. 3. improve access to sidewalks on Prospect and Wildwood. 4. install a metal railing on the hill-side of wildwood (where people don’t park) to prevent cars potentially going on the sidewalks and hitting people, AND, prevent children from walking on the edge of the curb and potentially falling into the street in-front of cars. Both driving and walking on wildwood can be nerve-wracking. 5. Consider removing the sidewalk on one side of wildwood or the other, to give cards more room to park and drive and then make one wider, better protected (with metal guard rail of some kind?) sidewalk on Wildwood.

156. should be coordinated with oakland who has a very knowledgable bike/ped group (jason patton) since piedmont is the doughnut hole and major arteries lead to oakland. specifically provide separated ped, bike & auto lanes on la salle, park, grand, wildwood, etc. and yes promote walk/bike to school day in schools and with parents.

157. Some means to slow down drivers to speed limit or less. Promote walking in general including walk to school days

158. I don’t believe in walk-to-school days with a bagel breakfast as a reward for doing it one day a year. Walking to school should be a daily event for those who live close enough. Better to provide assistance with “walking schoolbus” programs to get groups of young children walking together with supervision from a designated parent. Lightening the load of backpacks would contribute hugely for students who have to walk far. Some teachers still require a separate binder for their classes, which adds a great deal of weight. Also, the kids really don’t use those heavy planners in their binders, so I suggest eliminating them or finding a new very slim planner.

159. All these questions focus on items that the city could spend money on to ‘fix’. That is not the problem. The problem is speeding, and the danger that presents to walkers. Just hang out anywhere along Oakland Ave. or Highland Ave. We need the police to spend more time being visible to drivers to let them know they had better slow down. Or, we could install those speed bumps up and down Oakland Ave and Highland Ave. Really. That would force drivers to slow down.

160. Cut through stairways near Dracena park (below park) should become ramps and/or have handrails on the outside to widen stairs. It’s a hilly area so going around is difficult and ut’s impossible to use narrow stairs with a stroller (which most people heading to the park have).

161. We could post a crossing guard at the corner of Requa and Wildwood Avenue so that cars would not go into the crosswalk while pedestrians are present. We could not allow U-turns there.

162. Cars go too fast on Craig and Mountain - need "your speed is X" machines or police giving tickets...

163. Lack of safe footpaths on south side of Moraga Ave for walking from Piedmont to Montclair

164. Crossing guard needed at Moraga and Highland. Crossing guard needed at middle school where Bonita interesecs the street where the middle school is

165. Could use an additional crossing guard at the Vista-Highland crosswalk in front of the gas station. A LOT of left turners at this intersection. Wider sidewalk from Craig to Oakland Ave on the school side--many students are riding their bikes to get to the bike rack located on Oakland Ave. The narrow space on Highland and Oakland Ave make it dangerous for both pedestrians and bicyclists. Maybe more the bike racks to the Highland Entrance?

166. * Whoever has responsibility for this -- please look into the hours and attendance of the Grand Ave crossing guard/s! * I love the little staircases and shortcuts throughout Piedmont. Is there a map of
them? It would be great to have one. We made a decision to walk to an event in Piedmont recently instead of driving after we learned by chance there was a shortcut path that cut the walk time down and made it much more pleasant.

167. The upper part of Wildwood Avenue, between Winsor/the seven corners and Wildwood Elementary is a primary route to walk to school for many students. Because the roadway is curvy and narrow, cars generally park on the sidewalk to ensure that their parked vehicles aren't hit by passing cars. The parked cars along this stretch are a mixture of adjacent residents and staff/parents parked for the school day or for a short while. I am understanding when people park on the planting strip section of the sidewalk, but I am bothered when parked cars infringe on the walking path portion of the sidewalk. I'm not saying that I feel in danger - normally you can wind your way around the side fender or rear bumper (of cars pulled into their driveways) without putting yourself into traffic. It's that I feel disrespected as a pedestrian, that people have decided that the space dedicated to walking is only important in so far as their vehicles are accommodated first. Sometimes I feel like I'm walking through a parking lot to get to school rather than walking along a pretty street in a small town. One idea that I have to enforce the "compromise" of allowing cars part way onto the sidewalk (the planting strip) is for the city to paint a line along the length of the planting strip and officially designating the parking area as just the street side of the line. One sign announcing the fine for parking over the line (municipal code for blocking sidewalk) would give people the picture of the lines enforceability.

168. We already have crossing guards at all schools. We need to create pedestrian buffer areas around all school entrances, and bulb out sidewalks at pedestrian crossings around schools so children have less distance to cross. Related to school children safety: the white auto drop off zone on Vista Avenue in front of Schoolmates (across the Fire Station) is too short, and cars are always double parked. This needs to be made at least two or three car lengths longer, or no parking should be permitted here before 9 AM.

169. Slow down the traffic in Piedmont - just too fast for safe walking across most intersections

170. Add bike lanes. Increase the number of controlled intersections so cars don't speed through town and it's safer for children to walk.

171. I think promoting walk and ride to school days would be helpful; my daughter rides nearly every day to Havens and she is one of the few. Maybe the schools could reward those who ride with recognition (like they probably do for perfect attendance)?

172. Less reliance on Stop signs, and *no* reliance on Yield signs--motorists aren't complying; put in stoplights and enforcement cameras. Start enforcing that 25 mph speed limit that's posted but nobody's honoring.

173. Improved lighting would be great on Hampton near St James. There is also a blind hill where cars are going at a very fast clip. Crossing Hampton at St. James is pretty dangerous. Walk to school days are terrific. Maybe join up with Oakland Urban Paths to have people discover the footpaths and staircases to encourage walking. Also the paths through Piedmont Park need much more lighting, perhaps motion-sensor detection so it doesn't stay on all night.

174. I can not speak to this.

175. Again, lower Wildwood is extremely dangerous. We've raised this with the police and city many, many times. Studies have been conducted, but nothing has been done short of creating one crosswalk near the triangle park. A round-about should be considered as well so that cars driving DOWN the hill from Magnolia, Wildwood, and Nova will be forced to slow down. Also, cars turning into Wildwood from Grand always use this lower section of Wildwood as if it's an expressway to get up the hill faster.

176. Better wayfinding signage for walking paths & stairways. Promote Safe Routes to School programs and walking school buses.

177. I think the only problem to walking in Piedmont is the behavior and speed of automobile traffic. It's not bad, really, but it seems to me that the character of Piedmont would allow a new way of thinking about auto traffic. We don't really need to go all that far, and so we don't really need to drive all that fast. We could claim our streets as primarily for walking and biking and even playing and places for our kids, and therefore lower auto speed limits to 20 mph or so. That would turn all our streets into resources for walking and biking and not really inconvenience drivers much at all. I do think, however, that Oakland Ave and Crocker/Mandana should be calmed, kinda like Grand Ave around Oakland Ave before it turns into Happy Valley. That's a nicely designed street, though it could be even more calmed.
178. 1. Parking! I would like to walk around Central Piedmont, but it is too far from our house on the outskirts to walk all the way. If I could more easily park in central Piedmont, then I could walk and do more in town. But parking is often tricky, which discourages me from going there at all. 2. The crow’s-flight distance from the outskirts to central Piedmont is only about 1 mi, but walking/driving distance is more than twice as far due to twisty roads. If there were a stairway/walkway from St. James Pl. or Valant Place to Indian Road, this would eliminate most of the excess distance, and it would become far more feasible to walk from the outskirts into downtown.

179. Lighting is needed on the path and stairs between York Drive and Ricardo Avenue, which is very dark at night.

180. More or brighter street lights. Dark areas on Hampton between St. James and Sea View. Dark area on Lincoln between King and Sea View. Dark area on Dudley between Littlewood and top of hill

181. The path connecting Moraga near the Coaches Field up to Maxwellton/Abbott (Spring Path) is a fantastic resource, but there is a drainage/run-off problem near the top of the path that makes it tough to navigate in any kind of wet conditions. The path is wet in spots even in dry weather. It seems the spring is not hitting the creek but running down part of the path instead. It would be great to figure out how to redirect the water to the creek so the path is more passable.

182. Anything that promotes walking too and from school is good. It would help to reduce traffic and pollution.

183. Adult bike parking racks near transbay bus stops (especially near the downtown one and near the casual carpool pickup locations) and/or near the schools (Havens especially) would be great. Right now, I’ve got no good places to lock up my bike if I want to ride to the bus and leave the car at home - same for bringing my kids to school with bikes and then heading to the city.

184. need more consistent crossing guard service at corner of Grand & Oakland Ave., maybe longer hours (not sure what paid hours are)

185. Crossing guards at high school locations on Oakland Ave, near and below Havens school, are on one side of street only and told to only help those on their side of the street, even so they seem hesitant to come out into the street due to the large amount of traffic not always driving at a reasonable stopping speed? Students wait a good bit of time forming a group before allowed to cross.

186. The wooden boardwalk along coaches field and Moraga is in absolute need of repair as the screws are sticking up form the walking surface creating dangerous tripping hazards. Some boards need replacing as they are rotting away. This needs immediate attention.

187. Crossing guards (or PPD traffic control officers) at all the Middle School and High School.

188. I think all schools including PMS and PHS should have crossing guards or police officers controlling traffic. Many students who walk home or to other after school events can’t or are put in danger because of all the cars waiting to pick students up. I even remember a student got hit by a car in 2009 he lived but that should not happen.

189. The plants cover the sidewalk some places, like Wildwood downhill from 7 corners. No one has their front door on the downhill side so no one cuts back the plants. It is sometimes scary to walk home from High School through near the creek because the dogs are running really fast and sometimes they are aggressive.

190. A crosswalk across Sheridan at Highland.

191. Speeding traffic is a problem on Indian Road, especially from St. James down to Sunnyhills. Heavy traffic by building contractors (large pickups) and cars, often driving fast and not even slowing at the intersections near Indian and La Salle. It’s a thoroughfare from Oakland up into Montclair. Also lots of walkers, who have to be very careful because of the speeding vehicles. (Not to mention high burglary rate on St. James and Indian because of ease of exiting Piedmont on these roads - little routine police patrolling to deter speeding and burglary.)

192. The sidewalk to curb dirt strip on Oakland Ave., owned by Piedmont (below Monte Vista to Olive Ave) has been full of weeds for decades until recently (& the weeds are growing back) & no bus bench... so really a mess & difficult for kids to catch the bus to go to middle school & high school. Kids end up w/ burrs & thistles all over their clothes waiting for the bus. The crosswalk is ineffective as the cars just whiz thru it... needs a median strip so kids & bicycles can, at least, be safe in the middle of the street b4 continuing to cross between speeding cars.

193. A pathway some where from Scenic or Alta would provide a nice access to Blair Park for many residents on that side of the canyon.
194. The stairs on Wildwood Ave. leading to Warfield need to be repaired and I believe there is not a railing - I rarely take this way because of this so I haven’t checked lately if any modifications have been made. When I walk to Lakeshore I walk on the other side of Wildwood Ave.

195. It’s pitch black where Highland turns into Wildwood and goes down Wildwood Avenue -- right there by all those bushes-- there’s no light whatsoever.

196. Traffic generally too fast on Hampton around Saint James Drive.

197. Bike lanes would be wonderful for the kids riding in town. Also, a few speed bumps on the steeper hills, particularly when there is a turn in the road. Pedestrians and bikers are in danger at that time. Also, I have a great walking opportunity- can we please open the Piedmont Reservoir so we can walk there?

198. Many mid-block walkways receive no maintenance and are covered with fallen leaves, branches encroaching into the walkway and are not signed. At the intersection of the walkway next to 216 Wildwood and the private lane behind Wildwood and Ranleigh, there should be an overhead light. It has long been a place where kids smoke, and leave litter.

199. A complete bike lane on grand ave. if grand was made into one lane, it would slow down traffic and make waking better. Also, a center bike lane would be near. See the one on Pennsylvania ave in Washington, D.C. It makes bike riding great without impeding traffic and parking and it is safer than putting it on the side.

200. Oakland Ave overpass sidewalks need railings! The Oakland Avenue bridge over Linda Ave is a frequently used route for kids to get to Beach school. It is narrow, with very fast traffic including large trucks and busses. If a kid were to tumble over the curb, the results could be disastrous. I would really like to see a railing along that sidewalk to help prevent anyone from falling into the street there. This is a major safety concern for me -- I have two first graders and it makes me very nervous to walk along that bridge with them. Even more so if they are on bikes! Yikes!

201. Be sure each and every “secret sidewalk” in Piedmont is maintained! These sidewalks, often with steps, connect small-street neighborhoods with parks, schools and through streets. A relic of the way the neighborhoods were developed to work with the Key System, secret sidewalks make kids’ routes safer and help to mitigate the hilliness of routes that follow streets alone. They are very significant in maintaining the walkability of our neighborhoods!

202. path lighting and add steps on the steep pedestrian path between Monticello & Dracena Park. It gets slippery with leaves or when it rains. Difficult for older folks & children. On the other hand the ramp makes it easier than steps for strollers... tough choice! Maybe steps with cutout track for stroller & bike wheels? Would like promotion of community early morning walks & late evening strolls. “Constitutionals”?

203. My wife walks an hour and an half everyday through Piedmont for exercise. I hope she fills the survey!

204. As noted above.

205. Linda/Grand has no crossing guard and is not safe for elementary school students. The Beach kids on Fairview etc. have to walk two blocks out of their way to cross at the light at Oakland and Grand (where there is also a crossing guard). The pedestrian pathways need signage - even neighbors can have trouble finding them, and no one who didn’t live in the neighborhood would ever know they were there. Lighting could also be considered on some important pathways if the neighbors were amenable.

206. The gumballs that sycamore trees produce can be a hazard to walkers. I know of more than one person who has stumbled over a gumball and has been injured.

207. The shrubbery along the footpaths should be trimmed more frequently--they often partially obstruct the paths.

208. Generally if one likes hills, Piedmont is a good place to walk. The streets are well maintained, there is a good Police presence and other walkers are generally friendly.
“Have we forgotten any major general challenges to biking?”

70 responses

1. Blind streets - most blind spots in Piedmont are on roadways, not intersections. Road narrowing on Grand where bikes lines compress into traffic lines - bot well designed or marked. Facilitate use of walkways so bikes can be rolled rather than carried up these steps.
2. I would like to bike in Piedmont, but cannot because of lack of safety for bicyclists.
3. THE ROADS ARE TOO NARROW for cars and bikes!!!!!!! The development of biking lanes is creating a very dangerous situation!!!
4. Having no ramp and just curb.
5. that because piedmont being a big hill its okay to go down but going up is a problem
6. No
7. The sidewalks aren't big enough for multiple bikes.
8. heavy backpacks
9. none
10. Since Piedmont is so small and hilly it is not a great place to bike.
11. I don't bike just walk
12. never biking
13. No shared roads or dedicated bike lanes
14. lack of designated bike paths
15. THEFT!!!(it'll get stolen). Theft is a major reason I don't bike to stores and parks.
16. There aren't any!
17. The sidewalks are my main concern
18. having a destination like a coffeee shop or something similar.
19. no
20. pumps at gas stations for filling up tires
21. hope you havent forgotten anything that i know of
22. lots of times when their is a bike lane people think that the bikers need to be in the bike lane but really the car lane is for cars and bikes
23. none
24. curvy streets
25. crowded paths
26. no thank you
27. derectional
28. Can't over emphasize clueless and aggressive drivers
29. This is not an ideal natural environment for biking. To get anywhere, you ultimately have to get on a freeway.
30. No real destinations for biking. Most places of retail or work are outside city limits
31. bikers do not obey traffic rules
32. idiot bikers who are reckless
33. I don't bike
34. How about installing a few drinking fountains around town for bicyclists to use.
35. visible BIKE LANES
36. Fast traffic
37. Narrow lanes - bikes get squeezed.
38. Too narrow streets
39. Too dangerous to bike in Piedmont.
40. Laws which not only ask drivers to "Share the Road" but, when there is a conflict to categorically and consistently "yield the Right of Way to Pedestrians in all instances" or face severe penalties (points on license, revocation of license, criminal record, fines, etc.)
41. More police on Highland before and after school to stap motorists from driving around the schools so fast.
42. lack of public restrooms is a problem for bikers and walkers
43. There are no bike lanes or shared arrow signs along the major streets. Moraga Ave is particularly problematic because riding uphill is necessarily slow for us average cyclists and the speed of the cars can easily overtake a cyclist on a curve. Routes to cross Piedmont from north to south, say from Moraga to Park Blvd. can be dangerous at spots. For example, Highland weaves through the center of town. St. James is a natural route from Highland/Crocker to Park Blvd., but the curves in the road and the parked cars narrow the right-of-way in a way that endangers cyclists (and motorists). Creative solutions are needed to correct the common problem of narrow roads: how about motion sensors that periodically warn oncoming traffic that a car or bicycle is approaching from the other direction. Such solutions would benefit all--drivers, walkers, and cyclists.
44. Cyclist safety education is something to consider as well.
45. Need bike parking racks at ACE Hardware and CURVES and BALET STUDIO on Grand Avenue’s commercial area.
46. Lack of general acceptance if bike riders and their rights of the road
47. roads are too narrow for 2 cars passing at the same time, too windy/poor visibility
48. No lanes marked for biking for one, the traffic is too busy and fast to feel safe biking, the hills are definitely a challenge
49. No room on Moraga, bikers are always in danger of being hit heading south from Route 13 down Moraga
50. Few/no bike lanes is the major challenge
51. thr should be significantly more class II bike paths and/or sharrows if lanes are to narrow.
52. general misunderstanding if biking rules by cyclists and drivers
53. OMG, really? Do you honestly think the city SHOULD provide a place to shower and store clothes? At what cost? Get real.
54. Narrow roads combined with drivers who are unaware of how much space they use.
55. So far, I don’t bike in Piedmont. I walk everywhere.
56. More cars on the road is the biggest problem. Biked a lot as a kid, but didn’t have to deal with so many aggressive drivers.
57. drivers need to remember to look for kids on bikes
58. There are no bike lanes on Moraga, a major route from Piedmont to Montclair.
59. Proper police training on bicyclists’s rights and obligations.
60. We need protected bikeways and dutch style intersections.
61. Lighting is poor enough just for walking
62. Racks are the #1 issue. Focus on downtown near casual carpool pickups and transbay bus stops.
63. hills. I feel terrible every time i get in the car to go grocery shopping, particularly if I’m just going over the hill to Montclair, but the hill is too daunting. But it shouldn’t be. I do laps on that for exercise, so why don’t I do that when I need to do a quick shopping trip? I think it’s b/c I don’t feel safe on a bike in downtown Montclair, there isn’t enough good/safe space for parking bikes, and I don’t have a bike with a "storage system" for hauling stuff.
64. All flat places for children to learn are places that are off limits.
65. car "quick stops" @ stop sign on Monte Vista allows no space between cars to bike or walk across Oakland Ave. down the hill to Grand from the Piedmont City Limits
66. We seem to have loads of bicyclists on weekends going through town., which w indicate that the city is pretty bike friendly.
67. Moraga Ave. east of Mesa is a deathtrap. There is no place to bike on the busiest entry to Piedmont.
68. You already mentioned it: agressive drivers!
69. at this time, I do not bike.
70. Parking on narrow curvy hilly streets throw bike riders into path of drivers who can’t see them. Drivers need to be reminded that bikes have a right to be in the lane if necessary. People don’t know how to ride bikes in urban areas. Need to make information and education (practice) available. Desire to look perfect. Hard to wear high heels and bicycle. Helmut hair. :-}
A-6 | “Are there particular streets where you would like to see improvements for bicyclists?”

205 responses

1. On Grand between Wildwood and Greenbank a bike lane or sharrows are needed. Either the amount of traffic lanes should be reduced or sharrows and possibly green strip should be painted. This may be the busiest bicycle street in Piedmont. Example in Oakland 40th street near the BART station or the planned road diet for Broadway between College and Highway 24.
2. Ascending/descending Oakland and Magnolia: develop "switchback" routes that show people how to climb/descend to central Piedmont. Include the walkways in this design. Example: add ramp to York/Ricardo walkway so bikers can access Artuna and then Dracena pathways as. Use walkways to link streets for bikers. Moraga - bike lane, signage. Have observed a technology where flashing lights indicate a cyclist is ahead on road - use for blind curves on Moraga. Use gentler Caperton, not steeper Lincoln, for the Mountain Ave bike path. Paint a bike lane all the way from Cambridge to Ace on Grand.
3. Oakland and grand
4. St. James is very narrow. Don’t know what could be done about that.
5. Change Highland ave from four lanes to two lanes with bike lanes on each side and a turning lane down the center. St. James is a great flat street but dangerous for biking. Not sure how to fix that.
6. Better for biking
7. Not really.
8. Moraga Ave @ Coaches.
9. It seems there should be bike lanes on Moraga with it being such a high traffic area.
10. Oakland Avenue is pretty bad -- not sure of a potential solution. The bridge is a huge limiter. Grand Avenue with the double lane is also really bad, but that can be solved really easily by making it into a single lane and a bicycle lane. Moraga is also really bad -- super-busy, and there’s no bike lane. And, La Salle is super-dangerous. It’s just hard to go East-West in Piedmont in any sort of safe way for adults. And it’s totally prohibitive for kids.
12. Bike lanes: Highland, Grand, Moraga
13. Exclusive bike paths 6’ or wider on: Highland Ave, Crocker Ave, Mountain Ave, Seaview Ave
14. Bicyclist coming down Moraga Ave. often gain a lot of speed and it can be dangerous for cars who park on Moraga pulling out of their spaces onto the street. You can hear or see bicyclists at that speed.
15. Grand Avenue
16. Completing the bike path along Grand makes a lot of sense. Grand should be put on a "road diet" by eliminating car lanes (so that there is only one lane each direction and a turn lane), adding bike lanes, and, possibly putting bulb-outs or parklets in spaces with excessive pavement (for example, the intersections of Grand & Fairview, as well as Grand & Wildwood). This would also contribute to pedestrian safety, by slowing cars down. The crosswalk improvements I suggested in the pedestrian safety section of the survey would be part of the overall redesign of Grand Ave.
17. Make the green light a few seconds longer when crossing Grand at Rose / Ronada.
18. Strip bike lanes or install share-the-road signs on: Moraga, Highland, Crocker, St. James, Trestle Glen, Hampton, Wildwood, Grand, Oakland, Lakeshore
19. A very clear-headed man wrote a letter to the editor of one of our two papers a couple of months ago asking why spend money on something that's not a problem? I admire the spirit of a person who is willing to bike our hills, however, I don't believe Piedmont needs to spend uselessly to stripe our streets, take away parking from residents, etc. to accomodate a problem that really does not exist. Who is stopping bikers from using our streets--no one. What in God’s name are you going to do about Moraga Avenue? The Piedmont PD takes NO steps to control traffic on Moraga which, as it is, is very dangerous for drivers partly because of its blind turns. I spoke to someone who said "well, there is NO sidewalk there." I said, you are wrong--there is a very long protected sidewalk going to Coach's Field. There, the bike people are asked to WALK their bikes--but bet they NEVER observe that rule, NEVER. The idea of adding biking to Moraga without making MAJOR changes for the safety of others would be yet another sting of City Hall being duped
into being PC and yet not caring for the safety of those who do use that artery every day.

20. The development of bike lanes in Piedmont is an ill conceived plan. The roads are so narrow and curvy, that most roads can barely accommodate two way traffic. Add to the mix speedsters who don’t anticipate what is around the next curb. And to start implementing “traffic” slow downs, inconveniences all Piedmont citizens. What are the demographics that show this is something to improve or benefit the majority of Piedmont citizens??

21. Bike lanes need to be placed on Highland and Oakland Ave. Also, bike lanes, and traffic calming need to be placed on busy streets and near the schools. Bike route signs could be placed to mark where important landmarks are.

22. Well on busy street and people walking a lot on that street it would help to have a bike lane.

23. No

24. Yes all the main roads in piedmont

25. No.

26. No, the bike routes are pretty good.

27. Not, the bike routes are pretty good.

28. I think that there should be bike lanes on all streets that are used a lot

29. No

30. I don’t bike alot.

31. oakland avenue

32. there should be more bike lanes in Piedmont, in places where people bike often.

33. none

34. I think the streets are fine.

35. Saint James Drive is a busy biking thoroughfare which is also quite busy with cars. The street is long, narrow and very winding. It can be difficult to share the road with bike riders. Because cars are still the primary mode of transportation for most Piedmont residents and Saint James Drive is used regularly as an important route in and out of the city for many of its residents, cars should continue to have the right of way on Saint James Drive and not give priority to mainly out of town bike riders passing through on Saint James Drive.

36. None.

37. Grand Avenue: Piedmont needs to step it up for helping regional bike connections on Grand that pass through town. Bike lanes should extend from Cambridge to Ace facilitating both in town and through town riders. Oakland Ave: ditto

38. No Biking lane markings on most roads.

39. Improved bike lane on Grand Ave. Specific bike lanes along flatter streets in town. Marked-bike lanes & paths with signage such as in Berkeley

40. I would like to see more bike lanes on Magnolia because I noticed some people bike that way to school.

41. better lane paint on Moraga Ave from Highland to Oakland line to the east.

42. Highland Avenue, Sheridan Avenue. I think the center of town needs improvements.

43. The hills turn me off - as do the general bad drivers in California.

44. Bike lanes and/or speed bumps on St. James would be significant improvements.

45. Bike lane markers needed on Moraga Ave and Highland Ave

46. Moraga between Mesa and Coaches field.

47. I think it would be great to have some official bike lanes in Piedmont, similar to what Berkeley and Oakland have done. It’s not a big deterrent to biking for me since I know my way around, but it would be good to have a sort of "professional" or recommended route for bikes. I’d like to see car traffic reduced on the official bike lanes somehow.

48. It would be nice to have bike lane on Linda between Grand and Rose. lots of people bike this route.

49. Grand and the Cambridge/Greenbank: traffic calming. regular speeding in this area, need police presence

50. NA

51. Grand at Linda. The rest of Piedmont is pretty good for bicyclists

52. Grand Ave, from Silver Screen Video to the divided section along lower Grand. I would like to see it divided the whole way, with a single lane for driving and a wide area for biking.

53. want bike lanes on Highland, Moraga and other well used routes.

54. Linda Ave at Kingston and Rose. Grand and Linda

55. Absolutely NOT! It would slow traffic down and cause more problems with cars and pedestrians on our narrow streets.

56. going up Wildwood to get to City Hall/Piedmont Middle School/High School is, because of the drivers, risking your life.
57. I’m not sure, because I never bike and I wouldn’t know.
58. I don’t really bike to school.
59. no
60. I think Moraga Av. and Highland Av. should have bike paths.
61. Bike lanes near school would be nice, people almost run over me and my friends when we walk home, down Magnolia
62. I think there should be more bike lanes all around piedmont because there are not very many in piedmont.
63. I would like more bike lanes on Sanderingham Rd all around.
64. Maybe along Oakland Ave a bike path.
65. I think Mullberry’s should have a bike rack, and I think Highland needs bike lanes.
66. no
67. I would like a bike lane in upper Oakland Ave.
68. No
69. Highland Ave has some bumps in the pavement.
70. Actually I think they should put bike lanes through piedmont because I haven’t seen any since I moved here.
71. Not really.
72. I think piedmont Park should have more bike paths. Piedmont middle school should have more paths to get your bike to the bike rack.
73. There should be more bike lanes that lead to the school because from what I see, there are very few bike lanes in Piedmont.
74. Maybe Oakland if there already is one.
75. no
76. Yay along Wildwood Ave I think there should be a bike lane.
77. Bike lanes on Oakland and Highland Ave.
78. Yes, Highland, Hillside, Oakland.
79. Not really, because a lot of the streets in Piedmont don’t have a lot of traffic.
80. I think you could have a bike lane on Highland.
81. I think we should have bike lanes on Oakland Avenue.
82. Wildwood.
83. no
84. More bike routes in piedmont park.
85. On Highland I would like to see some bike lanes.
86. no
88. Not sure
89. Need a good alternative to Oakland Ave that is not so steep.
90. Grand Ave.
91. The traffic is fine. We don’t need bike lanes, bikes and cars co-exist very nicely.
92. Not really. Piedmont streets are generally not wide enough for bike lanes. Those that are have them. Don’t cut down trees or eliminate parking to solve this issue! That just causes other problems.
93. I bike a lot in Piedmont, for exercise and generally on my way up to the Oakland hills (2-4 times/week). I think it’s great. For my kids, 4 and 7, the problem is that the hills are steep and it feels dangerous to ride without marked bike lanes. For adults, it’s great. For kids, I actually think it’s not a great biking town because of the lack of bike paths. Where it’s hilly, not much to be done. Where it’s not, could be biking heaven for kids with better bike lanes/paths.
95. I commute on St. James, east-bound most evenings. There are a lot of cars parked on this narrow, windy road. It’s posted speed limit is 15mph I think, but no one goes that slow. It’s the best way to get through that part of Piedmont by bike, but it’s also very unsafe because of the speed of the cars and the lack of a line of sight and all the cars parked on the side of the road. I’m sure it was designed in an era when people had less cars, and didn’t park excess cars on the street as much. Not sure how to fix it, but it’s unsafe.
96. Hampton field to Schools.
97. Highland Avenue for sure. Maybe Oakland Avenue. Moraga would be nice but is a challenge given its narrowness. Ditto St. James, Sanderingham, La Salle, Wildwood, Prospect, a lot of streets in town.
98. Bike lanes, bike lanes, bike lanes! Hampton, HIGHLAND, Moraga.
99. Does Highland really need to be 2 lanes? How about a nice median and a bike lane?
100. Grand Avenue and Oakland Avenue, make it visible to cars are aware.
101. Moraga Ave, Grand Ave, Linda Ave (st?), Highland.
102. Oakland Ave and Jerome Ave -- traffic calming.
103. Oakland Avenue, Grand Avenue, Highland and Moraga.
104. Main arteries such as Oakland Ave, Moraga, Highland.
105. Bike lane on Highland Ave.
106. Given small size of Piedmont, it seems that it would make most sense to emphasize bike lanes or sharrows on major streets, ie,
Oakland, Highland, Wildwood and then connect major routes with some bike way finding at key intersections.

107. I’d love to see bike lanes on Moraga. Drivers go too fast up and down the hill, and while sections of Moraga are fairly wide, it gets narrow above Highland and near Blair Park to feel safe riding without bike lanes.

108. Highland Ave, the curvy section around the park. Moraga Ave from baseball field down to Pleasant Valley.

109. Grand Ave between Greenbank and Sunnyside - lanes are too narrow for bikes to share safely. Need a bike lane, or if not that - shawrows and "Bikes get full use of lane" signs. This is probably the busiest bike location in Piedmont. Same issue on Linda.

110. Highland and Arroyo should have bike lanes to hook into the developing Oakland system, which is clearly marked and has a safe feel.

111. marked lanes for bike to school routes

112. N/A

113. Highland. Oakland

114. Grand Avenue from Wildwood up to Moraga is too dangerous. There needs to be a designated bike lane.

115. Grand Ave. Moraga

116. across from WW elementary is a crosswalk that is right by a curve. makes me nervous for both walking/biking.

117. ALL OVER PIEDMONT!! :) #1, ALL the major boulevards: Highland Ave, Wildwood Ave, Crocker Ave, Hampton Ave, St. James Dr., Grand Ave, Moraga Ave, Linda Ave, Oakland Ave. See my specific comments of particularly dangerous intersections in the Walking section of this survey-- my comments apply equally to biking as well.

118. Traffic lights need markers for cyclists to know they are in the right place to trigger. Left turn at Grand and Ronada a problem. Upper Moraga needs a bike lane. Direct cyclists off lower Moraga to Ronada. Marked uphill bike routes from Lakeshore, Grand and Piedmont Avenues, connected with Oakland bike routes

119. I bike Grand Avenue to work almost daily. It’s a bit hairy, but not terrible. Some bikelane signage would be helpful. I wish there was room for an actual bike lane.

120. no

121. Grand Ave. Linda Street. Signed neighborhood route up from Grand Ave / Lower Piedmont up to Highland / City Hall / PHS / PMS - takes into account topography and traffic volumes

122. There should be a bike lane on Oakland Ave. It is well lit, but the traffic drives too quickly.

123. Highland Ave., Sheridan, Moraga, Mountain, Caperton (people come off of Mountain and speed to Sheridan on Caperton), Hampton.

124. Oakland’s green paint for bike lanes is very helpful for drivers. Bikers should adhere to laws and signs (stop signs, yield, etc)

125. Moraga needs help! It is dangerous sharing the road. Especially the lower section where it narrows at the last curve, near Ramona. It would be nice to have a bike path on Ramona to cut over to Piedmont Ave (currently it is the wrong way, but bikes will sometimes do this to avoid the heavy traffic on Moraga). Highland could really use some bike lanes too. I’m not sure that the lights all trigger for bikes. They seem to not always. And the pavement needs to be fixed across from the piemont park parking lot. St James Dr has too many cars parked in the actual car lanes, making it hazardous to go around them. Parking should be restricted to where there is room for cars to drive by.

126. Grand, Linda, Moraga, Highland or Hillside Ave, Park Ave

127. Suggest bike lanes/calming on Moraga Ave. Suggest roundabout at Linda/Kingston/Rose intersection. Suggest wayfinding signage throughout Piedmont at key intersections/points of interest

128. Traffic calming along Grand Avenue and Oakland Avenue.

129. Moraga from the Highland intersection down to Pleasant Valley.

130. I do not think Wildwood Avenue should be a bike route. I would like to see bicyclists encouraged to use Magnolia (which seems wider) and see biking prohibited on Wildwood with its blind curves. Recently I was driving up Wildwood behind 4 bicyclists riding abreast, who were keeping me and at least one car behind me at a speed of about 12 mph. In frustration, I almost pulled out around them on a blind curve, but I’m glad I didn’t because just as I had the thought, another bicycle came flying down hill in the lane I would have pulled into. A week later, I was driving down the same stretch of Wildwood, and suddenly encountered an SUV coming uphill right at me at what seemed like 50 mph. I stopped dead and it swerved back into its lane. Then I saw that it was just going around a bicycle ... doing what I had been tempted to do myself
earlier. I have lived in Piedmont for 35 years, driving Wildwood Avenue daily, and I have never seen it as dangerous as it is with all these bicycles. Please don’t put lanes, or anything to encourage biking along there. People need to be able to back out of their driveways, park in front of their houses, and drive up and down that main thoroughfare. The only major bicycle/vehicle injury accident I can recall occurred on Wildwood at the intersection with the lower end of Requa.

131. My last comment discusses specific problems along St. James and also along Moraga and is copied below: Moraga Ave is particularly problematic because riding uphill is necessarily slow for us average cyclists and the speed of the cars can easily overtake a cyclist on a curve. Routes to cross Piedmont from north to south, say from Moraga to Park Blvd. can be dangerous at spots. For example, Highland weaves through the center of town. St. James is a natural route from Highland/Crocker to Park Blvd., but the curves in the road and the parked cars narrow the right-of-way in a way that endangers cyclists (and motorists). Creative solutions are needed to correct the common problem of narrow roads: how about motion sensors that periodically warn oncoming traffic that a car or bicycle is approaching from the other direction. Such solutions would benefit all--drivers, walkers, and cyclists.

132. Bike lane on Moraga on the Blair Park side. Going uphill is harder, and cars are not respectful of slow bicyclists. More “15 miles per hour” signs in the hills, mount curved mirrors at blind corners, and more “Share the Road” signage.

133. Moraga Avenue is extremely if-fy to ride down especially where it narrows around Coach’s Field. Allow bicycles to ride on wooden sidewalk with the caveat that they must yield to the usually few pedestrians or be presumed to be at fault. More bicycle share markings on Highland Ave. As Highland becomes Wildwood Ave. at the down slope areas, need lots of signage and lights as bicyclists come downhill around some blind corners on the narrow street with parked cars.

134. Please see my comments in the previous section. Moraga Ave is a mess, from Pleasant Valley to 13 and from 13 to PV. High traffic, speeding traffic, curves, poor or no bike lanes, and poor or no “exit points”. Also, poor or no emergency stop areas - like if there is a mechanical on the bike, what to do? Harbord-Blair to Mountain: lots of kids, lots of commuters, high speeds, kids want to play in the triangle, cars veer into or use it for U turns, no stop sign at Dudley and Blair, the kids like the bike path on the reservoir side but it’s not in good condition and the crossing at Scenic and Blair is scary. St James needs bike lanes and more signage. Hampton needs bike lanes. Seaview needs bike lanes. Sheridan needs bike lanes. Wildwood needs bike lanes. Highland needs bike lanes. Oakland needs bike lanes. Grand needs lanes to be joined. Mountain needs bike lanes. Because of our hills, the kids don’t want to ride on the sidewalks knowing there are peds. But they don't feel safe in the streets either.

135. Highland Avenue and Moraga could use bike lanes as these are good potential routes to and from Oakland. As stated in the pedestrian section, traffic can be too fast and sometimes aggressive on Highland in particular. I have also experienced aggressive driving on Wildwood, Crocker, Hampton, St. James, and La Salle. These are all important bicycle streets.

136. Oakland Ave bike lane - from start to finish. Wildwood bike lane, Arbor, or Fairview. Bike signs on Oaklad Ave bridge to share the road.

137. Green bike lane across Highland avenue from Moraga through town, down Wildwood and up to Hampton field, and across over to Montclair is needed, as well as other trafficed routes - to be determined during bike audit day, and these surveys.

138. Bike lanes: Grand, Oakland, Linda Avenues. Ideally, green lanes like the ones on 40th. Bike route signs to direct bicyclists up the hill from Baja to Central Piedmont

139. Moraga Ave, by Pala, along the Blair park area

140. The few bike lanes in town haven't been painted and are fading. Moraga avenue gets a lot of “weekend warrior” spandex bicyclists, and better signage and a bike lane would be great for them. Grand Avenue from Wildwood to Arroyo should be retrofitted like Lakeshore is from the shopping district up to Piedmont. That is a perfect model for Grand.

141. Special bike lanes (especially uphill) on Oakland Ave. and Moraga Avenue. Bike lane on Highland Avenue. Safe bike lanes for children that they may use for going to school (and facilities to lock their bikes) with proper signage and enforcement of the rules. Safe biking education at Elementary Schools.

142. bike lanes on main thoroughfares
“Are there particular streets where you would like to see improvements for bicyclists?” Page 152

143. Oakland Ave is a nightmare–cars going too fast. It needs a bike lane badly. Condition of the road is so-so. Grand Ave is even worse–this is where you need a bike lane the most (besides Oakland Ave). People need to have reminders that bikes are using the road–they pull out of parking spaces, don’t use their signals. It’s very dangerous on a bike. Of course much of the worst part of Grand Ave is outside the Piedmont limits, but maybe this information would help down there anyway. Highland Ave is another street that needs a bike lane. Moraga is really dangerous–it badly needs a bike lane. Pleasant Valley needs a bike lane. All Piedmont streets could use a bike lane! Bike lanes, traffic calming and bike-route signs and markings would all be welcome!

144. First, we need marked bike lanes. Second, the driver must slow down and respect bikers.

145. Moraga
146. Piedmont Ave.
147. Estates Drive in between Hampton and Park Blvd
148. All along Grand Avenue (especially the southern part, going towards Grand Lake)--It’s far too dangerous to take families for bike rides down this wide street that would otherwise have plenty of space for a nice wide GREEN-painted bike lane–would need coordination with the city of Oakland, obviously. But when you think about it, there should be green-painted bike lanes on all major thoroughfares through Piedmont, including Highland Avenue, and even Moraga Ave

149. Bike paths along Moraga Ave, out of and into Piedmont.
150. I live here so I don’t need signage, but I know that many cyclists go through Piedmont since it is beautiful, good riding (great hills....which is good riding) and short-cut for some to get to the "Butters" route. So signage would be helpful to help direct those who are unfamiliar. St. James is the main way to get to Park and that is a tricky street for everyone. I’m not sure how that should be handled but if it is marked at a "Bike Route" at least the drivers have an understanding and be prepared that they’ll likely see cyclists. Overall, the drivers are great here, the road conditions terrific, and little traffic.

151. Wildwood and the Park. Wildwood is the main access road to central Piedmont from one side of lower piedmont, because of the park and school fields etc. Having a bike pat through the park (perhaps with a bridge?) to cross to central piedmont from lower would be a HUGE improvement. Or designating certain paths in the park as bike paths (preferably not allow the gien where walking and dogs are). Better lighting, especially on narrow, winding streets - especially wildwood. Or, perhaps path lighting on a bike path that would go through a bike path/bridge to help with later afternoon / early evening extreme darkness in Winter.

152. definitely bike route signs posted throughout city. poles are already in place so i should be easy. then pavement markings, sharrow at a minimum & class II & whole streets for bikeways. easy bike access should be on all streets.

153. Yes! On Moraga from Highland west. Cars drive all over the road at high speed. If you are riding a bike, you are at high risk of being hit from behind by cars using all of the road (not sharing). I was hit by a pickup truck on Moraga going eastward at low speed (uphill). Moraga would be a great place for Green Bike Lanes from Pleasant Valley all the way to Montclair. And Highland Avenue from Moraga to central park. These are commute corridors.

154. The kids who ride skateboards down the middle of Wildwood (from the top to the bottom) are endangering their lives and the lives of others. Is this legal?
155. no

156. Bike lanes on Highland, Hampton, Skyline, Mountain, Moraga
157. Highland Ave
158. Moraga at coaches field. Highland "S" curve in the center of town
159. Bike lanes from city center to: Hampton Field, Coaches Field, Crocker Park, Dracena Park
160. Traffic calming -- Grand Ave. I’m too terrified to bike there but I feel sorry for the cyclists I see. Bike route signs -- Linda Ave into Oakland (Piedmont Ave). I wonder if Cambridge above Grand (where it widens) and Blair could be good "official" biking streets. They’re wide, calmer than Oakland (despite drivers who use them as Oakland alternatives), and provide a safer route to school. And is it my imagination, or is that route less consistently steep than Oakland (i.e., more elevation spikes and flat stretches)?

161. The key opportunities for bike lane striping are Hampton Road, Wildwood Avenue, and Portions of Highland Avenue. Several stretches of these roads are too wide for the single traffic lane, and consideration could be given to either bike lane striping, widening sidewalks, or providing soft rubber (like in playgrounds) jogging strips. Hampton Road from Crocker to Glen Alpine is hazardous
because of speeding cars; traffic calming would help -- hopefully this can be done gracefully in "Piedmont style", with occasional roundabout, tree-planted medians in some strategic locations, etc.-- for example, intersection of Crocker/Hampton is beautifully done.

162. Wildwood, Magnolia, Highland, Moraga, St. James are great get around streets but traffic and lack of safe place to ride make these scarey.

163. Corner of Highland and Wildwood. Corner of Wildwood and Crocker. Corner of Sheridan and Sierra. Corners of Sheridan and Wildwood. Corner of Lincoln and Crocker. Corner of Lincoln and Sheridan. Cars tear through Sheridan up Lincoln or down Crocker, roll through the 4-way stop and then continue down Mandana. Need another stop sign on Crocker near La Salle

164. Hampton

165. Why does the bike lane appear/reappear on Grand Avenue?!
Discuss this with Oakland--nobody should be driving 40 mph down this road. Similarly, Magnolia, Highland, Moraga--major routes which should be placed on road diets with bulb outs and bike lanes.

166. Hampton near Saint James and La Salle. Bike route signs would be great to show best routes that are least steep and destinations such as parks, main streets (Lakeshore, Moraga, Grand)

167. No.

168. Moraga, Highland, Oakland Ave...there should be bike lanes or measures added to slow down drivers if bike lanes are not doable (add sharrows and share the road signs)

169. Oakland Ave., Wildwood Ave. both could use traffic calming and thoughtful planning for bike lanes (again, 40th street near the MacArthur Bart station has a great example of how visual bike lanes can contribute to traffic calming). Also, installing more cross-walks at the mid-section in lower Wildwood (between Grand and Nova) and other sections of Oakland Ave. with blinking lights would help young children cross with their bikes, scooters, or walking.

170. Bike lanes on the continuous route of Highland/Sheridan/Wildwood/Crocker/Hampton. Most of this route has excess road width. Climbing bike lanes on Oakland Ave and sharrows downhill. Sharrows on Crocker from Oakland border to Hampton. Sharrows on La Salle. Traffic calming on Linda Ave

171. Coordinate with Oakland to continue bike lanes on streets that run through both cities (e.g., Oakland Ave and Grand Ave). It is frustrating to have bike lanes end at the city limits, and Oakland is currently more proactive about planning and implementing bike lanes. Check the final bike and ped plan with their bike coordinator to be sure that ideas make sense; many people (and especially commuters) who are biking in Piedmont are going to or coming from Oakland.

172. Bike lanes on Grand! I don't know what to do about Linda, because it's already fairly narrow and has a low posted speed limit, but is still uncomfortably dense with cars, especially on the slopes where it is hard to keep up. A separated cycle track along the whole thing would be great, but probably isn't practical within the right of way.

173. Oakland Ave and Crocker.

174. The intersection of Grand and Oakland has absolutely no bicycle infrastructure, and most bicyclists roll up to it going very fast - unable to react to motorists that don't signal. This could be remedied with protected bikelanes, bike-specific signals and signal phasing, and dutch style intersections. Even though Grand has bikelanes, they are too close to bikelanes and parked cars. Especially when going down a hill. Extra wide protected bikeways are necessary.

175. Wildwood from Grand Avenue to Wildwood School

176. Moraga

177. Oakland Avenue, Highland Avenue

178. Traffic calming on Moraga to better accommodate bicyclists would be great, especially in climbing the hill on either side of Coaches Field.

179. our kids aren't in school yet. We live on St. James Drive. They will go to Wildwood, and I want them to walk or bike to school every day. I do feel that cars drive too fast on St. James Drive and Wildwood Avenue, particularly for how curvy these streets. It would be great to see clearly marked bike lanes along the main arteries to the various schools and parks (the green 3D stuff they mark streets with - San Francisco has done this, and it's great). It's a fabulous visual reminder to cars that they are not the only ones with rights on the street. http://pqliving.com/where-green-meets-road shows another example. St James Drive is a difficult street, but I'm not sure what can be done to improve it. Everyone parks on the street as the garages are small, it's curvy, busy and a main artery that commuters use and they go too fast. I've had numerous near missed trying to back out of my driveway from someone coming around a corner too fast. The corner of St James and Hampton is another dangerous spot as cars drive fast on Hampton and there's a
rise on the west side (I think it’s west? Boy I seem dumb....) and St James leading to Hampton is a hill, and when I’m on my bike at the stop sign, a dead stop going up hill, with two kids in the Burley, and then I get going to turn left to get to the main area of town, it’s hard and slow going.... and invariably someone comes screaming over that blind rise. I’ve had a few minor heart attacks and keep trying to remember to go a different route. I know it’s outside Piedmont, but it’d be great to see a green painted bike lane on Park as well......

181. The wooden boardwalk along coaches field and Moraga is in absolute need of repair as the screws are sticking up form the walking surface creating dangerous tire punctures. Some boards need replacing as they are rotting away. This needs immediate attention.
182. Magnolia
183. Going uphill on Moraga Ave between Highland and Blair Park could use some protection for cyclists. Acknowledged that there is not much roadway width to work with. Uphill on Moraga Ave between Pleasant Valley and Highland Ave could benefit from striping for a bike lane. The resultant visual narrowing of the car lane would have some traffic calming effect as well. Road signs on Moraga Ave and on Grand Ave could be used to remind and/or educate motorists: (1) Bicyclists are allowed full use of lane; (2) 3-foot clearance requirement; (3) "translation" to words of the icon used for "sharrows". Some motorists have no idea what the icon means. (Recognized that signs add to visual clutter and have no impact on some motorists.)
184. Bike lanes and signs needed on busy streets such as Hampton.  
185. PLEASE, traffic calming from Piedmont City Limit on Oakland Ave. down to Grand Ave. Olive Ave & Sunnyside Ave intersections are impossible to cross Oakland Ave. to go from one block to the other.... crossing Oakland Ave is dangerous, someone is going to be t-boned. The sight line on both Sunnyside & Olive facing south, trying to cross, is blocked by ivy & parked cars. Go look. The police officers know these are dangerous intersections... ask them.
186. Moraga from Highland to Pleasant Valley. Bikes go really fast there and parked cars on street make it very skinny.
187. I think bike lanes on r streets are going to make them more dangerous. The intersection at oakland and highland for example.
188. Linda Ave. has no room for cyclists -- just parked cars and cars -- need a "sharrow" or something to indicate to cars that bikes can share the road. Grand Ave from Ace Hardware to Oakland Ave. has no bike lane or shared lane markings.
189. Moraga is dangerous for cycling. It's a major artery to get down the hill. There are few to no alternatives paths, making it a necessary evil road for bicyclists. There are no bike lanes, unregulated speeds for drivers ( it seems most people drive 45 to 50 miles/hr---I’ve never seen a police officer issue a ticket on moraga), and blind curves. Many cyclists ride this road daily as a part of their commute. Please make it safer
190. Moraga, Wood
191. Highland is too fast for kids to cross
192. When I was a kid, half the kids biked to school. Now virtually none do. Overprotective parents is part of the problem but the schools should be encouraging it. Secure bike racks with surveillance cameras might help.
193. Grand ave. park Ave.
194. Grand Avenue - especially in the area close to Linda/Oakland/Cambridge/Lake to make a safe bike route to Beach School. Traffic claming measures all along Oakland Ave. are important.
195. I bike daily from lower Piedmont to my job in downtown Oakland. One of the riskiest portions of my 2.5 mile ride is on Grand Ave, between the Grand/Lower Grand Y and Sunnyside Avenue. Drivers are extremely aggressive in this stretch, and the lanes are narrow. Please work to define a bike lane in here if at all possible. It is death-defying to be the lone cyclist here in the mornings! (And it is so risky in the evenings that I take another route: up Broadway and Piedmont Ave and over on Pleasant Valley.) An "early win" approach to the Grand Ave squeeze is paint and signage. BEST: a painted green bikepath on the street, right lane, as just done on 40th in Oakland. OK: Sharrows painted on the right hand lane. BARELY ADEQUATE: "Bikes allowed full use of lane” sign.
196. Grand ave from Shell station to Lower grand is too narrow for bikes to ride in the right hand car lane.
197. Close a lane of Grand Avenue between Fairlawn & Oakland Aven & Greenbank? Both sides of the Narrows of Grand Ave need a bigger bike lanes. That curve on the downhill side is really scary and the existing bike lane is too narrow & bumpy & often has leaves/trash.
Slow down the traffic & give painted symbols. Scary ride up Magnolia or Wildwood - not sure what we could do about it - except slow the traffic & Bike Route signs & painted street symbols. Bike route signs and symbols would be very helpful through-out town. Moraga needs bike lanes. Slow cars down going around curves. Signs & symbols...Monticello & Highland - Mesa to Blair park. Let bikes ride on sidewalk? or? It would be great to have bicycle route/bus route maps on a large board at public places - Police station, Exedra, all schools, Mulberry’s, the bus-stops, gas stations.

198. Numero Uno: Moraga Ave, especially between Highland and Coaches’ Playfield. needs a lane on the uphill direction and a sharrow on the downhill direction. Signs and striping bike lanes needs to be in the front, but let’s not forget that pavement condition is very important for cyclists, esp on the downhill direction.

199. I’d love to see routes mapped and marked into central Piedmont from Montclair, Lakeshore, Grand and Piedmont Ave for people such as myself - middle aged women who are willing to take a chance and get out there during the day, getting exercise and running errands on bike. I think it could be a game-changer for many if we had bike safety classes and marked routes.

200. 1. need sharrows on Moraga, Wildwood, St James, La Salle. 2. need to eliminate two lanes on 4-lane Highland, adding bike lanes. 3. need traffic calming on Wildwood, Moraga, Highland, La Salle

201. Grand Ave: road diet (3-lane section with one through lane each direction plus two-way center turn lane) would allow striped bike lanes between Wildwood (coordinated with Oakland) and Linda. Traffic volumes are low enough to merit further investigation (I sent Barry Miller an email about this). Highland Avenue: same thing, road diet so bike lanes can be striped. Moraga Avenue: climbing lane (striped lane uphill, sharrow downhill). Bike route marking: all previously-suggested routes need signage, plus bike routes are needed along the length of Wildwood Ave (connection to Wildwood School), plus bikeway connections to Dracena Park and Hampton Field. Winsor Ave from Wildwood 5-way towards Lakeshore (an easy connection to an Oakland bike route that people might miss otherwise).


203. Bike lanes from Park Blvd to Moraga along St James, Hampton, Crocker, Wildwood, Sheridan, and Highland. Bike lanes on Wildwood from Grant to Crocker.

204. The major thoroughfares including Grand Avenue, Oakland Avenue, Highland Avenue and Moraga Avenue.

205. The north bound curve on Moraga avenue going up just before Coach's is arguably one of the most dangerous spots for bicycles to navigate in the East Bay. The blind, sharp corner combined with the narrow street and fast traffic going up Moraga combines to create a dangerous situation. Anything that can be done at this spot will be helpful. A bike lane going up and down Oakland Avenue and along Highland would also be helpful. None cycling residents, and cycling residents, will need to cooperate to make the streets safe for everyone. Of course the steel surrounded automobile driver always has a sharp advantage in a mishap.
A-7  

“Are there particular locations where you would like to see bike-parking racks?”

165 responses

1. Piedmont High School
2. Civic Center plaza on Vista!, not buried around corner or in park. Recreation Department, PHS and PMS. Casual carpool zones.
3. safer
4. Not really.
5. Mulberry’s, Piedmont Park, Ace Hardware.
6. No
7. NO
8. Moraga, from Coach’s Field down past Highland.
9. Ace Hardware, if they are amenable. Linda Beach Playfield and all other City parks and fields. City Hall. Police Station. Community Hall.
10. No, I don’t want to see any. They will attract even more theft and thieves.
11. There needs to be bike racks at schools and at stores and banks.
12. In piedmont park and at mulberry’s if there isn’t one all ready.
13. Mulberries and the gas station and Piedmont Park
14. Yes near the schools parks and other popular well trafficked places
15. Mulberries and the gas station.
16. No, there are not.
17. A little more at parks.
18. around parks and other places like parks or schools
19. At more schools
20. I dont bike a lot.
21. oakland avenue
22. a lot
23. I think there are enough.
24. At parks and center of town.
25. Central Piedmont, Ace Hardware
26. Public racks in the center of town (Police Department Area) would benefit it and increase bicycle activity in the area
27. ace hardware on grand. wells fargo on Highland
28. parks and public buildings, also at mulberrys
29. how about near transbay commuter bus stops? That way, if there’s no room for your bike on the bus rack, you could lock it up...
30. I suppose the only place to really beef-up the bike racks would be in the "downtown" area near Mulberry’s and the park.
31. Piedmont Park and the other parks
32. NA
33. middle of town - near Mulberry’s or the park
34. not a problem for me.
35. Mulberry’s, Center Piedmont Park, Dracena Park, Linda Dog Park
36. No.
37. City Hall
38. At all the Piedmont schools, and on Grand Ave and all of the main streets. There should be a lot of biking racks on the main streets (Like Grand,) and schools to encourage biking.
39. i think there should be more bike rac at schools
40. I don’t bike, but you should put more bike parking racks near Mulberry’s.
41. Next to mulberrys.
42. No.
43. There might be some here already, but I haven’t seen any at school.
44. i think there should be bike racks at Mulberry’s.
45. no
46. the elamatory schools
47. mulberry’s
48. Around Piedmont Park their needs to be a bike rack(s).
49. near the piedmont park
50. mulberrys
51. On jerome
52. No.
53. everywhere in piedmont because biking is really popular
54. down and up on bussy streets
55. I think there should be a bike rack on guilford road
56. i think that their should be more in the schools
57. wildwood and PMS
58. No, I do not think there is a particular area where there needs to be a bike rack
59. no
60. maybe
61. Maybe at Muliberrys there should be a bike rack if u bike to Mulberrys.
62. Yes, Every Street
63. Maybe near Piedmont Park.
64. maybe at cityhall
65. More at Piedmont Middle School
66. There should be bike racks in front of Beach school for people who bike to school
67. by mulberrys
68. no
69. dracena park
70. no
71. Outside of schools
72. at havens more
73. at each school, public parks, Grand Ave shopping, and City Hall / shopping area
74. Not sure
75. Mulberrys
76. Schools, parks, sports facilities, shops and businesses.
77. No. Aside from school (where there are enough racks that aren’t filled), there is no need.
78. Ace hardware.
79. center of town
80. Recreation Center, pool.
81. Piedmont Park.
82. It’d be great to bike “downtown” but then there’s no place to lock up a bike near Mulberrys or to take the bus to work.
83. Mullberry’s?
84. Near Beach Elementary and schools, along bus routes stops, near stores, close to Safeway and Ace
85. Civic center, schools
86. Near the casual carpool on Oakland Avenue.
87. More at schools
88. Center of town near Exedra Fountain.
89. Schools
90. Central business district
92. Central town.
93. At lower entrance to Wildwood school - near where Winsor and Park View meet. I would also like that entrance to be unlocked when it should be unlocked reliably. More than once I’ve arrived there during times the gate should be unlocked, only to find it locked and needing to go around to the front entrance, which results in my child being late for school. Without the entrance being unlocked at proper times reliably, my child can not bike to school. There is too much traffic going to the front entrance of Wildwood school, and the hills are tough for a kindergartner.
94. Maybe more bike racks at the Middle School and elementary schools
95. 1. By B of A and Mulberry’s, 2. By Wells Fargo, 3. By ACE/Siegel’s Tuxedos
96. Near Mulberries!
97. At the schools, city buildings, and at the parks.
98. City Hall, the schools
99. Schools
100. How about bike-borrowing services, like in SF and other cities??
101. See my comments in the Walking section of this survey. I mentioned bike rack locations where they are NOT now. Basically, every public venue should have a prominent, covered, secure, and convenient bike storage– City/Veteran’s Hall, Piedmont Center for the Arts, Community Hall, every public School (and polling place) public parks, fields and play spaces, etc.)
102. Downtown Piedmont
103. no
104. The parks
105. At the banks, park entrances, and market.
106. City Hall! Jeez!
107. Schools, parks, stores, banks
108. Blair Park has pretty much no amenities, and has a plan being worked on now. That would be a fine place for a couple of stretches of bike rack, upper and lower park.
109. Coach’s Field, outside of the locked gates. More near the schools, and outside the Driscoll Theatre. Ace Hardware, various parks.
110. All parks. All play fields. All schools. All businesses (should be permit requirement). All community resources. All churches and other places of assembly. All community events like festivals, etc (this can be bike corrals)
111. more at the schools. they are all the way at one end. So more locations at the schools. At the parks and community center.
112. Dracena Park, Piedmont Park, Middle school, High school, elementary school (including scooter and skateboard storage areas),
Mullberry’s parking lot area, corner behind the garage near the church, in front of the BofA and Citibank on Highland, Hampton Field, Coaches Field

113. Need bike parking racks at ACE Hardware and CURVES and BALET STUDIO on Grand Avenue’s commercial area.

114. In front of every school, at the few shopping/retail venues in town. Grand Lake Ace for example.

115. Ace Grand Avenue, City Center and at all schools.

116. all playgrounds, parks

117. Bike racks should be available at any location that could reasonably be considered a destination: parks, stores, schools, etc. Mulberry’s could use them for sure! That would be good for the bank there as well.

118. 1) Schools, 2) City Hall, 3) Parks, 4) Stores/Banks

119. N/A

120. Not sure

121. Well Fargo

122. More in town, Mulberry’s, the park, all school, Library!

123. Ace hardware AND the garden center, at all parks, downtown in high visibility areas in front of all businesses.

124. Around the center of town - near the Excedra/Mulberry’s area.

125. Yes! At the high school track. At central park. At Wells Fargo. At CitiBank. At Mulberry’s. At ACE Hardware. All businesses SHOULD BE REQUIRED TO INSTALL BIKE RACKS IN PIEDMONT. I have to lock my bike to benches, to 25 mph signs, and sometimes to nothing. Global warming is real. Driving everywhere is killing us. Take your bike around town. It will save your life and preserve your children’s future.

126. Schools and generally around the center of town

127. At all schools, if they’re not there already. Ditto for downtown banks, Mulberries and City Hall.

128. no

129. Mulberry Market, Wells Fargo

130. High school, Mulberry’s, Dracena Park, Crocker Park, Center for the Arts

131. Veterans’ Hall.

132. Schools, Police/Veterans Hall, Mullberry Area.

133. Near the schools, Near bus stops

134. More at schools, near Mulberry’s, at park entrances (Piedmont, Dracena)

135. Near Kaiser, Safeway, and large grocery stores. And perhas along the main street of Piedmont Ave, but it might be too narrow - they could be placed on the sidewalk itself.

136. on Grand by the gas station and ace hardware

137. All schools. City hall. All parks. Piedmont Rec Center.

138. Linda near Beach Playground; outside parks/playgrounds in general.

139. Downtown

140. In front of Enssaro, Cafe Romanat, and Mulberry’s Market there should be bike corrals. Excess bike parking at all the parks.

141. At bus stops, in front of stores

142. Downtown - near havens, near the transbay bus stop, near casual carpool pickup spots (on Oakland both near havens and near olive/Oakland ave.

143. There should be ample racks at the schools and parks.

144. Piedmont Park. Highland Ave traffic circle area for access to businesses and Mulberry’s

145. The wooden boardwalk along coaches field and Moraga is in absolute need of repair as the screws are sticking up form the walking surface creating dangerous tire punctures. Some boards need replacing as they are rotting away. This needs immediate attention.

146. Coaches field

147. No

148. More downtown like High School and Valero or church and Mulberry’s.

149. Near all the mini parks in town.

150. no.... bikes can be stolen... only should be located @ main park & schools in secure areas.

151. All the parks.

152. There are not too many bike racks in piedmont. The more the better

153. All the Parks

154. Near mulberries

155. see above. People with $1000 + bikes generally won’t use bike racks. If they can’t bring them inside with them, they won’t use their bikes.

156. High school! Middle school! Mulberries!

157. City Hall, Main Park

158. Mulberry’s, City Hall, Police Station, Community Center, Piedmont Community Church, PMS needs more & better racks. Dracena Park,
Piedmont Park, Hampton Field. In front of Ace (is that piedmont?)
Near all bus stops.
159. um,  City Hall for starters......
160. More near Lake Merritt and Piedmont Ave.
161. Nope
162. City Hall! Piedmont High School! Piedmont Middle School! The
     Arts Center! The pool! The Wells Fargo building (Generally
     sprinkled around the civic center). Ace Hardware/Ace Garden
     Center. Dracena Park, Hampton Field, Generally anywhere there is
     a commercial, civic or park use.
163. Schools, Police Department, City Office Building. Piedmont Park,
     Beach Field, Coach’s Field
     Mullberry’s.
A-8 | “Are there other specific problems related to biking or opportunities for improving conditions?”

143 responses

1. Adopt modern bike lane design for Moraga and Highland - link these streets with the "green strip" as is seen on 40th. Must facilitate ascending/descending of bikes if they are to be used for daily trips to civic center
2. safer
3. More cross guards for both walking and biking for more safety, as well as more jobs.
4. Moraga Ave @ Coaches.
5. I’d love stepped up traffic enforcement efforts on Lake and Linda, as folks are always running that stop sign and then speeding down Linda in front of the school. It’s so dangerous! Stepped up traffic enforcement on Grand would also be really important. There’s a lot of speeding and a lot of competitiveness, especially heading up the hill from Oakland on Grand, where the lanes merge from two to one. And, that's where pedestrians try to cross, just when cars are stepping up their acceleration. In an ideal world, we’d love to have our kids be able to bike around Piedmont (even if there were just some bike boulevards), but as it is, it’s just too dangerous the way folks just speed around everywhere.
6. Stepped up traffic enforcement
7. No
8. A gentle uphill route is needed between Grand Ave and Highland Ave. Oakland Ave is too steep for many people.
9. Bike to School isn’t my favorite idea to promote. Bicycle theft is a problem in Piedmont. Bicycles on sidewalks are not always safe for pedestrians. Biking in the streets of Piedmont without bike lanes isn’t always safe. Bike lanes before promoting bike to school days.
10. Honestly, I'm not so keen on promoting biking to school for the elementary students at this point. So many safety improvements would need to be made. Plus the topography of Piedmont makes it even more difficult. As mentioned in previous section, the City could/should collaborate with schools' existing Walk & Roll and Safe Routes to School efforts.
11. This survey is about biking. It's not about pedestrian concerns or driver concerns. It is aimed at supporting the bike lobby's request to be heard and it will be the basis of trying to shove down our throats as citizens more tax dollars wasted on special interests and more hazards to others using the streets. If you are going to cave to this powerful "bike lobby" what are you going to do to CONTROL them as they negligently SPEED though crosswalks, jump lights, etc. putting pedestrians and drivers in danger--they are notoriously insouciant of anyone’s interests but their own. Opening bike lanes without enforcement, and without actually improving the streets for those who use them now every day is a mistake and a misuse of the people’s trust. The barking dog gets the bone?
12. I don’t see any benefits to this plan. If someone wants to ride their bike, they need to plan their trips according to the road conditions that currently exist. I did that as a kid, growing up in this town. I don’t promote children riding their bikes to school either where it will be too difficult for them. Bike to school days creates peer pressure, for kids that biking is not a good option. For example, the roads are too steep and difficult for even fit adults. This whole plan seems short sighted and not for the greater good. What percentage of citizens are going to benefit from this vs how many people are going to be inconvenienced and put into dangerous situations?
13. the street near Coaches field is a very busy and dangerous intersection.
14. I can't think of any.
15. Bigger paths in Piedmont Park
16. No.
17. There are not many safety concerns I can think of.
18. Not that I can think of.
19. definitely promote bike to school or work days
20. On intersections on Highland.
21. I don’t bike a lot.
22. none
23. I love biking in Piedmont.
24. My son bikes through Piedmont occasionally and says that there is no biking problem. Why solve a problem that does not exist? Personally, I believe that the many hills in Piedmont make biking in it unpleasant and it is not necessary and impossible to make it biker
friendly. Also, the distance from one end of town to the other is so short that any biking experience in it is minimal.

25. **THERE ARE MAJOR PROBLEMS WITH BIKE RIDERS.** They do not obey any laws. They go racing through stop lights, signs and stay in traffic lanes so cars cannot go by them. They come down Moraga faster than traffic. Near Havens school they make right turns just missing children who are waiting to be crossed by the traffic guard. There is no law enforcement done aimed at these carless, rude riders. Having been on the recieving end of bike rider rudeness and danger both walking and driving I am not anxious to see my taxes go to getting more of them on the streets.

26. None.

27. I think that there should be steepered up traffic enforcement efforts on Bike to school days.

28. Not sure this is relevant here, but I'd like more awareness around rules (common courtesy) for bikes, cars, and pedestrians. I take daily walks in the our beautiful city, and many times I am cut off by bikers on the sidewalk. 9 out of 10 times I also need to give way to bikers when crossing streets, even though I am there first and I am the pedestrian. It would be great if bikers could be more courteous to walkers -- I am afraid of getting hit by a biker.

29. Piedmont is an awesome place to bike. The pavement is usually pretty good, and traffic pretty light. The biggest issue is one that this survey can't address.....the hills make it tough for young children to start out. Otherwise, its already the best place other than perhaps Alameda to cycle in the east bay. Lighting in early morning hours is spare, but those of us who really ride, use lights, so I don't think public money needs to be put towards lights for that. I also thing that the installation of more streetlights has a far greater impact on things like wash into neighbors windows, than the off morning or evening cyclist who is not packing a light. a couple bike racks, maybe more lane paint on Moraga from Highland up to the 13, and that's it.

30. Olive Ave needs to be repaved. Very rough pavement. Patching was done years ago and even that is in disrepair. Drivers are speeding on Olive Ave making it very unsafe for both bicyclists and pedestrians.

31. Bike to school days would be great. I am an avid road cyclist and bike all over Piedmont and the Oakland hills...and my biggest safety concern is that drivers are simply not giving enough room, they are typically speeding around me and not allowing me to take a lane, and there is a general disdain for cyclists. Maybe some public education, better speed enforcement...?

32. Not really much to say here.

33. NA

34. The biggest issue is the intersection at Grand/Linda Ave - people drive too quickly and it's difficult to take a left onto Linda from Grand. Also, the light at Pleasant Valley and Rose (relatively new light installed) is way too short for cyclists to get across - any way it could be changed to be a bit longer?

35. Several sections of Moraga are a problem, Highland can be a challenge at Moraga and at Oakland Ave.

36. THEFT, THEFT, THEFT. More foot or on bicycle police officers instead of someone in a police car going 25 miles an hour, blazing through neighborhood and missing every theives calming through the streets.

37. There is no where to leave add'l comments. So I will leave here to say that I think we could be spending money on so many other things other than a bike or pedestrian lane. Our town is 1.7 miles. Really... is this the best way to spend our money?

38. I think that the curbs should always have ramps for easy access for bikers to get their bikes on the sidewalk.

39. I don't bike, so I don't really know.

40. Off Moraga Av. there is Coach's field. You should put a better intersection on the path that leads up to Coach's field.

41. not really, I would never bike to school anyway

42. All around should have more police. I almost got hit once and i'm 12

43. No

44. no

45. No.

46. when im driving to school people are biking in the middle of the street and we almost hit them because we cant see them

47. not that i know of

48. coming down the hill from requa road, turning and going down wildwood ave is a blind corner

49. I do not think that there are any specific problems, But I think that the streets are somewhat rocky. They should be paved

50. The crosswalk on oakland ave next to Jerome ave

51. no
52. no
53. Generally when trying to cross oakland ave
54. No.
55. No not that i know of
56. across from the rec and pool
57. no
58. none
59. no
60. no
61. Safe night lighting at key bicycle paths and each bike-parking rack is critical.
62. Not sure
63. No.
64. High school students driving too fast...
65. can there be some bike stops where neighborhood students can gather together before or after school? can be at different times for Elem, MS and HS. bike to school days, stepped up traffic enforcement will help.
66. See my comments about Walk to School days. Same applies to Bike to School days.
67. Bike to school days would be great, but there are no bike lanes, so I would take kids on the sidewalk, which isn’t really a great idea.
68. Grand Avenue and Oakland Avenue and Greenbank, very fast drivers especially in the merging section or Grand Ave after Oakland Avenue. More police patrol for tickets to speeders or those who don’t stop for pedestrians. Look at Amsterdam and Berlin-Europe where bikes are used, type of bike lanes and signals and lighting.
69. All of our concerns about our children biking relate to safety on the road with drivers.
70. We need to really step up to reduce speeding on the major streets in Piedmont, especially on the main streets, Oakland Avenue, Highland, Grant and Moraga.
71. Speeding cars, cars making turns at corners without stopping, cars turning at high rates of speed often “cutting corners”. Any possibility of a bike lane inside parking lot at Community Center?
72. See above.
73. Not too much.
74. Both my kids have attended Piedmont Play School at Hampton Field. I live in lower Piedmont. Despite the hills, I prefer to bicycle my kids to class, with them riding behind me on my cargo bike. There are zero safe routes via bicycle for me to ride from my house to Piedmont Play School. There are zero bike lanes. Streets are narrow. Streets either have high traffic (e.g., Oakland Ave.) or are curvy with poor visibility (e.g. Wildwood). My understanding is that children under 16 can ride a bicycle on the sidewalk, but that does not cover me riding my bike with two kids in child seats, pedaling extremely slowly uphill, giving cars plenty of chances to hit me. I request that adults with kids attached to the adult’s bike be allowed on the sidewalk in the uphill direction. Downhill is much less of a problem, since we can coast at about the speed of traffic.
75. Many streets are too narrow for cars, adding bikes would be a disaster, that said the wider streets could accommodate designated bike lanes - especially to and from the schools.
76. promote bike to school dates with incentives for participation. biking clubs, etc. signs to cars reminding them to slow down by schools (traffic calming)
77. Making it much MORE easy, quick, and convenient to BIKE and much LESS easy convenient to drive is the key-- it’s just human nature and basic behavior modification tactics! Please do everything you can-- use Denmark, Europe, the old China, as models (narrow streets, limited car parking capacity, pedestrian-only zones (this would be great in the Center of town! :) )
78. The curve on Moraga above Monte.
79. I think the comments in the crosswalk page apply here as well. Drivers on Highlands also seem to go very fast and make it a worrisome place to bike with small kids.
80. no
81. Road diet Grand Ave between Oakland Ave and city limit (Ace Hardware). Very difficult section, no bike facilities, difficult facilities. This is key route from Lower Piedmont to Grand Ave shopping district
82. 1. stepped up traffic enforcements at all the crosswalks. Police should give tickets to motorists who drive through the crosswalks when people are still in them. 2. Also tickets to motorists who do NOT stop when pedestrians are waiting to cross a crosswalk. 3. Police should daily monitor all the crosswalks around the schools before and after school. 4. Yes, lots of bike to school days.
83. lack of public restrooms is a problem for bikers and walkers. Traffic signs and laws must be enforced for bikers and car drivers to make a comprehensive plan work.
84. It is difficult to cross Moraga when on Masonic Ave at rush hour. Perhaps a bike sensitive signal?
85. Stretch of Grand before it widens pretty tricky (near Linda)
86. Suggest working with schools to strengthen message to parents about importance of biking to school and how that contributes to a stronger community.
87. bike-to-school days and enforcement.
88. Bike paths need to be long, useful routes, not just a block here and there, where there’s room, and once painted, they should be part of the police’s regular patrol stops, where police check for vehicles and trucks double parked in bike paths, creating sudden, life risking obstacles for riders.
89. Riding home, would be nice to have funiculars (or something) to hoist bikes up, for example, from Piedmont Park up to the community center. Or up Moraga Avenue. This is on the dream-on list. But if anyone could do it, it would be Piedmont. How about at least, metal or concrete bike tracks so one can push the bike up more easily as we walk the bike upslope. Generally, more fun and safe to go upslope in the parks than re-tracing the same streets that we came downhill on.
90. See my comments from previous section. Add bike routes to the map, and follow the recommendations I make. Also, like Mill Valley, we have awesome hills and stairs for fitness. Why not add our steep streets and stairs to the map and codify these (like ski routes), with some data like how many stairs, or percent grade? We can sell the maps, make the accessible on the website, and have a iOS and Android app. Check out Strava.com and explore Piedmont and all the segments that have been created. Our city is HOT for running, walking and riding fitness!!! Let’s embrace it and leverage it!!
91. Traffic enforcement is very important to improving bicyclist safety. This doesn’t have to just mean stopping motorists who are speeding or driving recklessly. All road users are safer if cyclists who are not obeying traffic laws are also stopped by police. As a cyclist, I am often dismayed to stop at a stop sign and be nearly hit from behind by another cyclist who has paid no heed to the intersection. I think that offering safe cycling clinics in school for children or at other public places for adults will go a long way to improving cycling by just giving cyclists the skills that they need to be predictable on the roads to other road users. I also believe that some portion of driver education should include discussion of how to safely and courteously share the road with bikes. In a town like Piedmont, with many steep hills, sharing the road is more of a challenge since often bikes going up hill will be much slower than motorized traffic. There need to be either bike lanes in the uphill direction of travel or a lot of teamwork on the part of motorists and cyclists to keep traffic flowing. Bike-to-School is a good initiative, but I think it is even better if combined with the kind of education that I mentioned earlier. Offer safe cycling clinics in school during March and April and then Bike-to-School day in May as an opportunity for young people to put into practice what they learned and normalize safe cycling behavior.
92. for folks biking from other side of Grand to Beach, there is not a “safe route” until you get to Linda Ave. A route that takes kids down easy slopes and is well marked. Crossing Oakland Ave to get to wildwood to Linda - it’s not so safe to cross. oakland ave road conditions are not great. concrete is split and tires can get stuck in ruts while riding up Oakland Ave. Would love bike to school days. Gates at schools are difficult to open and navigate your bike through.
93. Shared bikes (donated bikes from the Alameda bike COOP) painted different bright colors for each school would allow bike shares to be utilized around town. For this to work, bike racks at the schools, parks and Center of Town are imperative. Parnering with a company like Xtracycle to provide workable solutions for folks to get to school/work on bike.
94. The intersection of Sunnyside Avenue and Grand Avenue at the corner of CURVES is dangerous because the CURVES building has no setback and cars traveling down Sunnyside cut the Grand corner fast and don’t see bicyclists (or pedestrians either) and almost run them over! This dangerous intersection needs improvement(s).
95. I think it is very important to teach kids better biking habits at an early age and that the rules of the road applies to everyone. Better signage to alert drivers that there may be many people likely to be riding their bikes at certain locations in town. ... and maybe signs to tell bikers not use particular routes for they are more dangerous than other alternate routes.
96. Oakland Ave is very scary on a bike; as I mentioned--cars go too fast and are not looking for bicyclists. It’s difficult to cycle on (no bike lanes) or across (on coming fast traffic). Highland, especially the curvy part around the park is a bit iffy as well. The condition of Magnolia is ridiculously bad if you are on a bicycle. The intersection of Fairview, Oakland and Jerome is very bad, too. Cars approach Oakland from Fairview and Jerome (sometimes simultaneously) and it’s difficult to see from Fairview to Jerome, and vice versa. There should be a stop sign or something, perhaps on Fairview at Jerome. Coming out of Arbor Drive onto Oakland Ave is also very dangerous--cars coming up and down very quickly (and heavy traffic almost all the time) plus, if any car is parked on the south side of Oakland just below Arbor, you cannot see the traffic coming up Oakland from Grand Ave at all. There should be a red zone there that’s at least 3 car lengths from the corner. Moraga is just frightening all the way around--too narrow, too curvy, cars using it as a thoroughfare and going too fast. Pleasant Valley is dicey, too. Cars moving fast and no bike lane.

97. Dedicated lanes or additional signage to share the road on large streets or high traffic streets

98. Wildwood and Prospect near wildwood is especially treacherous. At all times of day, people, especially with small children, need access the school. Wildwood being a primary connection to lower piedmont makes it a primary artery. Cars are often parked in a manner blocking both lanes or traffic and sidewalks. Neither is helpful to drivers or walkers (but perhaps is the only place those people going to those houses have to park)? Until there is a safer connection between this side of lower piedmont, and central piedmont, no amount of "encouragement" will help. The irony, is that these places are geographically very close. Some kind of bridge or bike path that would parallel Wildwood - but within the park perhaps - would help greatly.

99. see comment under walking.

100. I imagine there are safety concerns for bicyclists wherever there are safety concerns for pedestrians/other motorists - along Highland (where people are distracted, speed) and down Hampton (where people speed). It might help to step up traffic enforcement efforts for both bicyclists and motorists in these areas.

101. Street patches where ONLY TAR has been used to patch cracks in a street are very DANGEROUS. When WET, they are slippery. I had my bike slip out from under me on Moraga going 25 MPH and had a very nasty spill with a lot of road rash. Today you can see these patches on Moraga (from Highland to Pleasant Valley). Again, in wet conditions, they provide NO TRACTION, and a bike will crash went riding over them. So, just mix some sand into the TAR next time.

102. traffic enforcement or slowing. Education in bike rules for riders and drivers. Promoting biking in general including to schools

103. See notes in walking section of survey.

104. no

105. I don’t know how best to address it, but I just don’t feel safe putting my kids on bikes in the neighborhood in the same way I rode around as a kid. One major loss is the lack of space on the Highland playground. As a kid, I would ride to Havens and then tool around the playground where there was enough space to make it worthwhile. There isn’t any large space like that for kids to improve their biking skills or where parents can teach their kids to ride bikes. I think a community wide information drive about checking for kids on bikes when backing out of driveways is a necessity. People have forgotten this hazard because less kids ride bikes these days.

106. Bike-to-school days would be great, bt Beach bike racks are already at capacity as it is.

107. A periodic bike to school day is a good idea.

108. Speeding and aggressive driving, drivers on cell phones, drivers dropping off their kids and then speeding off to Starbucks like their latte is getting cold!

109. Promoting biking to school. Stop the speeders. More controlled intersections

110. let’s promote bike safety at the schools and encourage kids to try it.

111. Problem intersections: pretty much all of them on Grand. Slow down the cars, create protected bike lanes if need be.

112. Nothing is marked. No signage for biking. I don’t no the paths there in comparison to Berkeley. Lack of education.

113. Drivers drive very fast on Moraga, which is narrow, poorly lit, and has a lot of blind turns. measures can be added (like more reflectors) as well as egg bumps (to slow drivers down).

114. We could host a ciclovia and shut down a street to help new riders feel safe on the streets of Piedmont. All of the schools in Piedmont should have a Safe Routes to School program, and should have
protected bikeways. I would personally like safe bike infrastructure to Kaiser in Oakland.

115. better connection from Lower Piedmont to Central Piedmont where the grade is less steep from Lakeshore to Wildwood

116. There are few blind spots along Moraga (especially by the Blair park and Coaches Field) where cyclists are not visible to cars that often speed. It is especially difficult for cyclists moving slower going uphill.

117. Too many speeding drivers in Piedmont

118. Bike to school days would be great! Blinking LED pedestrian lights in crosswalks downtown would be helpful for kids on bikes

119. see previous comments

120. The wooden boardwalk along coaches field and Moraga is in absolute need of repair as the screws are sticking up form the walking surface creating dangerous tire punctures. Some boards need replacing as they are rotting away. This needs immediate attention.

121. Crossing Grand Ave at the Rose Ave/Grand Ave stoplight: When the light is triggered by a bicycle, the light is green only for a few seconds. It is not actually possible to complete a crossing before the light goes to yellow.

122. People ride down Wildwood Avenue really fast and it’s dangerous. We have seen lots of wipeouts on the curve coming downhill before Wildwood School. Some kids ride their bikes on the sidewalk which makes the people walking have to jump into the street so they don’t get hit.

123. Bikers would be a lot safer on public streets if they would use the LED headlights. and taillights and leave them on day and night. The lights are eye catching for car drivers who are watching for other cars more than bikes. Bikers would be helped more if car drivers would use their turn signals at every turn.

124. Stepped up traffic enforcement for bikes riding side by side and to prevent riding on sidewalks.

125. Step up police patrols on busy streets and all streets at Piedmont borders. These streets are important for bike commuting, but are usually the worst in having heavy traffic and speeding vehicles. Require building contractors to have more red cones near their vehicles, to slow traffic around them.

126. dangerous street surfaces are the most important for bicycles. Have seen many fast bicycles hit the uneven street surface on the 100 block of Olive Ave. & crash w/ injuries.

127. No biking access to school from Maxwellton, Echo, Nellie and Abbott for our children.

128. Unregulated speeds throughout piedmont, especially along moraga. There seems to be a general lack of awareness in the community for cyclist safety. Traffic safety and bicycle on road awareness for drivers would be beneficial----cars often pass cycles dangerously close.

129. In conjunction with past Civic Center planning, there had been a plan to make Highland two-lane, not four, with a center left turn lane and bike lanes. This has worked out well on Lakeshore in Oakland without apparent problems. A nice place to bike.

130. There really needs to be a bike lane on grand ave. this would connect other bike lanes in Oakland and greatly increase bike use. I recommend a center bike lane similar to Pennsylvania ave in Washington, D.C. It is much safer for bikes and would help slow traffic because there would only be one lane.

131. It would be ideal to have a well thought out set of safe bike routes to each school from the surrounding neighborhoods. At this time, there are no such routes. For example, a safe route to Beach School requires children to use crosswalks and the sidewalk along Grand for lack of a safe crossing and bike lane. Also, bikes routes are necessary which follow less steep roads on the way to school to permit young riders to ride down them safely, and be able to ride up them as well.

132. Oakland Ave overpass sidewalks need railings! The Oakland Avenue bridge over Linda Ave is a frequently used route for kids to get to Beach school. It is narrow, with very fast traffic including large trucks and busses. If a kid were to tumble over the curb, the results could be disastrous. I would really like to see a railing along that sidewalk to help prevent anyone from falling into the street there. This is a major safety concern for me – I have two first graders and it makes me very nervous to walk along that bridge with them. Even more so if they are on bikes! Yikes!

133. Better traffic enforcement in the Grand Ave/Oakland Ave area, especially in the mornings. Cyclists are at significant risk here every day.
134. Cyclists not stopping for red light seems unfair... they just peddle thru after looking... can cars to that also?

135. Potential bike riders need to be trained how to ride in urban areas. Bring bicycle brochures & educational material to city hall planning desk rack. Urban & family bike classes from EBBC held at Havens, Beach, PMS, PHS as part of curriculum. Also - non riders need to be taught urban bike riding protocol - drivers need to know what to expect. Need to add to DMV education. (I guess this is outside our purview). Signs that tell you the least steep, best route... Bike to work & schools days are super. Encourage police on bicycles, although that is tough with hills. Speeding cars on Arroyo is a problem. Ramona/Monticello/Arroyo intersection is scary.

136. 1- Round lane dividers are dangerous when wet, as they may (have) caused bikers to fall in a turn. 2- Metallic round manholes are dangerous as very slippery when wet. 3- Grids over rain water drains are dangerous as they cause bikers to make unexpected sharp moves to avoid them in fear of getting their tires getting stuck. 4- Bike lanes/routes should be integrated across cities (Piedmont, Oakland, Berkeley). What about a bike route from Piedmont to Bart MacArthur station? 5- Public should be made aware (through signage?) of the danger of opening a driver door without looking for a possible biker. 6- Downtown Piedmont should be made a pedestrian area. 7- Look to Oakland and San Francisco as examples of the great work done to improve biking (for example wide green bike lanes in Oakland, and bike lanes on Market Street in San Francisco and through many neighborhoods). 8- Send a city staff to Paris to study the enormous effort in encouraging walking and biking made over the last 10 years. The city has been transformed into a pedestrian/biker paradise.

137. Oakland Ave made safer for Peds would help cyclists. Grand near Fairview also. Crossing Grand at Greenbrae very dangerous. Downhill (south) direction on Grand is dangerous. Also downhill (south) direction on Linda adj to Beach School. Vague striping confuses cars and cyclists.

138. We need signage and police enforcement of bike road-sharing and right of way issues.

139. Need traffic calming on Wildwood from Wildwood School up to Requa. Kids and dogs cross Wildwood at Prospect on foot, bike, and scooter, with no crosswalk and poor sight lines. I think this could be solved with crosswalks, curb extensions, and sharrows. Or you could go all out and add a roundabout. Need traffic enforcement on Wildwood. During school drop offs and pick ups (which are unnecessary), it is dangerous chaos.

140. Education for both cyclists and motorists will be necessary so everyone understands what sharrows mean, where bikes are supposed to be on the road (i.e. in most cases bikes can legally take the full lane even if there aren't sharrows, if it's narrower that 15-16 feet). Grand between Wildwood and Sunnyside (much of which is in Oakland) is way too wide and should be striped down to better channel traffic into the narrower section to the north.

141. Since there is nowhere to comment on other issues, I'd just like to say that I love the smooth pavement of Piedmont's streets. Thanks to the city's maintenance department for this.

142. The traffic speed on Moraga Avenue, coming from Coaches’ Playfield and travelling toward Highland Avenue. needs to be controlled. There are fender-benders just beyond the bend at Mesa nearly weekly—most go unreported to the police. I reside just beyond the bend and see accidents very frequently during commute hours, particularly.

143. See my previous comments about Grand & Fairview and Grand & Wildwood. Occasionally drives in front of Ace Hardware fly by, but for the most part drivers stop for pedestrians in the crosswalk there.
Appendix B

Comments received through the online survey on the improvement options (February–March 2014)
B-1 | Comments on questions 3–5, which dealt with enforcement of traffic laws, bike-route signage and street lights

121 comments

1. Bikers must comply with traffic laws to keep car drivers in line and keep bikers and pedestrians safe. Enforcement of traffic laws makes transportation patterns more predictable and therefore more safe.

2. The first question is a false choice - police should enforce safe streets whether the violator is a pedestrian, a car, or a bike. Why pit one user group against another rather than protecting all of us?? This kind of divisive advocacy is unworthy of our community.

3. Crossing guards are great. Traffic around schools, pool, Civic Center, Grand Avenue is hazardous during peak periods. Before adding more uses - activities in these areas, traffic and safety should be carefully considered, as drawing more people, cars, pedestrians, bikes to these areas compounds the hazards.

4. I am surprised that cyclist enforcement is even an option in this survey. Anyone familiar with Piedmont streets knows that the traffic problems are overwhelming from speeding cars - drive-through commuters, kids racing through town, vulnerable pedestrian crosswalks across 4 lane streets. I would think historic police reports and traffic surveys (see 85 percentile) would be a better source of data for this question than anonymous response data. Anecdotal interactions of responders with cyclists on streets outside of Piedmont may unduly influence this question.

5. I wanted to check two items in the first question. There should be more enforcement of cyclists. They, like some motorists, are a danger as well. They should stop at stop signs, but they often don’t.

6. I bike almost every day, and feel very safe in Piedmont.

7. I’m almost in the category of seeing both sides in the night lighting question, but would love to see cyclists better “lit” at night (reflective gear, etc) than putting energy into porch lights and additional street lighting -- also want a night sky!

8. There should be no street parking where streets are too narrow. The point where Monticello becomes Park is one example. The absence of sidewalks in large parts of the city is another real problem.

9. More lights = more energy use, thus my hesitancy. However some streets are too dark at night.

10. Piedmont drivers, with a few exceptions, are relatively safe and not pushy drivers.

11. I know that the law states that bikes should follow the same rules as cars, but i think that it’s nonsense to crack down on a biker who rolls through a stop if it is done in a safe manner (and, yes, it can be done safely) as some would wish. It would not make sense to ticket someone driving 26 MPH in a 25MPH zone; law enforcement has to include common sense.

12. We need a cross walk at the corner of wild wood and prospect or some thing.

13. Cyclists don’t obey any traffic laws. Police see them go thru a red light and do nothing! I thought bikes were to obey traffic laws as stated in the vehicle code! They are rude and ride so cars cannot go by them. They go from side to side so you never know where they are going next. The worst offenders are males in their 20’s an up. Never seen a women do this stuff.

14. At the end of each of the above suggestions, there should be (have been) a box for “other comments” to solicit suggestions which fall outside of the boilerplate responses offered. We are seniors who recreationally bike at least five times a week, but need to put our bikes onto our car to drive to dedicated paths outside of Piedmont to avoid motor traffic. It would be wonderful to have dedicated paths for recreational bikers, walkers, skaters, strollers. Kers, pedestrian which are not.

15. Bike Lanes on a few major streets like Highland, Oakland Ave connected to the Grand Ave route would be great.

16. I see and hear cars speeding up and down 200 block of Wildwood Ave. like it is the raceway of their dreams. Bikes use Wildwood Ave. on their way up to Montclair.

17. Both drivers and cyclists drive too fast. That answer should be an option. Also, people don’t look as they cross, especially youngsters. An education campaign is needed. Both the city and homeowners should add only downward-casting lights to decrease light pollution.

18. I don’t think that signage to indicate bike routes is needed, but not due to visual pollution. I’d rather see paint on roads. On lighting, I think the onus is on the cyclist or pedestrian to use appropriate lighting and reflective gear. I don’t think that the costs of installing
lighting is an efficient use of taxpayer dollars to address the root issue. For example, I commute early in the morning, and have been appalled that some runners & pedestrians don’t use lights or reflective gear. I run at twilight hours and use both reflective gear and a headlamp to make my presence known. This gear is inexpensive and readily available for Piedmont residents.

19. There should be physical improvements to street to make it safer and easier to ride bikes - include a bike diet on Grand Ave.

20. The new LED lights are extremely bright on Grand Avenue! Too bright I might add. They light spillage requires the drapes and blinds to be drawn every evening to overcome the light spillage into bedrooms. Is there any possibility that the City could remove one of the double LED heads on the poles? The atmosphere on the street feels like a shopping mall, not a small town street in a residential neighborhood. Badly done!

21. The new LED lights are extremely bright on Grand Ave. The light poles have 2 LED heads. It feels like an insensitive shopping mall. It is very unpleasant atmosphere and experience. The lights spill into bedrooms requiring shades and curtains to be drawn every evening. Can you reduce the light level? Please!

22. Porch lights are a good idea, as long as they’re not "crime lights". But, the new LED street lights are horrible. I am in favor of saving energy and money, but they make the area around them look like an all night gas station. I also find them so bright to the eyes that I have to shade my eyes and squint when walking under them...making it actually harder to see. They also only shine their bright light directly down, where the older lights lit up more of the surrounding area. Can’t we save energy with more appealing lights?

23. The street light question is too simplistic. The new street lights are too harsh. The bright light blinds you, yet the shadows are dark enough to hide in. Thus, I’m not in favor of “more lighting” willy nilly all over, although I will admit that there could be some strategic locations that could use another light (even one of the suboptimal new ones).

24. AND Follow through with plans to calm traffic at wildwood and triangle park per consultants report

25. street lighting perhaps bettered where ped and bike routes to be

26. Safety yes, but need to still respect the night sky

27. Some streets are relatively dark and could use street lighting but many streets are well lit. So some street lighting could be added BUT homeowners should also be encouraged to keep yard/porch lights on because I feel that is a major deterrent to crime.

28. In regards to the Q about signs. I am not in favor of it - but not because I consider it visual pollution. :) I just consider it ineffective and our resources could be used better. I’m not opposed to it based on principle.

29. The issue is at key locations where ped/vehicle conflicts are greater not up and down every street in town. Conditions and approaches are very different on Hampton Road vs Oakland Avenue near Linda for example.

30. Can’t imagine how anyone can think bike lanes are visual pollution! They help cyclists, drivers, and pedestrians alike and make visible the reality that cyclists and drivers share the roads.

31. Concerning police enforcing laws, this is a neighborhood specific issue. Wildwood, just above Grand feels like a freeway sometimes and there are rarely police around. Conversely, I believe their activity on Oakland Ave is about right.

32. I find the police enforcement of cross-walks very inconsistent. I’ve almost been hit right in front of a police car and had friends pulled over with the crosser in the other lane finishing their crossing (not stepping in front of the car) Please communicate with the community on what the rule / enforcement is. Also, please don’t add more sodium vapor lamps - that is pollution. We do not need more lights. With respect to routes, I think riders figure it out pretty quick. Some safety areas like sharrows are helpful, but not sure we need signage.

33. It is also driver education. Drivers speed all over town. Just last week one of my children and his friends were almost hit by a car when they were in a crosswalk on Highland near Pala. A driver sped around the corner and didn’t see them. They had to run back to the sidewalk to avoid being hit.

34. Currently there is NO bike/ped presence in Piedmont and due to lack of distinct safe routes it encourages parents and thereby their children to drive everywhere which is a huge negative.

35. I dont think homeowners need to keep needless porch lights on. there are likely some key areas where some additional street lights may make sense. Or, upgrade the lights to LED for the entire town.
36. Walking at night time is kind of creepy without that much light. I would love more light.
37. On many crosswalks drivers just drive right through even though people are trying to cross the street. I have also noticed that on some of the smaller streets of Piedmont, people drive quite fast and do not look for pedestrians.
38. Nope.
39. They should make the stop sign on sunny side enforced more because many kids have to cross Oakland to get to beach.
40. The traffic feels safe.
41. It would be nice to have more streetlights.
42. Walking home in the middle of the night without any lights is kind of creepy. I would like to have more streetlights.
43. Not really.
44. I think the idea of signs being put up to indicate bike routes is a great idea. Putting up signs indicating bike routes could remind people that biking is better for the Earth than driving. Also, it would help the drivers know that specific route are for bikers and the bikers have the right of way on those routes.
45. We should have more bike lanes not just in the center of town but all around Piedmont.
46. On streets where there is lots of traffic there should be some bike lane or route signs.
47. My street has a street light that is very annoying but my street is also dark and sometimes I get scared that a robber will break in or there will be a crime.
48. I think that the side walks on Oakland ave right near the bridge should have a stop sign because it is not a very clear sidewalk and cars speed by really fast.
49. This corner near Highland Avenue where no lights exist. This old, Chinese man was driving while my friend’s dad was crossing the street and almost ran over the poor citizen! I couldn’t blame the old man because my friend’s dad was wearing black. Rules should be more enforced in Piedmont so people won’t walk into the street wearing black. Also, when I drove to school one day with my Dad, kids were wearing earphones while walking mindlessly across the street. Not only is it really annoying to the drivers (and might cause angry events) but also, the kids have a huge chance of no one seeing them and getting run over (causing even more angry events by the parents and family of any kind). If this action stopped, I would be happier than ever for everyone, and lots of others would be, too.
50. I don’t have any comments/issues.
51. No I don’t.
52. There are enough streetlights.
53. Nopey Dokey.
54. I have a street light outside my house and it is annoying to have out there.
55. Not really. I feel like the streets are safe even if you bike regularly.
56. No I don’t.
57. Change out those unsightly orange lights for LEDs.
58. The streets feel crowded sometimes in the city of Piedmont.
59. For put more streetlights or encourage homeowners to keep porch lights on in the evening. I think that the homeowners should put on their porch light, so they have the option of turning it off or not. Plus, too much light is showing, so people can’t see the stars as easily because of all the light pollution.
60. Sometimes the streets are dark and don’t feel so safe, from cars, and especially CRIME.
61. Nah idk.
62. I also think that skateboarding shouldn’t be allowed because some of them speed very fast down the hills and don’t stop at crosswalks.
63. The fact that some people don’t believe that there should be no bike lanes but my dad and I both ride our bikes everywhere and there are no indicated bike lanes.
64. I do not think we need more light, but definitely more crossing signs and crosswalks.
65. No.
66. I don’t think that it’s necessary to put porch lights up, street light are ok.
67. Expect on Blair everything is fine.
68. I think that there should be more crossing guards around so when kids are walking home from school there is always someone to help them cross the street.
69. I think people don’t need signs. Piedmont is small, it is not essential.
70. Sometimes I think drivers do not slow down for stop signs or for crosswalks which makes it feel unsafe to walk around.
71. I love to bike around town but I’m don’t want people to run into me.
72. I think there should be a bike path going through Piedmont. My dad lives in Idaho and when I go there, I always use the bike path. It
works really well and you can walk on the path if you want to walk instead of bike. There is a yellow line in the middle of the path to divide the sides. People go on the right side only.

73. When my dad drives to work past Lake Merritt he says that there are always illegal bicyclists that almost runs into his car

74. Nope

75. no

76. no not really

77. Stop speeders on Highland Ave, especially those that are just cutting through Piedmont.

78. As a walker, I am concerned about BOTH bikes and cars. Being a pedestrian in Piedmont isn’t easy as many streets lack sidewalks and contain blind curves. Bike lanes may complicate a pedestrian’s job by increasing bike traffic and bicyclists, in my experience, tend to be less careful in following road rules. Having the right of way does pedestrians no good if they end up injured, maimed, or dead. More enforcement as to both and careful thought concerning bike lanes is necessary because of the following: 1. Bicyclists often don’t follow traffic laws applicable to vehicles: they don’t stop at stop signs, lights, or crosswalks, ride onto sidewalks or into crosswalks as if they were speedy pedestrians, weave through traffic, don’t signal, berate people who, even being careful, manage to wander into the bicyclist’s way as he or she speeds silently down a steep windy road, etc.; 2. Drivers often don’t stop at mid-block crosswalks, perform “rolling stops” at stop signs”, cut turns wide, don’t look for pedestrians before turning at the street into which they plan to turn, speed (sadly, especially around schools at opening and closing times), aren’t paying attention to their surroundings (often apparently because of distractions inside the car), don’t signal, and aren’t on the lookout for the walking texter (who, although a minority, makes all of us pedestrians look bad) among other things.

79. Two areas where enforcement can be improved; 1) speed of vehicles on all streets but especially major thoroughfare and 2)policing of rolling stops. I see the latter on a weekly basis driving around town. It is usually a teen driver sliding around a corner without looking. New crosswalk markers are great!

80. Bike lanes are unnecessary. How many people ride bikes in Piedmont? Waste of money and resources. Bicyclist do not pay to road or traffic improvements. They do not need and pay for a license, insurance or tickets like motorcyclists and motorists do. Paying for bike lanes is purely a gift. Spend money on stop signs or stop lights. More vigilant ticket giving to bicyclists who run traffic lights, endanger walkers and do not wear safety helmets and gear should be rigorously enforced.

81. I’m not sure bike routes would necessarily help with distracted drivers, drivers making illegal u-turns and drivers driving too fast. Bike routes are limited in how much they can help because you may need to go someplace not on the route.

82. cars bear down Fairview Ave. at full speed is very dangerous. Also, cars making right turns from Grand Ave. onto Piedmont streets like Wildwood and Fairview, make really fast right turns without stopping and then drive at full speed up Boulevard, Wildwood, and Fairview, without regards to pedestrians crossing the wide intersection.

83. The first question implies that the problems are with drivers, cyclists, or both. My experience is that it’s the infrastructure that is the most important factors. Drivers and cyclists speed because the streets are open and there are no barriers to calm their speed. Planners have more power to control drivers than police have.

84. Traffic enforcement should be for both drivers and bicyclists.

85. No comment -3-

86. no comment :) 

87. Re: signs: Some streets are more dangerous than others and could use more traffic calming - I wish we could design for slower traffic, wider sidewalks, bike lanes - instead of adding police & surveillance. Ped. Bulbs would force cars turning right to see pedestrians and to slow down. I saw a woman be missed by inches while she walked across Oakland Ave at Grand - the car turning right just ignored her. Bike signs are messy - and somewhat ignored when there are too many of them. Still - they are better than nothing. I love the green lanes on 40th in Oakland. Maybe on Moraga & Grand? ”'share the lane'” symbols would also be very helpful on these streets. Painted lanes or striping that limits the path of travel for cars coming around the blind part of the curve on Moraga between Monticello & Estrella: when I’m driving I often unthinkingly swerve toward the wall - and I wouldn’t see a bike laboring up the hill. I drive too fast right there. Visual cues on the roadbed would slow me down. I believe that we should be using better designed street lights and less intrusive night lighting around
houses. There is too much light pollution as it is. Check out the Dark Skies Initiatives to explain why. 

88. I think when your biking around the corner, it is a blind spot and sometimes drivers don’t stop or slow down. It would also be nice if they put some, not to many, signs and paintings on the street to help the bikers and drivers.

89. I live in Oakland, and I think Piedmont should be dwelling on crime cause there isn’t much crime in Piedmont

90. I think that piedmont should have a bike route because it would encourage many people to ride their bikes more, i think it would be best in a quiet part of piedmont and not some place like oakland or higland ave

91. On the street where I live, Somerset Rd., the street lights burn out and the street is really dark. Whenever I come home late at night, I usually see another light burn out. "There goes another one." Also, many parents don’t let their kids walk to school alone because they feel it is unsafe. My parents felt that way. Mostly because their worried you’re going to get kidnapped. One of my friend’s mom called the police because my friend wasn’t walking fast enough to their designated meeting place. I think that police shouldn’t be on every street to increase protection, but somehow increase protection.

92. I live on the corner of Grand Ave. and Greenbank Ave. and lots of people speed down Grand. There are already Piedmont Police Dept. officers who wait by my house in the day and watch for speeding drivers, but still one night a speeding drunk driver crashed into the tree right in front of my house and knocked over the street sign in front of my house as well.

93. you should put up signs that say slow down kids at play on the corner of jerome ave and witter field.

94. My dad cycles down Oakland avenue every day. He has to cycle on the street with no bicycle lane. He has had a couple of crashes because of cars. I think they should add a bike lane on Oakland Avenue

95. some streets have a lot of lighting and others have barely any

96. i do think we need a little more light but not to much otherwise little young kids wont be able to go to bed because it is so bright outside

97. My house is very light at night because of all the street lights, I do not think any more are neccicairy

98. My family already keeps the porch light on during the evening and during the night.

99. This is one of the safest towns that I have ever lived in, but I wouldn’t say we’re done yet. There is always room for improvement. As I see it, police already prioritize traffic safety. They have done a pretty good job.

100. Some of the responses are unnecessarily worded in a loaded manner -- for example, people may just prefer to not have bike route signs, and not because this would be visual pollution. While traffic safety is a problem in Piedmont, crime is a bigger problem, and I would rather have the police fight criminals than be ticketing people.

101. An additional downside of increasing lighting would be increased energy use.

102. I have been in the crosswalks at Sunnyside and Linda Ave and it is super dangerous. I see police around on Grand, but they are looking for speeders, not cars who come very close to hitting people in crosswalks or blaze through as people are clearly about to walk. Can this be more enforced?

103. The bike route signs should be designed with a Piedmont bike-route logo and graphic layout, which should be used to identify all routes. This will help car drivers to recognize the routes, as well as the bicyclists, and keep them safer. And maybe we could have a Piedmont design competition for the sign logo!

104. There are certain roads where there is speeding and it feels unsafe, not all roads. Mostly Magnolia at 25mph around the schools, easily get to 40mph around the curves where kids walk. Wildwood around the schools and curves is also a problem. Why is St James and Linda near Beach 15 mph, but not Magnolia?

105. Berkeley has some pedestrian crossings where there is a button you can push before crossing. This causes a light to flash and alerts motorists to your presence at the crossing and your desire to cross.

106. Install more streetlights - don’t rely on homeowners.

107. The answers offered on this page don’t necessarily allow for an accurate response. For example, what if “Increase PD enforcement of traffic laws” = YES but for some other reason?

108. Bike signs are only a small improvements. Road diets for Grand (top priority) and Oakland need to be given utmost consideration,
as they would greatly enhance pedestrian safety by slowing down cars (i.e., they wouldn't just be a bike improvement).

109. We have enough night lighting. Already there is too much on York Drive and surrounding neighborhoods. I like to see stars and experience a natural night. Many of our neighbor lighting is super bright and bothersome to other neighbors. and easy to forget when an errant light is left on over-night.

110. Write more speeding tickets and publicize numbers weekly

111. Street lights should be designed not to create upward light pollution. Our existing street lights need upgrading, and some only work intermittently.

112. Border streets such as 100 bl of Olive Ave. have more car vandalism & need lights on Piedmont owned but no houses on the West side of street.

113. Tree trimming is necessary for city trees more often. They often block city lights. Also some blocks in Baja hardly have street lights. Enforce private trees blocking street lights.

114. PLEASE increase Police Dept enforcement of traffic laws. People frequently run stop signs in addition to speeding and not stopping at crosswalks.

115. Lots of drivers regularly speed up Sunnyside between Oakland and Lake, it is a big problem.

116. Make sure all cut-through pathways are ramped. Some have steps and are difficult for strollers, wheelchairs to access. Make sure all have curb cuts. The one between Arroyo and Ramona (on the Arroyo side) has a curb, no cut.

117. I find Piedmont too hilly to encourage biking. I really just don't see the point in most of the town. Walking is great, but we still need to be careful at night.

118. Streetlights should be energy efficient and direct light to where it is needed, helping to preserve the dark skies that add to Piedmont’s appeal. There aren’t many other towns in the East Bay where you can see the stars.

119. Bicyclists want more privileges but they violate traffic laws now (speeding through stop signs). I would prefer to see bicyclists have reduced access in Piedmont.

120. Signs that indicate bike routes are fine - but the full lane thing is sometimes on busy streets a problem for traffic flow- I can see their value on smaller roads though.

121. Could we do more pleasant street lighting? Something maybe historic looking and not the horrible LCD lighting?
B-2 | Comments on questions 7–9, which dealt with street parking, cars blocking the sidewalk and road diets on Grand and Highland

120 comments

1. Bike AND walk. Don’t downplay walking as a form of transportation to encourage for the benefit of all.

2. Again, question one poses a false choice with divisive language and ill-defined terms. What constitutes ‘few’ cars parking? What time of day? What happens when a resident chooses to have a home gathering - does this count? It will be interesting to see how you decide to report out the results of this poll/advocacy piece. I’m deeply disappointed.

3. The intersection of Grand and Oakland Aves is very dangerous for me as a daily bike commuter. In fact, it is the riskiest part of my commute. I favor reducing the Grand Ave lanes here, adding a turn lane for cars and designating a bike lane with signs and pavement paint.

4. My answer to #3 is qualified because I do not think Highland needs restriping. I think Grand and Highland should have been broken out into two questions. The use by cyclists, pedestrians and traffic flows of the two streets are miles apart. I do not think Highland is in need of a road diet - too few cyclists and mostly recreational. Road diet meant more for commuters.

5. There is too much emphasis on bikers in this plan. And what percentage of the Piedmont population bikes? I bet it's extremely small as a percentage, and so the majority should go through all this expense and upheaval for a fraction of the population? Very bad use of resources.

6. Cars that block the sidewalk fully by being parked 90 degrees to the street are a problem. Cars that parallel park with only partially blocking the sidewalk are not a problem.

7. There's really no reason not to restripe down to 2 lanes, provided that you have a left turn lane where appropriate (at the corner of Grand and Wildwood, for example).

8. Bikes are vary cool and a way to get around with out polluting

9. Where the street is narrow people park partly on the sidewalk making it impossible for a stroller or wheelchair to get by.

10. Grand and Highland are main thru fares and do not need any more congestion to make peoples lives more miserable

11. Making traffic more congested is a terrible idea.

12. I kind of have mixed feelings on this. I live on Highland, and I think that cars will be backed up if there is one lane at the Oakland Ave stop sign. Also, sometimes it takes me a long time to back out/turn into my driveway. I would like to see slower traffic, but am not sure this is the answer.

13. I STRONGLY DISAGREE with the idea of restriping Grand and Highland Aves. Cyclists have other options on side streets that are already single lane. Really bad idea and will increase traffic congestion and be hated by all.

14. I don't believe there is any valid argument for keeping Highland 2 lanes. I've seen cars speed on highland at 40 MPH, which I believe would happen less frequently if the road was restriped.

15. In regards to restriping on grand and highland, I believe the opinions of those neighbors that live on those streets should be held to the highest importance, as they will have to deal with those traffic changes daily.

16. Grand narrows to one lane anyway! Having a left turn lane onto Oakland would be safer - cars sometimes try to switch lanes when they get to the light if a car is turning left, or if they think no car is turning left and the right lane is longer.

17. Re ticketing of cars blocking the sidewalk: If it makes pedestrians walk out into a street that has a lot of traffic, then perhaps the car could get a “warning ticket” first. And, small neighborhood streets shouldn't be ticketed at all.

18. It would also make it safer for those who have to enter or exit cars on Grand and Highland.

19. I live on Grand Avenue and have had to deal with speeding cars and traffic noise. I sincerely hope that the re-stripping will happen!

20. I live on Grand Avenue and there are so many times I see cars zoom by at very high speeds. It's frightening.

21. My child had to cross Grand to Beach Elementary and felt unsafe. Road diet on Grand Ave from Wildwood to Cambridge will encourage more walking and biking.

22. The 4 lanes inspires really fast traffic. Make these arteries smaller and safer for bikes.
23. a road diet on Grand Ave would be a great improvement over the short and long term!!
24. This should be part of the first phase of implementation.
25. I am absolutely against any more road ‘diets’!
26. I feel 4 lanes on both streets is absolutely necessary during peak times - they should not change. Try to find other bike routes.
27. The most important thing the Police Department should do is give as many tickets as possible (or stop cars, if giving a ticket isn’t enforceable) on St. James to cars driving *way* too fast, or bulldozing through on the wrong side, without any regard for the cars coming the other way; and the Police Department should give tons and tons of tickets to cars driving too fast, or carelessly viewing crosswalks, in Central Piedmont on Highland Ave and Vista - around young school children attending Havens who naively expect cars to stop for them in the crosswalk. This is a total outrage and I can’t believe it’s not better controlled in Piedmont. The speedlimit should be 15 not 25 - why hasn’t it been changed?
28. Issues of removing parking on a street to create space for a bike lane is appropriate in select locations where bike demand is high, on street parking demand is low. I’m concerned the question sounds like residential streets throughout town will be converted! I strongly support conversion to Highland and Grand to one lane each way. I’d like to see curb extensions and other typical approaches in the village core. Some street trees, enhanced lighting, and beautification wouldn’t hurt either.
29. Many streets in Piedmont are very narrow *and* many residents in smaller homes don’t use garage space for cars. Restricting parking to one side of the streets in these neighborhoods would be frustrating to residents. However, I definitely agree that some streets, such as Howard along Beach School and certainly Highland and Grand are great bike routes and that bike laning would help cyclists and calm traffic. Honestly, Highland is almost *too* wide at Vista through Piedmont Court. I don’t like driving there, with the number of lane changes, width changes, and busy pedestrian traffic. I think the congestion argument is somewhat bogus. Congestion comes from traffic light stops, but largely also from cars parking and leaving parking spaces on street, such as on College Ave in Elmwood. Piedmont is almost entirely residential, Ace Hardware already has a parking lot (as do Mulberry’s and the banks), and there is little parking space either used or available along Highland anyway. So bike laning Highland and Grand surely wouldn’t be to the meaningful detriment of drivers. Please consider ticketing people who block driveways more. I use a stroller and have young kids who scooter, walk, and bike, and it is incredibly frustrating to have to skirt to the road because of cars blocking the sidewalk. The situation is worse on streets such as mine, Cambridge Way, twist and offer poor visibility ahead from the road. Definitely not safe as a pedestrian... On a related note, moving to the US (from Australia) I was shocked that cars are allowed to park at corners, effectively blocking visibility for drivers and cyclists at intersections. Not sure if city/county/state code allows for red-striping of street corners, but it would improve safety markedly. Finally, at the risk of sounding completely unreasonable, I’m surprised there are no city ordinances about abandoned/unused cars and excessive (say, 4-5 cars for a single home) being parked on city streets. There are several houses on my block with large numbers of often unused and/or really large cars and trucks and it’s a bit of a nightmare navigating an already street with these cars there too. Yes, culturally I know this is probably a hot potato (or more likely not even considered an actual “issue”) but I wanted to mention it because it impacts traffic, visibility, and safety a lot.”
30. Piedmont residents are generally cooperative when living on narrow streets that require sidewalk parking. These residents still leave room for pedestrians and Police enforcement is undesirable and unneeded.
31. I would like Wildwood Ave/Nova considered for bike lanes in lower Piedmont between Grand and Jerome.
32. In favor of bike lanes on busy streets. The real jam area I encounter is in front of Ace Hardware and Mulberries on Saturday mornings. as far as enforcing parking on one side of the street - no way! Who will decide if there are not lots of cars parked there - so now I have to potentially cross a street every day to get to my house - on my street, seems like you’ve increased my personal risk.
33. We think it’s critical to calm traffic on the main roads in and out of town. It’s a small town, we can all drive more slowly during the 5-10 minutes it takes to drive from one side of town to the other. I also think we need to look at the speedways off the major roads where there aren’t enough stop signs and folks speed up Lincoln, down Crocker and up Hampton. if we slow traffic on the main
roads, folks will just pick up speed on the side roads to make up for lost time. Measures have to be consistent throughout town.

34. I think asking people their opinions is fine, but more often people are selfish and lack the foresight to see how some of these improvements, although perhaps inconvenient in the very short term (i.e. single lane on grand), will provide for a MUCH nicer and safer environment for everyone and might encourage a more friendly society (people will actually meet each other on the streets/sidewalks, etc.). In light of this STAFF needs to make the best recommendation (not political) for an ideal society and COMMITTEE & COUNCIL need to support those recommendations and not bow to political pressure.

35. I would love a calmer grand and highland, it feels somewhat unsafe the speed of the cars

36. Why are a few percentage of people who ride bikes trying to enforce their personal way of life (usually as a hobby) onto those of us who have to drive to take kids to various after school programs and can not take them on a bike or grocery shop for family on a bike.

37. when my dad is driving me around piedmont, he has to squeeze really hard to get through the other cars

38. there should be more stoplights

39. Piedmont's streets are already very packed so if you use lots of space for bikes people cant park. Lots of people in Piedmont have 2 or 3 cars so if there are less spaces people cant park their Tesla and their Lamborghini.

40. Making cars park on one side of the street doesn't help bikers nor does it make it easy for cars to park by homes.

41. Biking and skateboarding are fun and popular activities that I feel are somewhat limited. I would love more bike lanes

42. Well I think that it's important for a pedestrian/biker safe streets it could also bring out more family walks or bikes

43. Making more paths for bikers to bike on will help encourage more people to bike and feel safer on their bikes.

44. I think that bike lanes are important. I was once biking and came very close to getting run over.

45. no

46. Well no not really. We should focus on making routes to school safer

47. It might make more traffic because of smaller lanes but it will let more people be able.

48. Nope

49. No but, thank you.

50. no

51. I like to bike so I want only a few bike lanes.

52. I notice that drivers tend to come around the curve where Oakland ave and Greenbank meet together.

53. Nopey Dokey

54. no

55. A lot of cars drive through or around Piedmont.

56. when I bike I feel like cars are always cutting me off and according to the law the bike rider has the right of way. A lot of people think that bikers have to be in the bike lane, but really bikers can also be in the road but I would like the law to be more enforced that bikers have the right of way

57. Cars drive much too fast on Highland and other streets. As an early morning walker I see cars for through stop signs, sped along Highland and other main arteries at excessive speeds and not even stop when people are in cross walks. Too many cars go through the stop signs on Vista and Bonita by the tennis courts as well --- "Hollywood" stops. I have seen pedestrians hit at both this intersection and at Oakland and Hillside.

58. I think that for the last question, i thing that the city should get rid of 1 car lane going each way, and replace it with a bike lane.

59. I don't think we should ticket people, i think we should put bike lanes, and more lights.

60. i think that there should a bike parking space, but not in the space where they park the cars, that would be too crowded

61. Also, In Idaho, two lanes are being changed to two lanes to calm traffic. The’re also doing this so people can turn into different places that were hard to turn into.

62. I think that on Oakland ave where the bridge is, they should make signs or make the whole thing wider because it is unsafe for children to walk home on the bridge. The cars are driving way too fast and the sidewalk is way to close to the road.

63. none.
64. I think bikers don't need their own lane. They can be a part of traffic.
65. Nah, I'm good.
66. No, nope.
67. Piedmont is the only East Bay community without designated bike lanes. There's no reason Highland Ave should be 4 lanes for only 4 blocks. Current set-up encourages speeding before and after the intersection with Park Way. Very dangerous!
68. I am in favor of one-side parking on many narrow streets to permit fire trucks easier access, although this is probably an unpopular view. I'm not sure what is meant by the second question, blocking the sidewalk. Many cars park partly on the sidewalk, partly on the street. On narrow streets, this seems considerate and some sidewalk is usually available. Does this refer to cars parked in driveways that completely block the sidewalk, requiring pedestrians to walk into the street to walk around? In that case, I think part of the question depends on the traffic and visibility. As to the final question, I'd like to see a test period.
69. I love the idea of restriping Grand and Highland!
70. Bike lanes are unnecessary. How many people ride bikes in Piedmont? Waste of money and resources. Bicyclists do not pay to road or traffic improvements. They do not need and pay for a license, insurance or tickets like motorcyclists and motorists do. Paying for bike lanes is purely a gift. Spend money on stop signs or stop lights. More vigilant ticket giving to bicyclists who run traffic lights, endanger walkers and do not wear safety helmets and gear should be rigorously enforced.
71. If you cut down from 2 to 1 lane in each direction, you will cause congestion.
72. Turning Grand Ave., a main thoroughfare, is a waste of money and is sure to create traffic congestion, especially given so many people try to get into ACE hardware and garden center are already creating traffic congestion with four lanes. Those cars making left turns to Wildwood and Fairview are also holding up traffic. Reducing Grand to 2 lanes will create terrible traffic jam causing impatient drivers make dangerous passing maneuvers that creates traffic hazards. Bicyclists quite often ignore traffic signals and pedestrians, they are often the worst traffic rule offenders. They are both 'vehicles' and 'pedestrians' depending on which one serves them better. When they run through red lights, they consider themselves 'pedestrians', that they don't have to observe traffic lights like cars, when they cross streets, they cross anywhere they want, instead of using crosswalks. Many bicyclists are bullies with an over-sized sense of 'entitlement'.
73. Too many people park part way into their driveways, totally blocking the sidewalk. People with walkers, people with strollers and kids walking to school should not have to veer into the roadway to get around these parked cars. If these drivers learned to parallel park, they could find space at the curb.
74. Restriping Grand and Highland is the most important action in the entire proposal. It should be the number one near-term priority.
75. I like the above question for Highland, not sure about Grand.
76. Surprised there isn't an idea to paint cross walks on the small streets near Beach Elementary. That's the only change that would appeal to me.
83. Might be difficult for someone on a busy street like Oakland Avenue to have to park on the opposite side. I can see why they’d be upset by restricting parking to one side. I think partially blocking the sidewalk - ie pulling up on the edge of the curb on narrow streets may be necessary - and shouldn’t be penalized. But blocking the path of travel should be ticketed. No question.

84. Some streets in Piedmont were people live, the streets are very narrow, on those streets, I think they should make the bike lane the same as the drivers lane. On the streets that are wider and have a little more room, they should have a separate bike lanes.

85. As a local of Oakland, piedmont should ask some other cities for help.

86. Since I live on Somerset Rd., it is very hilly there, with narrow roads. Although no one really comes up on my street, sometimes I get stuck in the road with another car going the opposite direction. Also, my neighbors sometimes have parties, and when they do, lots of people come, so there’s no space to park.

87. I live on a narrow street and its really hard if their is cars parked there because we can only have one car pass at a time so we have to wait for them. So the cars that park on the street should at least park in their driveways.

88. Parking on my street is not all that difficult, and my street is not that narrow, but for people who live on streets like Blair, I think ticketing people for parking on the sidewalk would not be a good idea.

89. On some streets where it gets very narrow and there are cars parked on both sides of the street when one car is coming down the street and another car is going up the street one has to stop to let the other go by. If cars can only park on one side of the street then it would make it easier for both cars to pass by each other. I can see why this would upset some people though because if there is not enough room for every body who lives on that street to only park on one side of the street. An nobody want to park a block away from there house.

90. Why would police department want to put a ticket on a clear white sidewalk?

91. all of those would make our life better in Piedmont i said yes tot he first one and to the second so i think cars should be aloud to park over the sidewalk if the street is really narrow but not to far otherwise pedestrians need to walk into the street to get around the car and then that makes it so we have a possibility of getting hit or run over.

92. more traffic and also ive never exactly seen any bikers on grand

93. Where I live in Oakland we have the turning lane and the bike lane but when the cars park on the street they cover up the bike path.

94. I feel that we should just modify the street in front of the police station because in the morning when parents are dropping their kids off for school it creates a huge jam of cars

95. For the last question on this page, I think you should do it on grand but not on highland because If there was only one lane to drive in either way, highland could get very backed up.

96. I think bike lanes would be great!

97. I’ve lived on Grand Avenue since 2006. Drivers treat it like a freeway and I’d like to see it made safer. But I’m concerned about the increased air pollution and traffic congestion that could result from eliminating lanes. Will cars and truck be backed up on Grand and idling steps from my front door?

98. Re: cars blocking sidewalks: the question and possible responses are unclear. This issue needs clarity and further discussion. Re: Grand Avenue and Highland Avenue pose two entirely different traffic situations re: density and neighborhood. Each needs its own plan. Highland Avenue, in Piedmont would lend itself to such suggestions; Grand Avenue does not.

99. Yes, please narrow Grand Ave! I live on Grand and would love to see this happen. Thanks for even considering it!

100. Police should give a warnng notice to people who park their car in a way that blocks the sidewalk, and enter it into a database that they can check so that if a warning was given in the previous year, then the next time they get a real ticket.

101. These ideas are much better than the ideas on the previous page. I also think parking on the street when one has a driveway or garage unnecessarily blocks streets-- use street parking for deliveries or guests.

102. Restriping Grand would be useful, it is busy and the lanes are narrow. Restriping Highland would be overkill.

103. Need some “early wins” also - put up bike route signs and "Bikes have full use of lane" signs now.

104. Again, road diets would improve pedestrian safety greatly. Grand Ave should be the top priority for a road diet, as Piedmont’s General Plan states that traffic on this arterial will be growing by as
much as 30% from 2005-2030, which is more than the projected
growth on Oakland (15%) and Moraga (18%). Approximately 2/3 of
the Beach Elementary students live to the East of Grand, and this
extremely busy arterial presents a major obstacle on their route to
school. In addition, a significant number of PMS and PHS students
who live to the West of Grand must cross it on their way up the hill.
Highland is a similar hazard for Havens students and PMS/PHS
students coming from northeastern Piedmont. But my sense is that
traffic speeds aren’t quite as bad here. So it would be a mistake to
put Highland on a road diet before Grand (which I know would be
a temptation because it would be an easier project).

105. also need to address traffic flow near excedra vase to allow for
carpool drop off for high school/PMS that would also make it
clearer for how cyclists should approach the city center and high
school

106. If sidewalks are blocked, you can’t really ride safely. In general, and
I include myself sometimes, we drive too fast in our neighborhoods.
The many home contactors working in our neighborhoods also
contribute to the biking/traffic points.

107. Enforce traffic laws at City entrances

108. I only said no to restricting one side to the street to parking because
I live on Oakland Ave. and crossing the street is dangerous! It’s not
easy to cross.

109. Restripping Grand and Highland to be more like the Lakeshore
residential corridor is the best improvement Piedmont can make. It
helps pedestrians, bicyclists, and homeowners by keeping traffic at
appropriate speeds and makes it easier for school kids to get across
those streets.

110. repair streets that have serious cracks & changes in elevation
between cracks that bicycles hit & fall over. e.g. coming down
Oakland Ave. & turning onto Olive Ave., bicycles hit multiple
levels/breaks in street @ high speed. Kids need a planted median on
Oakland Ave. @ Olive to stop safely. Cars going down Oakland
don’t allow time to cross completely @ Olive & Sunnyside. Oakland
Ave from Monte Vista to Grand is FAST.

111. Currently there is poor flow of traffic in central Piedmont, especially
around school start times. Reduced lanes will aggravate this
problem. Rushed delayed angry drivers create hazards for
everyone.

112. What’s a “few” cars in #1? Traffic calming works for safety and we
will get used to new striping.

113. Again, biking is difficult in Piedmont due to our terrain. I don’t see
the point in disrupting traffic or making parking even more difficult
for something that is of limited interest.

114. The carpool does NOT belong near the schools! It congests the area
causing many of the problems you mention

115. I live on the corner of Highland and Oakland. It is already difficult
to exit my driveway on Oakland Ave next to Havens school at
certain times of day. While I support efforts to make pedestrian and
bicycle riding safer, and would be happy to see traffic “calmed,” I
worry about further congestion from reducing traffic lanes. Also,
I’m concerned about the impact of the changes on street parking,
which is very tight here.

116. Should be a distinction between cars that block the whole sidewalk
or just the parking. I do agree that the sidewalk isn’t wide enough
with all the parked cars near Wildwood school, but cars that don’t
move as far as possible off the street are liable to be damaged.

117. It would be interesting to know specifically where on-street parking
utilization is low enough for removing parking on one side to be
viable. In Lower Piedmont, it generally won’t be.

118. I am having a difficult time understanding the desire to make auto
traffic more congested when most Piedmonters commute by car.
They should be making auto traffic flow easier, not restrict it.

119. ON the first question I wonder if there are truly under parked
streets - we lived on one that had parking only on one street side
and it was no problem to walk to the house. But realistically most of
us park on the street because our driveways cant hold two cars.

120. I would like to see the traffic slowed and speeding enforcement on
Highland (I don’t see that at all right now) and even open to
reduced lanes but not for a bike lane.
Comments on questions 11–13, which dealt with crosswalk improvements, “sharrows” and school pick-up and drop-off spots

97 comments

1. doesn’t sound effective as people just won’t do it. consider other alternatives for moving traffic off Magnolia (essential)
2. Regarding pickup on Magnolia, it seems that moving it to Highland and Sierra will just move the problem somewhere else.
3. Relocating drop-off/pick-up that far away from the schools will increase non-compliance and require the use of scarce police resources for enforcement. The proposed drop-off area is already very congested as a major artery-way toward Oakland Ave or Moraga, and has very limited visibility through the curves. The turn-around at Highland and Magnolia is already bad because families use it in lieu of making the Magnolia loop. This proposal simply multiplies the problem.
4. Parking could be partially removed on Magnolia making drop off and biking easier. Rather than going toward Highland and Sierra go West on Magnolia for drop off by removing parking. Remove some of the teacher and City employee parking and reallocate it for student drop off and ease of vehicle movement. Too bad the city planners and school planners made no parking available to staff.
5. More kids should be walking to school, reducing the demand for drop off/pick up parking and waiting. I am not in favor of making driving to school, or DO/PU easier.
6. Highland and Sierra is too far and does not provide an efficient traffic flow for this concept to work. Magnolia drop off is a problem but at least you have three routes into the zone and multiple options out. Instead, look at making drop-off zones from 7:30 - 8:00 along Vista Ave public property frontage (tennis courts, Havens and city hall) from Hillside to Highland and Bonita (along Havens) that revert to 4 and all-day parking after 8:00. This is currently done somewhat on Bonita and on Linda at Beach School. This could drastically reduce the problem at Magnolia. It certainly is worth a test trial
7. I’m not sure that sharrows affect the way people drive. Bike lanes are much more useful.
8. piedmont is such a cool place but we need more safty sighns and noitice on safty
9. Moving the school drop off will not work, some parents would have to drive farther and kids get a ride because they do not want to walk. Drop off zone needs to be at most one block from the school
10. The relocation of school pick up parking will just move the problem
11. It is only twice a day for 1/2 hour or less. Does not interfere with biking or walking.
12. Restriping Grand Ave should be a priority of Sharrows
13. Please change St. James to be a 1-way street with a bike lane. Yes, it’s true, it’d be inconvenient. But it would keep children trying to ride their bikes to school alive. Hmmmm...... what is more important? With regard to the pick-up and drop-off. It “is” a tad inconvenient, true. But it’s not unknown and it’s not unpredictable, and it’s not unsafe! Focus please please please on safety and keeping young children alive.
14. Define clear criteria for priority projects.
15. The Sierra move seems strange. How does this help? Isn’t it just moving the problem from one centrally located space to a residential street? It would be wiser to spend police resources on properly enforcing parking rules and limitations that exist. I wouldn’t want a ticket because I “had” to pick up my child, for whatever reason, directly outside school. FWIW, the 30-minute parking spaces on Magnolia seem to be poorly enforced -- and perhaps reasonably so, as class at the Rec and pool are usually 45-60 minutes. Parking space time limits that accomodate actual use in this area would be great. Maybe a combination of one-hour spaces with more 15-minute spaces. I bet the residents on Magnolia below the Rec would appreciate timed parking there too -- there’s a whole stretch of the street on the north side that isn’t used by residents for parking.
16. Using the Community Center parking lot for chlldren pickup/dropoff seems to make sense but very doubtful this can be accomplished.
17. Instead, I would recommend making towo drop-off points for the middle school: 1) on the downhill side of Hillside (between Oakland & Vista, closing traffic from going beyond Vista) and 2) on the school side of Magnolia at Jerome (close traffic from going further
uphill on Magnolia). For the high school, make 2 drop-off points 1) at the Highland and Sierra and 2) in front of Havens, before the.
Again, this suggestion will work best if the City bans traffic from going on the downhill side of Vista, from passing in front of both schools during drop-off and pick-up times, from going further uphill on Magnolia beyond Jerome, and from using Bonita (between Oakland and Vista).

18. If we are going to move parent pick up and drop off, then how do the little ones get where they need to be? Also, we should move all city employee parking from the blocks around Havens. The congestion is dangerous, especially on Vista in front of the fire station. City employees can easily walk a few more blocks to work. If we eliminate parking along Vista, Bonita, Highland, and Oakland Avenue, then there would be better traffic flow for pick up and drop offs.

19. We should be making improvements to ALL intersections not just crosswalks, especially to meet current ADA regs which is sorely lacking in this City; this will benefit everyone not just a few. Sharrows are great, but there need to be designated bike routes that provide at a minimum Class II bike paths and highly publicize these routes to encourage their use. Drop off zones should be inconvenient at best to encourage people to take other modes of transportation - instead of driving children 1 or 2+ blocks because of their perceived lack of safety (or laziness). the schools should encourage neighborhood ""walk groups"" or ""bike groups"" with parents alternating as chaperone, if necessary, and other methods to encourage anything but vehicular transportation (unless public).

20. When my children went to the piedmont schools graduating in 2003 and 2006 we did not block the streets like the parents do today. Our children walked a few blocks away and we picked them up, trying to be polite to other residents who also needed to use our streets.

21. I think all crosswalk are important but maybe a little extra money on more dangerous places would be good. Maybe more crossing guards, there is one near my street but sometimes they aren’t there. Also I am a kid and don’t know much about needing sharrows. I think the bike symbol shows enough. Also sometimes I wouldn’t want to have to walk through the park, especially if my backpack is heavy. Plus wouldn’t those new areas become digested

22. Adding the sharrows to the streets will make it easier for bikers to make safe turns and allow cars to know that bikers may be present even if they don’t see them.

23. I live near beach school and if I have to be picked up than I have to walk away from where my house is so it’s inconvenient

24. I think that making crosswalks is safer for pedestrians.

25. I don’t think parking should be taken away because parking is already so hard to find.

26. yes that the school kids should be safer

27. Nothing really

28. The drop off area in front of the Middle School is always busy and kid are late for school.

29. No, I do not think that there is any other issues that come to mind.

30. People cycle in the middle of the street wearing black. As I said before on page 1-2, it’s a hazard to all wearing black.

31. no comments

32. none

33. Nopey Dokey

34. no

35. bike lanes confuse drivers but they also make it more safe for bikers, but it makes the drivers think that the bikes have to be in the bike lane

36. Most definitely. Magnolia is first a residential neighborhood. Drop offs for Havens should be on Highland as well and not on the residential streets. There is too much going on in the center of Piedmont. Casual carpooling should be moved away from the center of town. How about down Oakland Ave. to where the streets are very wide by Latham Street? Also no parking congestion there like the center of town ... or how about by the corporation yard on Moraga? Anyway with the casual carpooling pick up on the City of Oakland side of Oakland Ave. by the church --- why do we need one in Piedmont?

37. Poor crosswalks on busy streets in the city of Piedmont.

38. I think that when parents need to drop off children, there should be a bigger space of area for them to drop off their kids, otherwise, it will be way to crowded.

39. on the intersection between Fairview/Jerome and Oakland ave that intersection should be made safer

40. I think the drop off lane should be a little safer and that kids shouldn’t have to walk through the park
41. No comment
42. I think there should be flags on the big intersections so cars can see that you’re crossing. When you get to the other side of the street, you put the flag in a flag holder for other people who want to cross from that side of the street. There should be about 6 flags for each sidewalk.
43. There are no problems with the school drop off
44. I think there should be a cross walk from Wildwood Ave. to the entrance to the Piedmont Dog Park
45. No additional comments
46. None.
47. I think that there are lots of crosswalks that need work, so I think that Piedmont should work on all of them.
48. In front of the middle school is always crowded in the mornings and after school
49. Idc
50. The intersection between palm and Wallace near Wildwood is dangerous
51. Moving school drop-off to Highland will just move the congestion to another area where many drivers are not expecting children to be present.
52. As to the last question, I’m concerned that the crossing at Sierra could become both a choke point for traffic through town and, more importantly, a dangerous crosswalk for middle- and high-schoolers. I’d like to see how this works.
53. Re: which crosswalks to focus on for improvements - how about those with greatest number of dangerous incidents? That might be busiest but maybe not.
54. Bike lanes are unnecessary. How many people ride bikes in Piedmont? Waste of money and resources. Bicyclist do not pay to road or traffic improvements. They do not need and pay for a license, insurance or tickets like motorcyclists and motorists do. Paying for bike lanes is purely a gift. Spend money on stop signs or stop lights. More vigilant ticket giving to bicyclists who run traffic lights, endanger walkers and do not wear safety helmets and gear should be rigorously enforced.
55. I find the Oakland streets that have been changed to "sharrows" are horrible to drive on.
56. I agree that dropping off kids in front of the schools is problematic, but sometimes kids are carrying lots of heavy stuff (instruments, projects) so they can’t walk very far very well.
57. Great idea!
58. NO. still confused make this more easy to comprehend for younger students
59. NO.
60. Making the civic center more pedestrian safe and friendly is a high priority for me. School crossings are high priority.
61. This is a ridiculous suggestion (moving the drop off points). One of the main reasons people move to Piedmont is for the schools--not for walking/biking. So, let’s not make it more difficult for people to get their kids to school on time just to accommodate walkers/bikers.
62. I think it would really help if the drop of area was somewhere else.
63. As a local of Berkeley I think Piedmont is fine the way it is. City hall should stop complaining and give that money to the people of the east bay who live in poverty. Piedmont has the some of the most well to do off people in the bay. if they want to donate some of THEIR money to improve their already safe/crime-free city that’s their choice. The government should not look to Alameda County for a bailout. Stop wasting tax money on issues that don’t really exist. I know that the money is still not transferable to fix these issues but you don’t need to take 1.6 billion dollars.
64. I feel that relocating pick-up and drop-off parking spaces
65. There are a few intersections in Piedmont that I feel are unsafe like Oakland to Grand
66. I think that if we changed the location of pick-up and drop-offs for our school it would cause a lot of grid lock in the parking lot. I also think that we already have grid lock in front of the middle school, so I do think we need a pick-up and drop-off solution.
67. Riding your bike on the street is dangerous.
68. I have a comment for the last question. I live in Oakland and so do a bunch of other kids who go to PHS and PMS. My brothers school starts at 8:30 so we are always a little bit late out the door but we like to be able to just pull in and drop me off not to have to go all the way around which would just be annoying.
69. I think that we shouldn't move the school pick-up and drop-off parking spaces because if you are running late, you will have to walk all the way from Piedmont Park to school. It is also an
inconvenience for people who live in the lower part of Piedmont, because they will have to drive farther to park and drop off.

70. as a local of Oakland I think that the crime in piedmont is pretty safe.

71. Having kids to have to walk to piedmont park to get picked up will be smart because kids can get exercise when the parents don’t have to worry about all the traffic.

72. how are injured suppose to get to the school? by walking?

73. I think parents should drop their kids off near the civic center except if they have a child on crutches or in a wheelchair because the child would have to get a long distance before the could get picked up.

74. I don’t live in Piedmont, and it already takes me 15 minutes to get to the drop-off point I use currently. Making us children walk through the park will make us late for school, and worse, inconvenience the parents. Also, it would later inevitably become as crowded as the Civic Center is now, and we would have to change the location again.

75. I walk to school and do not have a say in the last question, I just feel it would be convenient.

76. I feel like this will cause much coas if everyone is picking up and dropping off at one small narrow place.

77. The pick up drop off times are limited. Reconfiguring the parking in front of the school to allow more people to use the space there during those peak times is a better idea than relocating the drop off. Keep the drop off traffic off of Highland.

78. There need to be more car drop off places on Vista Avenue in front of Haven Schoolmates – the two City employee parking spaces between the Bank of America/shopping center exit and the current white drop off zone should be parking after 9:00 am only, when the drop off time has ended.

79. Sharrows, while inexpensive, may alert bikers and drivers, but no one should believe (s)he is invulnerable while using them. The Magnolia drop-off and pick-up situation is totally out of control. Triple parking, longstay are unconscionable, inconsiderate, unnecessary, and unpoliced.

80. Just improve the crosswalks I use and don’t spend any money on any other crosswalks! Duh! Just kidding, but it was fun to actually put the thought into words.

81. I think making the entire Civic Center region a pedestrian zone (except for delivery/dropoffs) is a wonderful idea.

82. I would like to know what the “dangerous” intersections are to be able to judge what needs to be improved. There should be a list and then we could work on them all in order of importance and funds.

83. Most crosswalks in Piedmont consist only of two parallel white stripes. At night it is impossible to see anyone waiting to cross, or even worse, already in the crosswalk. Large stripes in reflective paint would help. A flashing light system mentioned earlier would be even better.

84. Alternative school drop-off and pick-up location. Creating one on Highland between Sierra and Guilford, as proposed, will be great for PMS/MHS/PHS students who are driven from upper Piedmont to the east of Highland (an area which includes some of the more remote distances from the schools). But for students being driven from lower Piedmont and the northern parts of upper Piedmont, this will route more traffic into the Civic Center and into the drop-off and pick-up traffic at both Havens and Wildwood. (I’d envision that the cars from lower Piedmont would come up Oakland all the way to Highland, turn right on Highland and follow Highland to the drop-off location. Then, to return to lower Piedmont, they’d probably go down Wildwood – all of which would make drop-off and pick-up more time-consuming for these drivers (and thus less likely that they’d use this spot). More importantly, the increased traffic in front of Havens and Wildwood would be detrimental to pedestrian safety. It wouldn’t be so consequential in the morning, when the secondary schools have an earlier start time than the elementaries, but, at 3:00-3:15 p.m., this drop-off site would create more of a log jam than there already is. So I would support creating this alternative drop-off and pick-up location, but emphasize that it is for families coming from upper Piedmont to the East of Highland. It is hard to think of an open space that would work for families coming from lower Piedmont and the more northern parts of upper Piedmont. (On the rare days I drive my son to PMS, I drop him at Hillside and Vista, to avoid joining the traffic jam on Magnolia, but there isn’t space there to create an official drop-off zone.) In general, the main strategy for reducing the traffic snarls and unsafe conditions in front of the schools during drop-off and pick-up should be to encourage all the families that can (i.e., who live within 10-15 minute walk to the school) to walk. The proposed drop-off
location on Highland should be targeted at families coming from the distant part of Eastern/Southern upper Piedmont. I don’t understand the proposal for reconfigured parking and adding bike lane(s) or sharrows on Magnolia near PHS. How would parking lost by changing parking between Bonita and Highland from angled to parallel be replaced? Would there be bike lanes in both directions? How far would the bike lane(s)/sharrows here extend? Would the bike lane(s) just go from Highland to PHS, or would it extend all the way down past PMS and on down the hill? I’m also concerned about bicyclist safety issues. This area is currently so congested with cars that I worry that putting in bike lane(s)/sharrows would give student bicyclists a false sense of security. I agree that a long-term goal should be to make biking to school safe for older students, but I worry that adding in bike lane(s) or sharrows before the traffic in this area gets calmed could be a mistake. So I think there should be a two-stage process: 1) reducing the amount of car traffic at drop-off and pick-up by encouraging more walking and use of the drop-off site on Highland between Sierra and Guilford (for families coming from long distances in eastern/southern upper Piedmont), then, once this first step has been accomplished, 2) putting in bike lanes/sharrows, thus encouraging more students to bike.

85. not totally clear on how this will work. Can we make it near the vase and get rid of the parking spots in front of the vase?
86. add more crosswalks...it’s just paint! the problems are imaginary.
87. I support relocating pick up spots, but wonder if this will result in congestion on Highland.
88. My kids walk to school, but I see where the Magnolia area gets crowded. Moving it above the park is not great since most of the kids seem to come from south of Highland.
89. Civic Ctr. not the speed/danger problem. Oakland Ave. is, in both directions from Grand to the City Limits, East & West. Very difficult for elderly, kids & resident cars trying to cross.
90. For the last question—I don’t pick-up or drop-off so I’m not aware of the problem or possible solution. Rather than being indifferent, I’m just not aware of this congestion.
91. Moving drop off and pick up zones sounds like a terrible idea. We need to encourage more kids to walk (or ride their bikes). We ALSO need to encourage ride sharing -- it would be so much easier if parents would take the time to set up carpools with their neighbors at the beginning of the school year. It would just take a few minutes of their time. (By the way, my children WALK every day from baja Piedmont to PHS and to Beach.)
92. Keep examining who is parking near the schools and why. The faculty, parents and volunteers have to park somewhere.
93. We need more education about “sharrows.”
94. How do sharrows make it easier for cars to pass cyclists more safely. What about the cyclists who travel two or three abreast going uphill on narrow streets?
95. Parents coming up Magnolia can and should continue to drop off right in front (also important for ADA etc.) But parents coming from eastern Piedmont will naturally tend to use the Highland/Sierra zone. Both are needed.
96. It is just moving the problem to a quiet residential street from an area that is closer to the school, where this congestion is expected.
97. Don’t be silly about the last question - I live just down the hill from the high school/middle school and it’s fine -- its just busy for 20 minutes and all is well. Seriously get folks to trim their shrubs that block half the sidewalks all over town and we might already make that easier.
B-4  |  “Are there other major, big-ticket pedestrian projects that should be included in the walk/bike plan?”

73 comments

1. Moraga Avenue at Blair Park needs a sidewalk for pedestrians. Currently, students and pedestrians must go over rough terrain when transversing the area. This is a hazard and needs prompt attention. Also, traffic control at Red Rock Road is needed to allow access to and from Blair Park.
2. Perhaps this is addressed in a later question but better speed enforcement should be an option - OT for the traffic officer, installation of permanent speed readers etc. I would have ranked this second.
3. no
4. Getting residents to park in their garages and leave lanes for bikes and pedestrians
5. Wildwood and Grand Avenue intersection is very pedestrian unfriendly.
6. The path above the dog park on Linda does not have adequate lighting.
7. not really exept prospec wildwood REMEMBER
8. Blaire Ave & Highland East intersection is very unsafe
9. Implementing a Road Diet on Grand Ave. to improve pedestrian and esp. bicycle safety. Measures to control speed esp. at top of hill near Rose Ave. and allow for continuous bike path along the full length of Grand Ave.
10. At the intersection of Oakland Ave and Highland I believe that a ‘no turn on red’ sign should be installed or perhaps all vehicle lights should be red while the pedestrians cross in all directions. That way the pedestrians crossing can feel like they can cross Oakland ave peacefully without feeling like someone is about to turn into them.
11. The City really needs to take a much more sensitive approach to the families living on the streets with the new LED lights. The current LED's are too bright which cause extreme light spillage into the homes and have destroyed the neighborhood character of the street at night. It feels like a Wal-Mart parking lot outside our homes. The new lights lack the scale and quality of light characteristic of a residential setting. The City places a high priority on design, but has completely failed with these new LED lights. These light take away the character of residential neighborhood and turn out streets into shopping malls. The City needs to modify the current specification to develop a sensitive source of light functions to provide light with new technology, but does not destroy the character and scale of the neighborhood.
12. Following through with consultants recommendations on Wildwood/Nova corridor to calm traffic and make neighborhood safer
13. Biking in piedmont is not very easy it’s too steep in most of the town. No easy fix for that
14. Restripe Grand Ave to two lanes
15. improving crossing safety across length of Oakland and Grand
16. The St.James corridor for bikers, drivers and pedestrians needs a huge amount of work. First, the driving needs to be addressed - drivers speed, bully others on the road, and make no room for bikers. Bikers need a space to ride - either on the sidewalk (now children biking on the sidewalk are frowned upon by "walkers"). There needs to be a complete path of wheelchair/bike "ramps" at each street crossing - mostly to keep those children bikers safe and on the sidewalk, rather than being struck by a speeding car on the road.
17. Include Howard ave school crosswalks at Oakland ave in bridge project.
18. Please include improvements to Grand Ave from Rose to Oakland (and beyond). Please consider bulb-outs on both sides of Cambridge and on the east side of Greenbank at this strip. Please fix Kingston at Linda and Wildwood at Grand so each intersection is not so very wide and confusing. Please consider in-road lights on Linda at Lake at Rose. Please consider lane modification on Linda between Grand and Lake to reduce speeding.
20. meet ada throughout the city
21. I hope that the improvements to the Oakland Ave bridge include moving the ramp so that it is more in line with the crosswalk. It’s very awkward when walking with a stroller.
22. I am still puzzled why anyone is having difficulty walking on the sidewalks of Piedmont. Just curious......has anyone been hit by a car while walking in Piedmont?
23. Streets from Oakland that lead into Piedmont
24. I went to walked to havens and the Highland Ave
25. I think that there should just be a enhancing of the paint on crosswalk.
26. none
27. Near all the schools, there is one road in front that is very dangerous for kids and pedestrians to cross the street.
28. I don't have comments about this
29. Nope Dokey
30. no answer
31. Install LED lighting for street lights. They increase visibility and are more visually appealing.
32. no not really
33. I think there should be bike lanes, more street lights, and more places to park your bike
34. no
35. I think that the bridge on Oakland ave is VERY important because when I walk home from school, the bridge sidewalk is so skinny and the cars go by so fast that it is a real hazard.
36. no
37. I think there should be more cross walk people because there is some people just dont stop and i have almost got hit a couple times
38. flatter ramps
39. We should make star wars come to piedmont
40. Sidewalks on some major streets: Moraga Ave. and LaSalle Ave.
41. Landscaping projects on busy/big streets that help "give the street back" to pedestrians and cyclists rather than speeding cars.
42. Improve sidewalks; install stop lights and stop and slow signs; improve street lighting
43. There are problem spots that aren't currently crosswalks, for example, Wildwood at Prospect. People of all ages cross all day long and cars can't necessarily see them around the curves. In addition cars trying to turn left onto Wildwood from Prospect often cannot see oncoming traffic because it is blocked by cars parked on Wildwood all the way up to the corner. Drivers also frequently make illegal u-turns which further complicates safety at the corner. Eliminating some parking on the downhill corner would go a long way to helping visibility for drivers, pedestrians and bikes.
44. Oakland Ave. bridge has poor visibility for cars coming out of side street, trees are blocking the view of cars coming down Oakland Ave., passing Grand. Lights at the bridge, making visibility of coming cars even harder because the side street merging cars can't see if the light is overhang string lights or car headlights, making it necessary to drive out past Stop sign to see oncoming traffic.
45. Crossing Oakland Ave. from Sunnyside is dangerous, making it difficult for kids to walk to Beach School
46. nope.
47. Nope.... :)
48. Install a camera for red light runners at Oakland Ave and Grand Ave. intersection. Way too dangerous and way too many drivers thinking the signals don't apply to them, especially during high commute times.
49. There needs to be a sidewalk along the cemetery side of Moraga. There needs to be an enhanced crossing at Moraga and Ramona.
50. I don't think there should be to many street lights near peoples homes.
51. Yes! Near Pacific avenue street.
52. I think that intersection between Oakland and Grand is very dangerous, even though there already are stop lights and the crossing guard. However, when I walk to Beach, I noticed that the crossing guard isn't always there. I think that we should make that intersection less dangerous.
53. I'm not exactly sure what there called but they are little lights along the crosswalks, there not only helpful to the kids walking around at night but also it fully awares the cars coming down the street fast or turning corners
54. rework Magnolia Grand traffic light to have only two phases--either Grand is green, or Magnolia & RoseGarden are green. Not three phases like it is now.
55. A stop light at the intersection of Linda Ave./Rose Ave./Kingston Ave. This is a wide intersection and visibility is not good due to cars parked in the area. Linda is also busy since cars come up from Piedmont Ave.
56. Slow traffic down on Hampton Avenue. Stop sign and high visible intersection marker at Hampton/Saint James (e.g. small median with trees on Hampton on both sides of the intersection)
57. I live on a street that gets cleaned weekly by gardening staff which is ridiculous and way too much. Two blowers for 5 leaves and this is not on the sewer side. Whereas, I walk everyday all over Piedmont and use many of the pedestrian walkways and stairs which are never cleaned or blown off by Piedmont gardeners. Especially when wet, these stairs and passage ways are slippery with leaves and very trip-able. Please use the gardening staff in a more useful way!

58. Crosswalks, bulb-outs, parklets, road diets etc. should be used to slow traffic on the arterials that students need to cross on their way to school: Grand, Oakland up to Highland, Highland from Park to Vista. The planning focus should be on creating a safe way for students on the way to school to cross each of these arterials at 1-3 logical locations. Then, part of the outreach should be to let families know which crossings are the most “protected,” to help them in planning their children’s route to school.

59. need place to pick up students for those of us that drive carpool and pickup and wait a few minutes

60. A clean-up after your dog-poop campaign, especially around schools and then spot improvement as requested by public and publicly offered by city. Perhaps dog-poop cams on the worst offending walk areas.

61. signs and enforcement of 25 mph limits

62. Oakland Avenue and Jerome intersection is very dangerous. Highly recommend changes to slowing down the traffic and discourage non residents of Piedmont in using our town to get between the freeways.

63. add crosswalk at Coaches’ Field to Moraga Canyon “Park”

64. The previous page’s questions seemed to have an anti-bike bias.

65. planted median strips where speeding cars make crossing the entire street impossible (Oakland Ave.)

66. Enhancing “short-cut” (paths and stairs) from peripheral areas of Piedmont to central Piedmont by “cutting out” long tortuous road segments. This could allow people to walk to central Piedmont where it is currently not possible.

67. Yes, please put slow down strips (much like the ones on Scenic Ave) along high traffic, areas like the Linda Ave approach to Beach school from both Kingston Ave and from Grand. People speed here, blast past the stop sign at Lake Ave and speed through the crosswalks. It is VERY dangerous along this corridor.

68. I didn’t see bike racks on this list unless that’s a “spot improvement.” Piedmont City-Bikes would encourage bike use. Why not?

69. Lights at Mesa and Moraga crosswalk.

70. The crosswalk on Moraga near Mesa is dangerous as is. It is just beyond a curve in the road. It needs a flashing light or something to get drivers to slow down on both directions of Moraga.

71. pedestrian-triggered stoplights at worst intersections

72. How about a $60,000 pedestrian bridge connecting two pathways in Dracena Park? Just kidding...

73. speeding tickets on highland - more police? A camera ticket system? I don’t know, but seems like no one is doing anything about a seriously dangerous situation given the number of kids walking down Highland daily to school.
“Are there other major, big-ticket bike projects that should be included in the walk/bike plan?”

53 comments

1. Piedmont's terrain severely limits bikes. Thrust should be for the great number of pedestrians.
2. no
3. Can anything be done to make riding up and down Moraga Ave (Highland to HW13) to Montclair safer?
4. Bike lanes on Linda and Grand Aves. The green lane on 40th is great -- Piedmont should do the same where it can.
5. cros walk PROSPECT WILLOW WOOD
6. road diet for grand and highland
7. License bike riders and require them to pass a test of traffic laws and bike safety. If bikers are allowed to share streets with cars, they should be similarly regulated.
8. Biking is very dangerous right now and requires improvements in most areas. Grand Ave. esp. is a major thoroughfare for bikes and requires an overhaul.
9. It’s important the final PBMP take a balanced approach to the needs of all the users of streets and sidewalks. There is a need to enhance the understanding of the “rules of the road” for all users: drivers, riders, pedestrians, joggers, youngsters on bikes, etc. Perhaps multi-media programs/websites would help clarify the proper etiquette for situations users will encounter.
10. Calming section of Wildwood ave from Grand Ave to Nova
11. clear switch back ride to climb hill from Grand to downtown perhaps beyond- if to cross over Oakland Ave- at a light
12. Restriping Grand Ave is a pedestrian safety issue, not just for bikes.
13. While Grand and Highland may end up having the most bike traffic, it’s also important to consider from where biking (rather than walking) is most needed/likely to occur. For example, the extension of biking to the end of St. James at Park Blvd would enable a whole population of bikers to ride safely.
14. As you of course know, the 3-4% of Piedmont residents who bike regularly represent only a fraction of the people who bike along Grand and other Piedmont roads. We are not an island, but a major thoroughfare for many cyclists (as well as drivers), and improving conditions for cyclists in our city improves conditions for everyone who travels through our city as well as residents.
15. Bike lane from Jerome, down Nova and Wildwood to Grand.
16. Piedmont is very hilly - so biking is many times for exercise rather than transportation. Who are we doing this fix for: kids or adults? Will P'mont ever be a super bike easy town? Where road bikers really can roll at traffic speeds are the biggest safety areas. Fix potholes is also a big bike safety concern. The rest is gravy.
17. my guess is that more people will prioritize walking over biking because they don't bike now - most feel it unsafe, all the more reason for the CITY to prioritize bike improvements.
18. Around the St. James and Sandringham area there needs to be more bike lanes
19. no.
20. I Don't have many ideas for bike projects, but I just think that we should make riding bikes a little safer
21. no answer
22. Nopey Dokey
23. More bike locks and places to park your bike, and more street lights
24. no
25. No additional comment
26. no
27. I think there should alto of bike lanes on very busy streets
28. nope
29. no
30. I hardly ever see people biking in Piedmont, I don't think that we need to invest much in it.
31. no
32. pizza
33. nah o good
34. I don't know what "bike detection technology is", nor do I know what "traffic-calming" or "road diets" are. It's hard to comment on items without knowing what they are.
35. Do not create bike lanes. Improve walk lanes.
36. Piedmont's hilly terrain is not bike friendly to casual bicyclists, only to die-hard bicyclists who sometimes tend to be too aggressive. I would hate to see Piedmont become one of those roads like Grizzly Peak or Centennial Road in Berkeley that become a hazard for both
cars and serious bicyclists who fight for speed and snarl legitimate vehicular traffic.

37. no
38. NOPE.
39. No I don’t ride a bike.
40. I think that their should be bike routes because I don’t know where to bike because their is a bunch of hills.
41. I think bike paths would be great and very useful!! I would love for the paths to be put in spots where it is quiet and peaceful
42. "What is meaning of ""bike- detection technologies ""?"
43. Grand Avenue is too major an artery for cars to consider road diets or traffic calming. Piedmont’s Highland Avenue is "" our "" terrain and fair game for road diets and traffic calming"
44. You have too much jargon in this questionnaire. How do I know what a road diet is or traffic calming?
45. The priority should be on slowing traffic along Highland, Hampton and other wide streets, as the primary reason for lack of bike safety is the speed differential between cars and bikes. This could be done by one or two additional stop signs, speed bumps, traffic circles with trees, or medians with trees at key locations
46. Something akin to a road diet for Oakland Ave (from the City border at Olive up to Highland). I know there aren’t traffic lanes to cut here, but there must be physical ways to slow traffic here -- for example, by putting in traffic islands.
47. don’t care for bike signs- not needed, just lanes and sharrows (limited use) and some calming
48. A bike only, no-car time period once a month, or more, on a fun bike route. Would be great if Mountain View Cemetery could join us in doing this, at a different time, each month.
49. a "road diet"? Huh?
50. Premium" bikeway network: some traffic-calming; also, road diets on Grand and Highland improves the pedestrian experience as well. repair street surfaces that are dangerous to bicyclists.
51. See previous comments. I’m not a bike rider (now), but my son bikes to and from work every day, doesn’t own a car so bike safety is very important.
52. Piedmont has serious bicyclists but is very hilly for recreation
53. Sounds like we already have many more projects on the list than we can pay for, so no need for more.
“Are there any streets that should be added to, or removed from, the bikeway network? Name the street(s) and tell us why.”

79 comments

1. I think bikes on Wildwood sounds very dangerous, especially near the 5 way intersection....it is difficult to drive, let alone w/ bikes.
2. Linda would be a good bike way
3. Street selection looks OK.
4. no
5. Hillside. I live there and like it the way it is. I am not in favor of major projects to make Piedmont more bike friendly at the expense of aesthetics or automotive convenience.
6. Magnolia is too steep to bike for most.
7. ADD PROSPECT AND WILD WOOD PLEASE
8. The intersection of Blair and Highland (East side) is quite unsafe because it is high traffic (lots of homes up Blair) and lots of pedestrian/bike traffic on Highland. It needs some reconfiguring and a nicer crosswalk and such.
9. Why is St. James in 5 and 10 year plan only route signed? I love the 10 year plan a lot. It really provides Bike awareness and safety throughout the major roads of Piedmont over time.
10. Cambridge Way is already a narrow street with many cars parked on both sides and drivers often need to pull over to allow a car from the opposite direction to pass. This street should be removed as a bike lane street with traffic calming for the short and long term. I think signs would be OK.
11. The plans look good. The planners have been listening pretty well.
12. Crocker ave: busy cars and bikes, increasing on street parking. Also through way street from Mandana (Oakland) into Piedmont, so major thorough fare Crocker-wildwood; Lincoln ave: occasional dangerous use by young adult skateboarders downhill and left onto Crocker at high speed...don't know if this program would help?
13. Looks good!
14. wondering if there's a way to drop down before or after heading over the Oakland Ave bridge- to connect Oakland to Linda...
15. please add sharrow to Winsor from Magnolia to Lakeshore

16. Moraga Avenue should be removed because I don’t see how bike lanes can be constructed SAFELY without major construction of the roadway or removing parking - both of which are unacceptable just to accommodate bikes,
17. The network from St.James - Hampton - Sheridan - Highland should be included as it reaches such a huge population. It is unrealistic for this population to walk to school - Havens, Middle and High School - so this investment would have a huge impact. Please help us! thanks.
18. I think we should aim for protected bike paths on the major high traffic streets, i.e. Moraga (it is full of blind curves and high speed traffic); Grand, Highland, Oakland ave. The intersection at Moraga and Maxwellton is dangerous. Perhaps a stop sign or roundabout would make it safer for pedestrians/cyclists.
19. Please, please, please face the reality that drivers already use Howard and the Beach School side of Cambridge as a dog-legged shape shortcut. If there is traffic calming on the surrounding areas but not these blocks, they will certainly be adversely affected. Look at Berkeley/Oakland around Ashby/Hillegass/Benvenue/Alcatraz as an example. Colby is pounded by traffic taking shortcuts, even though it has speed bumps (which according to conventional wisdom “can’t” happen in Piedmont -- would appreciate a public information clarification on this, BTW). Likewise, Hillegass between Dwight and Ashby gets slammed by traffic avoiding College. Separately, are there plans to help Magnolia at El Cerrito? Turning onto Magnolia from the downslope side of El Cerrito seems (as a driver) to be particularly dangerous. I’d hate to be a pedestrian there, and many middle- and high-schoolers are exactly that.
20. no comment, plan is good.
22. Entire Crocker Avenue: speeding vehicles, many walkers, very few crosswalks.
23. east bay bicycle coalition is very knowledgeable about local and regional networks and should be directly involved/consulted
24. For Piedmont to even consider reducing the streets in city center is crazy. To take a lane in each direction is not okay and will only add to the growing traffic congestion in town center while the bike lanes will (and I will make a bet w/who ever started this plan) not be utilized very often.
25. I don’t have any comments/ideas for removing streets
26. Not that I know of.
27. no.
28. Wildwood avenue, Grand avenue, Highland avenue, Magnolia avenue.
29. pacific ave
30. Nopey Dokey
31. Vista is too dangerous already --- bike lanes on Vista will increase the change of someone being hit by an automobile. Cars all day long go through the stop signs on Vista at Bonita --- and/or "Hollywood Stops".
32. Linda avenue, Piedmont ca, because i see bicyclist, biking up there and there is not as much room when the cars are passing by, and it looks like its going to hit them.
33. Bonita because when kids are getting dropped off at school Bonita is always in the way.
34. I think that the streets are all very well
35. I think that there should be bike lanes from beach to the middle school so that kids can ride their bike to school with no danger
36. i think most streets are safe
37. I think that the sidewalks on Indian road should be paved nicer because it is already steep so it would be nicer for bikers to go down safely and smoothly.
38. I really don't have anything in mind
39. I think it is very nice
40. high;land, to crowded
41. blair, highland, highland ave, oakland ave, grand ave, le sa olse
42. Destroy arroyo
43. wallace is very dangerous
44. No I like the streets of Piedmont as it is
45. moraga
46. Add pedestrian crossing sign at intersection of Highland Ave & Parkway immediately.
47. In every event in which a bike path is placed in an area without sidewalks, pedestrian safety measures must be put in place, as well. My major concern is Moraga Ave. As a busy street with no sidewalks, it already requires a great deal of caution for pedestrians. Yet it is one of the few through streets from Montclair to Piedmont and shouldn't be off-limits to pedestrians any more than to bicycles or cars. A downhill bike path seems an invitation for bicyclists to speed down the Moraga canyon. Fun though that may sound to a bicyclist, such activity makes an already-hazardous street extremely risky for pedestrians. Absent an ENFORCED or, better yet, physically reinforced, pedestrian lane, I am deeply troubled by the proposed bike lane. For a good period of time, LaSalle Ave. is in the same position. As I recall, parts of St. James may be missing sidewalks although I think that a side-to-side switch may allow a pedestrian to remain on sidewalks. Due to a health problem, I have had limited opportunities to conduct a block-by-block examination of the map for other areas missing sidewalks. The same concern applies to them, although areas with low traffic may have lesser concerns.
48. Oakland Ave x Grand Ave traffic light avoiders - they cut through Fairview / Arbor / Nova / Wildwood to avoid the signal, putting "hurried" commuters down smaller and slower residential streets. Add stop signs, narrow the streets - ticket stop sign runners.
49. Not sure I think it is a good idea, but would like to know why Oakland Avenue is not a suggested bikeway?
50. No.
51. Scenis Ave is used a lot for people to ride to Montclair.
52. Add Blair between Highland and Hillside. This plan chooses to keep bikes off Oakland Avenue by making the preferred route from Highland/Civic Center go downhill via Blair and Cambridge. However to get there you have to go through Civic Center/the schools (the most congested part of town) by going down Vista or Magnolia (currently not legal as one-way up). However, if you are uphill of Highland, it would make much more sense to go down Blair and avoid the congestion.
53. Key locations are Grand Ave and Moraga, both heavily used connecting routes. Finding a way up Moraga is critical. St. James needs more than signage as a bike route -- probably sharrows would enhance safety of this curvy through route.
54. no
55. no
56. Highland should be high priority 1st phase because this has the biggest potential for increased use by children and accompanying adults as they travel to school, play fields, parks.
57. short answer: just because money is available to Piedmont for making these improvements doesn't mean we need to take it. there are probably lots of other cities that would be more amenable to making these improvements (especially the bike lanes where there
is more land and space available to accommodate; I don't object to changes to intersections, crosswalks, lighting etc that don't affect traffic flows).

58. Grand Ave from MacArthur to Piedmont Ave., it will improve cyclist safety and encourage a town-center ambience replacing the current four-lane expressway feel.

59. I don't think Hampton needs a bike way

60. no

61. Yes I think that busy intersections like highland/oakland shouldnt be part of the route

62. i live on requa road and when you go down the hill, the sidewalk suddenly just stops and ends. Its also a little dangerous cause cars always go pretty fast

63. Jerome ave because teenagers speed bye.

64. Grand Avenue is very dangerous. I know someone who a drunk driver ran in to her front yard and if you where to be standing there at that moment you would get hurt

65. No, I agree with all the streets.

66. oakland avenue because there should be room for cyclists that use the avenue every day

67. I am glad to see that Wildwood Avenue is included. I would recommend that lower Wildwood, from the Oakland border to the intersection with Magnolia, be considered for bike lanes in both directions, or sharrows in both directions, not just in the downhill direction. This is a popular bike commute route Monday through Friday as it continues on Grand Avenue which is a busy bike route to downtown Oakland and to BART. On the weekends it is also very popular with recreational riders; individuals, casual groups and even uniformed teams. All of these riders use the street in both directions, so it makes sense to have bike lanes and sharrows in both directions. Finally, lower Wildwood Avenue is very wide and cars frequently drive far above the speed limit. Check out the latest survey results where one vehicle went something like 65 mph along here. Adding bike lanes may cause drivers to slow down even when bikes aren't present. Sharrows will help, but bike lanes would be more effective. Slower vehice traffic along lower Wildwood would be safer for pedestrians, cyclists and drivers. Lower Wildwood is likely wide enough for bike lanes or sharrows in both directions, so don't skimp and just use them on one side of the street in the downhill direction.

68. Ramona to Bonita.

69. All of Oakland Ave from Highland down.

70. Automobile traffic is congested enough at critical times during the day and adding bike lanes on any street with increase this congestion.

71. Yes, A route to Beach school from the Rose/Grand/near Arroyo stoplight needs to be added.

72. Both maps: Sharrows should be both uphill and downhill at all locations. This is very important if there is no bike lane. Uphill is where bikes may move slower than traffic and a sharrow is more important to signal drivers to slow down and share the roadway. Downhill, most bikes can keep the 25mph speed limit. I can do that on my single speed!

73. where are the improvements West of Grand Ave. to Piedmont City Limits? We pay taxes, too, & Oakland Avenue from City Limits to Grand is highly dangerous & extremely dangerous to cross.

74. I'm going to have to leave these questions to the bike riders. I would just suggest (if not already done) that Piedmont's bike routes connect easily with established routes through Oakland, Berkeley.

75. I think the proposed network looks good.

76. I live on the corner of Hillside and Oakland and it is congested enough without adding any other traffic or signage!

77. I think it's a good network.

78. LaSalle, Hampton and Crocker are residential neighborhoods and should not be involved in reducing automobile lanes.

79. The section of La Salle from St James to Indian is already narrow enough without a dedicated bike lane consuming more space and pushing cars even closer to the edges. Some traffic calming would be a lot better for this stretch. St james should have some on-road stenciling in addition to signs. The first block of Oakland below Highland would be good to have some bike protection given that the Havens bike racks are there.
B-7  | “What do you think about the types of bikeways being suggested? Are there any specific streets you have concerns about? What are your concerns?”

94 comments

1. Moraga and Grand Avenue improvements should happen first.
2. Perhaps think more about "alternate/backstreet" bike routes rather than keeping bikes on the main streets like Grand.
3. Grand Oakland
4. Too much emphasis on bikes and not enough on pedestrians, particularly Blair Park access and Moraga Avenue sidewalk. How can this area be forgotten?
5. PLEASE upgrade the Oakland Ave/Grand Ave intersection and surrounding area in Phase 1. This section is heavily used and very dangerous! This should get at least sharrows in Phase 1, and preferably a real bike lane with road diet. Signage is not sufficient.
6. I think the Wildwood-Highland-Sheridan nexus does not need the degree of designation that is shown. These are wide streets, with little on street parking and could be simply signed as a bike route. No need for traffic-calming needed on these streets - that is needed on other streets of higher speeds. I think Moraga needs better protection for the uphill cyclists - if lanes and sharrows don't work is there a technology to alert cars coming into the blind curve that a cyclist is ahead of them. Please designate Grand for bike lanes for the near term - this is a highly used street.
7. My concern is there is too much consideration being given to bikes, and not enough to vehicles, the mode more than 99% of Piedmonters use to get around.
8. None
10. I think we should largely on optimize roads for cars.
11. Moraga Ave going east in particular east of Monte is too dangerous to bike. There is no place to ride but in the busy narrow traffic lane.
12. Grand Avenue should have a bike lane or sharrows. It is a busy street and a lot of bicyclists use it. I don't understand why Highland, Vista, etc. would get sharrows but not Grand -- it is a much busier street for cars and bicycles.
13. I AM CONCERED ABOUT PROSPECT AND WILD WOOD
14. I like the idea of turning Highland into 3 lanes (one turning) with bike lanes. It really doesn't have the traffic to need 4 lanes and so there isn't any downside to making it safer for bikes and pedestrians.
15. I do think the shared lanes are confusing, like the green lanes that have been painted on 40th. All drivers would need to be educated if we allow this.
16. We live on Moraga Ave and do appreciate the need for the bike lanes/signage, but we really don't want a bike lane right in front of our house and it looks from that map that we might also lose our street parking due to the bike lane. Is there any way that you could perhaps continue the signage beyond our house and then start the bike lane 30 feet or so beyond our home down Moraga...we would sincerely appreciate that. The ample street parking for ourselves and our guests is one of the reasons that we bought our home. Could you please comment on this and let me know if this might be possible?
17. Overall good. Seems like sharrows should be on both directions though.
18. really looks good
19. I think the city is already perfect for walking & biking. I do not believe is wasting $ just because it is available. Fix sidewalks in disrepair. If we are so concerned with safety, I think more emphasis could be placed on education and penalties for walking in cross walks while talking on the phone and texting.
20. would like more bike lanes...ah well, can't have everything...where would you put it?
21. Suggestion: Maybe the uphill bike lane on Maraga could run through the Blair park
22. See above.
23. St. James is a terrifying street to bike on as an adult, let alone as a child. Drivers speed; the street is narrow and drivers on both sides careen over the middle line in an aggressive and hostile way. Walkers on the sidewalk are also usually "sternly" disapproving of young children riding their bikes on the sidewalk - it's a totally nightmare, and we're just trying to get to school in a safe, fun,
responsible way. Hey - if we're gung-ho about riding all that way every day, back and forth, then we could really use some support!

24. Protected bike paths are ideal. They are expensive, but safe!

25. Honestly, the map was a little confusing about exactly what is what. But the more calming, esp on the busiest routes, the better.

26. no comment

27. Great idea, particularly the sharrows.

28. You are going overboard! The lights will look like the circus has come to town.

29. I think that the Blair/Mountain route is too narrow in many places to safely constitute a bike route. I think that the Moraga Avenue route should be beefed up all that is possible in the near term plan.

30. I live on Blair with lots of cars parked on the street. If you are going to send more bikes down it - you MUST control traffic speed. Cars / bikes use it to get around Oakland Ave's lights. For those of use who use the driveway, more bikes means more risk when we back out because visibility can be impaired. That being said, it will also be a safety concern if we have to park on the opposite side and cross the street with groceries, etc.

31. We have a huge concern about Upper Wildwood from Sheridan to Crocker. We have lived in our house on Crocker for 6 years and in that time there have been 3 major accidents which required an ambulance. One of these accidents was a bike hit by a car. There need to be stop signs at Sheridan and Wildwood and at the other side of Crocker and Wildwood. Cars pull out past the stop sign onto Crocker because when you look right it's a bit blind. They focus there and don't look for oncoming traffic come down from Lincoln. There also need to be crosswalks at all corners of Wildwood and Crocker. Folks speed in this area because they are coming off a long stretch on Sheridan and Lincoln and upper Crocker without stop signs.

32. east bay bicycle coalition is very knowledgeable about local and regional networks and should be directly involved/consulted

33. I think that Linda Ave should have it's own bike lane. It's the only connector between two major bike thoroughfares (Grand Ave and Piedmont Ave) and passes by the school. Also, I don't understand why some roads only have sharrows heading downhill. These roads are also readily biked uphill and should have sharrows heading uphill too. The speed differential between cars and bikes is greater when heading uphill, so cars should be notified that they may encounter a cyclist.

34. St James should have Sharrows.

35. I'm not very concerned about this.

36. no.

37. no answer

38. Nopey Dokey

39. shared bike/auto lanes are dangerous and impede auto traffic. either do a full on bike only lane or no lane. shared lanes encourage bike riders to use the entire lane, resulting in a de facto larger bike lane than necessary.

40. See above ... the center of town is much too congested with too much going on in a concentrated area for more bikes. Move some of the congestion out of the center of town. Why does everything have to be in the center of town? Shouldn't all of Piedmont share in the services and everything that the residents want or desire? It is a city for all not just a few?

41. I think there should be more street lights on Linda ave, Piedmont ca because at night there is not enough light and might feel dangerous

42. no suggestion

43. Well there are not a lot of bike lanes in Piedmont so i think they should add a lot more.

44. I have no concerns

45. i like the suggested bikeways but my concern is that bikers wont pay attention to the bike lanes

46. No not really

47. i think the roads in piedmont r in good condition

48. none

49. good

50. idk man

51. i think that piedmonts fine with its current bikeways

52. I think that near Lake Merritt the bicyclists are really out of control near those areas

53. i dont know i dontsee any

54. Create dedicated bike lanes with center turning lane on Highland Ave as soon as possible.

55. The types of bikeways seem to encompass pretty much everything I've seen in the US and abroad, other than those related to major market shopping bicycles that aren't likely to be popular here due to hilliness. I'd like to know the logic behind why the various types
were placed in the spots they are located. The streets that concern me are noted above.

56. Some mechanism to ensure that the bikes do not descend Magnolia/parkview too fast. Dangerous for children crossing street and for cars pulling out of driveways onto Magnolia.

57. Sharrows up Wildwood, up La Salle, along Estates, Corker, Mandana, and both ways on Moraga & Oakland.

58. I think the types of bikeways are a good idea and reflect presumably busy-ness of the streets both in terms of cars and bikes.

59. Do not create bikeways. Waste of money for the number of people who actually ride bikes. Throwing good $ after bad. Do a cost benefit analysis...how many people ride bikes during peak hours vs. how much $ will be spent on bikeways and bike lanes? Use money for street and traffic improvements and/or police enforcement.

60. As mentioned previously, Piedmont terrain is not conducive to extended bike lanes/network, it will sacrifice pedestrian and vehicle traffic safety for the sake of bicyclists who do hilly bike rides for sports and training and causing traffic snarl or accidents.

61. I'm concerned about the major narrow arteries in/out of Piedmont: Moraga, La Salle, St James. These streets are narrow and winding with limited visibility and limited parking. They need to be made much more bike friendly, but there are limited options as to how to improve them. I think they need at a minimum sharrows in both directions.

62. Like the road diets and bike lanes a lot. Finding a way to build a lane up Moraga is critical. Consider including Scenic as an alternate way to climb up to LaSalle (Pacific is too steep).

63. Not sure

64. no

65. no

66. Grand Avenue needs a bike lane from MacArthur to Piedmont Ave.

67. no not really

68. no

69. I am worried that bikers will get hurt when cars turn onto highland.

70. Concern: Sharrows will provide a "roadmap" to criminals on how to get in/get out of Piedmont. No differentiation from Oakland streets will invite outsiders into Piedmont.

71. Would love to see Grand Ave as one of the first streets for the 'road diet'.

72. A lot of the suggestions are signage without much meaning behind them. Bikes are already allowed to share streets with cars. The only real meaningful improvement would be bike lanes, and these should be provided where feasible.

73. See my comment in the previous box.

74. Grand & Rose consider in near term bike lanes. Why is Ronada & Blair listed? If including those, should include an safer route to downtown, like Ramona to Bonita to get to schools.

75. Good.

76. 2-lane & center turn for Grand seems like a good idea. Hopefully it won't stop abruptly at the city limits.

77. Grand Ave from Cambridge to Wildwood should be dealt with in the near-term - at least sharrows and full use of lane signage. This is the busiest bike route in the city, and one of the most dangerous because of the volumes and speeds.

78. I don’t understand why the portion of Magnolia in front of PMS/PHS is bike lanes, when the rest of that route is sharrows. My concern that this will give students biking to school a false sense of security in this area of high traffic congestion. I don’t think that taking out ALL the parking here (if that’s what’s being proposed) is a good idea. I’m not understanding the logic of this part of the bike route.

79. how about route from trestle glen? Lots of kids that have no transportation to school and riding bikes in St. James is very tricky w/ all of the cars.

80. Moraga is a desire and concern, would like to see Oakland continue the route.

81. All of Crocker.

82. I think they are all great suggestions. The main arteries need the most help, Oakland, Grand, Highland, Moraga.

83. Highland would be a better street for all if it were reduced to 2 lanes with median and bike lanes. Talk to City of Oakland to see how the recent green paint projects are working.

84. Looks good. I like that we connect to the available Oakland bike lanes.

85. the ruts in the street surface of 100 bl. of Olive Ave. + extra lighting on undeveloped City of Piedmont side of street.

86. Are sharrows really effective? The green share stripe on 40th doesn’t seem to be doing much. personally, I ride on 42nd instead
when commuting. In general, bike lanes are so much better (tho more costly).

87. Downhill Moraga Ave. (near Mesa) is very dangerous. If you park your car on the north side of the street, you cannot hear bikers speeding down Moraga and can potentially hit them with an open car door. They speed around the corner, very dangerous.

88. I really think that Moraga Ave needs a bike lane for its full length in the uphill direction. Sharrows are OK for downhill, however.

89. With the carpool on the corner of Hillside and Oakland Avenues parking is congested and by 8a.m. on school days the cars are picking up passengers and whizzing down the hill as parents are turning left to the schools. It would be dangerous to add bike traffic here!

90. My only concerns are education about what the shared lanes mean (I get totally confused by the green lanes in Oakland on 40th street, for example), and whether the "diets" will result in "calming" (which sounds good) versus "congestion" (which sounds bad).

91. I don't understand the many major uphill-downhill connector streets (Wildwood, Magnolia, Mountain, Moraga, La Salle) that are shown as having only downhill sharrows with no uphill bike facilities at all. This seems really inadequate.

92. The new lanes and signs cover most of the scary intersections (the worst couple are crocker and wildwood as well as lincoln and sheridan). Though I ride with lights at night, more key intersection light would be helpful. Street conditions (gravel, dirt, branches) are also very important to manage for a good cycling experience.

93. The painted on ones - I have a friend in berkeley on a narrow road who now has more problems with bikes misbehaving (and she is a biker) while driving down her road

94. I just don't want to do anything that changes our parking at the very end of Highland near Moraga to Park. It is already treacherous enough given the speeding, so do not want to have to cross the street with our kids.
B-8  |  “If there are any programs or activities that you don't support, why not?”

47 comments

1. Concerned that Piedmont may be perceived as and become a militant separatist community.
2. To my knowledge, mid-block paths and stairs are well-know to Piedmonters and don't need promotion. Highlighting them identifies them for criminal element.
3. I don't like the tone of a campaign to "punish" drivers. Rather than have "sting" operations to ticket them, have education campaigns. Drivers are not the bad guys.
4. Seems unnecessary.
5. Doesn't sound like a very effective use of funds. Money should be used to make roads and sidewalks as safe as possible without radical changes, unless specific radical changes are justified by specific problems supported by data and police recommendations.
6. "Pedestrian stings" no thanks.
7. I think additional enforcement against pedestrians and bicyclists will discourage walking and biking.
8. NO.
9. I like keeping those small paths as hidden gems of Piedmont.
10. Education has tried to address traffic problems, but can't work alone. I believe that people stretch the rules when we believe we have leeway and won't feel the consequences of breaking the rules. I believe that enforcement of traffic laws is critical, reinforced with traffic speed radar indicators to build awareness of speeding behavior.
11. I believe we have plenty of traffic enforcement by police already. However, I like the idea of more police on bikes. Let’s try and keep our community police and resident friendly. For instance, unless someone is really doing something reckless, perhaps there could be more “warning” tickets issued.
12. All of the above are very good and not very costly.
13. "Enhanced traffic enforcement" is a big bucket. Not sure that a sting affecting jaywalking middle schoolers is the same as training courses for cops on bikes. I’m all for community education, but how about proactive, constructive education? Would hate to see the sort of profiling re. pedestrian education that occurred recently with three teenaged boys on Lake Ave. Police education must be a component of any pedestrian enforcement activity.
14. I don't like the idea of "stings" in general.
15. Police need to do more communication on pedestrian / car safety & rules. I've seen very inconsistent approaches to enforcement.
16. For those of us who do not live in walking distance to the three schools and have to drive them plus have to take them to programs in SF after school which does not give the time to ride a bike to school, feel this whole plan is for only a few. Most kids have programs after school to attend and it is not "cool" to ride a bike to school as well.
17. no answer
18. Nope Dokey
19. nope
20. no
21. Scooter is hard in Piedmont because the sidewalks are uneven.
22. I will support all support
23. I want to support all of them
24. Base ball because its bad
25. Because the traffic is fine already
26. The “Traffic Education” will get REALLY annoying over time and no one will listen to it or at least very few people will listen to it.
27. I like them all
28. Basketball court and golf courts
29. no
30. How many Piedmont students go to school by autos? Most walk to and from school. Waste of money and potential creation of bike traffic congestion to train and encourage students to ride bikes. Potential danger for pedestrians and drivers with more people on bikes.
31. Those who walk or bike do not need encouragement to walk or bike. It’s a waste of money preaching to the choir.
32. I support them all--they all sound great!
33. I especially like the "Walk and Roll to School" days (why not more than a day: organize group walks, rides on a regular basis)
34. no
35. Enhanced enforcement of auto violations not ticketing pedestrians.
36. I agree with all
37. Traffic Safety Education- I actually think courses once/ twice a year would be very beneficial to the community. However, public service announcements, stickers, and a safe driving campaign sounds a little overboard. Walking/Biking Promotion- again, I think the plans for it sound a little in-your-face. Some of us students don’t live in Piedmont, and having walk-rock-and-roll days literally JUST MAKE US FEEL GUILTY. We can’t participate, and quite frankly I think it should be a choice for the actual citizens to walk or bike to school. We don’t need “”propaganda”” telling us not to ride in cars.

38. There really isn’t much traffic in Piedmont ever and if there is it only lasts a couple a minutes with is fine

39. Police should be mainly focused on crime fighting, than traffic enforcement.

40. Public reaction to the “”pedestrian stings”” could be more negative than helpful. For example - the addition of weekly Piedmont Post page on ped-tickets, which may be regarded as unfair, unnecessary or quota based. Let Piedmont residents act in their own responsible way to respect the need for pedestrian safety.

41. I support all of these, but promoting the mid-block paths and stairs seems least important. This funding would be better spent on improving crosswalks and other more direct pedestrian safety enhancements. This seems like a project suitable for full funding from Piedmont Beautification. Most neighbors know about these paths; publicizing them wouldn’t add that many more users.

42. Pedestrian stings seem silly. Promoting using crosswalks is good, but policing people crossing the street, unless informative and non-threatening, is not a good use of policing nor good community relations.

43. Traffic safety education seems to have a very high budget given the lower value of the item. I’d rank that as #5 of the 5.

44. not the highest & best use of the money.

45. The spending on these programs is way too high, I’d far rather see us spend the money on physical improvements.

46. I support all.

47. Some are seriously feel good events and I do tire of the preaching regarding walk to school events etc -- Families who live near Park Ave are never going to walk or bike to school nor would I blame them. Others live way up the hill and I do not expect the kids to walk home. And that’s coming from someone who walks the kids to school very day
B-9  | “Are there any other programs or activities that should be included in the walk/bike plan?”

47 comments

1. Bus/shuttle for Oakland ave hill?
2. Any enhanced traffic enforcement needs to include enforcing rules on pedestrians as well as bikers and motorists. A significant amount of ‘near misses’ and snarled traffic occurs with pedestrians crossing mid-block, against the light, etc. Streets are a shared resource - it’s not that hard!
3. Yes, the kids in Piedmont should be taught to look both ways before crossing the street!!!! Please! Skateboard riders should be required to wear helmets and look both ways!!!!!!!!! Urgent!!!!!!
4. Blair Park and Moraga Avenue. How can this area be so forgotten, particularly after the LONG hearing on the development. Blair Park is an important asset that is difficult to access. Moraga residents deserve more. Signal at Red Rock Road please!
5. I rely heavily on the mid-block paths and stairs, and believe they add to the walkability and charm of our neighborhoods. I would like to see the city reclaim walkways that have been appropriated by residents. See Lorita and Fairview to Grand, for example. These are public assets that have been privatized.
6. These walkways need to be made more “wheel friendly” so they are easier to use for strollers and walked bicycles. In many cases they reduce the grade strollers and bikers need to climb to get to their destination and would really facilitate more use by these groups. The stair/path walkways can be identified in city publications as ways to get from Point A to Point B. For example, show maps for several cross-city routes that incorporate the walkways, sort of like Google Maps. For example, how to walk from Beach to Hampton. Perhaps use the concept of the Patriot Path in Boston - simple, unobtrusive pavement marking that direct the walker.
7. Perhaps coordinate with the schools to see that they have sufficient bike rack capacity?
8. NO CAR DAY

9. bikers need to obey the laws and not bully car drivers as I’ve seen lately banging on peoples car windows and wanting them to roll down their windows so they can further harass drivers. VERY THREATENING. Call the police and the dispatchers don’t care and won’t send anyone. The dispatchers here need training on HELPING and not being critical and having the “don’t bother us with complaints” Nothing happens when you call and won’t. Poor policing and dispatching!!!
10. Training for bike riders.
11. You covered all I can think of.
12. Education program to LOOK when crossing the street, not at the cell phone!
13. Talking to parents about their teen driver’s behavior
14. Dangerous downhill skateboarding warnings and enforcement.
15. Enhanced safety at intersections. Moraga and Maxwellton is dangerous for peds and cyclists
16. Check out Mill Valley for Steps Lanes and Paths programs
17. No, plan is good but encouraging children to walk to school should be emphasized if pedestrian safety is enhanced.
18. no answer
19. Nope Dokey
20. nope
21. no
22. no
23. yes
24. no but I really concerned about parking because there is really nowhere to park
25. I think that Piedmont is all good except for some crosswalks.
26. no
27. walk/bike rewarding
28. no
29. I love walking and walk a lot. In general, I think it’s safe and healthy. Having said that, we desperately!!! need a “don’t text & walk” program for middle- and high-schoolers. Maybe younger. A Pakistani taxi driver actually told me not long ago that he didn’t think young American’s valued their lives because they were always walking out in front of cars. How about a paper map of walking paths and biking trails, with landmarks? I’d be happy to help create it. Distracted driving is as big a problem for Piedmont grownups as it is for kids. I grew up in the rural Midwest, where
lives are needlessly lost for drunken driving, no seatbelts, drag racing, loose kids in the backs of pickups, driving at outrageous speeds, and other acts that Piedmont kids have generally been taught their brains are worth far more than to do. Yet Piedmont kids--and their parents--drive when distracted. Our Australian friends are ahead of us on this, as well as driving while tired. How about a little self-respect?

30. Scrub the program...waste of money and potential traffic and pedestrian hazards.
31. Neighborhood meeting spots to walk together to school.
32. speed bumps on some streets like Wildwood and Fairview to slow down cars coming downhill or coming off Grand.
33. no
34. none
35. no
36. Radar speed signs are inexpensive ($5,000 or so) and a few more could be placed to make people aware of their speeds, and more speed limit signs posted.
37. The activities aimed at the school communities should be coordinated through existing volunteer efforts at the schools; they won't succeed without this collaboration. For starters, the staff/consultant working on this should attend the quarterly meetings of the PUSD Green Initiative, at which they’d be most welcome.
38. Eliminate student parking or limit parking around park to 2 hours.
39. Beach School kids & the elderly need pedestrian help West of Grand Ave. Bicycle to school @ Beach is dangerous crossing Oakland Ave.
40. These activities should include mechanisms that apply to all Piedmont residents. Given that those far from the center have the greatest challenges using bikes and walking, Justice dictates that the greatest effort should be invested in developing plans to help “level the playing field” for them. Most of the plans seem to focus on supporting those in areas where biking and walking are already fairly accessible and available.
41. Maps of all cut-through paths, bike lanes, routes that connect to Oakland, Berkeley, suggested loops for exercise.
42. Parking enforcement when people block sidewalks, particularly on school routes
43. Something should be installed to help slow down traffic on Moraga Ave. east of Highland. Traffic is very speedy around Moraga and dangerous for those who park on the street. Also, the crosswalk at Moraga and Mesa is very difficult to use, as cars don’t see pedestrians standing on the north side of the street trying to cross over to the south side of the street.
44. carpooling for those hill people who HAVE to drive their kids to school -- would improve congestion at drop off/pick up
45. Especially education about safe biking for children. You don’t need a license to drive drive
46. signs that tell drivers the penalty for failing to yield to pedestrians
47. YES!! Please increase fines and enforcement for people who fail to clean up after their dogs. Almost every day they fail to do so and it is making the pedestrian walkways disgusting.
B-10 | “If there are any policies that you don't support, why not?”

67 comments

1. Don't want to turn Piedmont into Police State!!!! Already enough laws they don't enforce properly; dogs off leash, motorists driving and texting, talking on hand held devices! Enforce those first!!!!
2. I don't support making improvements contingent on private donations - this slows down needed improvements and can divert matching city dollars from more needed projects and neighborhoods that are not in position to fundraise. Biking is essential to several city parks and should not be subject to a blanket prohibition. To my knowledge, bikes have caused no problems in city parks. A more rational approach is to implement the bike improvements and address problems that arise.
3. Because parking is tough, don’t ticket people who block the sidewalk. Most of this occurs because of drop off/pick up for school/sports, and unloading groceries. Don’t make residencies lives more difficult.
4. Too restrictive
5. Don't see a need to prohibit biking in parks.
6. Roads are primarily for cars. We have laws allowing bikes to share them. Piedmont's roads are challenged enough as they are. Best place for biking is elsewhere. If the roads were wider, less serpentine, this might be different.
7. Biking in the parks is a healthy activity and a good way for cyclists to gain experience before using the roads
8. Kids should be able to bike in the parks, kids learn how to bike in Dracena for example
9. I think were cars park partially on the sidewalk, that they are not actually blocking pedestrians at all, but they are doing so to make the street safer... I actually don't see much speeding in town (and i'm mostly walking or biking) so don't see a great need for more enforcement... Why prohibit bikes anywhere in the parks when you can just prohibit bikes at the specific places that you need to?
10. NO
11. our neighborhoods already have so many cars that home owners cant park even near their houses so why have bike lanes and further cause problems for the TAX PAYERS that live on these narrow streets
12. Cars should be allowed to park on sidewalks on narrow streets, so they should not be ticketed.
13. Overall cars blocking sidewalks are not that common in my 20+ years of living here. Plus there are more important policing activities—neighbors can put social pressure if blocking is a problem by being respectful and direct after inquiring why the car is blocking the sidewalk? People in Piedmont are pretty respectful of traffic laws and speed limits. This is not where I want police effort focused.
14. Parents often need to load/unload large items; that's why it's a service road. I would suggest signage and a pedestrian walk area for part of the street. I am very opposed to making streets one way, or to impose one side parking. They are irritating and there are many more cars than bikes and will be for the foreseeable future.
15. 1. As I stated earlier, I believe that ticketing of cars blocking a sidewalk should only occur in high traffic areas where pedestrians were forced to walk out into the street, but don’t ticket cars in small neighborhood streets. 2. Keep Piedmont police-friendly. Only ticket real thoughtless or reckless drivers, and consider handing out “warning” tickets to others. Usually just having police presence makes vehicles and pedestrians comply more often without being aggressive about it. 3. I used to use PE Hill to drive music instruments, and/or students with large ones, and drop them off at the music building. I, of course, drove very slowly and cautiously, and almost always after school hours. And, I also would drop off and pick up artwork for the Middle School using this road. How would you handle this type of use? 4. Parks should be for bikes, too. Just not for racing! 5. Sounds like a possible problem for more pedestrians having to cross big streets. And, although it wouldn't necessarily affect me personally, other residents may not appreciate the inconvenience.
16. It's not hat I don't support one way or one side parking, I'd just like to know more. Like how many streets are we talking about? How do the residents on those streets feel about this? How will those specific street actions improve the overall plan.
17. Learning to ride a bike in the Dracena loop should not be banned. We don't really have any other biking in city parks, so biking is not an issue.
18. We already ask for so many donations for schools, etc. that I would not ask the public to donate for this cause.
19. ??? No biking at Dracena? That would be absurd. That is the safest place for children to learn to ride their bike. What is the logic here?
20. Rather than restricting parking near corners, use curb extensions- ie elevated or painted with flexible traffic bollards.
21. sidewalks in parks are often used by mothers pushing strollers, older residents on walkers or canes, and walkers who are at risk when bikers ride on the same sidewalk not always going slowly and not always in control. Blocking sidewalks is already against the law for a reason and should be upheld.
22. no answer
23. Nopey Dokey
24. I do not support taking parking away from residents. I do not support making some residential streets one-way that are not already one-way. Piedmont is a special residential community and the residents ( taxpayers ) must come first before the ( non-Piedmont taxpayers ) non-residents. Many of the programs suggested are in place to deal with non-resident created problems such as the "All Bay Area" evening/day school which creates lots of parking and pedestrian issues in the center of town, and makes it especially for tax paying residents who reside in that area.
25. no
26. biking should be every were
27. I think that they should not make the parking smaller because it is hard enough to park.
28. i support all
29. my little siblings love biking in parks
30. I know that a lot of people (myself included) like riding in city parks and using the cars for P.E hill makes life easier for some people and a lot of people use it
31. Because you should be able to bike in the park
32. like them all
33. the guy with the gun
34. no not really allthings are fine
35. not because its bad
36. If biking is allowed in city parks, it should be in bike-specified areas. Children and other users can be seriously hurt or killed by bicyclists. Re PE hill: Handicapped people should be allowed to park in that area. Again, I don’t know what you mean by "blocking the sidewalk", "traffic-calming" or several other terms used. If Piedmont restricts parking near corners with poor sightlines or blind spots, what parking will remain??? Also, I wasn’t aware that EBMUD had any idea to redevelop the Blair/Scenic reservoir. But perhaps the wildlife there would prefer to live without us humans.
37. Ticketing and restricting parking: This is penalizing residents with smaller houses with small or inaccessible garages. Residents with bigger properties benefits the bike/walk ways at the expense of inconveniencing and penalizing small property owners. As it stands the tax systems is already favoring the big property owners.
38. Bike in parks do not seem to be an issue and it is a good place to teach small kids how to ride in you hilly 'hood. Maybe limit size/age or something??
39. Biking should be limited in some areas of some parks but not everywhere in parks. PE Hill service road could have more restricted access but not no access. If private donations to be used, want to be VERY sure what the city’s financial contribution in both the short and long term will end up being.
40. Impact on residents living on Blair/Scenic re: EBMUD????
41. Bicycle is not the main mode of transportation in Piedmont, it's an awful idea to turn streets into one way street for the convenience of bicyclists at the expense of cars and majority of the residents.
42. Drachma Park is where many kids learn to ride a bike. It's flat and protected from traffic.
43. seems to me that young children should be able to ride tricycles on paths in the parks
44. Parks are for biking, especially for smaller children. The police should not be worrying about cars parked on the sidewalk; they have more important things to do. (Ensuring safe sharing of the streets, such as stopping for pedestrian at crosswalks and eliminating speeding, is much higher priority.)
45. Prohibiting biking in city parks removes an opportunity to teach children how to ride and to allow them to ride without fear of traffic.
46. none
47. safety for all should be our paramount concern, but recognizing we are a fully built out city with very little wiggle room on our streets--for vehicles, parkers, etc. if we can’t add bike lanes in our already narrow streets, we should’t restrict biking in the parks. We already have limited street parking available, so should not be
further restricting parking or ticketing people who try to park near their homes.

48. No.

49. Some of us don’t have the money to donate, and that makes us feel guilty so we end up spending dollars we can’t afford to give away.

50. I know that many kids enjoy biking through the park so I would lose one of the only places i can bike

51. PE hill is soo safe

52. My street is very hard to drive down (lair) so ticketing cars who block the sidewalk wouldn’t help.

53. I don’t think you should prohibit biking in any of the city’s parks. It isn’t done often and people have common sense. This shouldn’t be a firm policy.

54. I think public projects should be funded publicly and there is FAR too much private solicitation for public facilities and amenities already and far too many tax subsidies for those with a higher ability to pay.

55. Converting to one way streets or one-side parking would be inconvenient for residents. One-side parking also could decrease safety by requiring many residents to cross the street to get from their parked cars to their homes.

56. Traffic Laws are currently being enforced adequately. There is not need to add cost for Police staff or equipment for this purpose.

57. One way streets increase speeds - probably not a good solution.

58. Bicyclists would naturally stay off paths that aren’t appropriate for both pedestrians and cyclists. No need for a law that would just upset bicyclists.

59. I do not support eliminating teacher parking in PE Hill. I do support closing the road to the public and improving it for students walking. It is also a great hill for exercise and training.

60. re. cars blocking the sidewalk, on narrow streets this is a real issue. I am not sure how bad the blocking is and would not want to see the police enforcing a ban on parking partially on the sidewalk. I would only be in favor of blocking PE Hill to pedestrians if a new walkway were installed next to it. I think it is unfair to boot walkers out and still let the general public drive in there. on school days, some fraction of the traffic is from parents dropping off students. This is the first thing to do: make the road only open to faculty. As far as bikes in parks: I don’t believe this is not a problem now so why fix it? It is important to have safe places for kids to learn how to ride and the parks work perfectly for that.

61. PE hill provides much needed access to sports facilities and parking for seniors and accessibility challenged people. Without that vehicle access and parking, my kid’s grandparents have a hard time getting to the Gym for middle school and HS sports. If this was restricted only 8am-3pm on school days, I could support it. A better idea would be to connect the existing walking path in Piedmont park to the school grounds. That keeps children on existing walking paths.

62. w/ casual carpoolers, parking for residents is very difficult NOW. Please don’t make it worse. Casual carpoolers park everywhere near main arteries restricting sight lines, bicycle movement & pedestrian visability.

63. I haven’t seen cars blocking sidewalk as a big problem in Piedmont.

64. I half-way support these two. I prefer one way streets rather than lose parking for narrow streets. I would encourage, but not depend only on, private donations.

65. Some streets too narrow to park safely on street.

66. Piedmont has a history of allowing private donations to dictate public investment priorities, often to the detriment of the public at large. It’s fine if neighbors want to raise extra funds for non-priority traffic calming projects, but the City shouldn’t let high priority projects go unfunded while subsidizing low priority ones.

67. Parking is already very difficult in many areas of Piedmont. I am reluctant to make that situation worse, even for a good cause.
“Are there any other policies that should be included in the walk/bike plan?”

29 comments

1. Consider letting bikes ride on sidewalks. (make separate bike/ped lanes on sidewalk). This works well in Japan.
2. Restrict parking near street signs to make crossings safer for strollers, short people
3. Yes, have the kids take responsibility for looking both ways before crossing the street!!!!!! Do not support speed bumps on Oakland Ave or Highland Ave. Not sure where that was in survey.
4. Please add parking restriction at corner Wyngaard & Sandringham - combination of corner + hill + very large SUV parked there on Sandringham makes seeing ahead nearly impossible. Alternatively, when same vehicle is in driveway impeding sidewalk, children go around it by entering street at place where drivers (even travelling very slowly) may not always see them.
5. Coordination with Oakland. Biking within Piedmont isn't enough. It's important to get commuters and shoppers to be able to use bikes for essential errands and journeys, not just quasi-recreational rides.
6. There should be no parking at the intersection of Wildwood and Requa. East bound Wildwood drivers are forced to turn around only there but the parked cars make it nearly impossible.
7. MANY
8. An educational effort will be essential to correctly understand and evaluate many of the PBMP issues. This includes: - basic things such as definitions of new and or existing symbols on roads and signs. - flyers, website postings, special signage, and so forth to help improve safety for all users of streets, sidewalks, bike lanes, and paths. - analyses of options to illuminate and communicate impacts of proposed solutions. Streets with narrow “pinch points” require further study and discussion to improve safety for vehicles, bikes, and pedestrians. For example, St.James Drive includes (and not limited to) a very narrow section around the 1800 block. There is only one sidewalk up against a steep hillside. Part of the sidewalk is obstructed for tall pedestrians by a crooked tree trunk that partially leans over the sidewalk. Dodging such an obstacle can create unsafe conditions for drivers, riders, and other pedestrians. There are other street sections with pinch points along St. James—as well as other streets in the City. All may deserve some consideration during the process as well. Finally, let me add the City is doing a great job of reaching out to include everyone in the planning process.
9. Oakland, Grand and Moraga can be very scary. I say a silent prayer everytime I cross the oakland ave bridge. Or even oakland ave. my children and I nearly got run over on the grand ave crosswalk near linda ave.
10. Wow, so pleased to see “Restrict parking near street corners with poor sightlines or blind spots” after my earlier remarks (in this survey). Please consider adding blind spots in twisty streets to this, e.g., parts of Wildwood.
11. Charge cyclists an annual license fee and educate pedestrians not to bound nto the streets.
12. no answer
13. Nope Dokey
14. no
15. yes
16. No, I like all of those ideas.
17. add signs to PE hill
18. bike rack in places
19. nope
20. As one of many serious Piedmont walkers of a number of years, this was the first I'd heard this called a WALK/bike plan. Piedmont walkers, of which their are a great many, would appreciate hearing that you intend to consider walkers in this plan. Despite my serious illness, I have been greatly concerned that you would create policies that would make walking even more hazardous for Piedmont pedestrians.
21. Do not implement plan. Bad idea and major waste of $ and potential endangerment of pedestrians. Look at local bike and pedestrian accidents and deaths In cities such as SF and San Jose. The bike plan is a Trojan Horse accident and death waiting to happen.
22. none
23. no
24. ask those riding bikes to follow traffic laws (stopping at stop signs, etc.) rather than acting like they own the road. they want it both ways and that is not acceptable
25. Please coordinate with Oakland so that all of the various new routes, bike lanes, etc. don't just end at the city limits. Piedmont's
improvements need to be integrated into the greater east bay network of bike lanes.

26. enforce and reduce speed limits
27. planted median strips for safety if can’t get across wide street, street resurfacing where ruts make it dangerous for bicyclists.

28. Shuttles or other public transportation from peripheral Piedmont to central Piedmont, allowing people to walk once they get there. If people have to drive their car into central Piedmont, they will take it as close to their destination as they can and not walk. Public transportation is closely linked to pedestrian and bike usage.

29. Public funds should be spent on the highest priority projects only.