

# Piedmont Safer Streets

# Community Needs Assessment



Piedmont Safer Streets is the update to the City of Piedmont's 2014 Pedestrian and Bicycle Master Plan, with an additional focus on general traffic safety.

Administrative draft | February 2021

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Piedmont Departments of Public Works and Planning & Building | [piedmont.ca.gov](http://piedmont.ca.gov)

# Introduction

The City of Piedmont is in the process of updating its original Pedestrian and Bicycle Master Plan (PBMP), adopted in 2014. The main objectives of the current planning process, called Piedmont Safer Streets, are to revisit and update the recommendations in the 2014 plan, and to incorporate new recommendations to address the community’s concerns about broader traffic safety.

As part of the planning process, the City recently concluded a community needs assessment. The purpose of the assessment was to gather input from residents on the needs and challenges regarding walking, biking and traffic safety in Piedmont; specific locations of concern; and ideas and suggestions for improving conditions. The City will use the input to identify changes since 2014 in the concerns, expectations and priorities of residents, and to develop updated and new recommendations that address the community’s input.

The needs assessment was conducted from mid-November 2020 through early January 2021. Public input was gathered through four channels: (i) an online survey (see screenshot below); (ii) an interactive “pinnable” map; (iii) a comment form on the project website, [PiedmontSaferStreets.org](http://PiedmontSaferStreets.org); and (iv) a community workshop. In total, the City received over 2,500 individual comments.

This report describes these engagement opportunities in more detail and, more importantly, summarizes the key themes expressed by the public. The appendices list all comments that were received in writing.

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## Online survey

The online survey was open for a little over six weeks, from November 20, 2020 to January 3, 2021. The survey, which was administered through SurveyMonkey, contained 19 questions. All the questions were optional. Respondents were eligible to win one of three \$50 gift cards for Mulberry’s Market. The survey received 338 responses (not every respondent answered every question, however). Below are the questions included in the survey, along with a summary of the responses to each question. While the survey has been closed for comment, it may still be viewed at [bit.ly/PSS\\_survey](http://bit.ly/PSS_survey).



**Let's make Piedmont's streets safer for everyone**

Getting around Piedmont should be safe for everyone. In order to improve conditions, the City of Piedmont is preparing the [Piedmont Safer Streets](http://PiedmontSaferStreets.org) plan. The plan will update the City's original Pedestrian and Bicycle Master Plan (2014), while including an additional focus on broader traffic safety.

We have created this brief survey to hear Piedmonters' opinions on some key questions concerning walking, biking and traffic safety. **All questions are optional.**

The survey is open through Sunday, December 20, 2020. Anyone who completes the survey will be eligible to **win one of three \$50 gift cards for Mulberry's Market** (courtesy of the Piedmont Safer Streets consultant)

You can also post comments on the Piedmont Safer Streets [pinnable map](#)—and get an extra chance to win a Mulberry's gift card.

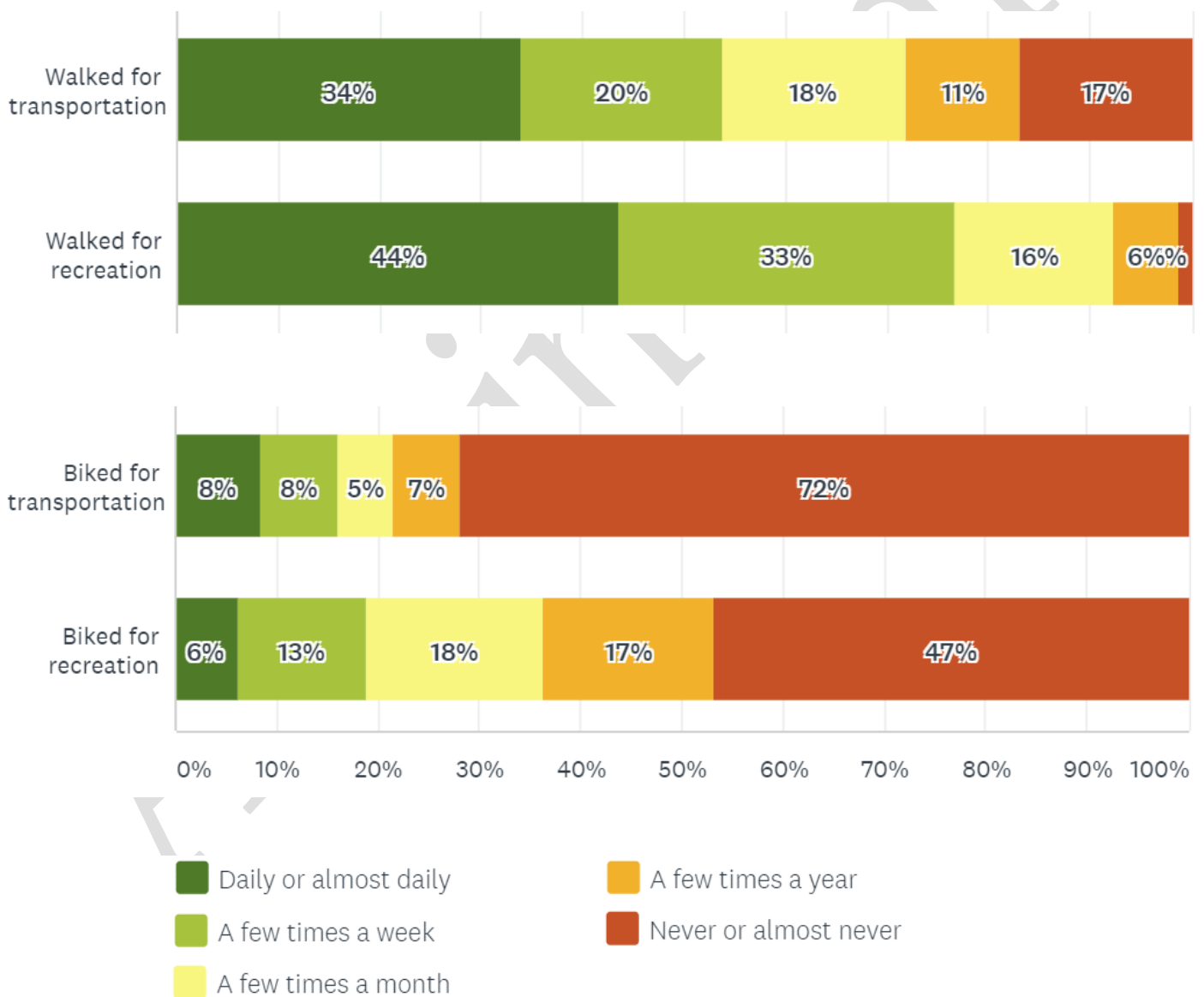


**Q1: Walking and biking *before* the pandemic**

The first question asked, “How often did you walk or bike in Piedmont *before the pandemic*, either for transportation (school, work, transit, shopping, etc.) or for recreation (fun, exercise, etc.)?” As shown on the first bar of the chart below, more than half of respondents (54%, representing the dark-green and light-green bands combined) used to walk in Piedmont for transportation at least a few times a week; meanwhile, more than three-quarters (77%) did so for recreation (second bar). At the other end

of the spectrum (the red and orange bands combined), 28% rarely or never walked for transportation (first bar) and 7% rarely or never walked for recreation (second bar).

As far as biking (the third and fourth bars below), 16% of respondents used to bike in Piedmont for transportation at least a few times a week while 19% did so for recreation (fourth bar). On the other hand, almost 80% rarely or never biked for transportation and almost two-thirds (64%) rarely or never biked for recreation.

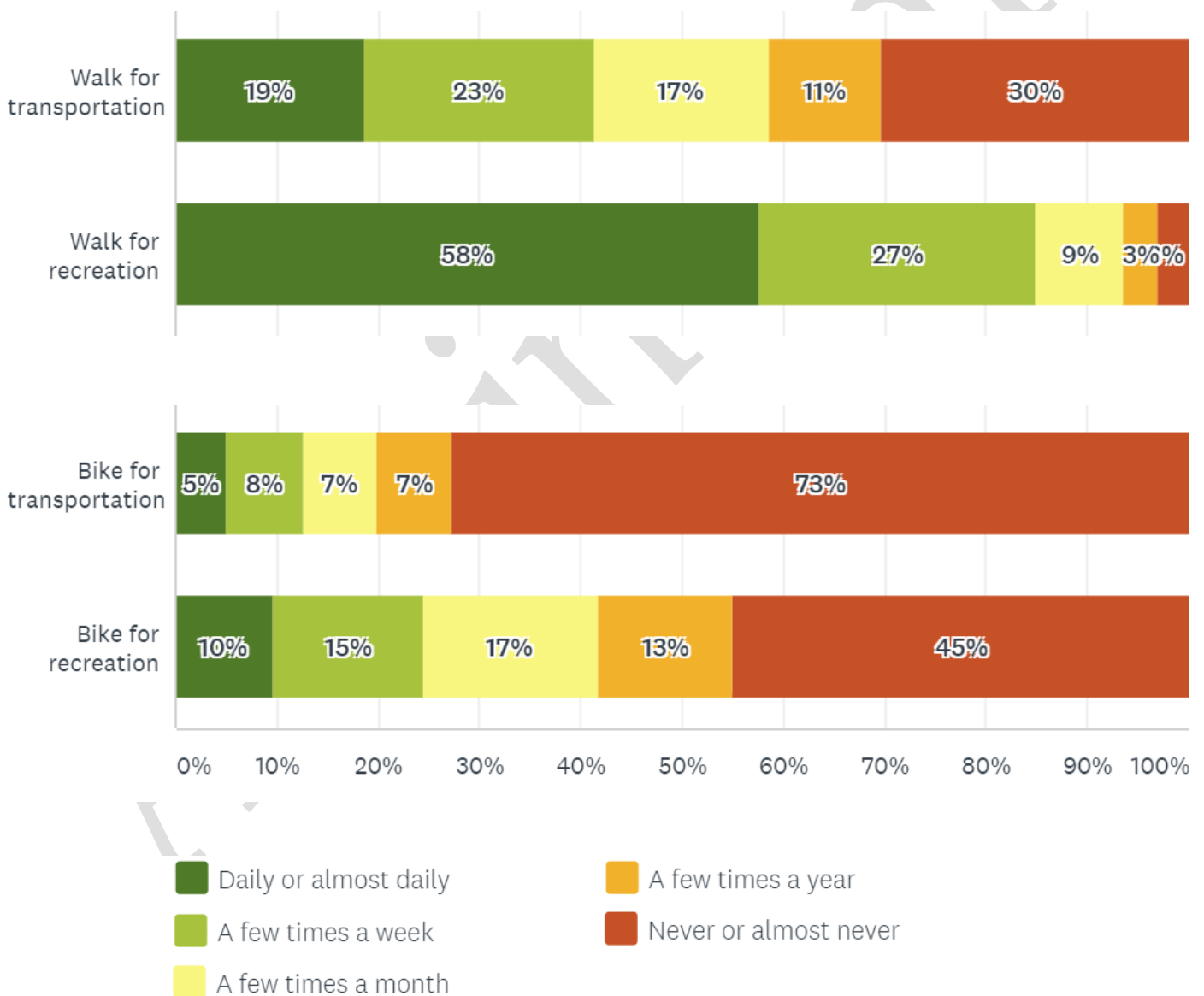


**Q2: Walking and biking *during* the pandemic**

This question asked, “...*during the pandemic*, how often do you walk or bike in Piedmont, either for transportation or for recreation?” The first bar of the chart below shows that 42% of respondents walk at least a few times a week (the dark-green and light-green bands combined) for transportation. As might be expected, this figure was higher before the pandemic (54%; see Question 1), when more people were commuting or out running errands. The second bar shows that 85%

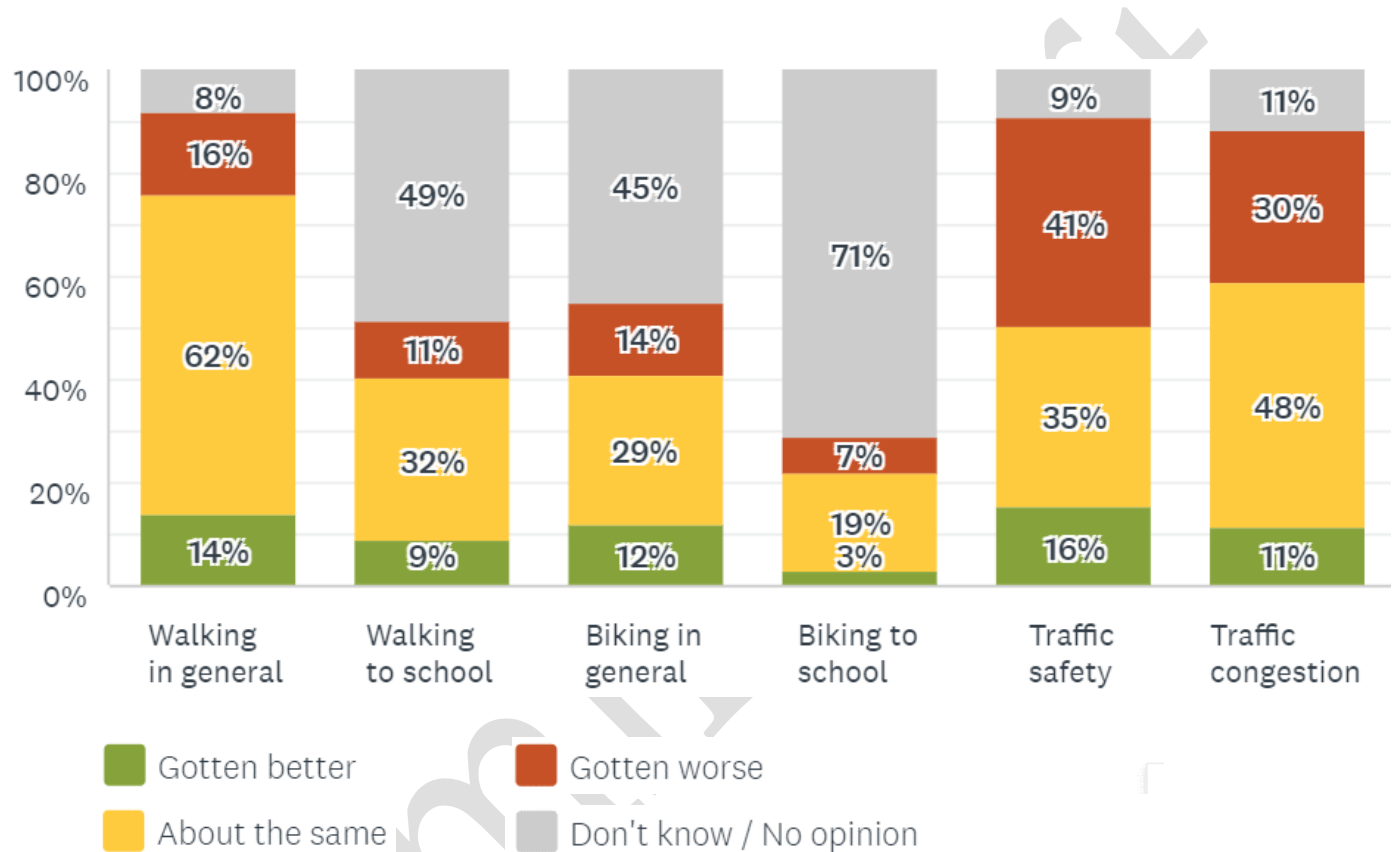
are now walking at least a few times a week for recreation; not surprisingly, this figure is higher now than before the pandemic, when it was 77%.

The changes are similar for biking (the third and fourth bars below): fewer respondents bike at least a few times a week for transportation now compared to before the pandemic (13% against 16%) while more respondents do so now for recreation (25% against 19%).



### Q3: Changes in recent years

This question asked, “How have [the activities or conditions on the list below] changed in Piedmont in recent years?” In almost every case, the majority of respondents feel that conditions are about the same or do not have an opinion (yellow and gray bands combined). At the same time, in all cases more people feel that conditions have gotten worse (red bands) rather than better (green bands). This is especially true for traffic safety—41% said conditions have gotten worse, compared to 16% who said they have gotten better—and for traffic congestion, where the respective percentages were 30% and 11%.



The question included a sub-question asking, “Do you have more specific information about any recent changes? You can mention, for example, changes in driving behavior or changes on a particular street or intersection.” 230 people submitted a response (see [Appendix A](#)). Below are key common themes from those responses:

- Walking and biking have increased throughout Piedmont in general but have decreased around schools during the pandemic. Because of the lack of sidewalks, there are more people walking in the roadway, which is a safety concern.
- Drivers seem to be speeding more on the main streets, such as Highland, Moraga, Grand, Oakland and Mountain Avenues. Speeding could be addressed through more enforcement and educational outreach to drivers, including young, new drivers.
- New improvements such as stop signs and crossing enhancements and have increased safety for pedestrians and cyclists. However, some drivers are still not getting the message.
- The Grand Avenue road diet elicits mixed feelings: it has improved conditions for cyclists and pedestrians but increased congestion and caused more traffic and speeding on adjacent streets.

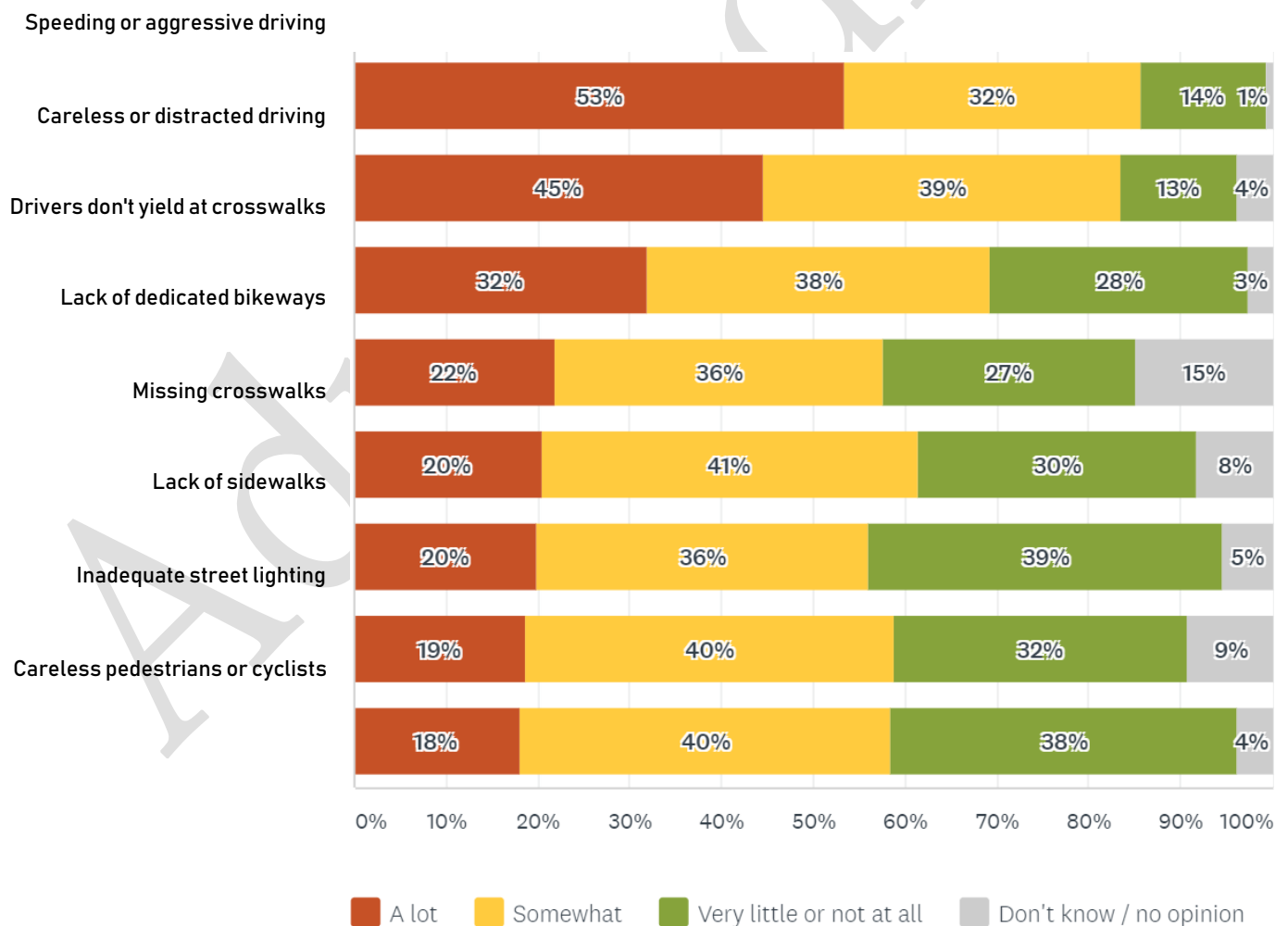
### Q4: Changes during the pandemic

This was an open-ended question asking, “What changes have you noticed in walking, biking or traffic conditions *during the pandemic*?” 280 people responded to this question (see [Appendix B](#)). Common themes from the responses include:

- More people out walking and biking recreationally, especially during the daytime.
- More walking in the roadway due to social distancing requirements and lack of sidewalks in some places.
- Less car traffic but more speeding and erratic driving because there is also less congestion.
- More delivery trucks, which speed and violate parking regulations more than local residents.

### Q5: Factors that contribute to unsafe traffic conditions

This question listed several factors that can make for unsafe traffic conditions and asked, “In your opinion, how much do these factors contribute to unsafe conditions in Piedmont?” (The order of the items was randomized on the online survey.) As shown on the chart below, the three factors that respondents most feel contribute “a lot” (red bands) to unsafe traffic conditions in Piedmont are: (i) Speeding or aggressive driving (53% of respondents feel this contributes a lot); (ii) Careless or distracted driving (45%); and (iii) Drivers not yielding at crosswalks (32%).



### Q6 and Q7: Traffic safety concerns on respondents' block or street, and at other specific locations

Question #6 was an open-ended question asking, "...are there any serious traffic safety issues or concerns *on your block or street*?" 252 people responded (see [Appendix C](#)). Question #7 asked a similar but different question: "...are there any serious traffic safety issues or concerns *at other specific locations* in Piedmont that you are aware of?" 173 people responded (see [Appendix D](#)).

Because of what Question #6 asked, there were comments about a long list of streets and intersections in Piedmont. However, a disproportionate number of responses to both Questions #6 and #7 touched on the few main streets (with many comments focusing on speeding). Because the responses overlapped to a large extent, this summary combines the responses to both questions:

- Several areas of concern were raised about Oakland Avenue: speeding; inadequate pedestrian crossings; drivers failing to yield to pedestrians; and drivers not paying attention to pedestrians when turning onto or from side streets.
- Similar concerns on Grand Avenue, including speeding but also misaligned pedestrian crossings, poor sight lines due to the on-street parking and lack of signalized crossings.
- The Grand Avenue road diet and traffic on Oakland Avenue are both causing drivers to cut through—and speed—on side streets.
- Speeding on Wildwood Avenue is a key concern because of the presence of school-going children.
- Speeding on Moraga Avenue presents a special danger to cyclists because of the hills and curves, and to pedestrians at several intersections, especially at Coaches Field.
- Speeding is also a concern on the wide segment of Highland Avenue, as are pedestrian crossings with limited sight lines for drivers due to the on-street parking.

### Q8: Ideas for improving traffic safety

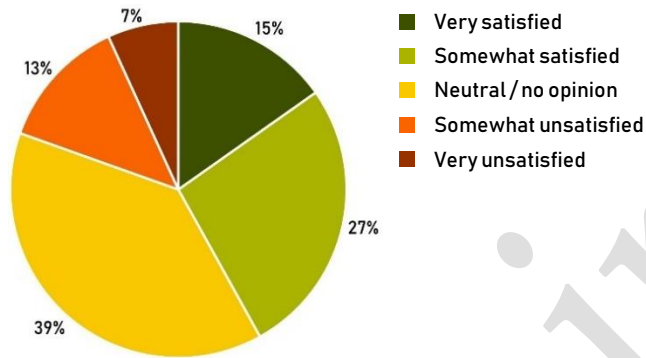
This question asked, "Do you have any ideas [other than street improvements or more traffic enforcement] for improving traffic safety in Piedmont?" 162 people responded (see [Appendix E](#)). Ideas commonly expressed in the responses include:

- Lower posted speed limits.
- Educational campaigns to address speeding and reckless driving, especially targeting new drivers.
- More pedestrian and bicycle infrastructure, including speed humps/bumps, wider sidewalks, lighted crosswalks, signage, road diets and bike lanes, especially near schools.
- Piloting "slow streets" or "local-traffic-only streets" to calm traffic while encouraging more walking and biking.
- Educating cyclists and pedestrians of all ages about safe use of the streets, including encouraging people to walk on sidewalks instead of in the roadway.
- Consider removing parking and creating one-way streets to allow for bike lanes or sidewalks on streets that would strengthen bicycle and pedestrian connections.

**Q9: Satisfaction with recently installed bikeways**

This question asked, “Since [2014], the City has installed bike lanes or signed bike routes on segments of Grand, Highland, Linda, Magnolia, and Moraga Avenues. How satisfied are you with the bikeways that have been installed in recent years?”

As the pie chart below shows, more than twice as many respondents were very or somewhat satisfied (42%, representing the dark-green and light-green slices of the pie combined) than were very or somewhat unsatisfied (20%—the red and orange slices combined). The remainder (39%) were neutral or did not have an opinion. (The numbers do not add up to 100% due to rounding.)



The question included a field allowing people to explain why they were satisfied or unsatisfied with the recently installed bikeways. 124 people responded (see [Appendix F](#)). Key common themes from the responses include:

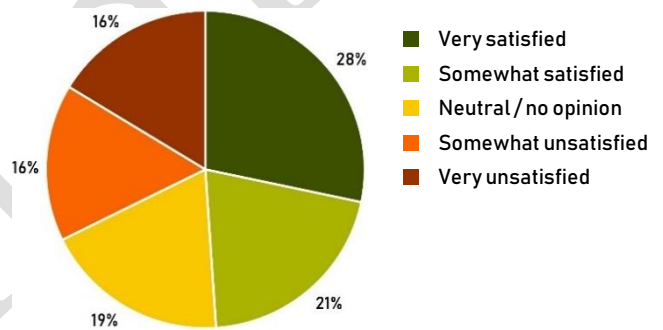
- While safer for cyclists, the road diet and bike lanes on Grand Avenue have worsened congestion, and there are not enough cyclists to warrant the inconvenience to drivers.
- While new bike lanes on portions of Moraga Avenue were welcomed, there are continued significant safety concerns on the street related to speeding and the street’s hilly, curvy nature.
- The City should install more bike lanes, including protected bike lanes (which feature some physical separation between cyclists and cars, such as painted buffers and plastic bollards).

**Q10: Satisfaction with Grand Avenue road diet**

This question asked, “In 2016, the City put Grand Avenue on a road diet by removing a travel lane in each direction and using the freed-up space for bike lanes and a center turn lane (see photo below). How satisfied are you with that project?”



As shown on the chart, opinion was split, with almost half of respondents being very or somewhat satisfied (49%) and a third (32%) being very or somewhat unsatisfied.



171 people explained why they are satisfied or unsatisfied with the Grand Avenue road diet (see [Appendix G](#)). Below are key common themes from those comments:

- The bike lanes have made cycling a viable option on the street and have made it easier for pedestrians to cross.
- The road diet has greatly increased traffic back-ups and delay, especially during commute hours, and the bike lanes are not used enough to warrant these impacts.
- The turning lane has made it easier for cars to make left turns while protecting pedestrians and cyclists.
- The road diet would benefit from additional changes, such as safer transitions for the bike lanes, intersection crossing enhancements, synchronized traffic lights, and more traffic coordination with the City of Oakland.



### Q11: City's bikeway network

This was an open-ended question asking, "Now that the 2014 plan is being updated is a good time to revisit the City's bikeway network. Are there any streets that should be added to, or removed from, the network? Why? Any other thoughts or comments about the bikeway network?"

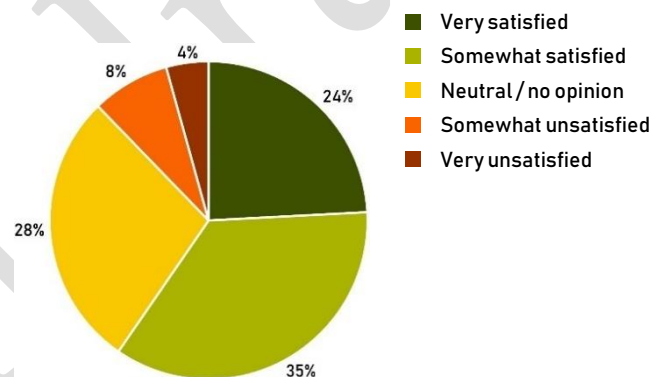
122 people responded to this question (see [Appendix H](#)). Key common themes from the responses include:

- The city cannot readily accommodate more bikeways due to on-street parking needs, the width of streets and the topography, among other factors.
- The road diet on Grand Avenue has caused traffic back-ups and delays. The street should revert to four travel lanes, and the road diet concept should not be replicated on Highland Avenue.
- Moraga Avenue needs bike lanes along its entire length, including because Coaches Field is a popular destination for children.
- Fill in the bike lane gaps on Highland, Sheridan and Wildwood Avenues and Hampton Road.
- Consider bike lanes on St. James and Scenic Avenues and on Oakland Avenue's uphill direction.

### Q12: Recently installed intersection improvements

This question asked, "The 2014 Pedestrian and Bicycle Master Plan proposed improvements at 27 intersections around the City to make them safer for pedestrians to cross.... How satisfied are you with the intersection improvements that have been installed in recent years?" The question referred respondents to a [map, list](#) and [description](#) of the proposed improvements, and also to an illustration of [sample improvements](#).

Almost 60% of respondents are very or somewhat satisfied with the recently installed intersection improvements while only a fifth as many (12% of the total) are very or somewhat unsatisfied.



115 people explained why they are satisfied or unsatisfied with the various intersection improvements (see [Appendix I](#)). Below are key common themes from those responses:

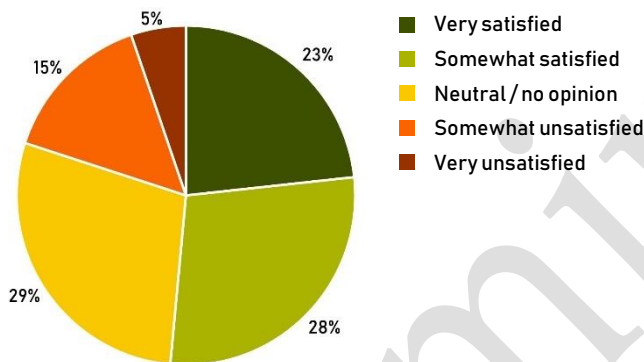
- The improvements, especially those near schools, have made it safer for students who walk or bike to school.
- The improvements would benefit from better design: they pose tripping hazards for pedestrians, are confusing to drivers and are an eyesore.
- There is an appreciation for the increased number of stop signs, especially on Highland and Magnolia Avenues and Hampton Road, as speeding continues to be a top concern.

### Q13: Intersection improvements at Grand and Fairview Avenues

This question asked, “In 2020, the City made improvements at the intersection of Grand Avenue and Fairview Avenue using paint, striping and plastic bollards/posts (see photo below). This is an example of quick-build street design, aimed at improving traffic safety quickly and inexpensively. How satisfied are you with that project?”



Slightly more than half of respondents (51%) are very or somewhat satisfied with the project while 20% are very or somewhat unsatisfied.



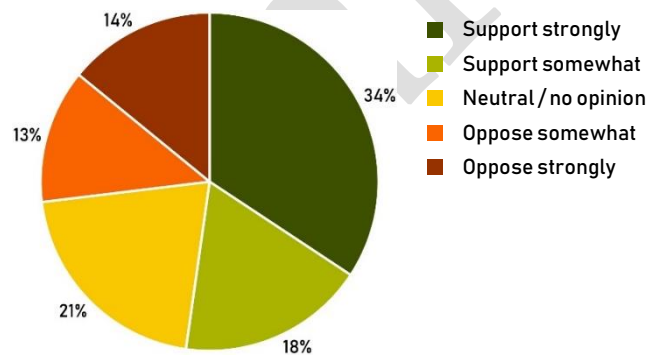
118 people explained why they are satisfied or unsatisfied (see [Appendix J](#)). Below are key common themes from their comments:

- The project slows cars down and makes it safer for pedestrians to cross. This solution should be incorporated in other locations around the city.
- The design is unattractive and does not fit Piedmont’s character. Permanent infrastructure, especially with landscaping, would be more in line with the City’s commitment to high development standards.
- The design is confusing for drivers.

### Q14: Highland Avenue road diet

This question asked, “The 2014 Pedestrian and Bicycle Master Plan proposed a road diet on Highland Avenue (between Park and Magnolia). This would replace two travel lanes with bike lanes and a center turn lane. That project has not been realized yet. Do you support or oppose that proposal?”

Almost twice as many respondents support the proposal strongly or somewhat (52%) than oppose it strongly or somewhat (27%).



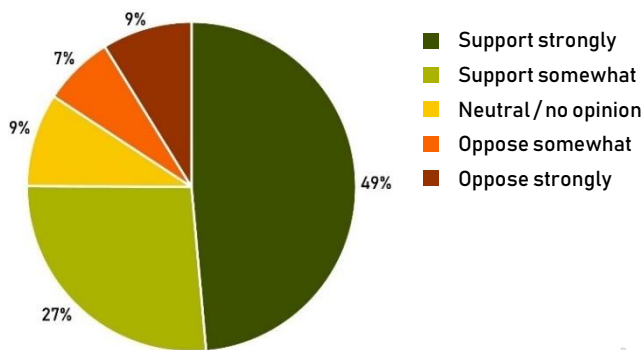
120 people explained why they do or do not support this proposal (see [Appendix K](#)). Key common themes from those comments include:

- The road diet will cause congestion—especially during commute hours and around Havens School and the Mulberry’s Market parking lot—with little anticipated use by cyclists; the project would be an unwise use of public funds.
- There are concerns about the safety of a turning lane and of traffic spilling out onto neighborhood streets.
- Bike lanes on Highland Avenue, as a flat and straight thoroughfare, would be a major improvement for cyclists and an important piece of the city’s bikeway network.

### Q15: Speed humps

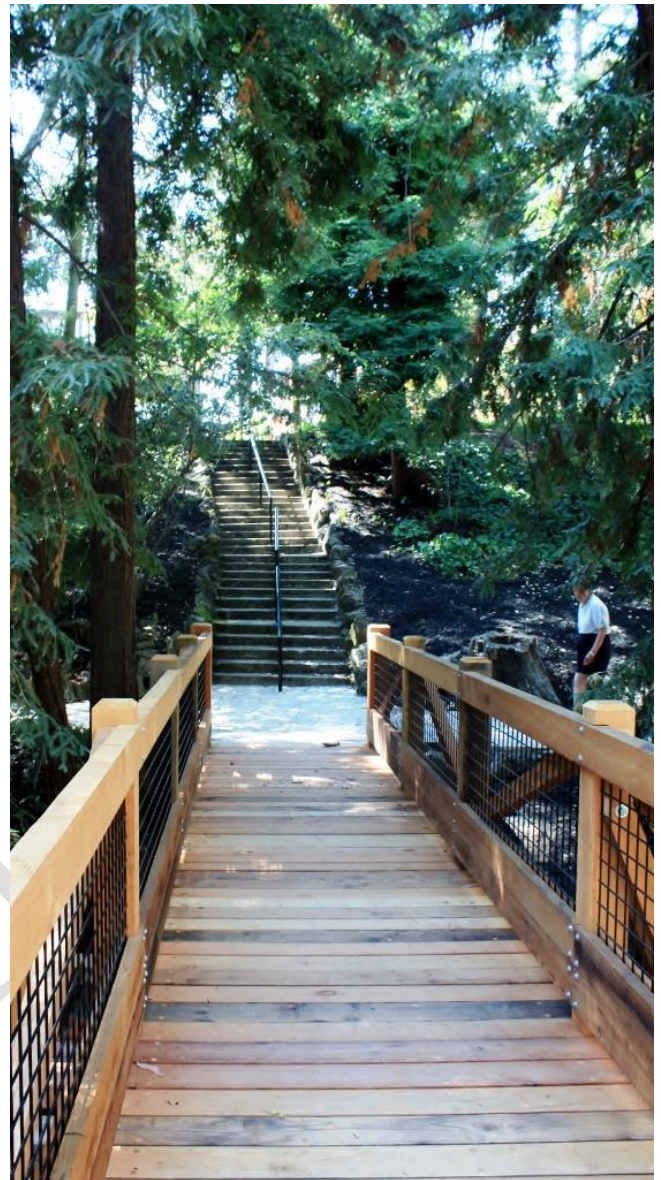
This question asked, “The City is considering [speed humps](#) for certain residential streets with a history of speeding. (Speed humps are gentler than speed bumps; they slow cars to 15–20 mph, whereas speed bumps slow cars to 5–10 mph.) Do you support or oppose the installation of speed humps?”

More than three-quarters (76%) of respondents support the installation of speed humps strongly or somewhat, with almost half (49%) supporting it strongly. 16% oppose it strongly or somewhat.



147 people explained why they support or do not support the installation of speed humps (see [Appendix L](#)). Below are key common themes from those comments:

- Speed humps are effective for slowing down drivers but should be strategically placed and should not be overused.
- If improperly designed, speed humps inconvenience cyclists and impair access by emergency vehicles.
- Speed humps are annoying for drivers to navigate and can cause damage to cars.
- Speed humps are also annoying for residents: they are unsightly and make for noisy conditions.
- Explore other measures to slow down traffic instead, including stop signs, lower speed limits, more enforcement and planted medians.
- Locations commonly suggested for speed humps include Scenic, Oakland, Highland and Mountain Avenues. Multiple other locations were also mentioned.

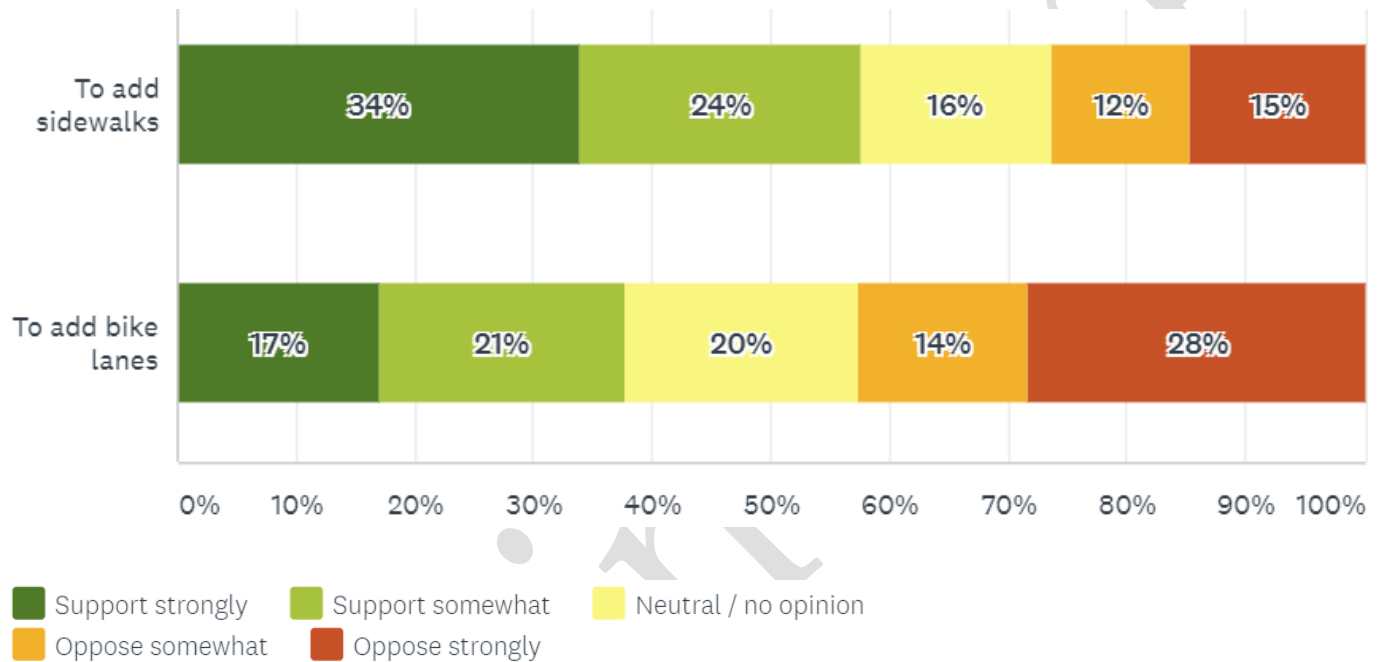


*The Storyteller Bridge spans across Dracena Park, connecting Park Way and Dracena Avenue.*

**Q16: Removal of street parking**

This question asked, “Many streets in Piedmont are too narrow in their current configuration to fit sidewalks or bike lanes. In general, to what extent do you support removing street parking on one side of the street where necessary to add sidewalks or bike lanes?”

If the purpose is to add sidewalks, almost 60% of respondents support this strategy strongly or somewhat, while 27% oppose it strongly or somewhat. If the purpose is to add bike lanes, just under 40% support it strongly or somewhat, while just over 40% oppose it strongly or somewhat.

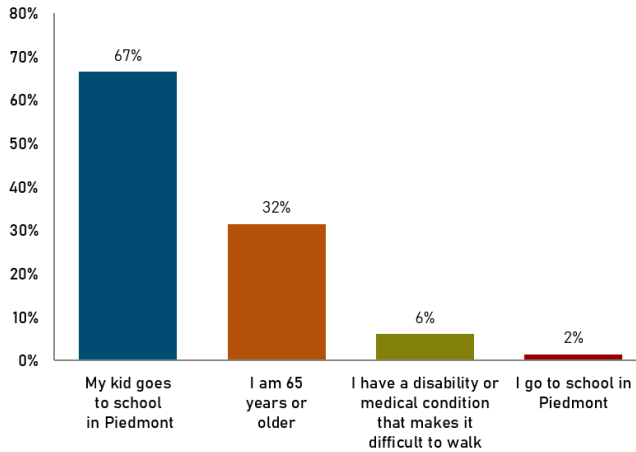


149 people explained why they support or do not support these ideas (see [Appendix M](#)). Key common themes from those comments include:

- Remove on-street parking to fill in missing sidewalks in order to address concerns about pedestrians having to walk in the roadway.
- Remove parking on narrow streets to make it easier for emergency vehicles to get through.
- This is much less necessary for bike lanes, for several reasons: there is not enough demand to warrant it; cyclists should use the roadway; and parked cars slow down traffic, which makes it safer for cyclists.
- On-street parking is scarce in Piedmont, so it should not be removed.
- On-street parking could be removed if more people used their driveways and garages.
- These decisions should be made based on the will of the people who live on the affected streets.
- Any removal of on-street parking should focus on streets that serve as key pedestrian and bicycle routes and connectors.

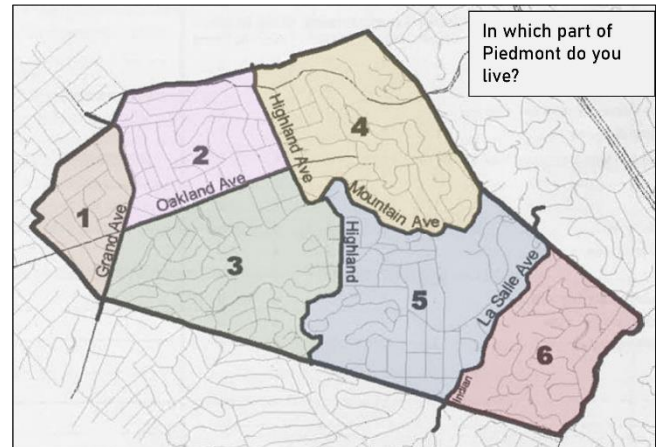
### Q17: Demographics

As the bar chart below shows, two-thirds (67%) of respondents have a child who attends school in Piedmont, while an additional 2% of respondents are kids themselves who go to school in Piedmont. One third of respondents (32%) are 65 years or older. Lastly, 6% have a disability or medical condition that makes it difficult to walk at least some of the time.

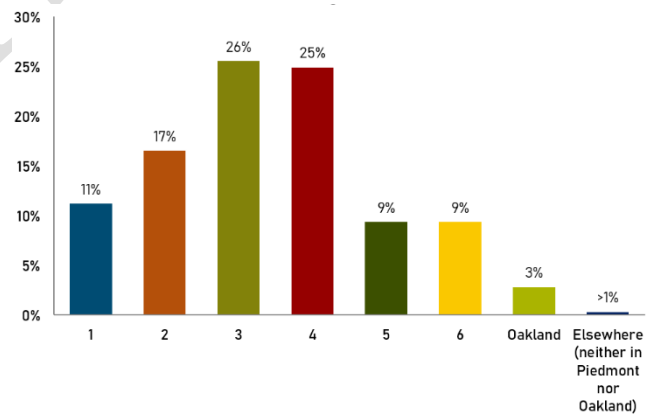


### Q18: Residence

This question asked people in which part of Piedmont they live, based on the map below.



As shown on the bar chart below, approximately one quarter each of respondents live in the areas labeled 3 (roughly, south of Oakland Avenue and west of Highland Avenue) and 4 (east of Highland Avenue and north of Mountain Avenue). Altogether, 97% of respondents live in Piedmont, while 3% live in Oakland.



### Q19: Drawing for gift cards; sign-ups for project updates

- 233 respondents provided their email address in order to be entered in the drawing for one of three \$50 gift cards for Mulberry’s Market. (See page 16 for the results of the drawing.)
- 177 people provided their email address in order to receive announcements and updates about the Piedmont Safer Streets project.

## Pinnable map

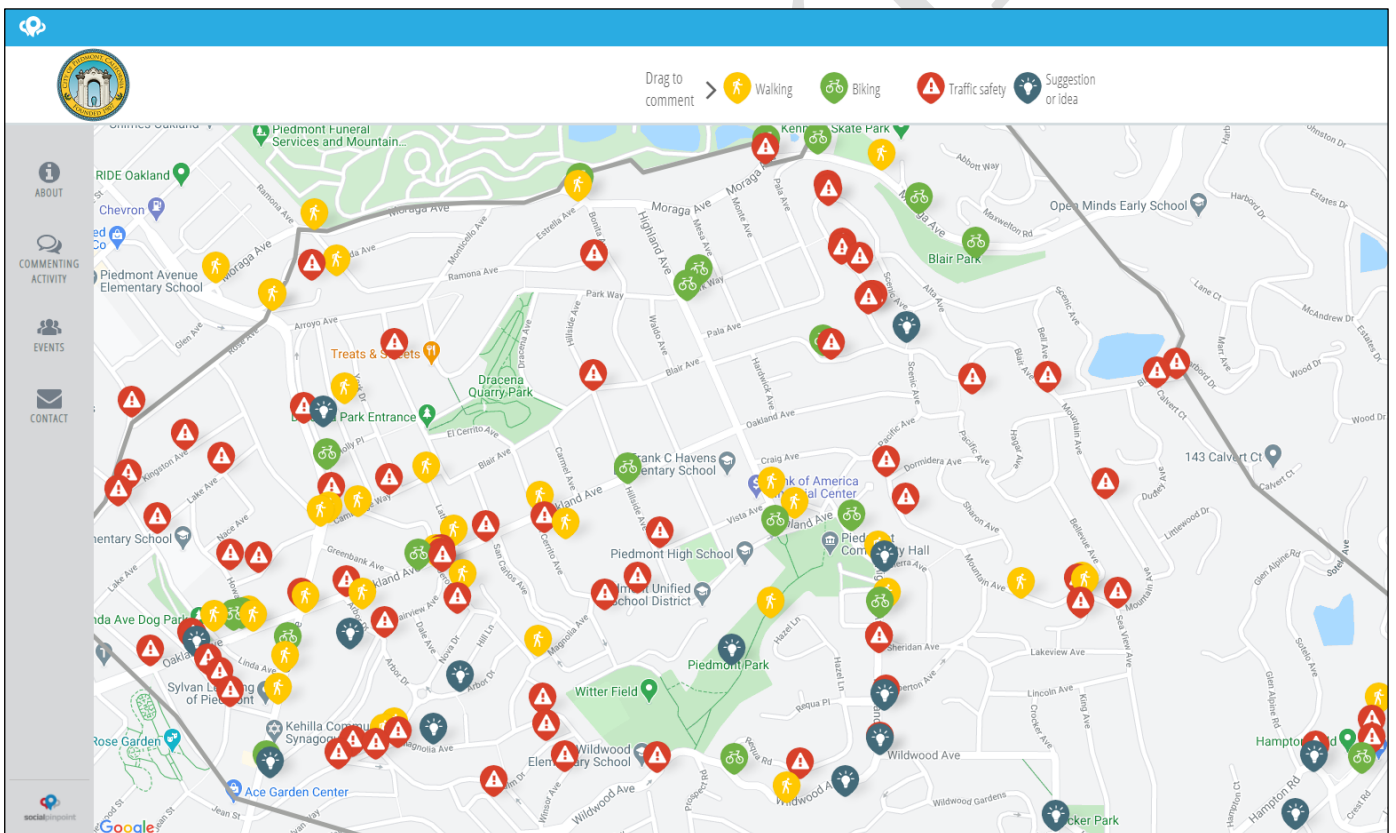
The City set up an online map on which people could pin markers with location-specific as well as general comments, and also read and respond to the comments that others pinned. The map was open for comment during the same time period as the survey, from November 20, 2020 to January 3, 2021. People who posted comments on the map also were entered in the drawing for the Mulberry’s Market gift cards mentioned earlier.

People could post four types of comments, using markers of different colors, as shown in the screenshot below: comments related to (i) walking (yellow markers), (ii) biking (green markers) and

(iii) general traffic safety (red markers), and also (iv) suggestions and ideas (blue markers). People submitted 343 comments, broken down by comment type as follows:

- **Comments about walking:** 82 comments; these comments are listed and shown on maps in [Appendix N](#).
- **Comments about biking:** 40 comments; see [Appendix O](#).
- **Comments about general traffic safety:** 166 comments; see [Appendix P](#).
- **Suggestions and ideas:** 55 comments; see [Appendix Q](#).

Below is a summary of the comments under each of the comment types.



### Comments about walking (82 comments)

- Of the 82 walking-related comments, all but six were posted in the western two-thirds of the city (roughly the area west of Mountain and Crocker Avenues). The main concentrations of comments are along Oakland and Grand Avenues.
- A good majority of the walking-related comments concern challenging pedestrian crossing conditions at intersections. These conditions include poorly marked crosswalks; the need for additional stop signs, crosswalks, bulbouts and street lighting; poor sight lines and visibility; and speeding drivers and drivers failing to yield to pedestrians.
- A number of additional comments concern sidewalk gaps or sidewalks in poor condition.
- The walking-related comment with the most “up votes” from other people (11, posted on Grand Avenue at Cambridge Way) stated that the existing crosswalk at this location “Should be slightly north to better capture people coming down Greenbank and Cambridge” and that it “Would be helpful to have blinking yellow lights for pedestrians, as people drive way too fast down Grand.”
- Two other comments garnered more than six up votes each: (i) “Need more work” on Oakland Avenue because “Despite the lighted signs on this street, there have been many close calls with cars ignoring pedestrians in crosswalks” (posted on Oakland Avenue at Latham Street; nine up votes); and (ii) “Need a lighted crosswalk for school children” (posted at Grand and Oakland Avenues; also nine up votes).

### Comments about biking (40 comments)

- A disproportionate number (28 or 70%) of the biking-related comments were posted on or north of Oakland Avenue (that part of the city represents less than a third of the city’s area). Only two of the 40 comments are in the eastern third of the city.
- Also a disproportionate number of the comments are on a small handful of the City’s primary streets. The streets with the most comments on or very near them are Moraga

Avenue (ten comments), Grand Avenue (seven) and Highland Avenue (five).

- The top theme expressed in the biking-related comments is the need for bike lanes. People suggested bike lanes on Moraga Avenue, Highland Avenue, Hampton Road and La Salle Avenue, among other streets.
- The biking-related comment with the most up votes (nine, posted on Wildwood Avenue near Requa Road) mentioned that there is “No space for uphill cyclists between parked cars and traffic” on Wildwood.
- Two comments received eight up votes each: (i) a suggested bike lane on Moraga Avenue, ideally protected with “a curb or cones” and (ii) mention that there is “Not much space between fast moving cars and parked cars for cyclists” on Oakland Avenue in the uphill direction, and suggested a bike lane and signage.
- Two comments with seven up votes each suggested (i) bike lanes on the wide stretch of Highland Avenue and (ii) a continuous bike lane on Moraga Avenue, along with safety improvements at tight corners.

### Comments about general traffic safety (166 comments)

- More comments of this type were posted on the map than of any other type of the comment; however, many of these comments are actually more specifically about walking and biking conditions.
- The comments under this category are broadly scattered throughout the city and are found on many streets, with the density of comments steadily increasing from the east side of the city to the west side.
- Among other locations, clusters of comments can be seen at the intersections of Kingston/Linda Avenues, Oakland/Jerome Avenues, Oakland/El Cerrito Avenues and Grand Avenue/Greenbank Avenue/Cambridge Way; and along the lower portion of Sunnyside Avenue, Portsmouth Road, Scenic Avenue and upper Blair Avenue, near the reservoir.

- A clear majority of the comments under this category regard speeding. Other concerns commonly cited include challenging pedestrian crossing conditions at intersections; distracted drivers; narrow travel lanes; and locations with poor visibility and sight lines due to curves, on-street parking, overgrown vegetation or inadequate night-time street lighting.
- The comment under this category with the most up votes (15) mentioned that most cars do not stop at the crosswalk on Oakland Avenue at Sunnyside Avenue and asked that the crossing be made more visible.
- Two other comments collected more than 10 up votes each: (i) crossing Jerome on Oakland is dangerous (11 up votes); and (ii) the bollards installed at Nova Drive and Magnolia Avenue have created a confusing, unsafe situation and are “exceedingly ugly” (also 11 up votes).

### Suggestions and ideas (55 comments)

- Of the 55 suggestions and ideas, 46 (or 84%) were posted on the western two-thirds of the city; nine (16%) are on the eastern third.
- The top suggestion topics are (i) ways to slow down speeding cars on various streets and (ii) locations where more or better street lighting is needed.
- The suggestion or idea with the most up votes by far (12) mentioned replacing the “unsightly” bollards at Grand and Fairview Avenues with “landscape and a water retention swale.”
- The suggestion with the next most up votes (six) mentioned closing the “Olive–Sunnyside Loop that is bounded by Oakland Avenue...to traffic to the extent possible to allow for” more walking and cycling.
- Only two other suggestions received more than three up votes each: (i) marking the stairways and footpaths that exist around the city “consistently and simply” so that people realize that they are public rights-of-way (four up votes); and (ii) having a proper crosswalk at the stop sign on southbound Highland Avenue at Wildwood Avenue (also four up votes).

### Drawing for Mulberry’s Market gift cards

Anyone who submitted a comment through the online survey or pinnable map and who provided an email address was entered in a drawing for one of three \$50 gift cards for Mulberry’s Market. The drawing was held on January 4, 2021, using an online application called Random.org. 343 unique email addresses were entered in the drawing.

The three winners are listed below (their email addresses have been anonymized for privacy). All three have redeemed their gift card.

- ji...49@gmail.com
- ji...er@gmail.com
- ke...li@sbcglobal.net

### Project website

The [home page](#) of the Piedmont Safer Streets website contains a form that people can use to sign up for the project contact list and also ask questions and submit comments. Sixteen comments were submitted this way; they are listed in [Appendix R](#). It is not possible to summarize those comments meaningfully, as there are too few of them and address many different topics. However, the comments were considered when identifying the overall key themes from the community needs assessment (see the “Key Input Themes” section).

### Community workshop

As part of the needs assessment, the City hosted a virtual community workshop (on Zoom) on the evening of Wednesday, December 9, 2020. The workshop consisted of a presentation on the background and objectives of the Piedmont Safer Streets project, followed by a group discussion of various topics regarding walking, biking and



general traffic safety in Piedmont. The topics were the same as those covered on the online survey. (As mentioned earlier, while the survey has been closed for comment, it may still be viewed at [bit.ly/PSS\\_survey](https://bit.ly/PSS_survey).)



A recording of the community workshop is available [here](#). Comments made at the workshop were also considered when identifying the key input themes from the needs assessment (see the next section).

## Key input themes

As mentioned previously, the City received more than 2,500 comments from the public as part of the community needs assessment for the Piedmont Safer Streets project. The comments, which are compiled in the appendices to this report, offer a rich, detailed look at the community's thoughts and opinions regarding walking, biking and traffic safety in Piedmont.

Below are the main themes that emerge from the comments, revealing Piedmonters' main areas of concern and key opportunities for improving conditions.

- The main concern expressed by commenters, perhaps by a large margin, is speeding traffic. Speeding is foremost a safety issue, especially for pedestrians and cyclists, who are more vulnerable users of the streets, but also for

drivers. Speeding also has a corrosive effect on general neighborhood livability. Commenters' suggestions for curbing speeding ranged widely, including physical traffic calming measures, educational campaigns, stop signs, lower speed limits and more police enforcement.

- Specific to walking, the main concern, by far, is challenging crossing conditions for pedestrians at intersections. These conditions include poorly marked crosswalks; the need for additional stop signs, crosswalks, bulbouts and street lighting; poor sight lines and visibility; and speeding drivers and drivers failing to yield to pedestrians. A secondary walking-related concern is gaps in sidewalk coverage and existing sidewalks in poor condition.
- Regarding biking, the main need—other than addressing speeding—is to fill in gaps in the bikeway network, with segments of Moraga Avenue being among the most important gaps.
- There are very mixed feelings regarding the Grand Avenue road diet. The project has improved safety for bicyclists and also pedestrians but causes back-ups, delays and spillover traffic onto adjacent streets.
- Similarly, there are mixed feelings regarding recently installed low-cost intersection improvements, such as at Grand and Fairview Avenues and at Nova Drive/Magnolia Avenue. These enhancements slow down traffic and make it easier for pedestrians to cross but are considered confusing and visually unattractive by many.
- Another specific concern is inadequate visibility and sight lines at many locations throughout the city. Contributing factors include street curves, on-street parking close to intersections, overgrown vegetation and inadequate night-time street lighting.

# Piedmont Safer Streets

# Community Needs Assessment



## Appendices

Administrative draft | February 2021

Prepared for the City of Piedmont by Eisen | Letunic

Piedmont Departments of Public Works and Planning & Building | [piedmont.ca.gov](http://piedmont.ca.gov)

## Contents

These appendices contain the comments for the Piedmont Safer Streets community needs assessment that were submitted in writing through an online survey and an interactive pinnable map developed for the project, and through the comment form on the [project website](#). The comments have not been edited for spelling or grammar. Personal-identification information, such as people’s names, street addresses and email addresses, have been removed.

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## A. Online Survey: Question #3

230 comments

### Do you have more specific information about any recent changes?

1. The intersection at Grand and Linda Ave is a hazard for pedestrians, reducing the number of traffic lanes has only caused drivers to speed up and done nothing for pedestrian safety.
2. With children not going to school, there is much less foot traffic around the schools. More people are walking for exercise due to the pandemic but this is probably a temporary situation.
3. Drivers give runners and bikers the right of way!
4. Piedmont is a safe city for walking, driving and biking. People are intelligent and courteous in getting about the city. We do not approve of any changes to roadways, particularly if there is any cost to taxpayers!
5. Occasionally aggressive driving on Wildwood Ave, below the 5 W’s, in both directions. Occurring more frequently
6. Grand Avenue changes created chaos
7. Cars and scooters speeding more frequently down (and up) Wildwood Avenue, below the “5 W’s” intersection
8. More biking in general. Usually fine. Some annoying use of sidewalks by bikers.
9. Cars seem to be driving faster on major streets like Highland, Mountain, Moraga, Grand, Oakland
10. Increased on street parking have turned a number of streets (such as Oakmont Ave.) into one lane streets.
11. Oakland Ave speeders - routinely over 40 mph sometimes over 50! The speed indicators do a little good. Police with flashing lights pulling people over is much better. Cameras with automated ticketing would work best - one to three freebies/warnings for going 10 mph over limit then escalating fines afterward starting at \$50.
12. Since bicycles have equal rights as cars on Moraga, traffic with bicycles is extremely dangerous (obviously too narrow for both) and / or has to slow to a crawl when bicycles (often 2 abreast) take up the road either direction. Very dangerous, and the City will be responsible in money damages when a bicycle rider is injured because it never should have been marked for bicycle use.
13. Mountain Boulevard is way too fast with children walking to school when they could.
14. fewer people signal at turns, come to a full stop, obey the speed limit
15. Highland adjacent to Piedmont Park feels narrow and unsafe for biking with kids, particularly on the curve between Guilford and Piedmont Court. This is a common road to get to Havens, and feels like a

- dangerous crossing at Guilford. Cars come around the curve without looking for bikers and pedestrians.
16. The addition of stop signs and flashing lights on certain crosswalks are an improvement.
  17. There are so many things on the street it is hard to keep it straight
  18. The addition of various new stop signs has helped in overall safety. the bike lane on moraga ave. is very helpful.should have more.
  19. Because there is a lot of construction including ADUs there are more cars/congestion and harder parking. The congestion creates more frustration and danger.
  20. Changes in traffic control that have been implemented are appreciated.
  21. Move crosswalk at Grand/Cambridge to Grand/Greenbank for better visibility; add stop sign to Lake at Howard; signage on Oakland at Sunnyside and Olive to make northbound (vehicular) turns off Oakland less scary. Better street lighting on Greenbank at Oakland.
  22. Lower congestion on Pleasant Valley / Grand but cars seem to go faster. Cars also feel fast on Oakland Ave, both uphill and downhill.
  23. Cars seem to go faster and pay less attention to children on the sidewalks.
  24. I think the sidewalks appear to have more tripping hazards in recent years. Our sidewalks are treacherous.
  25. Especially during Covid people and kids are outside for exercise. I have seen young kids learning to bike/scooter in or near the street because the gate was locked to the Wildwood lower playground. Having space accessible off the street/sidewalks for kids to bike/ ride scooters etc is very important for their safety. Please keep these blacktops open! It's needed now more than ever since they must have safe outlets for activity and to spread out!!
  26. Cars are speeding a lot more
  27. I'm concerned for the safety of our kids when biking or scootering on streets and sidewalks. They are needing more outside exercise now more than ever and there are not enough places for them to go and no bike lanes. I think it would be important to extend the fenced path on moraga from coaches field to Outland Ave so they can safely bike to and from coaches field. The stretch on Moraga to Oakland (where the walking path ends) is so dangerous for bikers and our kids!!
  28. Cars continuing to speed on Grand Ave & Lower Grand Ave. Very dangerous.
  29. Speeding increasing on major streets, especially Oakland Ave and Highland Ave
  30. There have been many new stop signs, but many drivers don't actually stop, which offers a fake sense of safety for walking.
  31. I appreciate the efforts to slow down traffic on magnolia/wildwood with crosswalks.
  32. Cars driving too fast, unpredictable pedestrians and cyclists, more people out on the streets, Grand Ave. road diet and stoplight at Rose Ave. made congestion greater, though Grand Ave. is safer., cars parked on sidewalks on a few key streets pushes pedestrians onto streets
  33. The number of people who I see speeding on residential streets has increased.
  34. More kids on the street.
  35. Excessive speeding on Mountain Ave.
  36. Bikers are not respectful of pedestrians
  37. There are lots of people driving fast and ignoring stop signs. I have noticed with the pandemic there are more delivery and they also don't follows the rules.
  38. Crocker/Mandana & La Salle Avenue has lots of speedy traffic. This area has gotten worse as cars speed from Crocker/Mandana down La Salle to the freeway in Montclair.
  39. More speeding cut-through traffic, both from surrounding areas as well as intra-town. Of particular concern is El Cerrito Ave and Oakland Ave. Drivers cannot see pedestrians in time and can't stop in time when they are flying at high speeds well above the speed limit. It feels unsafe to cross there.
  40. I appreciate the new flashing crosswalk at havens on highland. It feels safer as a pedestrian and it's also very helpful as a driver passing by to know a pedestrian is coming
  41. Pedestrians are walking IN the streets-Especially Highland Ave. - even when no other people are around them. People are driving more flippantly!!
  42. Moraga, speed + congestion. Cars using side street to avoid.
  43. There are fewer cars on Linda Ave, where I live, since the pandemic. Ever since Grand Ave went to one lane, the congestion on Linda Ave during rush hour increased; it was common to see cars backed up past the Oakland bridge.
  44. New stop signs at Wildwood, Magnolia etc are great!
  45. I live on Oakland Ave and cars drive really fast on this street.
  46. Feel like people going down Highland faster and more volume.
  47. traffic control is better near the schools
  48. Safety has increased for us with the stop signs that were added to Hampton. However Hampton/La Salle is still a scary intersection to cross as lots of people speed through.
  49. People are more distracted with cell phones but most notable is the teenagers that are home. Many Young adults are dangerous drivers.
  50. We have lived here almost two years and have noticed a lot of folks speeding through stop signs.
  51. Drivers seldom pay attention to pedestrian crossings or speed limits on Highland Avenue. They will regularly drive through a crossing when pedestrians are crossing or waiting to cross.
  52. I think crossing the street in Piedmont is often risky and dangerous. Highland Ave and Moraga Ave speeding is awful and visibility at crosswalks is very

- dangerous. This is not really a change - have felt that way for 6 years.
53. na
  54. Sylvan way has an increasing number of resident cars that is overwhelming on street parking capacity
  55. The intersection between Grand and Arroyo/Rose is confusing and feels unsafe both for drivers and pedestrians. Driving on Grand has become MUCH slower and more congested in the past few years.
  56. On our street, El Cerrito Ave, between Magnolia and Oakland Ave, people regularly exceed 40mph. This is a problem especially when school is in session. I have watched people fly around the corner from Oakland Ave onto El Cerrito and nearly hit pedestrians in the crosswalk multiple times. I have brought this up to PPD and yet no one has ever, to my knowledge, received a speeding ticket on our street. Planters or some other sort of barrier in the middle of our street would do a lot to slow people down whole not creating a nuisance fir people living here.
  57. I have lived in Piedmont since I was a child. The traffic in Piedmont is significantly worse than it was years ago, and there is much more speeding. I have noticed that aside from teenagers, it seems that most of the speeders on my street are Uber drivers. Particularly pre-pandemic, I think increased use of Lyft and Uber by our residents has made our streets considerably less safe.
  58. Drivers, especially high school kids speed all over town.
  59. Decreased traffic on Moraga which is nice.
  60. People speeding in wildwood in front of the school and through the crosswalk is bad
  61. Kids drive way too fast with too much frequency.
  62. Dark streets, narrow streets double parking on both sides, larger amount of contractor trucks
  63. We live on Moraga Ave and before Pandemic it was definitely super congested at rush hour. Also cars drive way too fast up and down Moraga and especially late at night we hear very fast cars flying down the street.
  64. We live on Oakland Avenue and people drive like it's a freeway, but it has always been this way.
  65. Way too much speeding, coasting through stop signs, not yielding to pedestrians. I wish I saw more tickets being given out, because so many traffic rules being broken.
  66. Drivers seem to be driving faster, and more aggressively on the main arteries - Oakland Ave., Highland, etc.
  67. Drivers do not stop for people in crosswalks. Drivers speed down highland and other roads.
  68. From Oakland into Piedmont- When cars turn right from Oakland Ave onto Hillside Ave, they take the turn extremely fast and don't wait to check for pedestrians/kids who are trying to cross at the light. This was present while school was in session and has worsened since the pandemic, as cars tend to drive faster when there are fewer cars on the road.
  69. More cars on the street, less attention from drivers to peds and bikers.
  70. Speed monitors on Moraga ave have helped.
  71. Speeding on Highland is awful. You shouldn't be able to right turn from Highland to Oakland Ave -- someone is going to get hit. Quieter non-arteries are pretty safe.
  72. Congestion at peak hours (we live on Highland/Oakland ave). Sometimes hard to back out of our driveway on Oakland. Dangerous intersection is Moraga/Mesa, where I have almost been hit in the crosswalk.
  73. I think the additional stop signs, particularly on Wildwood and Moraga, have increased safety. The narrowing of Grand Ave has created horrendous traffic jams every morning and evening.
  74. More distracted driving and more congestion due to delivery vans.
  75. I am really concerned about the intersection of Hampton at Inverleith. There is no crosswalk there. Cars come very fast up and down Hampton. Cars also do not stop all the way at the stop sign on Inverleith (at Hampton). It is a very dangerous intersection, especially for kids. I have been trying to get the City to do something about this for a couple of years now but nothing really happens. A speed measurer was once put out- but drivers slow down when they see that thing, so I don't think the data that would have been obtain is accurate.
  76. Before the pandemic eliminated the P bus (two afternoon runs were restored in the last few months), the intersection at Hillside and Oakland Avenues was VERY dangerous for pedestrians, especially after dark and when it was raining. I started using my cellphone flashlight to make sure drivers coming from either direction on Oakland could see me. Drivers would blow through yellow lights, even when they had time to stop. They would blow through red lights-- sometimes more than one car would do this in a jaw-dropping manner. People coming up Oakland would make right turns onto Hillside when people were crossing Hillside with the walk light. When the El Cerrito stop for the P was removed, I thought, that's OK, I'll be safer at Hillside with the light, but no. As for the El Cerrito cross walk, the flashing white lights do not work well enough. The white lights just blend in with the sight of the white car headlights and people don't notice them. More than once I was stuck in the middle of Oakland Ave as a car coming up or down that HAD TIME TO STOP did not. I had cars on either side of me, which was very scary. I don't leap out in front of cars if I can see they're going too fast to stop. I'm a driver too, and know that sometimes you can't safely stop if there's a car too close behind you. I had to use my cellphone flashlight to safely cross here as well, or simply wait until there were no cars in sight to start crossing. Can the white lights be changed to yellow? We've been here for 35 years and people drive faster than they used to and with less care for pedestrians. To think that back in the late 1980s Havens had student

- crossing guards at Bonita! I guess speeds were picking up enough even then that school officials decided that was a bad idea . . .
77. Mountain Ave and Craig are too narrow to have parking on both sides. Also traffic is much too fast. There are near misses frequently. Parking should be one side only. There needs to be a stop sign at Sea View and Mountain as cars on Sea View ignore the yield and come barreling out onto Mountain. Cars travel much too fast on Mountain and Craig. There should be no parking allowed uphill of the intersection of Mountain and Dormidera because children are crossing there and it is difficult to see them because of parked cars on the right side of Mountain going toward the center of town. Cars are traveling too fast on Highland above the intersection with Highland Way and often zoom across onto Highland Way or around the corner of Highland in front of Wells Fargo, both places where there are adults and children crossing. We would love to bicycle in Piedmont if streets felt safer.
  78. Grand Ave., lane diet is a traffic jam.
  79. I don't think the driving behavior has changed
  80. The 4 way stop intersection at Fairview and Arbor is FREQUENTLY ignored by cars
  81. More traffic due to delivery vehicles. Commercial vehicles often drive too fast.
  82. Lots of speeding cars on LaSalle Ave
  83. I generally see people not stop at stop signs (Magnolia in particular) and at best slow down and roll through. We should have more enforcement to curb this behavior as it puts ourselves and especially our kids at risk.
  84. I see a MAJORITY of drivers using their mobile phones while driving the streets of Piedmont. As a cyclist with a higher physical vantage, you can see exactly what people are doing in their cars. Drivers of all ages (from 16 - elderly) use their mobile phones while driving. It's terrifying as a cyclist, and I've had numerous near-misses with inattentive drivers. Unless the city provides safer cycling infrastructure (Piedmont Slow Streets), a fatal collision is inevitable. Also, my street (Ronada Ave) has been increasingly used as a short cut by thru-traffic trying to avoid the light at the bottom of Moraga, or the backups on Moraga and Highland. The majority of drivers DO NOT STOP at the stop sign at the top of Ronada at the T-intersection with Monticello.
  85. People just seem more aware of bicycles than they used to. There are many more people on bikes, and it has made me feel safer, even if it isn't. Sadly, sometimes it seems some folks seem angry at slow bicyclists like me. I've had some cut me off angrily and gunning it and speeding away in the bike lanes, purposely and with a finger raised...Oh well. Piedmont Avenue, not in Piedmont.
  86. A noticeable increase in ride share and delivery drivers who are unfamiliar with the streets and walking paths/stairs.
  87. Too many stop signs in a town of 11,000 people.
  88. I live on Wildwood near Grand. People drive way to fast when they are going up and down Wildwood. I almost got hit by a car. We should find ways for people to slow down in that area.
  89. With the pandemic there are more small children on bikes and folks walking in the streets.
  90. Way too many stop signs. They've been installed on Hampton & Sea View, Hampton & St. James, Up and down Magnolia. Ridiculous! Stop adding so many stop signs!!!!
  91. Cars continue to speed downhill from Pleasant Valley down Grand. The crosswalk at Grand and Cambridge is still dicey to walk across. Needs an in-pavement blinking light.
  92. We don't like the traffic bollards that have been placed around town. They don't seem to help w/safety, they take up space and they are very unsightly. We would much rather see those areas as bioswales or green spaces.
  93. Congestion has certainly gotten better as people are not driving. However, I have seen several close calls by the schools during pickup/drop-off in the past. I think traffic safety has improved with new intersections (especially along Grand).
  94. As both a pedestrian and motorist, I find that bike riders blow stop signs more frequently. That may be because of an increase in the number of bicyclists during the Covid era.
  95. The stop signs have helped cross-traffic and street crossings for pedestrians and bicyclists much safer.
  96. New traffic calming at Fairview and Grand is good for safety but ugly and confusing. A triangle in the middle would have been better. Stop sign on Wildwood at Park is unnecessary and bad for air quality
  97. Grand Ave pre-pandemic was very congested.
  98. Additional city stop signs have been helpful
  99. a lot of speeding while there are a lot more people walking
  100. Evening walks in upper Pmont area w/o sidewalks has many more cars driving fast or distracted on phones. Amazon, Doordash delivery vehicles are everywhere at all hours. Many more children riding bikes or walking at random hours.
  101. Grand Avenue is so much more congested with the redesign to one lane in each direction. I am always held up behind a stopped vehicle or a slow moving driver and the lights are not timed near Mandana making few cars moving forward during the light change. I wish we could go back to the two lanes in each direction on Grand Ave!!!
  102. Looking at Oakland and Grand Aves. as the epicenter of traffic in the city, then it has definitely gotten worse over the years. I love the bike lanes. Kudos, Piedmont, for those. But know that these are metaphorically cosmetic changes. There has been no additional roadway created for biking; there are no barrier protections. It's nice to feel accepted (as a biker) but the risk is exactly the same as before. In some ways, greater, because one may be tempted to let one's guard

- down. Cars cannot be controlled. Enforcement, calming measures, all these things help but they don't guarantee anything. Pedestrians and bicyclists will be killed in this town as long as they are asked to share the road with speeding heavy metal objects. It's simply a matter of time. The only way to ensure the safety of bicyclists and pedestrians is to dedicate roadways for their use. Cities have dedicated way too much of their real estate to vehicular travel already. Let's move aggressively into a new, Post-Vehicular Age, Piedmont! The pandemic has only brought this issue into clearer focus. Don't ask us to look back before the pandemic. Death by vehicle in this country is already a pandemic. Nearly 40,000 people die every year from vehicles. 4,000 sounds like a lot. Too many. But 40,000? Every year is embarrassing. Be bold, Piedmont. Dedicate roadways. Get people out of their cars and on track to healthier lives.
103. The 4 Ws intersection is more dangerous due to increased speed of drivers who do not always stop at the stop sign. The intersection is large and has very little refuge for walkers. Walking my dog at night through that intersection is scary. I think it is dangerous for kids walking to Wildwood school.
  104. Traffic congestion is not a problem in Piedmont and I hope it will not be discussed as a problem. I have family members who are daily bikers who are benefitting from recent improvements. The main change in walking is more walkers, which is an overall good.
  105. We live on the corner of Olive and Sunnyside Avenues. We see a ton more cut-through traffic with cars traveling with a high rate of speed to avoid the traffic light at Grand and Oakland Avenues.
  106. Cars speeding too often
  107. Cars speed down Scenic more now than when we moved here in January 1986. I understand that the speeders are residents.
  108. I live on lower Scenic Avenue. There are fewer Uber cars that tended to drive quickly on our street. Now there are more delivery trucks and construction vehicles. The pattern of speeders seems to be the same.
  109. More Amazon/Food delivery vehicles driving recklessly
  110. Fewer cars on city streets.
  111. People are driving faster and more cars are present in 1 way streets. Our street (Scenic Ave.) has no side walks and blind curves. It is incredibly scary to walk in the evening and morning times and especially at night.
  112. 100, 200, 300 blocks of Scenic Ave (no sidewalks): higher volume of reckless speeding vehicles (both residents & outsiders), more delivery trucks, more rideshare vehicles blocking the road, all with disregard to pedestrians and bicyclists; this street is published in many walking guidebooks & attracts many walkers, yet pedestrians have to share a one lane road with vehicles
  113. 1) Bike lane on Grand has been good change, but is too narrow and too close to the parked cars. 2) Traffic speeds and aggressiveness seem to have gone up - espec on Oakland Ave. 3) Congestion is a red herring issue in Piedmont - the level of traffic congestion here is minimal and occasional - not worth spending any time on.
  114. the road diet on Grand has HELPED traffic most of the time, but it is more congested during rush hour on the stretch from Rose to Oakland (I live on this stretch, so notice it daily). HOWEVER, the small amount of time it is more backed up is more than made up for by the reduction in speed/traffic most of the time on Grand between Oakland and Wildwood (my office is on Grand and Linda and overlooks Grand). Obviously this stretch of road is a big issue for me!!
  115. Bike riders increasingly aggressive on the street -- refusing to yield to pedestrians and running stop signs and crosswalks without attention to pedestrian presence. Bikers rarely stop at four way intersections or stop signs, creating likelihood that car moving through the intersection will either hit or be hit by a biker failing to respect street signs.
  116. Putting the flashing lights at the crosswalk in front of Havens School on Highland Ave. has made it safer to cross the street there. It was more dangerous before, for sure.
  117. The addition of crosswalks, flashing lights, and bump outs has helped slow traffic and protect pedestrians in select areas.
  118. Drivers exceed the speed limits; do not comply with traffic signs.
  119. Congestion on Moraga Avenue, especially around Highland, is often really bad. Also, the intersection at Oakland and Highland is also often bad - the traffic lights and their pedestrian crossing signals are unintuitive and lengthy
  120. The Kingston triangle park has created a traffic nightmare, but the bulbous and speed bumps on Linda have improved the Beach area. Lots more families seems to be driving to Beach/dropping off (at least pre-pandemic) compared to year's past. Lots of congestion at bell time on Lake.
  121. Cars going faster up/down Moraga Ave., with little or no police patrol.
  122. As a bicyclist, I have noticed the car and truck drivers are more aggressive and driving faster than several years ago. I won't ride on certain streets because of this....
  123. Increased Amazon/food delivery cars/trucks driving too fast and unfamiliar with our windy roads with no sidewalks causing a real safety concern to residents walking or riding bikes.
  124. On streets like Wildwood between the elementary school and Highland, conditions have gotten worse because drivers no longer expect two-way traffic and drive down the middle of Wildwood despite parked cars taking one of the traffic lanes and curves diminishing visibility. A similar situation exists along St. James between LaSalle and Park Blvd

125. More aggressive driving, speeding, especially during pandemic
126. Crossing Highland especially at the bend is stressful as you never know if a car is going to be going too fast and/or a distracted driver. Cars seem to be driving faster on narrow residential streets and coupled with the extra wide SUVs parked, it seems less safe.
127. Would be great to have flashing lights at all pedestrian crosswalks on Highland and Wildwood. Cars don't always stop for people! The crossing at Havens is an excellent example of what more could be done throughout Piedmont.
128. the bicycle safety lanes and reconfiguration of Grand Avenue with fewer lanes has made my life as a driver far, far more dangerous. I have nearly been collided with head-on twice since the changes.
129. Speed limits must be enforced. Monitors show up to 52 mph on southern end of Crocker. Without enforcement and compliance, survey loses relevance. And bikers never obey traffic signs and exceed speed limits. Crazy. Pedestrians...who cares about them. Just watch what almost happens daily.
130. The stopsign built on Hampton Ave. on the intersection with St. James maybe a year or two ago made that intersection a lot safer.
131. More speeding, especially in our narrow streets which have more cars and trucks, especially construction vehicles, parked on the street.
132. Live on Scenic Ave; need to have parking spaces and residence allotment to improve bad parking congestion
133. walking in town has increased dramatically. Walkers are all over the road - increasing their personal risk to getting hit by drivers; auto drivers need to be much more attentive to the maze of walkers who are in the middle of the lanes.
134. The narrowing of Grand through Piedmont has made traffic worse and less safe for pedestrians. Drivers are more frustrated and speed through crossings!
135. There are a number of streets that are narrow with parking on both sides of the street and deliveries vans that park wherever they please, it is hard to drive on those streets (Park View, the entire length of Winsor Ave, Sylvan Way are just a few that come to mind).
136. Stop signs on Magnolia have been very helpful.
137. Many more people walking in Piedmont due to the pandemic. Very few bicyclists, and I have questioned whether or not the usefulness of the bike lanes on Grand. Traffic congestion at Grand and Wildwood has worsened as a result. The pandemic, of course, has reduced traffic congestion everywhere. Safety has significantly been reduced at Nova and Magnolia since the bollards were installed. A beautification project with safety in mind needs to be undertaken here. The majority of drivers continue to ignore stop signs on Nova and Wildwood.
138. Bike lane on Grand has created car traffic backups that make crossing at non-light crosswalks much more dangerous.
139. I have noticed a lot more people running stop signs and red lights in the last several years.
140. More cars speeding on St James.
141. Apps like Waze routes traffic at times onto our quiet one block street
142. running stop signs, speeding up and down Oakland Ave
143. A few of the new stop signs have greatly improved safety (when used properly) like the one at the top of Prospect and Wildwood. Used to be so hard to pull out onto Wildwood from Prospect. I also think the one at Hampton and ST James. Also getting rid of the one way stop at Glen Alpine and Hampton and making it a 3-way stop.
144. I am not a fan of the neon green/yellow signs put up in recent years in the middle of the street to protect crosswalks. I think they are ugly and in some cases create more of a hazard for drivers than a help for pedestrians.
145. Over the 13 years I've lived on Moraga, we've seen on a daily basis cars that drive at high speeds and sometimes recklessly, mostly going down hill on Moraga, and every so often resulting in car wrecks that have totaled our neighbors' cars and caused great damage to the homes even. Cars routinely do not stop for pedestrians crossing at Moraga and Mesa. There is much foot traffic on Moraga not just by people who live on Moraga but also people who exercise or wish to access Coaches Field. Cars going at high rates of speed on Moraga present dangers to not just residents on Moraga but also the children and adults who walk along Moraga to exercise or access facilities at Coaches field.
146. Road diet on Grand a huge success for cyclists, suggesting that this technique might be applied elsewhere in Piedmont with similar success.
147. Better signs for pads at intersections.
148. The new-ish stop signs at Wildwood and Highland and the stop sign at Hampton and Sea View are 2 examples of good changes
149. We have lived at our home 31 years and right when we moved in we had petitioned for a Stop sign at the intersection of Highland and Sheridan going down towards Wildwood. Every neighbor signed it and to this day we were just talking about it that we don't understand why we never got that stop sign?! It is a natural spot to be placed cars speed up when heading down and crossing the street and backing out of our driveways is not safe. Please revisit this area :)
150. More people on Moraga bc of Waze
151. Grand Ave from Lakeland to Mandana is hell! Before the pandemic it was impossible for me to get home to Boulevard way between 4 and 5:30 PM. It's better now with fewer cars on the road but something needs to be done about the timing of the traffic lights
152. Our street (Guilford) is more dangerous than it was a couple years ago because more high schoolers are parking on the narrow street and driving fast when school is out.



153. Please put a stop sign at Lafayette and woodland.
154. garden worker, also construction worker quite often do not wear masks and one has to change the side of the street all the time to not get in contact with them / it's a constant "need to pay attention", not very relaxing anymore
155. By creating unmanned school drop off lanes, people pull out without looking, double pull up because those lanes don't apply to them ;-), and pull over wherever they want. Dangerous at Moraga x Bonita- my kids cross daily and have almost been hit multiple times- would like lit crosswalk
156. Teen drivers speeding on Highland Ave
157. more stop signs installed. This was good.
158. There continues to be people not stopping at stop signs (just slowly going through them without stopping)
159. Speeding on Mountain Ave is increasingly a problem. Also: basketball hoops and cones blocking the street (Mountain) force cars coming around the corner or from above the hill to swerve at the last minute, at speed. This is a huge traffic hazard. Mind that Mountain is often used by teen skating down the hill also.
160. Love all of the bike lanes. Thank you!!
161. I hate the intersection of Magnolia and Hillside especially during school hours. You've got a line of cars waiting to drop off kids at the middle and high school. It's a nightmare.
162. Folks driving too fast.
163. Drivers on Highland speed in the morning, often going over 45 miles/hour if no traffic.
164. Lack of enforcement of distracted driving
165. I was very relieved when the incremental Stop signs were installed at dangerous intersections (Hampton/St James and Hampton/Sea View, in particular, were VERY dangerous for pedestrians and especially school children.
166. Biking behavior has changed. Fewer people on bikes stop at stop signs, many race down streets exceeding speed limit. Since there are more riders, there is more of this.
167. Far too many stop signs - the newish stop signs were excessive.
168. Cars are driving faster than the speed limit, often not stopping an "STOP" signs. It is especially unsafe for walkers and bikers.
169. Local streets are congested with runners, walkers, bikers all trying to maintain social distancing. Drivers do not always heed cross walks or give way to pedestrians, especially cross walks around the church, Wells Fargo & Bank of America.
170. More stop signs that make it safer. For example Saint James Drive and Hampton.
171. The jutting out curb at Craig and highland is more of a hazard than helpful
172. The elimination of the U-Turn in front of the police station and of course the construction at the high school created more bottlenecks and back-ups along the Magnolia stretch. The short-term drop off/pick up zones in front of the schools might have contributed to two lanes being blocked vs. just the one. Masses of drivers who use that stretch as a loading zone continue to create dangerous situations. The Grand Avenue improvements are quite improved for Pedestrian safety.
173. Sorry to not have an opinion. I'm new to Piedmont so I do not have the historical perspective, yet :)
174. Drivers blow through the stop sign on Linda Avenue at the intersection with Lake Avenue. Many often exceed the speed limit when ignoring the stop sign right at Beach Elementary School.
175. Teens still drive out of control, not carefully. Less parking downtown during the day (pre-pandemic).
176. Speeding and aggressive driving greatly increased. Highland-Sheridan-Lincoln-Mandana and central Piedmont where 2 lanes merge into one by Mulberry's.
177. Drivers seem to be more alert to bikers, walkers and runners.
178. I am mindful of bicyclist and pedestrians when I drive. I also continue to be careful of cars when I walk to be sure it is safe for me to procede.
179. Bike lanes have resulted in very slow traffic on Grand Ave
180. Walking to school has improved with more crossing guards and the blinking lights at some cross walks.
181. The sidewalks are in terrible condition. It's become really apparent during the pandemic. Many curbs are broken. So many people I know have fallen while they've been trying to walk or run on the streets of Piedmont. It's a danger and a hazard.
182. Congestion on Oakland Avenue increased last year due to lane changes (reduction) on Grand Avenue
183. One of the hardest streets to drive on is Sea View due to the comments below.
184. The Mommies of school age children are horrible drivers and pay no attention to any laws. Pedestrian right of way means nothing to the drivers. They will not stop even if in a crosswalk.
185. Grand Ave traffic and congestion have increased in recent years.
186. As a driver, extra stop signs in Magnolia and Nova are annoying but probably help slow people down.
187. Parked cars on Park View get hit more than before.
188. Grand avenue and nearby are very busy. Cars are going fast.
189. Driving can be more challenging due to so many pedestrians and people often in the streets.
190. Drivers do not come to a full stop at intersections. Sometimes multiple cars will proceed, one after the other, without stopping. Vehicular speeds seem to have increased
191. The addition of bike lanes has made traffic unmanageable on Grand Ave

192. School zone safety (signage, crossing guards, enforcement) has gotten noticeably better.
193. Stop signs were added to some intersections that made them safer for cars. Crocker & Hampton and Sea View & Hampton are the ones that come to mind.
194. Too many people are drinking too fast, especially teenager or your adults
195. I live on St James Drive, which is narrow, curvy, and residents park along it, narrowing the street. Joggers seem to think it's safe to walk down the middle of the street (even pre-pandemic). With the pandemic, there are a lot of people walking and biking, and somewhat understandably, people will go out in the street to avoid others in passing. Yet this is still a main artery and people speed in cars. I'm just waiting for an accident to happen :(
196. I'm near Wildwood and Grand and there is definitely more congestion than there was ten years ago or even 5 years ago.
197. More cars, driving faster.
198. Still very fast driving on harvard rd into/out of Piedmont
199. People are walking in middle of streets and in blind corners. Sometimes at night they wear all black and are impossible to see. I It's so dangerous for drivers. It's very very frustrating. People should not be walking or running in streets at all.
200. We live at 268 La Salle at the corner of La Salle and Florada. There needs to be a stop sign on Florada as it ends at La Salle Ave. I have had a number of close calls because people just zoom up and pull out of that street onto La Salle Ave. Very dangerous.
201. There are so many people out on foot/bikes. I wish the rules that were published at the beginning of shelter-in-place were more widely known/followed.
202. Installation of new stop signs has helped speeding in certain areas, particularly the new signs on roads like Wildwood Ave., but adding speed bumps would be helpful in slowing down traffic that continues to barrel up and down the longer roads such as Wildwood and Mountain.
203. The cross walk by Piedmont Park on Highland leading to the trail on Piedmont Court has gotten worse. Many cars do not stop.
204. Some people drive too fast on Highland Ave.
205. people seem to roll through stop signs
206. Im not sure how to answer the top three questions? My family bikes and walks daily. The street are much more dangerous. Drivers do NOT obey the speed limit. Pedestrians are in danger.
207. Increased parking on streets has turned many into essentially one lane roads. For instance, Wildwood Ave. above Wildwood School now often requires cars to navigate blind curves in the opposite travel lane. To keep traffic lanes open, cars often park at least partially on the sidewalk, making walking for pedestrians more difficult. I would like to see (or at least explore) a system where each house is allowed one car to park on the street for free, a second car to park on the street for a modest ( not sure what that would be) fee, and a third car to park on the street for a very high fee. Hopefully, this might discourage car ownership or, more likely, encourage folks to park their cars in their driveway or garage.
208. Dedicated bike lanes, and 2 lane traffic flow (1 lane each direction) on Grand Ave have made traffic flow much worse. This has been exacerbated by non-coordinated street lights along Grand Ave into Oakland, particularly at Mandana and Elwood. This must be corrected!
209. On Highland Ave. cars are consistently speeding which parolers walkers who need to walk on Highland Ave due to pedestrians on the sidewalk (COVID)
210. The sidewalks are a MESS and should be fixed. York, Cambridge and Manor all need a lot of replacements. Piedmont streets are a mess too. The painted on "STOP"s etc are hardly readable. Before changing traffic etc, fix what we have already! I fractured my ankle tripping on a sidewalk near the Rec Dept and tripped again on Manor about a month ago.
211. Drivers roll through stop signs quite frequently all over town but more often in mid-and upper Piedmont.
212. Road diet, bump outs, traffic circles have made things safer for bikes/peds via slowing down motor vehicles.
213. People drive too fast. Recent years have seen more construction activity and therefore more vehicles.
214. Speeding on Highland Ave. People not stopping for pedestrians in crosswalk, esp at Highland and Park Way
215. I see a lot more people bicycling on Grand Ave than before the road diet, but on the upper part Grand the bike lane striping is completely worn away.
216. Cars going way over the speed limit (15 MPH on St James Drive for example) are a hazard. On our most-used streets, esp those that lead into the heart of town (Highland, ST. James, Moraga..) my observation is that one out of 4 are going well beyond the posted speed limit. These streets, especially now, are busy with walkers, bikers -young and older, strollers, etc. the city seems unable to enforce its existing speed laws, which is dangerous and frustrating. How about some speed bumps or automatic license readers if we can't put police on the streets?
217. Dark or blind crosswalks
218. Work cross-walk striping combined with sparse street lamps have made walking after dust extremely dangerous. In particular, cross walks at buss stops along Oakland Avenue.
219. Cars drive far too fast up and down La Salle between Hampton and St. James. The speed in the last year seems higher and feels very dangerous. Cars also regularly roll through the stop sign at Hampton and La Salle.
220. Blair ave at Hardwick Ave has a lot of fast drivers racing up and down the hill.

221. Dark streets, double sided car parking on narrow streets, no dedicated parking for contractors, landscapers or house maintenance services.
222. The stops at the large intersection of Fairview and Arbor (4 way stop) are FREQUENTLY ignored to the risk of pedestrians and potential collisions
223. I think the blinking lights at Craig and Highland are helpful - however the bulb out is too large.
224. Neighborhood consciousness-raising has slowed down many of us who live on Scenic Avenue – especially the lower section.
225. I have seen many more roll through at stop signs. I wonder if the addition of so many stop signs around town caused drivers to get fed up with so many stop signs.
226. The intersection at Grand and Linda needs more signage especially when kids cross for school. Grand Ave in general needs more signage to indicate the 25 miles per hours speed limit
227. Generally less traffic
228. People driving too fast and distracted by cell phones
229. Oakland Ave at the Jerome/Fairview intersection is worse on all sides.
230. Streets are more congested because the size of cars has increased and perhaps people own more cars per household.

## B. Online Survey: Question #4

280 comments

### What changes have you noticed in walking, biking or traffic conditions during the pandemic?

1. People are driving more erratically. More walkers on the streets.
2. More people are walking but I seen little impact on the actual walking conditions. Traffic is lighter.
3. Drivers give runners and bikers the right of way!
4. People walking politely keep a social distance.
5. "Stop" signs and "stoplights" seem to have become optional both for cars and cyclists. Rolling "stops" for cars (noted in the area bounded by Moraga/Highland/Oakland Ave/Grand) are fairly common. Not esp. uncommon to see cyclists ignore the stoplight on Grand at Rose, mainly when on Grand but also crossing Grand.
6. Many more bikers and walkers. Unfortunately, many walkers have been self-righteous and refused to move out of the center road when cars approach. The cars have all been patient but it is a recipe for disaster.
7. More recreational biking. Much less traffic.
8. Less traffic, speeding vehicles, biking violations, delivery vans ignoring traffic regulations
9. Grand Avenue is much slower.
10. Much less cars; more bikes.
11. More walkers and bikers. Less car traffic.
12. Again, cars driving faster, and too many people walking without masks
13. At times more pedestrians than cars.
14. Less traffic
15. There are more people walking cycling and running during the day. Fewer cars, and they drive more cautiously due to increase in pedestrian and cyclist increase use of road way.
16. With increased walking and social distancing, walkers are often stepping into the street to avoid other walkers.
17. More people walking.
18. The traffic on Mountain Boulevard goes very fast. There are a lot of children that use Mountain Boulevard. It needs to be slowed down.
19. Fewer cars, more walkers and bikers
20. More people are walking and jogging in the road, often in the same direction as traffic so they don't always notice cars about to pass them.
21. the obvious, much less traffic on roads; however, more families on bikes etc; especially on weekends.
22. more people are walking for exercise
23. For awhile less traffic, erratic walking behavior(no masks, rude behavior, etc). made me walk less. Driving behavior is getting weird. Extreme speed in slow zones, passing when car ahead stopped for pedestrians.
24. There were fewer cars on the road for much of the pandemic. Though, recently more cars have returned to the streets. This has made a safer situation more dangerous to pedestrians and bicyclists.
25. Most walkers have masks and respect social distancing
26. Many more people!
27. Less traffic
28. More ppl walking, which can mean ppl on road sometimes, for social distancing.
29. More people walking on neighborhood streets, which I think is a good thing.
30. More people out walking. More kids biking!!
31. Fewer cars on the road; fewer people cycling or walking. More walking in the street for social distancing.
32. I think there's less traffic on Grand Ave
33. People are walking in the street to creat social distance while appearing to be oblivious to traffic
34. There are more people on the sidewalks and streets.
35. More people walking in the middle of the street or near parked cars at dusk seems more dangerous from a driver's point of view. I think traffic has gone down.
36. More delivery drivers (food/groceries) driving too fast on narrow roads and not pulling over to pass one at a time when necessary like residents do.
37. Lots more people walking & biking
38. There are more bikers, walkers and joggers out trying to get exercise and an outlet. In many areas, like on narrow streets, it can be dangerous. Some streets are too narrow for two cars to pass and we have to pull over and let the other pass. Residents are used to it but delivery drivers (which have increased for food/grocery) go too fast through these areas and don't pull over! Also, Cars also go to fast through town.
39. Streets not safe for Kids home from school & wanting to play outside due to speeding cars on Grand & Lower Grand Ave.
40. Significant increase people walking and biking, especially when it was warmer, but much more common to see people out walking.
41. Walkers are in the middle of the street at times to avoid other walkers. They seem oblivious to cars at times
42. More people sharing the road. I am very anxious to let my 10 year old ride his bike around town. There are way too many speeding cars.
43. More bikes. Not much room on road so I find myself trying to give them room which means I go into opposing traffic from time to time.
44. fewer cars but way more pedestrians, dog walkers, kids, families sharing the sidewalks and moving into the streets with limited visibility
45. People walk in the street all the time. Cars haven't responded by driving more carefully.
46. More people in general are out and about.

47. More skateboarding down Mountain Ave
48. Lots more walkers and bikers but less cars
49. Fasted drivers
50. There are no longer children walking/biking to school. :( More car traffic is on the roads. Children are not walking; they are driving with parents.
51. The issue of speeding and cut-through at morning and evening hours has dropped some given fewer commuters, but will surely come back after COVID is over.
52. More pedestrians are walking in the street to social distance.
53. Way more people out.
54. See above
55. less cars
56. There are more people out walking and fewer cars.
57. Many more pedestrians and cyclists now
58. Cars drive faster because there is less traffic.
59. People more oblivious while driving and walking a
60. we walk after 9pm, so little impact for us.
61. More people are out walking and biking.
62. seems the same to me
63. People are walking in the streets to avoid others on the side walk, which is courteous and necessary. Cars often don't slow down, particularly teenagers. Lots of construction
64. More people on the street. Because of social distancing need for people to walk in the street rather than on the sidewalk.
65. People walk on the streets more. Some drivers are cautious, but I notice that recently they are less cautious of on the street walking. I think their patience has gone...
66. A lot more people biking and Walking
67. Lack of street lighting (makes it hard to see at night when driving), since we have smaller streets more traffic jams with higher speeds.
68. na
69. sidewalks throughout town are in awful shape
70. fewer cars, more walkers
71. Drivers on Oakland Ave do not look for pedestrians. There are fewer drivers but the people that are driving are more aggressive.
72. More people have been walking and running in the street - which is dangerous. Biking has increased.
73. Too many high school kids speeding.
74. Decreased traffic on Moraga which is nice.
75. Masks on some people
76. People walk in the street obstructing drivers and making it unsafe, thinking I could kill someone walking. Women talking and walking in pairs do not notice where they cross streets or cars coming etc.
77. Many more pedestrians, more crime, dark streets
78. More people walk in the middle of the street to avoid social distancing.
79. Less cars, less congestion.
80. Both walkers and drivers are paying less attention.
81. People walk in the streets which is completely understandable but very dangerous.
82. More people walking in the street rather than on the sidewalks.
83. too many people dont wear masks and walk to closely. Runners in particular dont wear masks and run right by. People on bike need too to be better about wearing masks esp when they peddle up hill and are breathing hard next to people on sidewalks
84. More speeding and coasting through stop signs.
85. Certainly a lot more people out walking for recreation. Fewer cars on the roads. But the decrease in traffic congestion appears to have resulted in cars driving faster.
86. There is a lot more people out and many are having to walk out into streets to pass safely
87. Fewer cars on the road have resulted in people driving faster, going through stop signs without stopping, not checking for kids while they're crossing streets etc.
88. few cars on the road perhaps, however, still a lack of attention to peds and bikers.
89. More people and families are out walking and biking, which is great! I like seeing people out and about on the streets.
90. I maintain the same precautions and being extra careful when crossing. Pre Covid hours/driving were consistent. Now you never know.
91. Cars less aware during pandemic and there are more pedestrians and bikes on the road. Fewer cars means those on the road aren't paying as much attention
92. More people walking. To social distance, this requires walking in the street at times.
93. Less traffic due to less commuting.
94. Seems like more people are walking. In the warmer months I noticed more biking but that has stopped with the cooler weather.
95. More people are taking walks for exercise. But because there are fewer commuters, I don't think the increased number of walkers has resulted in decreased pedestrian safety.
96. Less traffic
97. walking during the pandemic seems to have increased, and the walkers tend to walk in the middle of the street now. Personally, when I walk with my wife, we walk along the edge of the road (like a pedestrian is supposed to).
98. less traffic
99. Cars are driving faster. More bikes with families on the streets for recreation
100. Many more people walking and more delivery vehicles
101. fewer cars

102. Many more people on the streets who need to go into the street to avoid other walkers. Then they need to worry about the cars
103. more people walking. More kids biking.
104. More people out walking or jogging. Many more people walking or jogging in the street. An amazing amount of walkers or joggers that suddenly leave the sidewalk and head out into the street without looking for traffic first. I really really wish people would remember kindergarten and look both ways before entering a street.
105. There was a brief lessening of traffic as the Pandemic began, but local traffic is now back to the levels it was at before.
106. Wonderful! So much more room and quieter streets. Except at a certain point people began driving crazily! Cutting over lanes and turning left from the right hand lane, speeding because the streets are relatively empty. Rules being broken. I haven't noticed this in Piedmont, so much. More in Oakland and Berkeley. I've liked seeing the increase in electric assist bicycles.
107. HUGE increase in walkers, especially over the spring and summer months (when the weather was better and when restrictions were greater). Also many more walking their dogs (and not necessarily picking up poop sadly).
108. Cars traveling faster on straight streets.
109. Large increase in the number of walkers.
110. Many more walkers & cyclists out during the pandemic.
111. Folks should drive more slowly because there are more pedestrians and bikes in the streets.
112. More pedestrians on roadways. More kids on bikes and scooters. More delivery vans. More mid day activity on roadways.
113. More walking
114. Pre-pandemic, traffic was congested on Grand Ave, often bumper to bumper from Pleasant Valley to Mandana. Now in-pandemic, less people are out driving so the traffic feels "normal" again.
115. Many more residents walking and biking. Many more visitors from other areas walking and biking through town.
116. Many people are walking in the roads, which is a safety hazard to both pedestrians and motorists. I've noticed this particularly in areas with bends (Highland Ave at Piedmont Park, at the corner at Crocker Park, and along LaSalle.
117. Early on in the pandemic there was a dramatic reduction in motor traffic. It's still not back to pre-Covid density.
118. More people walking all times of the day.
119. Many many more people doing this for recreation/exercise.
120. More people walking around the neighborhood, more families riding bikes together (2-4 ppl), more recreational bike riders (single or small groups up to 5 ppl).
121. People taking over streets and less room for cars
122. I don't bike Except to work as it does not feel safe in the traffic. Crossing Grand to work is scary. No one stops at intersections or crosswalks... even the police!
123. Less cars.
124. Fewer cars, more walkers and bikers. Friendlier car traffic (more cautious around pedestrians I)
125. people walking in the street and getting angry when a car comes by
126. See above
127. Grand Avenue is so much more congested with the redesign to one lane in each direction. I am always held up behind a stopped vehicle or a slow moving driver and the lights are not timed near Mandana making few cars moving forward during the light change. I wish we could go back to the two lanes in each direction on Grand Ave!!!
128. So many more people on the street. So many close calls with vehicles.
129. Increased number and speed of bikers. Increased speed of cars.
130. Seems about the same.
131. More walkers, behaviors to stay distanced etc. I appreciate people using posted flyers to inform and amuse. I'm also very appreciative of hopeful messages, signs, bears, etc.
132. People seem to walking and biking more, but I also see a lot more traffic and reckless driving.
133. Less traffic
134. Cars speed down Scenic more now than when we moved here in January 1986. I understand that the speeders are residents.
135. Definitely more walkers at different times of the day and a variety of age groups where it was more predictable pre-pandemic - the school kids walking before and after school. I also see more bikers and people walking dogs.
136. Slow streets, drivers more likely to wave me through an intersection when I'm riding my bike.
137. More people walking and yet car number have not decreased. Drivers are oblivious to the dangers of our street and the many pedestrians and children present. With school now virtual, many more children are out and about, yet cars are not driving more carefully or slowly.
138. Fewer volume of vehicles generally: many more walkers & cyclists, especially elderly; more electric bikes & scooters & skateboarders; service vehicles (pickup trucks) on Scenic are often traveling at high speeds and are reckless.
139. Walking and biking have both gone up, which is good. More evening walking also, which could be aided by better sidewalk maintenance and more sidewalk lighting.

140. During the pandemic, it has been much better on our street and at the Sunnyside crosswalk, because there is less traffic.
141. less traffic overall
142. Bikers and motorists seem somewhat more cavalier about speed and obeying street signs.
143. more walking
144. Fewer cars, easier parking, especially early on. Certainly less traffic of all types on Highland since school has been remote.
145. Many more pedestrians and bicyclists and in order to social distance, pedestrians often need to enter the roadway (sidewalks full).
146. More pedestrians.
147. Less volume for everything
148. less traffic in general
149. Quieter in general, certainly near Beach school!
150. fewer cars on Moraga Ave. during commute hours.
151. Seems like lighter traffic in general, but driving faster and more aggressively
152. Huge increase in families on the streets, bicycle and pedestrians. Like 4x
153. Very unsafe due to increased amazon/food delivery driving too fast on our streets. WE NEED SPEED BUMPS on our streets!!!! Especially our street- Scenic Ave that has no side walk and drivers driving way too fast every day,
154. More people walking at all hours. There is less road traffic in general.
155. Less traffic; many more cars parked on streets (creating conditions where 2-way traffic, though decreased in volume, has increased in dangers to cyclists, drivers and pedestrians.
156. I stopped walking in Piedmont as I realized there were only a few streets that were good connectors and so everyone was walking on those streets. I've found Oakland to be less dense for walking.
157. fewer drivers, less traffic, more people aware of other people, generally seems positive for safety
158. Fewer passenger cars but going faster. More bikers oblivious to what rules apply to them. Stop signs seem to just block the sun for them.
159. many more people walking all day - and more people riding bikes with their kids during the day
160. Surprisingly, I see more pedestrians, but that may be because we're all going outside at the same time. Traffic has improved, because a lot less people are commuting.
161. Far more construction now, with more more construction vehicles parked on the streets. Pedestrians walk down the middle of the street or walk right off a curb without looking. Several close-calls due to speeding cars having to swerve around a truck parked at the apex of a tight curve, which brings the car directly into the path of pedestrians or me (a cyclist).
162. Too many cars parked on Scenic Ave
163. Biking seems to also be increased, but not to a level that has much impact. I bike whenever I need to do local errands, about 2x per week. Going to the grocery in Montclair or Grand/Piedmont Ave, or to do errands around town.
164. At the start of the stay in place, walking was easier and safe with the fewer cars. Now it's bad to normal or even worse.
165. With everyone mostly working from home (ie not moving cars), more RVs than ever and even more delivery vans, the pandemic has made it even harder to drive those streets.
166. People have to move into the streets to not get too close to each other. Some of the streets have fast moving cars ( speeding)
167. People need to run in the street and cars aren't expecting people there.
168. The number of walkers has significantly increased. Traffic has been reduced.
169. fewer cars. I don't notice any increase in bikes or walking
170. More biking, people walking in the streets. Bikes on sidewalks a hazard for older pedestrians
171. There are a lot more speeding cars.
172. Too many cars going fast on streets with heavy foot/bike traffic.
173. When the streets were not so busy with cars, earlier in pandemic, cars drove too fast.
174. More people walking
175. The sidewalks can be crowded in some areas. It would be nice if more people followed the advice to walk with traffic unless there isn't a sidewalk. I have seen people walking with traffic up Moraga where there is no sidewalk - so dangerous!
176. Less car traffic. Many people are still not wearing face coverings.
177. More bikers and walkers, somewhat less traffic, so generally things have improved during the pandemic.
178. Less car traffic, but increasing.
179. At first walking was more congested but now things have settled down. Same with biking. More people on bikes at certain times but no big deal.
180. As a lifelong walker in Piedmont obviously way more people on the streets now.
181. People jogging in middle of street. Bikers riding side by side and causing traffic problems. People not minding the six foot rule for those walking babies in strollers, forcing them into the street.
182. More walkers and bikers on streets
183. Fewer cars on the road which makes walking less noisy and stressful
184. Less traffic but lots of people walking on Highland and Piedmont Park without masks or disregarding social distancing.
185. More walkers

186. more bikers in the road - I like that. kids are usually more compliant with regulations than adults
187. No school so no congestion and walkers give each other room
188. Everything seems slower , more courteous
189. More people out.
190. Less traffic on roads
191. There are more people walking in the street for social distancing purposes which is tricky for driving. My kids are biking more and I worry about them biking on the streets with cars.
192. People needing social distance tend to walk in the middle of the road
193. People jaywalking to avoid each other. It doesn't seem to be causing any problems.
194. More people are walking. More cars are parked at (or on) the curb. Fewer cars are driving on the streets.
195. I often walk in the street in quieter areas in order to avoid other pedestrians, or to stay socially distant from a friend. Lower traffic during the pandemic makes this easier.
196. Less cars and busses make it feel much safer.
197. No one is around (they've all left) and walkers are out in abundance after working hours. Lots and lots of walkers and bikers which crowds the streets even more when you're in a car.
198. People are frantic!
199. Roads are in worse condition. New traffic obstacles are confusion. New handicap curb at Wildwood is an odd non-conforming layout and puddles deep with water when it rains (try not to get to creative - there are standards for a reason)
200. More people walking and biking for recreation/fitness/health, more courtesy and deference towards pedestrians of all stripes (bikers, walkers, scooter-riders, skateboarders), less speeding (except by delivery folks (GrubHub/UberEats, etc)
201. fewer cars - more people walking
202. More walkers are zoned out, stepping into streets without checking traffic. Walking into crosswalks, where they do have right away, but people used to stop before entering crosswalks. Now many just keep whatever pace they had before and go right into crosswalks. People walking at night are often dressed in dark clothing and hard to see...how about a campaign to where light colors / reflective clothing?????
203. Many more people are walking and its more clear now that sidewalks need to be cleared of bushes and other overgrowth as well as cars that block the use of sidewalks.
204. More aggressive driving.
205. Way more bikes and foot traffic everywhere. I am constantly dodging others, often having to walk way out in the road to maintain social distance w other pedestrians
206. There are a lot of people out!
207. More walkers and fewer cars.
208. More people are biking and walking
209. More walkers all over town; Casual Car Pool and P Bus obviously gone; traffic initially was down, but has resumed, just not around schools or sports fields.
210. Bike lanes are great, but many of our streets are not wide enough for the parked cars \*AND\* a bike lane. People are forced into traffic to avoid oncoming walkers.
211. More people out walking.
212. More walking and biking. Even more speeding.
213. Many more people are walk and biking through town.
214. I take longer and more varied walks, up to 3 miles daily. Car traffic seems less in general.
215. Many walkers, much dog poop everywhere, still a lot of car driving. also a lot of delivery trucks
216. Walkers in streets create a danger. They do not follow basic rules of the road and walk into traffic without looking
217. More people seem to be walking and biking. There seem to be more very young children biking with their families and it is sometimes frightening to watch.
218. Less driving traffic, lots more walking and running on sidewalks
219. Much more people walking on the sidewalks since SIP.
220. More people walking in the streets instead of on the sidewalk
221. Walkers tend to walk in streets even when sidewalks are empty. Some young bikers stop and talk with friends in a dangerous curve area in piedmont. Very concerning for drivers watching out for bikers going through intersections and walkers in MIDDLE of the streets.
222. The # of people walking since the beginning of the Pandemic has increased, but too many are walking far into the street. Some do this to avoid other walkers, but some just walk in the street. Some of us do drive and this is a very dangerous situation.
223. More walkers. Fewer cars. More children out biking or walking.
224. More people walking and biking though sometimes walking in the street if a sidewalk is crowded. Traffic has decreased.
225. Initially, traffic was very light and there were many walkers in the evening. Now traffic is about back to normal and fewer people are walking.
226. I think cars are speeding more during the pandemic because there are fewer cars on the road.
227. Youthful drivers after attending PHS would drive too fast getting from Magnolia to Lakeshore (?) on Park View-Winsor. During pandemic those drivers are missing. But commercial vehicles continue hitting cars - - due to looking at text msgs?
228. Increase in walking and biking during the pandemic. Fewer cars but more fast driving.



229. Many more people walking, running and biking often in the streets
230. Too many unsupervised children biking recklessly in Dracena Park and off leash dog areas. Biking really should NOT be allowed in ANY OFF LEASH areas due to potential risks of physical collisions to dogs.
231. Sidewalk conditions are poor in some sections of the City.
232. There are more people walking and biking in the community.
233. Less car traffic and more walking and biking.
234. Walkers are walking in the middle of the road which is dangerous for drivers.
235. People walking in street
236. There are a lot more people walking. On St James where you have blind curves, this has been frustrating at times because people will choose to walk in the street rather than on the sidewalk making for a stressful drive.
237. More people walking around, this is great, please keep our parks open
238. as noted above
239. There are more people walking and biking than there used to be. People (myself included) are often walking in the street to avoid close contact with others. Most cars are respectful of the pedestrians in the street but not all. Especially on hills, cars can come around corners fast. Pedestrians must be very careful.
240. fewer people, mostly masked
241. More walkers and bikers, fewer cars, and drivers seem more aware of the increased pedestrian and bike traffic
242. Exactly what I said above. And people are angry when ur driving a car and they are walking. But the street is for cars & cars only!!! People have yelled at my young children for not moving out of their way. Meaning my kids would need to go in the street. When I have raised them to not go in streets. Kids should have the right of way. Very frustrating and my kids are now fearful they will be yelled at when walking anywhere in piedmont.
243. People are walking and running in the middle of the roads more than usual and kids are emulating that behavior, which seems extremely unsafe, especially in the early hours of the morning when it is darker.
244. More people. More off-road waking to establish 6 feet of distance. Traffic has gotten much lighter on roads in general.
245. Amazon vans and other delivery trucks in particular are speeding and in regards to Florada Street, they drive straight up and onto La Salle making a left or right turn without stopping or yielding. I am also seeing lots of young people (who may have moved back home) driving fast on all of our streets. Walkers are unaware and cut diagonally across wide streets without looking for cars.
246. More people in the streets
247. More people walking in the hills and in the street / not on sidewalks. Fewer cars.
248. Fewer cars on the road. More people walking in the street to social distance. More people walking in general.
249. lots more people walking and biking, but what concerns me is how many people do not use the sidewalk for their walks/runs
250. People wanting to walk in the streets more.
251. it seems there are more people out walking. There is more walking in the street to socially distance when encountering a walker on the sidewalk.
252. I noticed fewer walkers and bikers the first few months of the pandemic. Now people are more comfortable walking, try to stay 6ft apart, and wear masks. No changes to traffic flow.
253. Many more walkers & runners
254. The streets and sidewalks are a mess!
255. People drive faster due to fewer cars on the road. Increase in people walking and biking.
256. More walkers.
257. At first there were fewer cars and a lot more people out walking than before March 2020. Now the cars are back, still a lot of pedestrians.
258. Almost no one walks with the flow of traffic, we need signs or more announcements for everyone to walk with the flow of traffic
259. More people walking, jogging and cycling during the day
260. Many more walkers and bikers and runners. Runners often taken to the tarmac instead of the sidewalk. Everyone try to keep their distance dodging cars going too fast for the small, narrow residential streets.
261. Congestion is the issue on popular routes. St James, Crocker, etc. are busy with cars and it's not always easy to pass other pedestrians while allowing social distance. I usually cross the street but that invites more danger from cars.
262. Cars don't seem to be aware of bikers and pedestrians
263. Fewer cars
264. There have been a greater number of vehicles parked along main cycling routes (Highland, Moraga) as well as residential streets making cycling more far more dangerous on these shared roads without dedicated bike infrastructure.
265. Cars racing through Piedmont are not appropriately mindful of pedestrians who often need to walk into the street to distance from others.
266. Faster driving because fewer people are out
267. Many more pedestrians, more house projects and therefore big trucks
268. People are driving faster
269. Lots more bikes and walking, but the car traffic is slightly less.
270. Lots more folks are walking in the street and biking
271. More people are out walking (not just those with dogs). Lots more friendly greetings and conversations.

Piedmonters have been very good about wearing masks!

272. A big increase in foot traffic throughout town.
273. Many more people out walking at all hours of the day. Foot traffic is up about 50% everywhere.
274. Less traffic, it's great!
275. So many more walkers and bikers. Some walkers are nasty!
276. More people speeding with less traffic.
277. Drivers need to be careful about large number of bikers and walkers. Car traffic needs to be slower than usual
278. Lots more people walking biking
279. Since COVID, people are driving faster and are less careful of pedestrians.
280. More people are outside walking and driving.

Admin draft

## C. Online Survey: Question #6

252 comments

### Are there any serious traffic safety issues or concerns on your block or street?

1. On our street the intersection of Grand and Linda is a big concern.
2. Blair between Dracena and Hillside. No traffic issues, though there is some traffic on Blair as it's used thoroughfare between Highland and Grand. Not a problem.
3. Yes. People speed up or down Wildwood Ave, below Wildwood School; on Wildwood near Palm Drive.
4. Crocker at LaSalle and Ashmount
5. It is unsafe to exit our driveway on Oakland Ave at Greenbank. There is no site line when cars are parked densely on my side of the street. I almost got t-boned yesterday by a driver speeding down Oakland Ave.
6. Cars speeding on Wildwood Avenue, below the 5 W's (Warfield, Windsor, Wallace, etc...)
7. I live right off a busy street (Oakland ave) but think the lights and crosswalks we have now control the traffic well in general. More jaywalking during pandemic. Do it myself to avoid other people at corners.
8. HOWARD AVE FROM OAKLAND TO LAKE TERRIBLY DANGEROUS.
9. Moraga and Maxwellton
10. No, other than the one lane conditions cause by parked cars on Oakmont Avenue between Prospect and Oak.
11. See previous answer to question 4. I.E. Speeding on almost all of Oakland Ave. In both directions. Especially the section from Hillside to Latham.
12. Mountain Boulevard between city view and Blair.
13. Cars come fast up/down Crocker between La Salle and Hampton.
14. No real concerns with my block (Crocker & Woodland Way).
15. fairview avenue --speeding autos turning off of oakland ave. using fairview ave. to get to grand. they often 'roll' the stop sign at fairview ave. and arbor.
16. Sylvan Way has increased traffic and parking resulting from recent residences, delivery, construction vehicles, and people using the street as a short cut and speeding through the neighborhood. Pedestrians also use the street with no sidewalk available. That creates extreme danger from Sylvan down to Wildwood. Switching to one way traffic might address speeding issues but not pedestrian danger issues.
17. I am not aware of any traffic safety issues in my neighborhood
18. Wildwood Avenue where it meets Grand Avenue is a dangerous area. Cars come off of Grand Avenue at a high speed and carry that speed up Wildwood Avenue. With a pre-school and a number of children living on Wildwood Avenue, this is not a safe area to allow cars to speed.
19. We need a small walking path up La Salle to Montclair. We like to walk to the Sunday farmer's market and must walk in the street on this busy, curvy street. It's a great aerobic workout that really could use a safe walking path.
20. (Pinned on the map) Cambridge/Grand ped Xing; add a stop sign on Howard at Cambridge; add flashing lights or sthg to crosswalk on Howard at Oakland -- a major school route!
21. We live on Arroyo at York. Cars often speed up and downhill. There is also no nearby crosswalk.
22. Sylvan Way has no sidewalks, and there's not a good way to cross Wildwood at the bottom of Sylvan; a crosswalk would be nice.
23. Moraga at Mesa has problems with curve in the road/blind spot which makes it dangerous for pedestrians because drivers cannot see them. Compounding the problem is that Moraga is a high-traffic/high-speed corridor.
24. Speeding
25. People all over are parking against traffic flow hence creating danger when pulling out etc
26. Yes, we live on Sandringham Road, at the intersection of Sandringham Place. There is a very long stretch of continuous driving from Hampton field, up the hill on Hampton Road, and then right onto Sandringham Road toward Selbourne. From the other direction, there is a fairly long downhill continuous stretch from Estates Drive, where people turn onto Selbourne and continue all the way down Sandringham to Hampton. Cars seems to travel way too fast as they wind through these streets. There are a lot of kids on bikes and on foot in this neighborhood.
27. The sidewalks on Greenbank Ave. could really use a re-sanding down on parts that have lifted in the past.
28. The crosswalks at Oakland Ave. and Howard, as well as Oakland Ave. and Sunnyside are dangerous. There was a petition a few years ago to install pedestrian warning lights that flash when someone wants to cross. They are still needed.
29. Speeding on Oakland and Highland avenues
30. Park view and Winsor very narrow. 2 cars cannot pass
31. Lower Grand Avenue, speeding thoroughfare.
32. Poor yielding by drivers at Oakland & El Cerrito
33. Wildwood and Grand: because Wildwood is used to access upper parts of Piedmont speeding through traffic is a big concern; definitely see cars driving too fast on our street and would like to see ways to slow the through traffic. Also, a lot of kids play at the small triangular stand of trees where Nova and Wildwood meet, so it would be very good to look at improvements to make drivers more cautious there and to ensure that kids don't run out onto the street
34. Intersection of Oakland and Jerome. Cars are constantly speeding and do not yield for pedestrians or cyclists attempting to use a nearby crosswalk at

- Latham. A traffic slowing device, like a roundabout, would be a huge improvement.
35. Lakeshore & Winsor are very precarious as there is no clear right of way.
  36. Park Lane (near Oak Rd and Davie's Tennis Stadium) has no sidewalks and is dangerous for walkers and little kids. It would be wonderful to put in sidewalks.
  37. Lower Grand, Can we add 15 MPH speed limit signs to Lower Grand Ave. Speed Bumps would also be great.
  38. Drivers speed on Wildwood just off Grand.
  39. People speed on Maxwellton where I live at 110. Also Moraga around the intersection of Harbord.
  40. Mountain Ave has a blind curve in front of 352 Mountain. Cars speed down the hill and often take a wide turn, going over the divider line. Parking is permitted on both sides of the street, which can make for a "one lane" space (especially with construction workers during the day. I suggest parking only on one side.
  41. Bumps on Mountain
  42. Intersection of Mountain and Sea View is an open invitation to accidents involving pedestrians / Vehicles / cyclists
  43. Guilford Road too narrow for parking on both sides of the street.
  44. Mesa and Monte between Moraga and Pala. It's become a cut through for speeders.
  45. La Salle Avenue between Crocker & Sea View: cars race down this street and often do not stop at the stop sign at Sea View. Many children live on this street, which is a big concern.
  46. El Cerrito Ave and Oakland Avenue without question is one of the most dangerous intersections in Piedmont. The vehicle speeds on Oakland, combined with a lack of vision to stop in time. And, when turning uphill or downhill from El Cerrito onto Oakland, cars that park on the corners make the visibility 0% and those blind turns are very dangerous as well.
  47. Huge decades-long speeding problem on the upper part of Mountain Avenue above Sea View. Whatever you click it at when you put the speed measuring device (deterrent) at the corner of Mtn and Dudley, add about 15-25 mph to it. We neighbors have tried to get action for decades and were told by older neighbors 20 years ago that they tried too. I and others with teenagers and older kids have mostly given up. I know you could put cut-out speed bumps here. I just know it. You could put a stop sign in. You could put speed dots on the road. We have all lived in fear that our kids would be killed by speeding motorists. And cyclists and skateboarders too btw. My husband almost killed one ten years ago.
  48. I live at 110 Maxwellton. People always speed by my house and it makes me nervous having small children.
  49. There is very little lighting on Monticello Ave between Ronada and Ramona Avenues all the way up to Moraga. Cars travel at high speed up and down from Moraga.
  50. The 100 block of El Cerrito Ave has a blind curve on a steep hill adjacent to Dracena Park that, when Dracena Park is full of users, is a potential hazard for both vehicles and pedestrians. I've witnessed many people attempting to turn their vehicles on this street with cars parked on both sides. It's very tight and poses a danger to oncoming cars.
  51. I live on Requa Rd. and foot traffic has increased a lot since the first shutdown. However, the cars have not toned down their speed. Pedestrians walk in the middle of the street- and drivers speed up and down. Both sides live in their own worlds!
  52. Greenbank and Lake. Cars speed up Greenbank hill to Lake. Intersection at top heavily used by kids walking to Beach.
  53. As mentioned, I live on Linda Ave, near the Oakland bridge, and it is ridiculous how fast people drive down that street. Also, the way the lines were drawn, there is barely enough room for cars to park on the non-bike path side. This combined with how fast drivers barrel down the street, parked cars have been swiped many times. Hopefully the city will do something to seriously curb the speeding.
  54. Cars sometimes block crosswalk or view of crosswalk between the pool and Millennium High School. It would be good to add bulb-outs. Same comment at the intersection of Wildwood & Prospect.
  55. I live at the corner of Oakland Avenue and El Cerrito and cars speed up and down Oakland all the time.
  56. Coming down Pala from Mesa/Monte
  57. 60 Pacific Ave. Our street is very narrow and would benefit from being a one way street with parking on only one side.
  58. Oakland Ave at Bonita. Cars speed up the hill. Every time I hear skidding brakes I brace myself. Kids cross there all the time to go to Havens field. Last year, a child was struck--fortunately, not badly. Also, there are frequent crashes as cars turn left from Bonita (coming from PHS) onto Oakland.
  59. Bellevue at Mountain. There is no crosswalk to safely cross Bellevue or Mountain at/near Sea View. The sidewalk runs ends at Mountain and Caperton but no crosswalk. Bellevue to Mountain is a yield that many don't stop at. We've heard and witnessed accidents on Mountain at Sea View and also heard about run over animals. Our children walk to school and we feel the most dangerous part is crossing Bellevue. They would love to safely walk to Crocker Park and Hampton but there are no crosswalks and cars drive so fast with several blind corners.
  60. Yes--intersection of Wildwood and Prospect!!! People do not stop at the stop signs! Also, street lighting poor at night.
  61. Highland Avenue especially between Oakland Ave and Moraga Ave. Worst are the crosswalks at Highland and Park Way and Highland and Blair.

62. Highland Avenue between Oakland and Moraga - many drivers are going 40 mph and passing people. I often find drivers aggressive there while driving. I try to minimize crossing the street in that section. Also, Moraga Avenue crosswalk at Ramona (I believe) is crazy dangerous. That needs a safety/flashing light to support and protect walkers
63. Top of Calvert and Blair. People on the corner park so have to swing wide to turn right off Blair onto Calvert. People coming down from harbord go very fast. Landscape and fence at corner house make it hard to see cars coming down from harbord when turning off if Calvert.
64. Frequent up hill high speed auto traffic on Park Way from Dracena Avenue to Highland Avenue (no stop signs on Park Way at Hillside or on Bonita Avenue Possible signal as are present on Blair Avenue).
65. Blair avenue right above highland has a lot of traffic congestion and 1-lane frequency.
66. Sylvan way has no sidewalks, is narrow, is now a popular cut through for speeding drivers and has more resident cars than capacity. It's a mess.
67. Street lighting along Manor is non existent. Cars speeding way to fast down Arroyo (near Ricardo and York intersection)
68. We'd love to have a crosswalk at the intersection between Arroyo and Ricardo Ave. Drivers go fast up Arroyo and a crosswalk would improve our safety when walking.
69. Yes, please see comments in previous box. Speeding is a major issue on El Cerrito Ave between Oakland Ave & Magnolia, especially when school is in session. I would really like to see some sort of traffic mitigation measures (planters in the middle of the street perhaps) paired with increased enforcement of traffic laws and ticketing.
70. I live in the 200 block of Mountain. We have a lot of speeders on our block. My observation is that many of them (I would say most) are Uber drivers.
71. Significant speeding on Mountain Avenue. No one stops at the three way stop at Mountain/Blair/Bell.
72. People often don't check for crossers when turning right from Moraga onto highland
73. I live on Mountain Avenue and cars speed down this street. It would be nice to add speed bumps.
74. On Harvard and Portsmouth lots of speeding
75. Yes, on highland--a "right of way" for cars coming downhill and wanting to turn left. It is not a natural right of way. On Wildwood coming downhill people drive way too fast and kind of stop at stopping on wildwood
76. Frequent dangerous U turns on Moraga ave heading east (towards Coaches) just after Monte. Moraga/Mesa crosswalk is safer than Moraga/highland during morning traffic but BOTH are dangerous, blind, and rarely acknowledged by drivers/cyclists.
77. There should be a three way stop at Vista and Hillside. When school is in progress that intersection is dangerous for students walking. The drivers on Vista have to wait for the someone to let them take a left for drop off and it causes lots of near miss accidents and risky drive moves.
78. Moraga Ave and Monticello
79. Grand Ave. between Greenbank and Rose. fast driving, curves, and regular street parking & big trucks parked, causing sight issues.
80. yes! please put a stop sign on woodland at Lasalle!
81. We live on Oakland Avenue across from Latham. The crosswalk in front of our house is in our driveway which I believe is illegal. I know there are plans to change the crosswalk and I hope that is still in the works. A lot of kids cross in front of our house when they are walking to and from school.
82. We live next to the intersection of Winsor and Park View. Although the speed limit is 15 on these very narrow streets and there are school crossing signs, people zoom down these streets, especially in the morning before the pandemic They sail around the somewhat blind turn at that intersection. It is very dangerous. I am nervous to cross there when I walk for exercise at sunrise.
83. The intersections of Oakland Ave/Sunnyside and Oakland Ave/Olive are dangerous for pedestrians. Cars ignore the crosswalks and speed down the hill as they leave Piedmont. Pedestrians have to venture into traffic in order to be noticed in the cross-walks.
84. On pala cars will speed thru to avoid the light on highland and Moraga. Narrow street always worried about kids being in street with car racing thru.
85. When driving from Oakland into Piedmont- Cars turning right from Oakland Ave onto Hillside Ave do not check for pedestrians crossing at the light. About a year ago, a car turned right so fast that it struck a parked car on Hillside Ave. Thankfully no kids were crossing at the time- school got out about half hour later so it could have resulted in a much more tragic outcome had there been kids walking home.
86. We live on Park Way, the block after Dracena before it turns into Monticello. This street is now listed as a cut through and traffic diverter in WAYZ and other apps. Speeding is a big problem, and the narrow street and visibility around the corner are also a problem. We also see a large number of park visitors using our street.
87. Speed on Blair above Highland all the way to the reservoir, especially downhill
88. On Oakland and Highland, I have noticed that drivers turning right from Oakland to Highland sometimes don't turn on the red light, but then start to turn when the light turns green and pedestrians are crossing the street. It seems safer to turn on the red light if no traffic is coming from the north. Not sure what to do about this.
89. at our corner of La Salle and St. James, often bikes are coming fast down St. James, and even down La Salle, and fly through the intersection at high speeds. Also

- metal plates in the street on La Salle make a horrible clanging noise as cars go over them.
90. Speeding on Highland. NO ONE stops at the cross walks between Oakland and Moraga on Highland, esp at night
  91. The hills and Blind turns in Piedmont create unsafe zones. Most of them don't have any warnings or any medication to slow people down so they don't fly over the crest of the hill and kill someone. Blair Avenue near the reservoir is a speed zone. I've seen cars over 60 miles an hour. Some of these spots should be addressed.
  92. I covered this on the previous page.
  93. We live near a traffic circle and often drivers do not know the rule that cars entering the circle must yield to cars already in the circle. I'm surprised there hasn't been an accident. Maybe signage would help motorists learn the rule.
  94. Please see comments above.
  95. I am really concerned about the intersection of Hampton at Inverleith. There is no crosswalk there. Cars come very fast up and down Hampton. Cars also do not stop all the way at the stop sign on Inverleith (at Hampton). It is a very dangerous intersection, especially for kids. I have been trying to get the City to do something about this for a couple of years now but nothing really happens. A speed measurer was once put out- but drivers slow down when they see that thing, so I don't think the data that would have been obtain is accurate.
  96. top of Calvert Court: limited visibility due to the steep hill
  97. no
  98. 90 FAIRVIEW AVE looks out to intersection at Arbor Drive. All day cars run the 4 way stops as they short cut between Oakland Ave and Grand Ave.
  99. Cars regularly drive too fast (10-15 mph over speed limit) on section of Blair between Mountain and Harbord, along Piedmont Reservoir. There are many walkers in this area, with dogs, given the parkway. Recommend some form of traffic calming.
  100. Many cars speeding between Indian and St James on LaSalle Ave
  101. Oakland/Jerome/Fairview intersection is awful for cars and pedestrians.
  102. Magnolia and Park View. Cars generally do not stop, some drive right through the intersection. Park View - cars speed through this narrow street. No one follows the 15 MPH speed limit.
  103. Ronada Ave is used every day by speeding and aggressive thru-traffic drivers trying to avoid the lights on Moraga. They rarely stop at the stop sign at the top of Ronada at Monticello. The intersection at the top of Ronada at Monticello has numerous problems. Drivers heading downhill towards Grand Ave will come off Moraga Ave at high speed onto Monticello, and continue at high speed onto Ronada. The intersection is way too large, and the angle of entry onto Ronada from Monticello makes it very easy to enter Ronada at high speed. Also many drivers used the massive intersection for making dangerous U-turns. We need a bulb-out parklet exactly like we have one block down, at the corner of Ronada and Ramona.
  104. Arroyo, Monticello intersection is a toughie. Between the hill, the off-center intersection, the subsequent width of the crossing, and the lack of a stop sign and lack of visibility of cars coming up the hill, it is not the safest. Another danger are folks zooming around the corner coming from Moraga Avenue onto Monticello and then turning again on Ronada Avenue. sometimes they race on to Arroyo and turn right there.
  105. Scenic Ave is VERY popular with walkers (both those from within Piedmont and visitors from neighboring communities) because it leads to view points but the street has blind turns. Many of these homes have small, usable backyards, so kids also play in the street.
  106. For years people traveling down Scenic to the scenic-Oakland avenue intersection do not stop at the stop sign. Even when kids are waiting to cross the street. 80% roll thru the store sign.
  107. Intersection on Alta and Scenic
  108. The new traffic bullnoses at the intersection of Craig and Highland are too large. They are hard to gauge when you are turning a car right into Highland from Craig. There is too Munich of a bulb on the side closer to the church making it difficult to fit 2 cars onto Craig at the intersection. The new flashing light makes it safer for pedestrian.since I live at the intersection, I both walk and drive there and I think the new bulbs are too large and would recommend smaller ones wherever they are being considered.
  109. Scenic drive has a blind turn at the Moraga end and a blind turn near the lower intersection with Blair.
  110. See mention about removing stop signs. TOO MANY!
  111. The crosswalk at Grand/Cambridge needs a blinking in-pavement lighting system
  112. My street is Ricardo Avenue. I am most concerned that there is a hill on Ricardo just North of Dracena Park and it blocks the view so you cannot see if a car is coming if you cross lower (more South) than the hill down to Artuna. There are kids on our street and surrounding streets who walk to school, to the Park, around the neighborhood and there are many kids who walk with and without their parents to the Park. It might work as prevention to have a speed bump or sign at the top of the hill. Also, at the top of Dracena to the South where it meets with Cambridge Way, there is a stop sign but there is not a stop sign for cars coming from the other direction (South). So cars coming down Blair turn right onto Ricardo and then in less than a block can turn left onto Cambridge Way w/no stop sign. It's confusing/dangerous b/c the other two directions have stop signs but they can't see whether there is a car coming down Blair to Ricardo. I think there should be a stop sign for the car coming heading South to North.
  113. Further up my street (Moraga Ave), there is not a safe way to cross the road from Coaches Field to Blair Park. A crosswalk, ideally with lights, should be constructed.

114. Rose Avenue stop sign at Echo intersection: Some cars don't stop fully at the stop sign. There are no crosswalks marked, and I don't feel safe crossing there after dark.
115. The triangle park with the Redwoods between Wildwood and Nova lacks a perimeter fence (or other solid structure), often kids play in that park while cars drive by at relatively high speeds, in particular on Wildwood coming from Grand heading up the hill. The bollard traffic circle at Nova and Magnolia has good intentions but was ill-conceived.
116. Added a comment re YIELD sign at Harvard/Ranleigh intersection. Alternatively, a three-way STOP sign could be an even better solution to confusion and speeding in the area. Drivers coming in from Lakeshore tend to speed onto Harvard Road towards Prospect. Harvard is busy with kids playing in the street and many walkers/cyclists on their way to and from the Lakeshore district.
117. Fairview @ Grand. The temporary bulb-out has made a huge difference.
118. LaSalle Ave between Indian and Montclair should NOT be made one-way as was proposed in former plan. During the Oakland fire LaSalle to Crocker/Mandama was the main route out of a possible fire zone.
119. Cross walk around Grand and Sunnyhills has car parking that blocks drivers vision of people entering crosswalk. Really bad as kids cross to get to Beach.
120. The intersection of Sunnyside Ave and Grand Ave on the west side of Grand has corners that do not match up, they are offset! This causes a very dangerous busy intersection (as people and cars regularly use this path as a shortcut or a quick bypass to the traffic light at Oakland and Grand). Piedmont needs to mark the Sunnyside/Grand Avenues crosswalk with large/full hatch marks to ID the pedestrian walkway right of way space. Also, because the corner building is at the sidewalk, when driving west on Sunnyside one cannot see any pedestrian coming up from the right on Grand Ave until they reach the intersection. Drivers always seem to miss seeing pedestrians walking north on Grand Ave and tend to Run Them Over because car do not stop behind the stop sign! This intersection is a accident waiting to happen and needs serious attention.
121. Grand Ave and Fairview; Grand Ave and Linda Ave.
122. there's a lot of bad driving manners going up and down Blair Avenue
123. Highland Ave should have a dedicated bike lane. Upper Pmnt streets w/o sidewalks should have speed bumps installed
124. Greenbank / Oakland Aves. is the single most dangerous intersection in the city of Piedmont. I took a poll. The left turn from Greenbank to EB Oakland Avenue is blind and the scariest maneuver in the city, bar none. All of Grand Avenue is sketchy. It's a thoroughfare and drivers do not share values with the community they are passing through. It is up to Piedmont to control their behavior by not giving them any incentive to speed through town.
125. As described above, the intetsection of Wildwood, Winsor, Wallce and Warfield seems unsafe for walkers due to large intersection, poor sight distance and lack of markings or landscape island for walkers refuge.
126. Pedestrian crossing at El Cerrito and Oakland. Drivers still don't stop even with warning light.
127. I posted on the map.
128. Cars park blocking driveways near Beach School. Cars double park near Beach School.
129. As I mentioned, the corner of Olive and Sunnyside Avenues see a lot of cut-through traffic.
130. Speeding up and down La Salle Avenue.
131. Speeding cars, no signs to slow them down
132. I am most familiar with lower Scenic Ave. beginning at Blair to the end of the curb, heading to upper Scenic...we have two blind curbs and no sidewalks, parking on one side. Cars drive quickly around the first curb and as a pedestrian, you have to be extremely careful. In straight areas of the street, some cars speed. My house is on the common stairway, leading up to the circle, and I have to be careful before venturing into the street with my dog. We have signaled to cars to slow down.
133. Scenic Ave- one lane, no sidewalks and multiple blind curves and drivers speeding daily makes for in incredibly unsafe street for bicyclists and pedestrians. Speed bumps would greatly increase the safety on our street.
134. Oakland and Olive Ave. Drivers speed over the bridge and don't always stop for pedestrians in the crosswalk.
135. Scenic Ave. sees has no sidewalks and drivers do NOT adhere to the 15 miles/ hour rule. Worth no sidewalks, there is no where for children/ pedestrians in general to escape a speeding car racing through blind turns. Speed reducing techniques need to be implemented ASAP before there is a fatality. Many school children uses to walk to school and would have to jump out of cars' ways in an instant to avoid being struck. Now with kids not in school, more and more kids and families are walking the street, yet drivers (primarily non residents) who are not familiar with the street have no idea that people are walking, playing, biking, etc. in the street and could be around any next blind corner. No sidewlaks means we need to regulate and assist drivers in knowing to drive slowly and cautiously. Currently there is nothing in place to do so. The arbitrary speed limit does not actually help enforce drivers speed.
136. Addressed above
137. Inadequate sidewalk lighting and bad sidewalk maintenance due to tree roots on Cambridge (Grand to Ricardo)
138. We live at 241 Sunnyside Avenue. In recent years, traffic has gotten so backed up on Oakland Ave, that so many cars cut through our street to get to Grand Ave. The cars come very fast down our narrow road, and race down the steep hill. Before the pandemic, such a

- huge number of cars cut through. We also use the crosswalk where Sunnyside Ave crosses Oakland Ave. Cars never stop to let pedestrians cross. It's hard to see the Crosswalk signs as you are racing up Oakland Avenue. The cars travelling up Oakland Ave are also going very fast. With Beach Elementary, the dog park, and the Rose Garden, there is a lot of pedestrian traffic crossing at this crosswalk.
139. Grand and Linda is EXTREMELY dark and it is impossible for drivers to see what is happening on Grand when they are trying to turn onto Linda, due to parked cars. The intersection of Grand and Cambridge/Greenbank on the west side is also very dark and cars come around this turn very fast.
  140. At the corner of Wildwood and Grand, bicycle riders pick up speed coming down Wildwood and roar through the light whether red or green. At the corner of Wildwood and Magnolia, bike riders almost never stop for the stop sign as they come down the street and around the corner of the triangle park. Very dangerous for pedestrians who are not easy to see coming down Magnolia to that intersection.
  141. I pinned on the map. The Arbor Dr/Oakland Ave area is really problematic. Cars parked too close to the corner for safe turning. Overgrown hedge on the sidewalk obscuring a safe pedestrian route on Arbor to Oakland Ave.
  142. The crosswalks at Oakland Ave and El Cerrito are frequently not recognized by drivers, despite the addition of the flashing lights. It would be wonderful to bump out the sidewalk at the corners so pedestrians were more visible before entering the roadway. Also, my garage is on Oakland Ave just below Hillside and it's dangerous to pull my car out because drivers often come speeding down the hill and aren't visible.
  143. On Rose Ave at Echo and Greenbank, there are no crosswalks across Rose Ave.
  144. The crosswalk at Moraga and Mesa is on a blind curve and cars often speed down Moraga either without noticing or without stopping for pedestrians trying to cross this very busy street. Moraga Ave is also a very heavy route for cyclists, and has no dedicated bikelanes except for the westernmost portion which extends into Oakland down to Pleasant Valley.
  145. Howard @ Oakland: poor visibility for left turns onto Oakland due to parking being allowed too close to intersection on west side of Oakland; dangerous for pedestrians; Howard too narrow, dodging cars; esp. dangerous b/c right at park. Major problem with rolling stop at Linda/Lake intersection, mostly as cars come down from Piedmont Ave toward Grand Ave. Turning from Lake onto Greenback has poor visibility, possibly need to restrict parking at the intersection on Greenbank to improve nightlines?
  146. Oakland Ave crosswalks are a BIG problem. City installed some lighted signs which are inadequate. Need lights in the pavement and more obvious signs. Maybe other traffic calming measures such as bulb-outs at Jerome. Stop signs on Magnolia are ignored and should be removed and replaced with traffic calming measures.
  147. SCENIC AVE- no side walks, incredibly windy, and an incredibly high numbers of speeders (both residents, delivery services, workers)
  148. Narrow street with through traffic cutting from Oakland Ave to Linda Ave for access to Piedmont Ave at all hours. Also many more deliveries of groceries etc which causes delivery trucks. To completely block access. This is true on both Sunnyside and Olive Aves.
  149. Wide cars and SUVs parked on narrow street make for difficult maneuvering on Oakmont between Harvard and Oak.
  150. Yes. Cars don't always stop for Pedestrians at the Highland Ave Crosswalks. The new one at Havens is excellent though - more like that please!
  151. it is somewhat dangerous to cross Oakland Avenue on Sunnyside, heading south toward Grand. Visibility of traffic coming off of Linda Bridge is poor
  152. Crocker between Ashmount and LaSalle, especially southbound.
  153. Kingston Ave between Linda and Monte Vista has many cars regularly driving aggressively at 35-45 mph as it's a straight street and leads to the freeway.
  154. N/A
  155. Any tight corner is blind as you go around it. These have become favorite places for people to park large trucks and construction vehicles, exacerbating the risk. I suggest these corners have their curbs painted red to make parking illegal there.
  156. Yes! Scenic Ave as noted
  157. Calvert Court at Blair Ave: when turning to go down Calvert Ct, visibility is limited (because you have to look down over a sharp hump in the roadway, and parked cars near the corner make it hard to see ahead. I'd recommend a red zone at the corner.
  158. The Nova Magnolia intersection is better either the bollards but people hang out in the middle of it and let their kids play there which is dangerous.
  159. I have concerns regarding the bollards placed by Nova/Magnolia. I assume they are intended to be traffic calming, however, the size of the circle is too large - I am concerned about swiping into them no matter how slowly I go around the circle as I turn left coming up from Wildwood Ave. and the size of the gaps is confusing - I have seen a number of people driving through/in between the poles rather than around. And frankly, the bollards are just unsightly.
  160. 216 Wildwood Ave - The 5 W's has a very busy intersection. It would be great to have a traffic circle or diagonal crosswalks. Sometimes you can't see the people coming from Winsor into the intersection because the stop sign is so far from the intersection.
  161. Excessive speed by cars on Nova Drive.
  162. Nova and Magnolia - the that bollard configuration is a mess. People drive straight through it defeating the whole design. There's a blind spot to make a left. There's been no new signage to even explain the thing,



- yet the city has promised the neighborhood for over a year something would be implemented.
163. Multiple stop signs at Nova and Wildwood are ignored by most drivers and all bicyclists. The "island" with bollards at Nova and Wildwood is a safety hazard and needs beautification.
  164. Heavy foot traffic on 200 block of Wildwood Ave and cars parked up on sidewalk blocking foot traffic. Not so much during pandemic.
  165. I live on Rose avenue and the intersection of rose and echo is a serious safety hazard. Cars on rose trying to turn onto echo cannot see cars coming from either direction due to the curvature of the street. Similarly, cars traveling on echo cannot see cars trying to enter from rose. I have personally witnessed multiple near accidents there over the years. This intersection sorely needs a four way stop or a traffic light.
  166. Sandrinhgam near Estates to Cambrian: cars rushing on narrow street when cars park on both sides. ESP at school drop off hours. I worry emergency vehicles won't be able to get through or neighbors won't be able to escape in a fire. We've had to move our car to let trucks through when neighbor did not park close to curb. Cars going over 15mph limit on St James all the time. No bike lane. Lack of cross walks & curb cuts. This is one of the busier streets for walking & bikes/scooters as it is flatter. Corner of Estates & Park. Very dangerous with rushing parents during school year. Hard to turn left from Estates onto Park.
  167. Many crosswalks need to be repainted, all over town. They are faded. All should be reviewed. Moraga at Ramona is in great need, as are several on Highland and Grand and Oakland Avenues.
  168. People often speed making a left onto Estrella from Moraga. A speed bump just after the intersection would help. There are several young children that live on Estrella just off Moraga.
  169. Jerome/Fairview, no stop sign on Jerome, cars on Fairview stop sign do not yield to other traffic, Jerome/Oakland, drivers do not yield to walkers at crosswalks, High rate of speed down Oakland turning left onto Jerome
  170. Very dangerous and narrow turn at the bottom of Park Way where it hits Monticello. Park way gets narrow with all the cars parked on the street. Would recommend turning Park Way into a one way between Dracena and Monticello.
  171. Crossing Highland at the end of Sierra to and from the park/school. Wide intersection, blind corner one direction, and speeding cars makes for a hazardous crossing. Possibly the intersection could move towards the church direction so that there is better visibility for cars before the curve to see and shorter distance to cross the street.
  172. Definitely! I live at 516 Boulevard way- halfway up the hill from Grand Ave. people speed up and down our street, even at the top where it's blind to oncoming traffic. Many of the drivers are rude and honk when we try to get out of our driveway. And so many drivers will not yield to uphill traffic. The street is safest when residents are doing construction since large vehicles parked on both sides of the street slow traffic substantially. Of course it's a pain for visitors to park then.
  173. Moraga at Mesa. Moraga at Monte. Moraga at Highland
  174. Sometimes speeding traffic on Bonita Avenue.
  175. No
  176. Yes, the Wildwood, Winsor, Wallace, Warfield intersection is very difficult for pedestrians. The distances to cross are long. The cars roll through the stop signs. The sight distances are poor.
  177. As mentioned before we have lived at 805 Highland Ave. for 31 years all of our neighbors have been here about the same amount of time and we still would love to see a stop sign at the corner of Highland and Sheridan heading down Highland towards Wildwood. It is very unsafe when crossing the street as cars tend to speed down Highland.
  178. Wildwood Avenue/Wildwood Gardens entrance: people jogging do not stop and look before crossing the entrance, stop sign is back a bit and driver can't see without moving forward. Especially a problem with large running groups of kids.
  179. Moraga Avenue, crossing to Bonita is still an area where people speed, in particular in the evening / night, and they do not stop at the crossing
  180. Yes - cars turn from Woodland onto Lafayette without looking or stopping for pedestrians- there is no yield or stop sign and this is (will be) a common way kids walk to school
  181. On Moraga at Bonita. Crosswalk is both on a curve and people are hauling down Moraga especially if the Highland /Moraga light is green. We've almost been hit so many times- literally cars graising my children's legs.
  182. Highland Ave between Moraga and Oakland Ave, most people drive faster than they should.
  183. Guilford rd should be one way for large vehicles to access safely
  184. Hampton Rd (near St james) is poorly lit at night; can be scary/dangerous- would love improved street lighting
  185. ALta and Scenic
  186. Difficult intersection located at Wildwood, Winsor, Warfield and Wallace streets. This was added to Capital Improvement project in 2018 but no action was taken.
  187. No stopping at stop signs - Pacific and Scenic intersection
  188. Yes! Mountain ave at Dudley: speeding, may blind spots from curves and hills, kids coming down on skateboards, basketball hoop and cones that partially block the street. There have been many last minute swerves that ended in crashes. Cats have been killed, my car has been hit several times by speeding vehicles forced to swerve at the last minute, cars have driven up the side walk before crashing with a retainer wall.

189. People speed on Wildwood Avenue — the whole length. The new stop signs by the entrance to the dog park help a lot. But bikers don't pay any attention to stop signs and seem to expect everyone else to watch out for them on their way down this dangerously curving hill. It's especially bad for bikers because cars park on both sides of the street, and cars must swerve around them. If a biker is coming pell-mell down the hill, the cars can't see them and it could be very bad.
190. I live at 535 BOULEVARD WAY. We always have traffic on our street, and we always have cars parked on the curb. Our biggest problem is backing out of our driveway when cars are parked on the curb in front of our house or the house next door at 541.
191. yes Oakland ave and Greenbank
192. People tend to drive too fast down the wide part of Fairview Ave, but it's not a huge concern. I don't request any changes
193. Crossing Oakland Ave continues to be dangerous at all crossing points for cars, pedestrians and bikes
194. Boulevard Way is a problem. It's a cut-through from Grand to Lakeshore or vice versa. There's no speed bumps within the Piedmont area of Boulevard but surprisingly there's speed bumps within the Oakland area near Lakeshore. We need speed bumps closer to the Grand side as it's down hill and people speed down on their way to Grand Ave.
195. Linda stop sign at Lake folks drive straight thru
196. Crossing Highland at Park Way
197. Linda Ave crosswalk X Oakland Ave is poorly lit and presents a major danger zone for school children. Array of crosswalks and stop signs on lower Wildwood make for a confusion and dangerous area for pedestrians.
198. corner of Oakland/Fairview/Jerome - frequent screeching brakes and close calls and very difficult for pedestrians to cross safely either way
199. Park Way heading down from Highland.....very fast drivers and bikers.
200. Many sidewalks need to be cleared of bushes and other overgrowth as well as cars that block the use of sidewalks. Cars blocking sidewalks on Wildwood Ave and Mountain Ave; bushes and overgrowth on Wildwood, Harvard, Moraga, Mountain and most of the public walkways / stairs in town.
201. 452 Scenic ave. Cars travel too fast down this street.
202. On La Salle Ave between Indian Rd. and St. James drive the lack of sidewalk on one side of the street is dangerous.
203. Crosswalk between Wells Fargo and Piedmont Park. My kids have nearly been hit many times while in this walkway by cars speeding thru without stopping. Crazy!!!!
204. Greenbank between Grand and Oakland. Very hard to convince drivers to slow down.
205. I've told Chester Nakahara this before back in 2017 and never received a response about the issue at Kingston and Linda Avenue. Here it is again: "There is a dangerous offset in lane designations for the new Kingston/Linda/Rose intersection. When traveling north on Linda from the 200 block toward Piedmont Avenue, you must make a significant dogleg to the right to stay in your lane after going past the stop sign. It's as if two different companies did the striping at this intersection." Cars have to swerve to avoid oncoming traffic at times.
206. Moraga Ave cross walk at Romona. I think there should be a flashing crossing walk. Car come around the corner too fast as they head down Moraga toward Pleasant Valley. My dog was hit in the cross walk because by a speeding driver who came around the corner too fast in afternoon sunlight.
207. yes, scenic ave is very narrow and no sidewalks
208. Several drivers come down Caperton in the wrong direction- it's one way and needs a better sign. Highland and Caperton intersection
209. We live on Sheridan near Highland and my car has been hit 3 times while being parked in front of the house. One time was a hit and run, the other 2 were speeding and distracted driving. People drive too fast on Sheridan.
210. No issues.
211. Pala Avenue from Highland until the end the sidewalks and curbs are in terrible shape, excessive construction congestion with lots of parking in red zones by contractors and work crews. Speeding on Pala especially around the curve at the top and there are lots of little kids in the neighborhood. The families have been using traffic cones to block their street and also on Pala which is dangerous as folks swerve to miss the cones and the streets are narrow.
212. PARK VIEW AVE is narrow, has a tight, blind bend, and is a connector. Most drivers ignore the speed limit sign placed at about 218-220 PVA. Try yellow/black signs re narrow, sharp curve, drive-like-your-kids-play-here, cat crossing.
213. Missing crosswalk across Oakland Ave at San Carlos is odd.
214. St. James is the most dangerous. Mountain from Blair to Highland.
215. 1116 Warfield Ave - there are cars that speed by on occasion. The streets nearby are narrow and only one car can pass at a time. That makes biking particularly dangerous on these streets.
216. Crossing the street at Mountain Ave and Sea View is a nightmare. No one yields to pedestrians even in the DMV described imaginary crosswalk at very corner. Suggestion: stop signs like at Sea View and Hampton.
217. Unmarked intersection at corner of Harvard and Ranleigh Way Is unsafe because it is not clear which driver has the right of way when approaching the intersection.
218. My main concern on Hampton is for children bicycling down hill on Lexford to Hampton without watching for cars.
219. Yes. On El Cerrito Ave between Oakland Ave and Magnolia, cars often speed. There is a blind curve at the

- end of the street which makes this particularly dangerous. In normal (non covid) times, kids (including my own) walk down El Cerrito to/from school and I worry about an accident.
220. Greenbank approaching Rose intersection has blind spots and traffic going very fast on rose. Greenbank between Kingston and Rose is way too dark at night. Need more street lights.
221. Drivers excessively driving over speed limits & not stopping completely at stop signs on Blair from Highland to El Cerrito Avenue.
222. Some people drive very fast on Craig Ave to get to or from Highland Ave. Maybe reflector bumps or crosswalk at Church driveway can help slow people down. Also, there is no lighting in the middle of the block and neighbors need to keep their street lamps on to improve lighting.
223. La Salle Ave. at Crocker. Need bulbouts at intersections to reduce perceived width of street. Drivers see a straight, open street and accelerate.
224. Cambridge Way between Ricardo and Grand--it's the only alternate straight shot from central Piedmont to Grand Ave (alternative to Oakland Ave) and people speed down it constantly. We talked to the police about adding traffic dips (similar slow down tactic to speed bumps) but it never got anywhere.
225. Yes!!! We are at the corner of Park Way and Bonita. There really needs to be a crosswalk or stop sign on park way (for those crossing Bonita). When kids walk to school again, it will become even more dangerous again...we've seen an animal get hit and several near misses with kids.
226. I live on Hazel lane and there is a huge redwood tree at the entrance to our street which reduces traffic to a single lane. There is limited visibility at that intersection and no indication as to who has right of way. Most residents proceed slowly but often 2 cars have to slow or stop to avoid running into each other. In addition, this is a popular spot for walkers who don't realize the limited car visibility.
227. Yes, I live on Wildwood near Grand. Since it is a wide street and main entry into Piedmont, many drivers speed, both turning onto Wildwood from Grand and when approaching Grand (especially if they want to make the light).
228. I noted this earlier. I live at 115 St James at a particularly bad curve, and we don't have sidewalks on our side of the street around my house. It's always scary to cross the street with the kids. People frequently take the turn fast and screech to a halt when they see me (I go first and make sure I'm the one who'd get hit and then tell my kids to run across fast)
229. Yes, people on El Cerrito are speeding way too much, this is a wide street and drivers feels that they have the opportunity to do so. When schools were open, often high school kids or late parents dropping at school (PHS or PMS) were speeding crazy. Please help us!
230. St James is very scary to drive with the blind corners. People walking/running in those streets can't go anywhere because of no sidewalks.
231. Speeding on harvard starting on Ranleigh up to prospect
232. No
233. Yes. Florada Street where it ends at La Salle Ave. needs a stop sign. I have had several near accidents being on La Salle with people just driving straight up and not looking, yielding or stopping at that intersection. I want to do whatever it takes to get a stop sign on Florada. Thank you.
234. Wildwood Ave. still has lots of cars speeding up and down - the new stop sign at Wildwood and Highland Ave. intersection has helped, but speed bumps further down the road would also help.
235. Some cars drive too fast on Highland Ave (from Moraga into the center of town).
236. Crosswalks near Piedmont Park are often not observed by drivers
237. No
238. Mountain between Dudley and Pacific. Cars drive so fast. Both our cats have been killed. please help!!
239. Highland Ave between Moraga and Oakland Ave. My only per peeve is the timed street light at Highland and Oakland. The eastbound Oakland Ave light turns red, with very little yellow light time, if there is not a car within 3 car lengths of the light. This is annoying, because it's a necessary to "power-up" to go up hill on Oakland, and when the light turns yellow/red, I have seen cars speed up to get through the light rather than slow down. I think traffic safety would be improved if the light "timing preference" was moved to Oakland Ave, so there would be move stop time on Highland, which would help calm traffic speed on Highland.
240. On Bonita Ave, drivers take this street off of Moraga to avoid lights on Highland Ave. They very often drive too fast and slide thru stop signs on Bonita.
241. See above
242. Fairview Ave is used as a cut-through from higher up on Oakland Ave down to the Grand Lake area. Lots of speeding as a result.
243. People driving down Pacific Ave. to avoid traffic elsewhere tend to drive too fast.
244. People speed on Rose Ave all the time.
245. Highland and Park Way cross walk. Cars drive fast as they approach the narrowing street going towards Moraga.
246. The entire length of St James Drive. The street has at least 7 blind corners, with cars allowed to park on one side (both sides in the wider sections). I have seen seriously fast driving along this street and know of at least one bad accident. Fatalities are inevitable if we can't bring drivers into compliance with speed law. Absolutely no one drives that street at the posted 15 MPH but if speeds could be kept to 20-25 it would make a big difference

247. I'm amazed at how fast people drive on Mountain Avenue between the Craig and Highland Avenue. It's one block, but drivers regularly speed. The intersection at Highland is also tricky for those turning left from Highland onto Mountain.
248. The crosswalk at Oakland and Jerome Is faded, and the pedestrian crossing sign is positioned further back on the sidewalk than signs typically are, making it barely visible in daylight and not visible after sunset to vehicles traveling uphill on Oakland. There also isn't a ped crossing sign for downhill-bound vehicles on Oakland, which is particularly dangerous as vehicles are often speeding.
249. The intersection of Grand avenue and Greenbank (west part)avenue is not safe. When the car in the Greenbank (west part)avenue tries to across or turn to Grand avenue, the visual field on the left is very short because there is a turn on the Grand avenue. The drivers have to focus on the road so that they ignore the pedestrians who are crossing the Greenbank avenue.
250. Again, Scenic Avenue has improved.
251. I have almost been hit several times crossing from Wells Fargo Bank toward the parked police cars. People sail through this crosswalk regularly. Is there some way to repaint the stripes so they are brighter/more eye catching?
252. I have almost been hit several times crossing Highland Ave. from Wells Fargo toward the parked police cars. The new vertical marker in the street is a big improvement, but people still often sail through the angled crosswalk without slowing.

## D. Online Survey: Question #7

173 comments

### Are there any serious traffic safety issues or concerns at other specific locations in Piedmont that you are aware of?

1. The speeding down Grand Ave between the light at Oakland and the Ace Hardware has only increased since the lanes have been reduced. It's dangerous and should be monitored more closely by PPD.
2. The crosswalk at Highland Ave x Highland Way (in front of the Wells Fargo) is dangerous because cars come around the corner (from the East) going too fast to stop in time for pedestrians in the crosswalk. It needs a safety upgrade similar to the one in front of Havens (flashing lights).
3. Obstruction of public sidewalks by parked cars forcing pedestrians into the street. Various locations but particularly an ongoing issue on Blair above Scenic.
4. None
5. Almost complete ignoring of vehicle speed limits and failure of bicyclists to obey traffic laws.
6. Traffic merging from Moraga onto Pleasant Valley often do not wait for the traffic to open up for merging. I often get cut-off by impatient drivers, happened just last week.
7. No bike lane up/down Moraga, from Highland to Maxwellton
8. Don't like the way the crosswalk at Blair and Highland is constructed find the signs block my line of sight coming up from Blair and turning left on Highland.
9. Not my street, but cars on Moraga pay too little attention to the crosswalk at Mesa. It should have a crosswalk light like at Highland near the Havens school.
10. Moraga needs an uphill bike lane
11. The morning sun blinds driver's eyes as they go uphill in the stretch of Wildwood Avenue above Wildwood School. It is almost impossible to see approaching cars when the many parked cars can force drivers to move into the downhill lane. Even without the blinding sun, it is hard to see if there is a car coming downhill on some of the blind curves.
12. Yes, but nothing as bad as Oakland Avenue.
13. Moraga avenue from top to bottom. Obviously too narrow for car / truck traffic + bicycles. The City will be held responsible for injuries to bicyclists because of the very poor decision to try to fit 10 pounds of traffic into a 5-pound sack along Moraga. (If I were on a jury, that's how I'd see it.)
14. Highland between Guilford and Piedmont Court is my least favorite location when riding bikes with my kids. If we cross Highland at Guilford, cars coming from the Mulberry's direction often don't stop. If we opt not to cross and ride along Highland toward Piedmont Ct it is very narrow and you can't fit 2 cars plus bikes and it always feels uncomfortable.
15. Crosswalks that are simply two painted white lines can be problematic, such as on Sheridan between Highland and Caperton. St James can be dangerous for cyclists due to narrow lanes due to parked cars. Other main issue is poor street lighting in Piedmont in general.
16. Cars drive at excessive speed on Moraga Avenue and Oakland Avenue.
17. Redesign at a number of intersections such as the one at Wildwood and Magnolia has helped a lot. I recommend such redesign throughout the city.
18. Not aware of traffic issues elsewhere in Piedmont.
19. Warfield and Windsor (5 corners) is a dangerous intersection for pedestrians.
20. I live on Woodland way which has quite a rural feel as part of Wildwood Gardens, but that's okay. Just walking up to Montclair along La Salle is my concern since car traffic is heavy there.
21. Not real serious but I have generally noticed more cars parked on narrow streets. This helps slow traffic, but also causes problems with driver visibility and also bike/vehicle conflict. As more secondary units and off street parking requirements are waived this will become a bigger problem that needs to be addressed.
22. Cars feel too fast when crossing Oakland Ave between Grand and Highland.
23. City should put in bike lanes on Highland. Speeding and ped safety should be addressed on Oakland ave.
24. The Kingstone-Linda-Rose intersection. Because of the width, there should be stop signs for both legs of the intersection on Linda. Traffic on Linda headed toward Piedmont Av does not account for traffic from Rose when stopped at Kingston. Similarly traffic headed toward Grand doesn't account for the Kingston leg.
25. I'd personally love a bike lane on either Wildwood or Magnolia. Riding uphill on these winding roads feels crowded between parked cars and traffic. Going downhill I can go fast enough to take the traffic lane, so that's ok.
26. Speeding on Highland, Oakland, Wildwood, Moraga Avenues, and Park Way
27. Prospect Ave is very narrow and cars cannot get through let alone emergency vehicles. Harvard Ave cars travel very fast
28. We desperately need a traffic circle at Moraga and Pleasant Valley to make it safer and less congested. Please please please.
29. Speeding on Oakland & Highland avenues—an elderly driver almost hit my child who was walking on Highland Avenue hit a tree instead but it was close. Many teens speed through Piedmont at very high speeds and look to be distracted on phones
30. Moraga (where protected sidewalk ends to Oakland Ave) makes biking to/from coaches field very dangerous for bikers
31. Grand Avenue

32. And at all marked crossings of major streets - Oakland & Jerome, Oakland & Bonita Ave, Highland & Park, Highland & Blair, Highland & Piedmont Ct
33. Crossing Grand Ave can be treacherous and tricky although obviously some of it is controlled by City of Oakland
34. Wildwood above Wildwood School really needs a protected bike lane. For kids attempting to link Highland to lower Piedmont, it is the most gentle climb so it is well trafficked by kids on bikes. But the lack of protection from cars is unnerving and a recipe for disaster.
35. Prospect road is narrow with cars lining both sides. It feels tight and dangerous. A fire truck has limited access. I have also noticed cars parking against the flow of traffic why I thought was illegal. It is dangerous especially when pulling out. This needs to be enforced more
36. The stop signs at Wildwood and Prospect are not often followed. Many drivers don't stop and make u turns.
37. Lower Grand, I have had my car hit and drivers do not yield to pedestrians and families loading and unload from their cars.
38. The intersection at wildwood/warfield near wildwood elementary is challenging. Hard to see all incoming traffic.
39. Grand Ave & Rose intersection is still dangerous. Every 4-6 mos there is a major traffic accident. Need to coordinate with Oakland to improve the flow and speed of southbound traffic coming from Oakland. Greenbank between Oakland and Grand ave. Scenic Ave. Oakland and El Cerrito. Oakland and Jerome. Wildwood Gardens loop, seems like it should be one-way
40. The corner of Lincoln and Sheridan needs a stop sign and a cross walk. Kids cross at this spot often - it's hazardous.
41. Speeding on Mountain, steep downward drive
42. Lack of speed controls on Mountain between Pacific and Sea View
43. Where Mandana turns to Crocker: cars race up from Oakland to Piedmont (to cut over to the 13 freeway in Montclair).
44. I trust neighbors and residents will flag issues close to their homes.
45. People speed so fast down the hill of Moraga past Maxwellton/coaches field.
46. At the intersection of Highland and Grand Avenues I've many times witnessed drivers not seeing a person in the crosswalk while making a left turn.
47. People walk down Highland on the street- even when there are no people on the sidewalks.
48. Grand / Greenbank crosswalk needs blinking pedestrian lights (or something) for kids walking to PMS / PHS, etc.
49. On Prospect, folks park half on the sidewalk to allow more room for cars and large vehicles to pass in the street, but this isn't great for pedestrians. Should the City ask folks not to do that?
50. The neighborhood needs more sidewalks and more accessibility cutouts at intersections for propel in wheelchairs and with strollers. Above all, people need to stop parking on sidewalks.
51. Dracena- people go fast. Highland- part by pala/blair
52. Lakeview and Sheridan could have stops signs in all directions. Cars speed through that turn without signaling. As a pedestrian, we have almost been hit several times.
53. Hampton and La Salle
54. The crosswalk at Highland Ave and Sheridan. Stopping for pedestrians seems to be optional. I often wait for 5 or more cars to go by before one stops.
55. Bellevue / Mountain / Seaview. No crosswalks and only yields, no stop signs.
56. Cross walk at Moraga and Ramona.
57. Crossing Oakland Avenue at any intersection without a light
58. Possible signals needed at both Oakland Avenue at Hillside Ave. and Oakland Avenue at Bonita Ave. so ease cross street school traffic.
59. Stopping at the stop sign right near the rec center and the middle school is not enforced. Many people blow through it near children and the police department.
60. The intersection of Arroyo/Grand/and Rose is confusing and feels unsafe
61. In general, people do not yield to cross walks as they should, particularly on major roads. I would love to see Piedmont put a Safe Streets type program into place. Or, at a minimum, it would be wonderful to allow residents to more easily close their streets to allow children to play, ride bikes, scoot, etc. In general, I'd really like to see increased enforcement of traffic laws.
62. Higher up on Mountain has a lot of speeding (400 block and above)
63. Turning right from Moraga onto Highland. You can not see pedestrians crossing.
64. Dark streets: La Salle Ave, St James
65. I already took this survey, but remembered another unsafe street: the speeding on the narrow portion of Wildwood between where Requa intersects with it up to Highland. Work trucks park on the hill-side of the street, often blocking the sidewalk. It is dangerous to go around these vehicles because cars speed up and down that street. This would be a good place to consider speed humps, or to bad parking on the hill-side of the street.
66. Crossing Oakland Ave at Jerome and at Arbor
67. The speeding down Highland is pretty intense.
68. Cars seems to use Linda as a main artery, and drive past Beach Elementary at high speeds.
69. Cross walk on highland and Blair. It's hard for driver and walker to be seen when car is park on highland on uphill section

70. Moraga and Mesa. Traffic going west go too fast and don't see pedestrians crossing in the crosswalk. Also, cars get sideswiped on Moraga. There should be a stop sign, a flashing light, or both.
71. Stop sign needed at Littlewood. Blair by reservoir(speed). Upper mountain (speed)Better crossings needed around the schools. More button activated blinking are needed. Better & more button activated crossings needed around the schools. Would be interested in an innovative bike route that is safe enough for kids (recreation not transportation)
72. I think the single-lane configuration on Grand Ave. going west towards Ace Hardware may have slowed traffic, but it's more confusing to drive on now.
73. Wildwood Gardens and Scenic both seem dangerous
74. Please see comments above
75. don't know
76. top of Blair Ave at Mountain, due to steep hill
77. no
78. Oakland Ave bridge for bikes. Crossing Magnolia to/from Jerome for pedestrians.
79. Harvard and Portsmouth. I do not understand why this intersection does not have a stop sign and crosswalk. It is a primary route for may kids, especially elementary students and cars speed through this area. It seems a natural and clear spot for a stop sign.
80. Wildwood from Palm to Highland is narrow, has poor sight lines, and cars parked on both sides of the road. There isn't room for two cars abreast in some spots going around corners, or at least there isn't room for a car between the dotted middle line and parked cars. This seems a section that should have lower speed limit, parking limited to one side for more of the stretch (or neither side), or something more drastic such as some sections with workarounds being made one way. This is also a common bicycle route, which makes the narrow/poor sight line situation even more of an issue.
81. Drivers use Arroyo -- between Grand Ave and Ramona Ave, as a high-speed cut-thru to avoid the lights on Grand and Moraga. There is a very dangerous blind corner as cars are driving east up Arroyo towards Monticello. This is also a very common street for cyclists, particularly young school-aged cyclists, and I see speeding traffic every day. Arroyo needs to be part of a new Piedmont Slow Streets program.
82. Grand Avenue at Oakland Avenue. The cars turning right from Grand to Oakland Avenue are impatient.
83. Crosswalk right in front of the police station/Exedra vase going toward Highland Partners. It's a turn and often there is sun obstruction. I was crossing there once with my young child, and a driver went right through, missing us by a few feet.
84. The most difficult intersection as a pedestrian is the one from the gas station to the Expedia. It should have a flashing light or something. Cars go fast there and they don't expect pedestrians.
85. Blair has a blind turn below Alta. Crosswalk sight lines blocked at Blair and Highland. Need a crosswalk across Moraga closer to Coaches Field maybe at Pala.
86. Not aware of other problem locations
87. I would really like to see flashing lights along every crosswalk across Oakland Ave. I still walk my 10 year old across Oakland Ave at Latham b/c cars come down the hill very fast and I worry that they won't see my child or won't have adequate stopping time. I think other crosswalks along Oakland Ave are dangerous for this and other reasons.
88. Nothing to add from other residents who pinned on the map.
89. Cars go very fast up Wildwood after turning on Grand, the right turn (which I know is Oakland) on Grand onto Wildwood is very open angled, not forcing cars to slow down much, making both that part of the intersection very dangerous to pedestrians and bicyclists, and resulting in cars driving too fast up Wildwood until they reach the hilly and curvy portion where Palm begins. Generally very few dedicated bike lanes or marked bike paths.
90. The intersection of Olive and Sunnyside need to be remarked clearly because drivers are not adhering to the yield signs there and forcing drivers going uphill to have to back up DOWNHILL to let the uphill car through. This is dangerous. Cars are also shooting downhill in that one block short cut on Sunnyside from Olive Ave to Grand Ave.
91. Corner of Fairview and Arbor
92. Few drivers observe the pedestrian crosswalk at Vust and Highland— it's pretty shocking bec/ it's right in front of the police station. The road is so wide there, drivers just calculate that they can zip thru when a pedestrian is in the crosswalk without hitting them. However, when a pedestrian is on the gas station side of Highland wanting to cross, it's scary bec/ it's hard to see cars zipping around the curve from the Wells Fargo branch (driving too quickly).
93. no
94. Speed on Oakland Avenue and some of the flatter, straighter streets (Kingston, York, Manor). Very dark blocks with uneven sidewalks - these are trip-and-fall issues, not traffic safety per se. I also think the darkness suppresses walking. Dark stairways.
95. Yes, I added comments to the pinnable map, but they are: (1) lack of stop sign at the corner of Olive and Sunnyside Avenues, (2) immense amount of cut-through traffic using Olive or Sunnyside Avenues to access Oakland or Grand Avenues, (3) reckless and speeding motorists who don't heed pedestrians at the corner of Sunnyside and Oakland Avenues, which is a walking path to Beach Elementary.
96. From 100 to about 400 Scenic Avenue...speeding cars and no stop or slow signs.
97. Intersection of Oakland, Jerome, Fairview and Latham - downhill traffic on Oakland is often speeding and does not stop for pedestrians in crosswalks.

98. The intersection between the Wells Fargo building and Piedmont Park is a crazy maze. Who has the right of way? Do bicycle riders ever slow down? Are cars turning left to drop mail in the mail box a hazard? Should there be stop signs or a roundabout or a traffic light?
99. Oakland Ave. into Piedmont is a speedway.
100. Dangerous ped crossing at Moraga and Ramona —note this is the most direct route from much of Piedmont to Piedmont Ave and shops at the Safeway shopping center.
101. In general, traffic on Oakland Ave is very fast, and even with numerous crosswalks in place, cars often speed by without stopping or taking appropriate care
102. The traffic light at the intersection of Highland Ave. and Oakland. The timing of that light is completely unfavorable for pedestrians. Pedestrians should get more opportunities to cross within a traffic cycle. What you have now is impatient pedestrians crossing when it isn't safe. This is clearly a safety issue!
103. Cars parked parallel on upper Blair Ave. almost completely block the sidewalk, as well as across driveways. Both residents & construction crews do this.
104. Moraga Blvd in total is unsafe for bicyclists, many cars speed and most do not give cyclists 3 feet when passing.
105. Moraga Ave west of Highland intersection unsafe for bikes and peds. And Moraga Ave at and immediately west of Coaches' Playfield.
106. Would be nice to have flashers at the crosswalks on sidewalks going across Grand and Oakland Avenues as traffic is fast on these roads.
107. The bend on Highland.
108. Cars go too fast on Highland, especially the four lane part. Can something be done to slow them down? (The electronic speed reader isn't super effective...)
109. Intersection of Highland and Vista when you're turning onto Vista is tough for cyclists, because when there's cars whizzing freely in the opposite direction, and cars behind you wanting to go, it's a dilemma.
110. Cars speed both directions on Moraga at its intersection with Estates, usually blowing through the major crosswalk there without slowing down. This intersection is especially dangerous because it is also the onramp to Hwy 13.
111. No
112. top of Blair Ave where it crosses Bell and Mountain: coming up Blair it's hard to see ahead because the roadway abruptly levels off, and when there are cars parked at the corner near the stop sign, it's really hard to see what's coming up, and also hard to maneuver around the bottleneck created by the parked cars at the top of Blair just below Mountain. I recommend a red zone near this stop sign. Similarly, parked cars on upper Blair just before Bell create a bottleneck, but this isn't as bad as the above situation when coming up Blair.
113. Grand Avenue is horrible now with driver's frustration due to narrowing. Cars use the center turning lanes or the bike lanes. Cars also don't stop at Linda and Grand for pedestrians. Disaster all around.
114. Excessive speed and failure to yield by cars going downhill on Oakland Avenue.
115. Crossing Oakland Ave is dangerous. People drive too quickly.
116. Windsor Street with cars parked on both sides of the street can be hazardous because it is essentially a one-lane roadway.
117. grand ave in front of piedmont ballet crosswalk
118. Narrow streets with cars parked on both sides. This creates a fire hazard.
119. The homeowners at Ramona and Ronada, Southwest corner, need to trim their street and front yard plantings. They are a physical hazard to the sidewalk pedestrian, with some plants branches right at eye-poking level, a viewing hazard for pedestrians and cars and cyclists and the corner. Cars park on the sidewalk on Blair between Scenic and Alta. Many times I have to walk in the street as cannot get through easily on the sidewalk. Can a sidewalk be added at Blair Park, and some sort of Moraga crossing? Blair Park is difficult/dangerous to get to without a car.
120. Drivers inconsistently stop at the crosswalk at Oakland and Bonita. Consider a traffic light here, like there is on Hillside and Oakland.
121. Visibility to turn right on Moraga from Highland
122. No
123. Wildwood and Grand. Way too long a distance to cross from Shell station to cleaners.
124. Turning left out of the community center parking lot is always an issue.
125. some folks who shop at Mul's let their little kids play unsupervised in the parking lot, before COVID. That's a very bad idea, don't know if it still happens - some drivers used to drive quite fast into that lot
126. The merge in front of the police station and pull out in front of PMS ( Hillside)
127. Some of the sidewalk bump outs are a bit dangerous. At Highland and Craig, it is difficult if not impossible to turn up Craig if there is a car at intersection coming down Craig. Also, Highland Ave in front of Havens is EXTREEMLY dangerous when parents double park after school. Most time line is all the way to Oakland Avenue. Used to be safer when parents were told to go around the block if their child isn't there.
128. Highland Ave
129. Highland and Mountain
130. Crosswalk in front of havens on highland Ave
131. Don't know
132. Streets without sidewalks, like the ones in Wildwood Gardens, are more dangerous than ones with sidewalks, but we haven't had any problems during our daily walks.



133. Oakland and El Cerrito. Cars often don't stop at cross walks. Actually all along Oakland ave.
134. When in-person school is back in session, I would like to request two crossing guards or other measures at Grand & Oakland Ave for children walking to Beach School. Drivers go TOO FAST through this intersection during rush hour. The crossing guard working this intersection should get extra hazard pay -- it seems much more dangerous than any other location in Piedmont.
135. When you are on Highland, having just passed the police station on your way to Wildwood .... there's a series of cross walks that sometimes cannot be seen. Of course you can see the one that's in front of Havens because it now lights up. But the one closer to the park just comes out of nowhere and then the one near the parking entrance .... kids will just walk right out. Not a care in the world. Sure, they have the right away but they should look before they cross to ensure they're seen. Perhaps a blinking light should be there as well to warn drivers. Another weird location is Nova @ Jerome. If you're on Nova and you want to make a left onto Jerome it's a wide left turn you have to make. You're coming slightly from below and turning into oncoming traffic on Jerome. Their acceleration and speed is not clear and there's been a few times where I've almost been t-boned. Not sure what the proposal would be but that area should be addressed.
136. We live on Cambrian Ave bet/ Sandringham and St James Dr. Cambrian descends steeply from Sandringham going downhill to St James and the street curves significantly so sight lines are difficult and cars descend moving quickly. There is a confusing intersection at Cambrian Ave and St James where there are 2, 2-way passages on either side of a triangular street island with a tree in its center. This intersection bisects St James in the middle of a wide hairpin turn making sightlines for vehicles turning left onto Cambrian from St James very dangerous. Additionally, this intersection is not very safe for pedestrians and dog-walkers on St James (there are lots of them bec/ St James is a flat, pleasant, and relatively tree-shaded street) bec/ they have to cross 2, double lanes of traffic to pass this one intersection and St James is a relatively narrow street as well. If this intersection could be changed into a roundabout by reforming the street island from a triangle to a circle with only one lane of traffic on each side, it would be much safer for drivers as well as pedestrians. It would also create some needed traffic-calming along St James where drivers generally drive much more quickly than they should around the narrow, blind, hairpin turns. As an even extra benefit, Cambrian Ave also funnels a huge amount of stormwater from Sandringham, Estates and the streets above it (Wyngaard, Selborne, etc). Expanding a central street island at the base of Cambrian Ave would allow installation of a storm-water collection basin to divert/sequester significant amounts of storm water from the Bay.
137. Moraga Ave up from Highland hand no "share the road" sign or share-arrows for cyclists. Many street in Piedmont do not meet code for two way traffic - these should be made one-way or reduce speed to 15mph (@ all locations there this occurs)
138. Moraga. Cars speed going up and down Moraga making is unsafe for bikers.
139. On La Salle and the area around Bruns Court the lack of sidewalks here is also troubling, many people in the area walk to the market or restaurants.
140. Cars speeding on La Salle Ave between Indian and Hampton Park... and on St James from La Salle to Park Blvd.
141. Making a left turn onto Highland from Greenbank is very hazardous. Pedestrians on Sea View are scary for drivers. They don't use the sidewalk for some reason. Indian intersection with La Salle may need a crosswalk.
142. 1. Mountain and Sharon. Traffic down Mountain around the blind corner (at Caperton) creates a hazard for cars pulling out of driveways, people crossing streets on foot or bike. 2. Caperton/Sheridan island. I have seen people drive on left side of island from Caperton onto Sheridan because they are confused how to turn left onto Sheridan from that direction. (That could be addressed with better street marking.
143. St James. Some serious constrictions with two-way traffic and parked cars. Makes for a stressful commute for all involved - peds, cyclists and cars
144. Along Grand Ave and Oakland Ave up the hill.
145. It's really difficult for two oncoming cars to pass each other on Kingston Avenue between Monte Vista and Linda Avenue. The road narrows and with the parked cars, side mirrors often get clipped by the oncoming cars or trucks. I know this is a difficult jurisdiction because it involves Oakland to the north and Piedmont to the south.
146. St. James is a hazard, particularly the intersection with Cambrian. If you're making a left onto Cambrian from St. James you can't see if cars are coming toward you (usually speeding) around the curve on St. James and it's just a good guess. Also on St. James there is little room to pass if there are cars parked and two cars are going opposite directions. Difficult to walk there during the pandemic because it's fairly busy with walkers and so someone has to walk in the street and there are a lot of cars speeding around the blind curves.
147. Highland to Sheridan to Lincoln to Mandana. Highland where lanes merge near Mulberry's. Highland to Oakland Ave.
148. I wish there Piedmont or Oakland would put in stop sign for traffic driving on Linda toward Piedmont Ave at the Rose Ave cross. There is a stop sign on Linda heading toward Grand, but not in the other direction. There are so many roads converging with pedestrians crossing the the Linda Ave. triangle that I find the intersection to be very dangerous.
149. Scenic Ave above the stairs from Pala Ave where I live does not have sidewalks. Wood Ave does not have sidewalks. I always pay special attention when I walk these routes. It is helpful to have well marked speed limit signs and road bumps to slow car traffic.

150. throughout the hills, blair ave is bad overall for speed
151. Because of the hills and odd-angled streets we have, there are many intersections with limited visibility (two examples: turning left from Lake to Greenbank and turning left from Greenbank to Oakland Ave). I know that's a common situation and one that you can't solve, but is there anything that would help improve blind-turn visibility such as those fish-eye mirrors installed at intersections?
152. Crossing Greenbank on the north side of Oakland Ave. is long and cars coming down Oakland Ave can take the 45 degree turn quite fast. It feels unsafe to cross there and many children get to school that way.
153. 1. Greenbank @ OaklandAve: where to begin?! A. West-bound cars on OA are fast enough; then some veer right onto Greenbank w/o adjusting for the 20mph zone and w/o allowing adequate braking distance to the crosswalk. B. Chance for head-on collision sky-rockets when even just one car is parked in one of the top (closest) two parking spots east-bound on GB -- zero time for either driver to react...and no real alternative for redirecting their cars. There is little demand for those two parking spots because NO house faces on that side/end of GB. C. East-bound drivers on GB expecting to continue in their easterly direction onto OA face wicked visability problems -- 1. being 2' lower than the parked cars at 1203-5 OA, these drivers cannot peer over those parked cars for oncoming 35mph vehicles; plus, 2. due to the acute angle of these two streets at right, it requires an extreme head&shoulder swivel to pick out eastbound OA vehicles.
154. Crocker Avenue and La Salle can be hard to cross. No stop signs on Crocker and drivers roll through the ones on La Salle.
155. Lots of speeding on Oakland Ave and Mountain Ave.
156. Drivers are always confused about who has the right of way at the new triangle between Linda, Kingston and Rose. Triangle made it more confusing. Greenbank approaching Oakland Avenue is a dangerous intersection as the Oakland Ave traffic is usually speeding and it is difficult to see oncoming traffic from Greenbank.
157. Oakland Ave at Fairview/Jerome/Latham is a pretty treacherous crossing option. It could use more street lights so pedestrians are more visible.
158. None that I can think of.
159. Cars often speed coming down Mountain and the street curves at Seaview/Bellevue. I have almost been hit when crossing over to Bellevue. The five way intersection near Wildwood School is another area of concern.
160. I would like our kids to be able to ride up and down Wildwood by the school more safely. It's curvy, it's a main artery and people drive fast up the hill in particular, and understandably, people park on the street too, narrowing it. I'm not sure what a good solution would be.
161. Moraga Ave. eastbound is super dangerous for cyclists with limited space between moving cars and parked cars in some sections, blind corners where cars can't see you there, no protected space for cyclists, not even a bike lane.
162. Sea view people are literally walking in the middle of the street leaving drivers nowhere to go. Sometimes with headphones on not paying any attention to cars. And then yell at the driver when they need to pass. It is a street! Specifically for driving and is horrible to drive on now. It's also where my kids have been screamed at for walking to. Lose to others while wearing masks and expected to walk in the street.
163. On Oakland Avenue, near Olive and above at Monte Vista near church (which may not be Piedmont) there are crosswalks which should have flashing lights to alert a driver when a pedestrian is crossing. These crosswalks are where commuters get off of the P. During Winter, it is very dark and easy to miss the pedestrians.
164. People cut diagonally from the park to the Wells Fargo on Highland
165. Mountain Ave. seems to have a similar problem.
166. Cars often do not stop at pedestrian crosswalks on Oakland Ave.
167. Any street that has a stretch of road without stop signs people drive way too fast.
168. I am not happy with "white bollards" at oversized intersections, particularly at Grand and Fairview. To uphold the quality of neighborhoods and support of green-sustainability in Piedmont, the new un-used portion of the intersection should be planted. Because of the predominance of this intersection in Piedmont, it would be a wise investment to plant and not "go cheap" with plastic bollards.
169. Narrowness on Hillside Ave causes issues with passing cars. Lack of proper stops on cross streets
170. Center of town is congested with people dropping off kids at school. Kids should be encouraged to walk to school. It is amazing and appalling to me how many people drive their kids to school.
171. The perennial problem with Highland around the schools and Vet building. I have personally seen distracted drivers nearly hit children walking in those stripped zones - one was my own child (!). Cars wiz by the Police station without a thought, it's amazing to me the steady disregard drivers have for posted speeds throughout the city. How about publishing the names of people getting traffic tickets in the weekly Piedmont Post? Or at least running a new "blotter" column every week with the ticket tallies and the associated place/speed levels to raise awareness that our citizens need to obey the law. Much cheaper than new hardscape throughout town.
172. Sheridan and Lincoln is unsafe for everyone. No stop sign, faded crosswalk, and it's busier than ever. Please make it a four way stop to slow drivers down and make it safer for pedestrians.
173. street sign at Dudley and Blair is obscured by tree

## E. Online Survey: Question #8

162 comments

### Do you have any ideas for improving traffic safety in Piedmont?

1. Yes, a lighted intersection at Grand and Linda and speed bumps down Grand.
2. SF has a citizen "ticket" sort of program. You can print a flyer to leave on a windshield that reminds a driver that they are illegally parked and that that behavior has an impact on others.
3. None needed.
4. Build speed bumps on downhill streets, especially on straightaways. Set up road signage preventing large moving vans or eighteen-wheelers to circulate within Piedmont's narrow streets (e.g., lower Winsor, off Lakeshore Ave, or the right angle, very sharp turn, on lower Wildwood Ave.
5. I already suggested to Chester to try "optical illusions" to slow down traffic. Many cities have used this as a successful method of slowing traffic. I sent example to Chester, can send to you.
6. Set up speed bumps on lower Wildwood, between Winsor St and Nova, and between Nova and Grand Ave
7. More radar speed signs on Moraga
8. Reducing the number of cars parked on the streets, especially narrow ones. Perhaps this could be achieved by charging for on-street parking. Maybe first car free, second car \$25 per month, and third or additional cars charged \$100 per month for an on-street permit.
9. Nothing I can think of.
10. No parking on one side of Highland along the park to allow more street space for bikes. Better reflectors or bumps on the road at key crosswalks to make them more visible to drivers.
11. I don't. I asked my 13 year old son this question and he said the dangerous situations he's encountered were both from "high school drivers". They "purposely drove close and fast as they passed (him), and gave (him) the finger". So... an educational program for new drivers might help, but I do realize that kids are just being kids.
12. I think the 'slow street' programs are useful. piedmont could designate certain 'slow streets' using barriers etc. Only residents should be using those streets. this would focus traffic on to the major thoroughfares and keep the residential streets safer.
13. How many accidents have we had? The streets feel safe
14. Please make wide, DEDICATED bike lanes!
15. Slower speed limits. Add more marked crosswalks in lower Piedmont 94610 area. Increase education for drivers to assure pedestrian safety. Crosswalk marking, signs reminding bicycle riders and car drivers not to run red lights or threaten pedestrians.
16. Speed bumps are controversial but they do slow traffic down (in my opinion).
17. Safe routes to schools should be a focus. I've noticed a lot of aggressive drivers while I'm biking.
18. More protected bike lines on the main streets that lead down towards Grand Ave./Piedmont Ave.
19. All of the above city streets need speed bumps and more stop signs and stop lights
20. Add a stop sign somewhere on Sandringham, either at the intersection of Sandringham and Selbourne, or somewhere between Selbourne and Hampton. Or add speed humps to slow people down.
21. More button activated flashing crosswalks
22. Again, lights embedded in the crosswalk that can be activated when a pedestrian needs to cross give much better visibility to the driver and makes for a safer environment for pedestrians. There are already some further up on Oakland Ave. They should be extended to the lower section of Piedmont as well.
23. More sidewalks, wider sidewalks, and ramps to sidewalks at all intersections.
24. More button activated flashing crosswalks. Bike lanes, extend protected sidewalk Moraga to Oakland Ave and allow bikes on it.
25. When school is back in session, a strong walking school bus program is needed - already happening informally, but better to formalize. Need to get parents to stop driving their kids to Middle and High School - create an incentive to walk or bike (or take the bus - the 33 runs from the further away areas to right by the schools and with some coordination could be a great way to get a bunch of kids to school
26. More ticketing for speeding. More one way streets. More stop signs. More speed bumps. Bike lanes if possible.
27. Consider speed bumps/humps; reduce speed limit on challenging streets; do not allow car to park on sidewalks (i.e. Blair Ave & Wildwood)
28. Give out more tickets.
29. We need an alternative route from Oakland (Lakeshore Ave) to the 13 freeway in Montclair, other than driving up Mandana to La Salle to the 13.
30. What about "local traffic only-no thru traffic" streets signs just during certain high-traffic hours?
31. Safety campaigns are temporary and costly. Signage and street improvements work. Why spend \$ on campaigns when concrete changes have better results?
32. I think if cops were parked randomly around it would encourage everyone to be cautious. I also think engaging new teen drivers in safe driving protocols would be beneficial:
33. Installing the solar powered signs that tells drivers how fast they are going. Educational campaigns are hit or miss and shouldn't be the only response. In

- conjunction with infrastructure changes (such as these signs), they could be helpful.
34. People often make illegal U-turns on Wildwood near the school. Could improved pavement markings and signs reduce that?
  35. It would be great to put Grand Ave and Oakland Ave on a road diet. When the kids are back in school it would be nice to prioritize their safety over cars being able to speed up and down Oakland Ave.
  36. I have long wanted the traffic light at Hillside and Oakland Ave to default to red on Oakland Ave mostly to slow traffic approaching Havens and the center of town where students of all ages frequently cross and not only during school hours. It would also help to slow traffic heading down the hill (PMS/PHS students cross further down the hill as well). This seems an easy fix to me that would cost nothing. It's not a right to speed up and down Oakland Ave without having to stop. Emergency vehicles can still proceed through the red lights with caution.
  37. No. Traffic laws need to be enforced. Why are they not? Why are drivers allowed to speed on Highland Ave with no repercussions?
  38. Limit parking at low visibility intersections - that can be a real problem with turning onto Highland Ave coming up Park or Blair. Or turning onto Oakland Avenue coming up Greenbank.
  39. School education about safety.
  40. na
  41. Better lighting and upgrading our electrical infrastructure. More cross-walks and sidewalk infrastructure.
  42. I would love to find out about automated enforcement. Is there a way to have cameras that issue speeding tickets? We also need more light at night - the sidewalks are extremely dark in this town. And continued repairs of uneven sidewalks.
  43. Speed bumps on the upper part of Mountain Avenue before it hits the Blair stop.
  44. Please tell walkers not to walk IN THE STREET . some choose to do all their walking in the street, and not just to pass someone on the sidewalk. Often, they are on phones and not reliably walking a straight line and I am afraid of hitting a pedestrian,
  45. Remove double side parking on two-way narrow streets
  46. Crossing guard on Moraga Ave/Highland. No U turn sign on blind Moraga Ave curve (Moraga east, just past Monte) Straight crosswalk with lights (or something) on Moraga Ave and Mesa.
  47. Piedmont has added so many STOP signs over the last couple of years - its getting to be too much!
  48. Ban kids from driving...just kidding, but it seems like young drivers break the speed limit more than other drivers. Maybe some sort of public safety campaign to encourage following traffic rules?
  49. Bike lanes would be great.
  50. I would like a sign at the corner of Hillside and Oakland Ave stating "Drive like your kids live here" Similar signs could be placed at other locations as needed
  51. We'd love to explore making our street (Park Way between Dracena and Monticello) a one way street OR implement speed bumps or dips on the street.
  52. More roundabouts with integrated calming.
  53. Dedicated bike lanes. More speed awareness. No right turn on red. Flashing lights at cross walks on high traffic street like Highland.
  54. The light up crosswalk near Nordstrom in Walnut Creek is excellent. These are the kind of crosswalks that should be placed around the schools. There is no way a driver can miss it.
  55. None other than more traffic enforcement.
  56. What if residents all learned to use their designated Amazon "delivery day" to reduce the number of trips by delivery services?
  57. Definitely could use driver education to make Piedmont a known safe haven for bicycling. We would love that.
  58. Better sidewalks please, to encourage walking! The sidewalks in Upper Piedmont, in my neighborhood of Inverleith Terrace, are not great (cracks, uneven). Also there are missing crosswalks.
  59. Encourage walkers to stay on the side of the roadway.
  60. I'm for the status quo. I'd rather focusing on repaving the roads, where needed
  61. The Fairview/Arbor intersection is an excellent candidate for a roundabout as a traffic calming device .
  62. It could be interesting for Piedmont to pilot a "slow streets" program, similar to those underway in Oakland and SF. Pick a block to close off to thru traffic and make as a safe place for walkers and kids playing.
  63. Raised lane markers would slow down traffic because of the rumble effect
  64. "Out at night: Be bright & wear a light" (for cyclists, pedestrians and dogs)
  65. I advocate strongly for the implementation of Piedmont Slow Streets program. Almost every neighboring city in the east bay has a Slow Streets program, and so should Piedmont. Oakland, Emeryville, Alameda, San Francisco, Berkeley, on and on. These programs prove that a Slow Streets program can be done 1) safely, 2) inexpensively, and 3) deployed very quickly.
  66. I've heard that some communities in Portland Oregon have pushed for a 20 mph speed limit in residential streets.  
<https://www.oregonlive.com/clackamascounty/2019/04/portland-wraps-20-is-plenty-effort-eyes-more-speed-limit-reductions.html>. In England there was a study that showed the dramatic effect on mortality.  
<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1127572/>
  67. The lighted crossing at Havens has been wonderful! I think there needs to be greater awareness for both

- drivers and pedestrians as they approach turns (e.g., distracted drivers or pedestrians who may be looking at a phone or wearing headphones).
68. Speed bumps and stop signs.
  69. Introducing a Slow Streets or Sunday Streets style program to encourage youth cycling in Piedmont. Most of our primary bikeways are on hills, which are beyond the ability of many kids under the age of 10. And particularly during COVID where school playgrounds have been shut down, recreational cycling opportunities for kids have been limited. Having ""local only"" traffic zones, similar to Oakland Slow Streets but on a limited basis (weekend afternoons), could open up more opportunities. I can envision a loop for children in Baja Piedmont on York / Manor between Arroyo and Cambridge, and similar opportunities on flatter streets higher in Piedmont.
  70. Teach kids how to control their speed going downhill. Bike clinics to check brakes etc. Educate kids on how to share the road safely and how to navigate blind turns safely. Signage to remind pedestrians to use lights when crossing the street at night (cellphone flashlight etc).
  71. <https://www.slideshare.net/evilleeye/emeryville-pedestrian-and-bicycle-plan>
  72. A trend I have noticed with the pandemic, and am guilty of as well, is that many pedestrians now walk in the streets and sometimes right in the middle regardless of if there are cars or not making it difficult to drive at times. Also, some cyclists also take over the road and don't allow a car to pass.
  73. N/A
  74. The most dangerous traffic conditions are delivery drivers double parking in the streets with no regards to driveways and not close to the curb. Vans stop at the closest location in relation to a front door with no regard for the safety of vehicles that must maneuver round them to pass. This also applied to the garbage trucks drivers that stop in the middle of the roadway without allowing space to pass on either side. I most cases the trucks could pull to the curb without difficulty but choose to entirely block the road with vehicles behind.
  75. The biggest traffic congestion (resulting ultimately in pedestrian safety issues) is around the schools in the morning. That traffic and backup is a mess and should be improved.
  76. If there are any higher crime areas (????) maybe a police call box there?
  77. More signage to slow down at entrances to Piedmont; or market other routes outside of town to take instead.
  78. More speed humps, traffic calming and bike lanes, please! When repaving the streets anyway, make them narrower — we don't need the giant wide streets designed for the 19thC streetcars anymore! We need more green space instead!
  79. no
  80. See above
  81. Close certain roadways to vehicular traffic. We already have off-street parking requirements. Let's dedicate thoroughfares for bicycling and walking. There is no longer a reason to give vehicular commuters such advantages. Piedmont has granted vehicles permission to drive on 99.9% of all roadways in the city. The .1% is the cool cut-through pathways that make Piedmont frigger awesome. Imagine a future where there are entire streets lined with landscaping and benches and trees and silence...
  82. I don't think adding more stop signs is necessarily the answer. The addition of so many signs on Magnolia did not help much and added to the aggravation of driving there.
  83. I'd like to see improvements and a related educational campaign to raise awareness about stairways and pathways so these are used more as a shared community resource. They can have a safety benefit in the hilly areas where they can be used instead of narrow windy streets like Scenic.
  84. I can't think of any that would be as effective as improvements or enforcement.
  85. Better and more maintained speed bumpers or bumps throughout 100 to 400 Scenic Avenue. Caution and slow signs.
  86. Decreasing the speed limit and Speed bumps on Scenic Ave around 140 Scenic, 210, Scenic and 245 Scenic.
  87. Drivers need to always stop for pedestrians and need to be trained to look for bikes.
  88. Speed calming techniques. If the City of Piedmont is apposed to speed bumps, perhaps we can use less permanent techniques, like optical illusion paint (Scandinavian countries), protruding rubber stoppers, planters, paint, etc.
  89. Urgently need speedbumps at 140, 210 & 245 Scenic Ave, plus a reduction in the posted speed limit from 15 to 10 mph on the 100, 200, 300 blocks of Scenic Ave plus 100 block of Alta Ave; enforce speed limits with fines; require homeowners to maintain their landscape so it doesn't encroach into public ROW; prohibit parking & paint red curbs at 255 Scenic Ave & 141-161 Scenic Ave where the road is too narrow to accommodate street parking; educate motorists about the rights of cyclists & pedestrians; educate pedestrians on need to wear bright colors & be visible & attentive
  90. Safety and educational campaigns for bicycle riders would help. More specifically, it would help if riding a bike required a DMV permit just like driving a car. Too many bike riders are not comfortable on the new rent-a-bikes while many bike riders act as though they're in the Tour de France, racing around corners, leaning dramatically into swerves, accelerating down hills, etc. "Sleeping Policemen" barriers in bike lanes would help -- bike lanes are to encourage the use of bikes for transportation and shopping, not for road racing, so slowing them down would be a big plus. More people would choose bikes if they were not intimidated by aggressive bike behavior.

91. More lighted flickering crosswalks, more speedbumps around town in the more speedway areas of Oakland Ave. and Grand Ave.
92. I think the new blinking lights at the crosswalk in front of Havens has made it a safer crosswalk for pedestrians.
93. I observed many near misses at Vista and Highland over 3 days in early November 2020. Consider right turn only from Vista to Highland and also across the street where the bus stop is: right turn only to Highland. Pedestrians in that crosswalk across Highland are exposed to traffic coming from many directions.
94. would LOVE a lot more dedicated bike lanes to get around. I won't bike on streets with cars.
95. Somehow the speeding needs to be eliminated. I am not writing about 5 mph over the limit, I am writing about those in excess of 10 mph over the limit. Just watch traffic on Moraga Blvd for awhile and you will be surprised.
96. Children should get bicycle education in school at the 3rd to 5th grade level. Not how to ride a bike but how to DRIVE a bike (handling a bike in traffic, various tech skills such as "bike rodeo".) This is common in larger European cities.
97. MULTIPLE SPEED BUMPS ON OUR STREET. WE HAVE BEEN ASKING THE CITY FOR YEARS
98. Make streets one way traffic's. For example - both Sunnyside Ave and Olive Ave could be one way. This may also help with community crime watch.
99. Adding two-way mirrors to help users see approaching traffic along curved, narrow streets. Perhaps sensors could alert users to oncoming traffic.
100. Perhaps a short online video on safe driving recommendations in Piedmont for residents, parents, and students.
101. I walk a lot and drive a lot: Pedestrian Educational: dark clothing at dusk or night can be dangerous, as drivers sometimes miss object discrimination. Walking while texting across streets is stupidly dangerous
102. Waste of time without enforcement.
103. Speed bumps on Kingston Ave between Linda and Monte Vista
104. Besides things like bike lanes and installing stop signs where they should be, like on Highland and Vista, nothing really.
105. Safety or educational campaigns are unlikely to help.
106. encourage walking to and from school
107. Allow only 1 vehicle parked on scenic per residence
108. Very difficult to make things better when many of the issues are not specific to Piedmont or Piedmont residents. But within Piedmont, I'd like a restriction of cars around the middle school and high school during morning and afternoon.
109. maybe speed bumps in some areas would be good.
110. teenagers who speed and drive with others in their cars are a serious danger to us all. I often see kids flying on piedmont roads.
111. More bikes lanes on routes across the city. We live on the edge & this would make it easier/safer for our kids to bike to school.
112. How can we encourage Oakland to add sidewalks along Moraga? Oakland residents would not let Piedmont build out Blair Park, but Oakland homes were allowed to be built without pedestrian friendly street improvements. (Late 1990's and into 2000's.)
113. Tree roots pushing up sidewalks often make for dangerous conditions if one is not paying attention.
114. traffic calming could help on Highland or curb extensions - I don't think flags are that effective or well used.
115. Greater use of signage to indicate "Share the Road" or "Cyclists May Use Full Road." Also, signs throughout Piedmont saying something like, "Piedmont is a Walking/Cycling City" might increase awareness and utilization of these modes of transport.
116. N A
117. work with schools, to teach children how to bike safely in the street before you let them do it - could be done in coordination with Elementary schools (we used to have it at my home town when I was young) - a test parcours could be helpful, maybe even on the playgrounds of the schools
118. I would like lights on the crosswalk on Moraga x Bonita. On less busy street intersections I like what I saw in Alaska- bucket in both sides of the street with sticks and bright orange flags on the end- gets drivers attention and can be seen before the child walks into the crosswalk
119. See #7, educate parents when picking up children from school.
120. Stop signs instead of yield signs. Lighted crosswalks.
121. Speed bumps
122. Maybe bikes should be restricted to the less populated streets.
123. No.
124. The signs that show your speed are good to have. The one on Oakland ave near Jerome/ San Carlos has not been working for several weeks.
125. Not beyond aggressively enforcing the speed limit during commute hours to retrain drivers periodically.
126. n/a
127. Painted bike lanes like they have in Oakland (the visible, wide green strips) to distance drivers from bikers would certainly be helpful. Placing more of those signs in the middle of crosswalks which say "State Law requires drivers to Yield to Pedestrians" (I've seen them in Oakland and Berkeley) would also be helpful in educating drivers and making crosswalks more obvious. I would also love to see a pedestrian-only zone in a

128. Reduce speed to 15mph (24x7) near all schools (Wildwood Ave and Linda Ave in specific > There are ALWAYS children present!). Stop giving out ""curtsey warnings"" for distracted driving - cite all drivers using phones, etc while driving! Trim back trees to make signs visible. Repair non-ADA (and other code) compliant ramps, handrails, stairs, signage, etc thought-out Piedmont.
129. Again, I think a campaign to get people wearing reflective or light colored clothing at night would be very helpful! With so many street trees and landscaping, it is often hard to distinguish people from plants.
130. Ensure sidewalks exist (not all streets have complete sidewalks) and make sure they are wide enough for pedestrians to pass.
131. Protected bike lanes, traffic bumps or dips to slow down traffic
132. Signs, posters, flyers around town... and adds in the Piedmont Post reminding people to stop at crosswalks, give way to pedestrians and not to speed on our residential streets.
133. No
134. Bike and helmet trading program.
135. Eliminate street parking or make some streets one-way
136. Speed bumps at high traffic areas are helpful.
137. no
138. I'm really not sure what can be done, given the geography.
139. Educate walkers about masks and right of ways.
140. Dedicated bike paths or streets marked with the "share the lane" paint markings to encourage drivers to be mindful of bicyclists. For example, Wildwood Avenue between Windsor and Magnolia receives a lot of bike traffic but it is also a busy route for cars. Markings to indicate that the road needs to be shared with bikes would be helpful.
141. Maybe a class for children in school about safe walking and biking.
142. Better lighting in general.
143. None that I know of.
144. I think there should be a campaign asking pedestrians to use sidewalks when available. As I mentioned earlier, I see walkers/runners all the time refusing to use the sidewalk on curvy St. James.
145. I think the traffic calming measures that have been taken so far are ugly but effective (I'm thinking of Grand and Fairview, and Magnolia and Nova) - there may be other areas that could benefit.
146. How about giving purple pool noodles to all the kids who want to ride their bikes and doing a public education campaign around this?  
<https://qz.com/1620913/the-best-cycling-hack-is-a-pool-noodle/>
147. On wide street, maybe add a divider to create "obstacles" to reduce speed
148. Instead of signs stating "Share the Road" which drivers think is directed at cyclists to obey, use signage like what Contra Costa County does which states "Pass 3FT. Min".  
<https://www.roadtrafficsigns.com/sku-k-0872>
149. Slow/children playing signs,
150. Intersection of Arroyo and Monticello. If traveling from Ronada toward Arroyo and want to continue on Monticello, you have to make a left turn but there is no stop sign for traffic traveling up the hill on Arroyo coming from Grand. I think it would be safer to install a stop sign at Arroyo and Monticello, at the top of the hill of Arroyo.
151. none
152. Ask property owners whose land extends to the sidewalk to maintain their sidewalks and trim their hedges that often extend over the sidewalks. Sidewalks with huge root bulges/cracks and those that have become so narrow that only one person can walk due to overhanging trees/hedges are pushing people into walking/running in the roads
153. Reduce the speed limit to 20mp.
154. See the idea of charging for parking multiple cars on the street suggested above.
155. The work done in recent years, such as the new planting strip on Grand, narrowed intersections, and marked bicycle lanes are all very helpful. Keep up the good work - and don't use the white bollards.
156. Repair the streets and sidewalks and trim the trees that hang over stop signs, etc. I don't think we need big changes or to spend a lot of money on it. FIX WHAT WE HAVE ALREADY.
157. It's ridiculous how many times motorists do patently illegal things while I am on my bike. For example, I had one person try to pass me in their SUV on a blind curve on Moraga Ave, even though I was traveling above the posted speed limit. Sending out flyers to Piedmont residents reminding them of the actual state laws regarding bike and peds would really help. Like summaries of CVC 21760 and 21202
158. Don't go crazy with bike lanes. Constrictions on auto traffic create more problems than the bike lanes solve. Whatever Piedmonters' aspirations may be, we are not a particularly bike-heavy city.
159. Incentive for kids to walk or bike to school
160. Better posted signage? In some areas the speed limit signs are hard to see, beside tree foliage etc. perhaps a positive media campaign to socially normalize good driving. Get mayor, council folks, prominent Piedmonters, high schoolers to be featured in social and print media messaging about why Piedmonters care about each other to drive safely. Research shows that both shaming (publishing names, etc) and social norms do work. Check it out. Sorry, this response is still about traffic I suppose...
161. encouraging walking to and from school
162. Articles in the Post regarding specific situations. They would include legal aspects, specific safety concerns, and driving etiquette.

## F. Online Survey: Question #9

124 comments

### If satisfied /unsatisfied with bikeways installed in recent years, tell us why.

1. I would not create additional bike lanes on purely residential streets such as Hillside, Blair, Caperton, etc. There is no real need.
2. The "bike route" on Magnolia isn't really perceived as a bike route by drivers. It's especially dangerous for bikers going uphill slowly because drivers pass aggressively on blind corners.
3. Auto traffic has become congested on Grand Ave. unnecessarily, though there are very few cyclists.
4. Ineffective and irrelevant bikeways as long as riders ignore traffic regulations. Has anyone seen a rider stop at a stop sign?
5. Prioritizes bikers over car drivers. Has slowed the Grand Avenue traffic.
6. Don't like the grand Ave ones, but more the way they are farther down in Oakland. Sometimes hard on moraga where bikers are going slowly (don't blame them uphill) and the bike lane seems narrow or nonexistent. Well done on downhill side.
7. Signage to remind drivers to look for / expect cyclists on the road makes it safer for everyone. Bike lane demarcation to define space for cyclists is also a reminder about sharing the road.
8. Moraga
9. Current efforts seem to be working well. Don't see pressing need for any drastic changes or additions.
10. Moraga carries too much traffic and is obviously too narrow to claim that bicycles and traffic can share it without some inevitable serious injuries resulting. The City has no rational basis for claiming that street can carry both types in any sort of safety.
11. I don't think the bike lines on grand Avenue are use that much and have a new only one lane for traffic creates a lot of back up and some unsafe conditions.
12. As much as anything else it increases driver awareness of cyclists.
13. I think there should be painted designated bike ways like on moraga ave. and parts of linda ave,
14. Caused more traffic backup. Grand is the worst. On Highland and Moraga, the cyclist frequently ignore the lights and stop signs and on Highland they frequently ride on the sidewalks. On Magnolia I don't think I've ever seen a cyclist stop at a stop sign.
15. All these new lanes have disrupted the flow of traffic in some places
16. Generally, I think bike lanes actually make it more likely for me, as a driver, to hit someone, particularly if the lanes are adjacent to street parking (Grand Ave for example). I know bike riders feel more safe, but I am constantly worrying about backing into someone in the bike lane when a van or truck parks next to me and I can't see well while backing out.
17. I have noticed very few, and those I have noticed are too narrow and too close to traffic.
18. Great to increase using bikes as real transportation. Bikers don't seem to understand their responsibility to respect driver regulations (complete stops at stop signs, etc.).
19. Bikes lanes aren't very wide on Grand and they are faded. Improvements on Magnolia are not noticeable.
20. On Grand between the northern city line and Cambridge, get the uphill bike lane out of the gutter. by using sharrows in the lane for the downhill direction where bikes and cars can maintain similar speeds.
21. I commute by bike and use the Grand and Linda bike lanes and very much appreciate them. As an added bonus they are also used by joggers during pandemic to separate themselves from walkers on the sidewalk.
22. It is very unsafe for our kids to ride a bike from piedmont to coaches field. The fenced path ends on a dangerous stretch of Moraga to Oakland (narrow and curvy) so they have to bike in the street. It would be much safer to extend the path all the way to Oakland and allow bikes on it to keep them from biking in the street on moraga
23. the bike lane on Grand Ave. heading south between Rose and Oakland ave is not very pronounced and doesn't provide much of a buffer between bikes and cars.
24. Makes biking safer
25. Moraga to coaches field as mentioned
26. Appreciate the improvements, but some of the prioritization seems off, not addressing the most challenging locations in the city.
27. The bikeways are random and unconnected. So cyclists have a good stretch that abruptly ends and leaves them stranded to fend for themselves. Bikeways should be continuous.
28. I find these cause traffic congestion
29. Need more of them. Need better bicycle street painting along Moraga between Highland ave & city limits to the east
30. On the downhill on Moraga on a bike you need to take the whole lane to prevent people from attempting to pass even when exceeding the speed limit. I've not seen traffic enforcement to make sure people respect bikes.
31. Mountain Ave and Hampton need bike lanes.
32. Wildwood Avenue is not very 'enhanced' down to the school. That is a scary area for kids on bikes! There is also a 'blind corner' at Wildwood & Prospect where Children Have Been Hit. This has not been addressed.
33. Seems to have decreased vehicle speed and distractions generally (in addition to making space for bikes) I believe these motorized bikes are here to stay and need safe through ways to operate.



34. I'm not a frequent biker. I mainly just take my kids for fun near our house and there aren't any bike lanes.
35. I very rarely see anyone riding their bikes in these bike lanes. A small percentage of users do not warrant so much street real estate and cost. What percentage of residents regularly bike vs drive?
36. I had no idea these existed...
37. Linda? Where? Grand, great
38. On Linda Ave, the bike path has taken away room for adequate parking on the opposite side of the street, which makes it challenging (and potentially dangerous) getting in and out of the driver's side. A number of cars have been swiped by careless drivers.
39. I'd like to see more progress
40. I ride take the bike route to Emeryville for work. It's great!
41. It's best to have a curb separating the bike lane from traffic.
42. na
43. The traffic is a mess on Grand Avenue and Linda Ave since the bike lanes have been added (pre-pandemic when we had a rush hour). Very hard to turn off Linda Ave onto Grand with a steady flow of single file cars. Everything was much better when Grand Avenue was two lanes in each direction.
44. I don't bike, because it looks dangerous with drivers sharing roads with blind corners.
45. Rental bikes uncontrollably thrown away across the neighborhood
46. Dedicating lanes on Grand is not great. The same for Broadway - it pushes traffic up onto neighborhood streets. Major streets that get commuters to and from the freeways should not have lanes taken away.
47. While I understand the need to create safer ways for people to bike, the narrowing of Grand Ave in patricianly has created horrendous traffic and it's not a good trade off.
48. Just don't feel it is safe to bicycle in Piedmont because of speeding, unsafe driving.
49. great improvements on bike safety via bike lanes! more attention to bike safety and more bikeways would be even better, but I definitely understand that it's a difficult balance between bike safety and keeping auto traffic efficient.
50. bike lanes are primarily needed in the uphill direction. sharrows in the downhill direction are fine, but do much less to improve the safety of cyclists. (i.e., Magnolia)
51. The sharrows on Magnolia and Moraga in the downhill direction are largely unhelpful. Bicycles could already take the lane legally. Sharrows give the impression to many drivers that bicycles cannot take the lane unless there are sharrows on that road, which is incorrect. This is the first I've heard of anything on Highland, and after looking at google street view, I have no idea what's been done there to help cyclists. The lane on Linda is somewhat helpful. The lane on Moraga below Highland is a nice attempt, but that stretch of road is so busy I'd never ride it even with the bike lane. A stripe of paint is no defense against a distracted driver. I'd rather take my chances with a route with fewer cars but no lane. As someone who cycled my kids from lower Piedmont to Piedmont Play School at Hampton field, there was no satisfactory route from lower to upper Piedmont. Wildwood is the least steep route, and it has poor sight lines and narrow lanes. The other options have either significantly more traffic or are significantly steeper. Upper to lower Piedmont is not such an issue, since bicycles downhill can move at car speeds.
52. There are no bike lanes on Highland Ave. I used to take my children to school at Havens on a cargo bicycle on Grand Ave. After several close misses, I refuse to bike with my children on Highland Ave. It's terrifying, and I fear for my life and the lives of my children. There are no bike lanes on Magnolia. There bike lanes on Grand, Linda, and Moraga are not sufficient. They need to become PROTECTED bike lanes. I've had near misses on Grand Ave many times. Parking Protected bike lanes are MUCH BETTER than what we have now, and all you need is new paint to create them.
53. I love the effect of the bike lanes have had on my own car speed on Morago Avenue. The narrowing slows me down. I know better than to speed, but I forget on a nice wide road, and the lanes remind me! The questionnaire doesn't allow me to say that I'm also somewhat unsatisfied, I wish there were physical barriers for the bike lanes. It is too difficult to keep cars out of the lanes. Oh wait! There is my question below!
54. I think the ones that have been installed make sense. I would suggest Highland be included for a bikeway.
55. That space is underutilized and cuts down travel lanes for car traffic. A bad use if real estate.
56. As a recreational cyclist, I appreciate the improvements, particularly on Linda and Moraga avenues.
57. I have seen signs about a bike route on highland across from the community center, but the signs are confusing since there is no painted bike lane.
58. For downhill stretches, the children will not be going at 25 mph as adults do so there ought to be a way to better protect them from aggressive drivers.
59. Well marked and consistently being used by bikers
60. 90% of the plan was never implemented, which is a shame. There should be a timeline and automatic implementation, and not having improvements already in the plan subject to the whims of a City Council member and not implemented. Paint bike lanes ASAP where feasible today.
61. The traffic light at Linds at Piedmont (Oakland) is not green long enough for biking from Piedmont.
62. Unsatisfied - Grand Ave is so slow now with traffic backing up at lights and slow cars. Two lanes got traffic moving smoothly. I want to go back to 2 lanes there to improve car traffic which was forfeited for bike lanes.
63. Moraga is still a bit scary for bikers. The worst is at the intersection of Estates and Moraga (just before

- entering Piedmont. Cars drive very quickly here— it is both an off-ramp and an on-ramp to Route 13 (cars decelerating as well as merging AND accelerating at the same point. There is a Xwalk here but, again, aggressive cars routinely ignore it. I'm waiting for a biker to get hit here.
64. clarifies biker's rights
  65. Love them. Don't get me wrong. But do more. Bike lanes are so 90's. We're in the new millennium, people. Err on the side of our health. Think bigger.
  66. It hasn't hurt driving and I assume it helps bikes.
  67. Car lanes on Linda Ave. are now very narrow, especially when when squeezing between a parked car and a passing bus.
  68. Bike lanes take up critical car lane space. Bicyclists do NOT pay annual fees like automobile drivers do. Bicyclists should PAY AN ANNUAL FEE to pay for striping and maintenance of bicycle lanes.
  69. These improvements have been highly beneficial to bicyclists & pedestrians. Much safer to cycle and cross the street on foot. Also, beneficial to motorists who pull in and out of Ace Hardware & other businesses because the motor traffic is funnelled into narrower area instead of being chaotic.
  70. On Grand in particular, the experiment demonstrates that people do not prefer bikes. There is an almost constant traffic pile-up on Grand since the lane restrictions yet there has been little change in the number of bikes on the road. A small number of people who prefer bikes have a pretty sweet set-up while those who prefer an automobile for safety, child transportation, and "heavy lift" needs are just out of luck. How many people in Piedmont are physically capable and interested in riding a bike with a child carrier behind it up a hill? Then, going down the hill and trying to control speed is very dangerous, exposing the child in the carrier to the danger of tipping over and being thrown onto the pavement. There are no training courses for this and no licensing requirements, as there are in other countries.
  71. more bike signage the better, but the painting needs to be kept fresh!
  72. Nice to have them, but sometimes drivers don't know which lane to be in.
  73. Need more especially on the busiest streets like Oakland, Highland, and Moraga
  74. I ride in Piedmont all the time. Was unaware of a route on Ramona, Blair and others.
  75. want more!
  76. I don't bike on Moraga Ave., but worry about bikers going uphill around blind curves where drivers can't see them.
  77. Grand Ave was an improvement but what was done on Highland? Moraga got some share-ows and new pavement, which is better than nothing. All the stop signs on Moraga are ineffective and annoying and should be removed. Ditto on Moraga: share-ows + signs are good really bad pinch points at the curve.
  78. Moraga treatment is not adequate for uphill riders. Oakland lanes are far superior.
  79. In general, I support increased bikeways
  80. The plan doesn't seem complete, especially along Highland and St James.
  81. I am an auto driver who feels my life is more dangerous. The changes have been significant. Why was this approach never offered as a ballot measure of some sort to sense the temperature of the community. many of the people I know are dissatisfied but grudgingly have made their peace
  82. Grand Avenue is a joke.
  83. The only ones I've availed of are the ones on Grand, Highland, and Magnolia. Grand and Magnolia are great because they create a dedicated space for bikes in a place where cars can't see you or are going much faster than you. However, the lanes on Highland seem to have no effect.
  84. I especially appreciate the one on Moraga Ave. below Highland. When going up the hill in Piedmont above Highland, I tend to use Scenic rather than Mountain, so I've not really noticed any changes for bikes on upper Mountain.
  85. Hardly see anyone use them.
  86. Grand Lake is worse now with the bike lanes. The traffic backs up very quickly during late afternoon hours.
  87. The bike lane on Grand Avenue is very helpful. As a cyclist, I find bike lanes (especially on streets with a fair amount of traffic) far more valuable than bike routes.
  88. It has resulted in traffic congestion on Grand.
  89. They make crossing Grand much more dangerous than it had been
  90. Given there are few good uphill routes for bikes, I see why Wildwood is a route, but exiting a garage on Wildwood is scary and driving up Wildwood behind a group of cyclists is frustrating, especially if there are other cars coming down the hill.
  91. I ride my bike for recreation everyday
  92. No bike lane on St James
  93. Those aren't the routes I use on my bike. I use Moraga to Ramona, not sure I have noticed all those bike lanes.
  94. Don't agree w taking away (car) lanes and replacing w bike lanes.... there are significantly more cars on the roads than bikes
  95. it was about time that more attention was drawn towards bikers, I like it
  96. I don't believe I've even seen those bikeways!
  97. Not sure how the "enhanced on downhill" segments help cyclists. I'd much rather enhancements on the uphill when I'm getting passed by cars. On a downhill, I can usually go as fast or faster than cars so less need for enhancement there
  98. I've used them a lot! I rode an electric scooter to the office in Oakland by Lkae Merrit for nearly a year and those bike lanes were awesome!

99. He one on Grand is nice, the one on Moraga is— where? Where on Highland? If they ate there, they ate not nearly prominent enough.
100. Moraga Avenues lacks bike path or share-arrows and share the road signage in the up hill direction (where it is most dangerous).
101. It would help if the City could come up with protected bike lanes. This would make travel much safer, especially for children wanting to bike to school.
102. Traffic congestion caused by this is terrible and I just don't see enough bikers to warrant it.
103. For the designated bike lanes, it's clear to drivers exactly where they need to yield.
104. The addition of a bike lane in the 200 block of Linda Avenue has significantly reduced the width of the car lanes. We must try to park on the street in front of our house and our car or mini-van has tires (and side mirrors) that extend into the thoroughfare. Would it be possible to reduce a bit of the landscaped center strip in front of each house so that buses/trucks/ and even cars won't have to drive over the center of the street and run over the Botts' dots?
105. Not intrusive and provide some specified safety distancing.
106. I didn't know about the bikeway network. That's really helpful! Does the map on the link include the bike lanes installed since 2014?
107. I'd like the city to speed up and increase the adoption dedicated bike lanes
108. The list and maps look good. I do not ride a bicycle so cannot make specific comments.
109. they are noticeable and I think the new ones do help
110. Creates poor flow of traffic
111. The lane really helps on Grand since that's such a busy street.
112. They're not logical and confuse drivers.
113. They have totally screwed up the traffic flow and caused traffic jams and hazards.
114. The stretch of Wildwood between Magnolia and Winsor is not well marked as a bike route even though it is let of the 2014 Bicycle Master Plan.
115. I think it brings increased awareness of bicyclists and some increased safety, depending on the road. (I don't think anything can be done on Moraga above Highland.)
116. Good to give more protection to cyclists.
117. Designating a "bike route" without creating a bike lane does nothing to increase safety.
118. Im trying to understand this map. I see that Mountain is listed. This is a very busy street that children walk to and from school on. It needs to be made safer.
119. The traffic flow on Grand (around Ace Hardware) has been significantly impaired, and needs to be re-worked.
120. Waste of money. They're hardly ever used.
121. This is a hilly community in which a very small portion of the population uses bikes. It makes little sense to devote significant amounts of roadway to a relatively little-used form of transportation.
122. Sharrows are pretty useless at improving safety or motivating people to bicycle. The Grand Ave improvements made a much bigger difference
123. I don't bike so not much to add, however will note that St James Drive is heavily used by bikers especially on the weekends when groups will use the street. See issues with the street/speed noted above. Maybe a green shared bike lane stripe would cue cars into the fact that the road is crowded with walkers and bikes.
124. concept of bicycles and autos sharing entire lane, such as on Moraga Avenue, is poorly thought out, creating stress for cyclists and frustration for drivers. Pretty much runs the table for a poor idea, satisfying nobody and making conditions much more unsafe for cyclists.

## G. Online Survey: Question #10

171 comments

### If satisfied /unsatisfied with the Grand Avenue road diet, tell us why.

1. It has increased the crazy drivers and causes more speeding.
2. Removing the travel lane has made Grand more congested for automobile traffic. However, having the center turn lane has improved conditions for drivers trying to turn into the Ace parking lot and for the drivers behind them.
3. It'd be great if Grand could have a dedicated separate lane similar to Telegraph Ave in downtown Oakland.
4. Speaking as a cyclist, this makes Grand more navigable on a bike than it had been previously.
5. See previous answer
6. Added to congestion, which creates more hazards.
7. Road diet must have been created by a committee.
8. See above
9. Seems confusing and creates more traffic problems.
10. Grand is the main access route to the Wildwood to St James route to the oakmore area. This route provides the only safe (low speed traffic) accessible gradient for bicyclists to travel from down town/ lake Merritt to the elevation of st James at Park blvd and Leimert.
11. A separate bike lane seems very helpful in keeping cars and bicycles apart.
12. Occasional tolerable traffic jams at rush hour. Merging/submerging from one to two or back can be occasionally dangerous - but not that big a deal.
13. It was clearly and purely anti-automobile for the benefit of very few. Basically "the cure for which there was no disease." No one has gained anything by the money the City spent on that project.
14. I don't think the bike lanes on grand Avenue are use that much and have a new only one lane for traffic creates a lot of back up and some unsafe conditions.
15. I know drivers complained about this and there were some teething issues but as both a driver and a rider I think bike lanes are a good thing.
16. It increased bike safety. it reduced auto traffic to one lane . it seems to also decrease auto speed.
17. Auto traffic is much worse, especially during commute times and many of the cyclist still ride on the sidewalks
18. Made traffic flow a mess
19. For the reasons stated above (worried about hitting someone I can't see in the bike lane right behind my car). Also, makes the street traffic way more congested.
20. Bike lanes should be wider.
21. The closure makes Grand better for pedestrians. Many drivers hate it as it slows down traffic and creates congestion. Irritated drivers often use bike lanes to pass cars or as turn lanes. Seems dangerous.
22. Bike lanes on Grand Avenue have increased the congestion of cars.
23. More traffic build up at times.
24. Traffic backs up at certain times of day on grand which occasionally decreases safety for bikes, especially in front of Ace, although I think the problem is due to the flow restriction in the Oakland section of Grand.
25. Crosswalk at Cambridge/Grand needs improving safety-wise. Intersection on east side of Cambridge at Grand is still ridiculously wide.
26. I like the treatment overall. Quick build at Grand/Fairview is good but need another crosswalk. Need better transition of the northbound bike lane when crossing the intersection along Grand at Fairview. At Oakland Ave, the crosswalks are not very visible.
27. This has made my bike riding for both commute and recreation much safer. Occasionally it has cost me a minute or two when driving, but I think it's been very worthwhile.
28. Better option would be to flip the bike lane with the street parking spots. It's safer for both drivers and bikers.
29. Taking a land away created traffic and more issues. I very rarely see bikers utilizing the lane
30. see previous comment
31. Encourages biking
32. Bikers need more protection
33. This is a dumb question that does not help address the reasoning for the road diet or help find reasons to improve. Having a 4-lane section between two 2-lane sections would not work and would just mean we collected cars and traffic collisions in Piedmont. I'm embarrassed by our City staff and consultant. Could we not find anyone with real experience in this area?
34. This doesn't seem to have much of an impact on the speeds at which cars drive on Grand given the heavy pedestrian crossing happening by the Ace Hardware, the Safeway, and the commercial/retail areas further toward the Lake
35. Traffic congestion and confusion
36. This is a great improvement.
37. Changes cause drivers to get stuck behind someone turning and then other swerve around to pass them.
38. Still need to coordinate with Oakland to fix the stop light timing to improve flow of southbound traffic during rush hour
39. Same comments above. Seems much safer even for car drivers! Way less speed and distraction!
40. Traffic jams increased immediately. Time spent driving went up. Drivers are now impatient and drive more aggressively. Look at the traffic around Ace Hardware. It's absolutely awful and dangerous as a result of this 'road diet'.

41. It has slowed down traffic on Grand and made biking MUCH safer. The only drawback is that Linda Ave becomes more congested with commuters.
42. Road diets and traffic calming are almost always a major improvement
43. It's great that Grand was put on a road diet. Im wondering if there is more that could be done in this regard.
44. The change was a good improvement, but the crosswalks need flashing lights installed. It is very dangerous for pedestrians to cross Grand ave at night.
45. It's great for when I bike to work. But if I drive the traffic on Grand was much worse after the road diet.
46. It's caused too much traffic, especially around rush hour. I'm not sure what the answer is here.
47. The traffic it creates
48. Keeps traffic flowing
49. I basically avoid Grand several hours a day because of the traffic jam that can happen.
50. Seems to be working ok and not jamming up traffic.
51. I see very few bikes there. It is extremely difficult (at times) to enter the long lines of automobile vehicle traffic moving East or West.
52. I use that through-fare and the bike lanes have increased my safety
53. The traffic is a mess on Grand Avenue and Linda Ave since the bike lanes have been added (pre-pandemic when we had a rush hour). Very hard to turn off Linda Ave onto Grand with a steady flow of single file cars. Everything was much better when Grand Avenue was two lanes in each direction.
54. It significantly slowed traffic on Grand and still doesn't seem so great for bikers. It's confusing
55. Often unclear which lane goes where requiring sudden lane changes
56. Traffic is horrible now
57. It is cumbersome, unnecessary etc. Just backs up cars more often, but it is the trend so Piedmont has to go with what is "new" in city planning
58. Without using Grand frequently before 2016 the flow does appear okay. Center turn is great. Bike lanes could use with more distinction for safety.
59. Trucks, buses, loading make it impossible
60. It has pushed traffic up into the neighborhoods. The traffic jams at the end of the day are horrible. I really am upset about these lane diets.
61. I really appreciate the turn lane
62. I am a biker, so I love the bike lane, but not sure it's worth the resulting traffic congestion. I think cars need to move through the area in an efficient manner. Squeezing traffic down to one lane is not usually worth it for the number of bikers. Even as a biker, I would rather have two lanes, and have a campaign to increase awareness in drivers to watch out for bikers and give bikers room when passing, than have a bike path and eliminate a car lane. It's a false equivalency to say cars and bikes have the same ""rights"" to the road. I think cars have priority, and bikes should work around that.
63. There are delays in both directions due to cars going to Ace Hardware and Nursery. Not sure what the solution should be.
64. Just outrageous traffic, inconveniencing an order of magnitude more people than the bike lane helps. Also increases pollution.
65. It pushed traffic onto side streets making it more safe for bicyclists but less safe for pedestrians on streets nearby. Do we really want to prioritize bike safety over pedestrian safety? Maybe yes but worth understanding the pros/cons of traffic flow/patterns. People appear to be driving more, not less, so any changes that slow traffic will push traffic onto nearby streets that may not be safe for faster/more traffic flow.
66. Traffic jams at rush hours
67. It's safer, and doesn't seem to have created material congestion
68. As a bicycle commuter it made that stretch of my ride much less terrifying (too bad Oakland left a stretch of terror near the theater). As a driver, I feel the middle lane makes left turns safer, as well as making turning left from the parking lot of the Safeway towards Piedmont safer.
69. The cycling lanes on Grand Ave are better than nothing, but they really need to be Protected bike lanes. Parking Protected bike lanes would have been an easy solution, similar to Telegraph in Temescal.
70. I wish there was there were physical separations and that the angled parking had been turned to parallel parking. So scary to ride behind them. The turn lanes are confusing at some of the interesections. It is a tough street to deal with for everyone. Too bad we couldn't put in city underground parking at Safeway or somewhere and take the pressure off the street parking. I know, but we need fewer cars on the street and more pedestrians...
71. It has certainly backed up traffic on Grand, BUT I like that it may discourage people from using Grand like a freeway.
72. Traffic jams at evening rush hour. Bad idea. Also lights not synchronized.
73. As a cyclist, appreciate the designated space. Haven't noticed traffic impact.
74. It's still daunting for children to use but I think it helps to slow down the traffic in general.
75. Pre-pandemic, traffic was congested on Grand Ave, often bumper to bumper from Pleasant Valley to Mandana. This made turning from Grand onto any side streets difficult as well.
76. Traffic on Grand Avenue is much slower and seems more congested. I use back streets if I need to go past Grand to get to where I'm going.
77. Traffic backs up and it's harder to turn in and out of Fairview.
78. Unsatisfied - Grand Ave is so slow now with traffic backing up at lights and slow cars. Two lanes got

- traffic moving smoothly. I want to go back to 2 lanes there to improve car traffic which was forfeited for bike lanes.
79. I think it forces somewhat less cars but now lots of cars just sit there in traffic causing massive congestion. The roadway to get into and out of Ace is a nightmare.
  80. Love it— I am now comfortable riding a bike here where I wasn't previously!
  81. Great move. See what can happen when you put some muscle into a project?! Now put in a median with landscaping and you've got yourself a real avenue. Or move both directions of traffic to one side of the road, remove street parking on the other, divide the road with a median, and really make something dedicated to safety.
  82. It has made making a right turn from Grand to Wildwood heading east difficult with very little merge room.
  83. It made turning onto Grand much more difficult because of the steady stream of cars in the single lane.
  84. Glad to have the roadway space re-allocated to reflect the priority of increasing bike safety. I'm sure there is frustration with the short peak period delay, but it is a SHORT peak period delay.
  85. Traffic back up at times when it did not before
  86. This has been helpful for when I cycle, but it's also made traffic a little difficult at times. For example, it is difficult making a left turn from Sunnyside Avenue onto Grand Avenue.
  87. Bike lanes take up critical car lane space. Bicyclists do NOT pay annual fees like automobile drivers do. Bicyclists should PAY AN ANNUAL FEE to pay for striping and maintenance of bicycle lanes.
  88. The section in Piedmont is fine, but I find Grand congested as you head toward the freeway. Drivers stack up at traffic lights.
  89. See above. Very very happy with these improvements! Grand Ave felt like a freeway before - it was dangerous because cars traveled at high speed and changed lanes chaotically. Now the car flow is managed better and safer for all.
  90. Grand Ave road diet has been the greatest thing. It's good for peds, bikes, and for the "feel" of the street. It used to feel like just a crowded racetrack for cars, and doesn't feel that way so much anymore. Don't let drivers tell you it has caused any kind of massive congestion, either. Like the rest of Piedmont, traffic backups are occasional and extremely limited in time duration. The current setup works much better than the old setup.
  91. Since taking away this lane, this has caused traffic to build up on Grand Avenue, and the cars coming down Oakland Ave from the highway get backed-up on as well. As a result, so many cars on Oakland Ave now get cut through Sunnyside to get to Grand Ave.
  92. As noted above, the number of bike riders seems to be the same -- though in any case it is far less than the number of people who prefer the safety, carrying capacity, and personal options of an automobile. Yet the car drivers are now forced to sit in traffic causing short tempers, danger when turning right through bike lanes into driveways with bikers racing past on the right, and delayed pick-ups for school, medical and dental appointments, and shopping. A basic principle of road safety in most of the world is not to pass on the right, yet we have created a traffic pattern that encourages highly unstable two-wheel vehicles to pass on the right. This is dangerous and undercuts community morale and spirit, pitting bike enthusiasts against local residents who like to walk or need to drive.
  93. the traffic slowed down and made the area safer to walk and bike!
  94. I like the center turn lane (better safety) and if I were a biker, I'd like the bike lane. I notice that sometimes drivers are confused which lane to be in, in the commercial area.
  95. Good for bicyclists but my family does most biking within Piedmont so doesn't really affect us
  96. I feel safer riding my bike on Grand Ave. with a dedicated bike lane.
  97. Glad bikers have room but causes more traffic. I avoid driving on grand for this reason
  98. I like it a lot, though I know pre-pandemic it resulted in a lot of traffic backups at rush hour.
  99. It is somewhat confusing, especially at intersection of Fairview, across from Ace hardware.
  100. After all the whining by motorists, they adapted to the change as I did as a motorist. In my opinion it has been a very positive change.
  101. I hear stories about backups but have never experienced one despite using Grand during morning commute hours. In my experience, traffic moves more calmly and more slowly than before the road diet. Speeding seems to be way down and traffic moves at or near the speed limit.
  102. I am a big fan of road diets. While it took a short while to get used to, I think driving Grand is more sane since its diet. Lets put Highland Avenue on one too. As a side note, I do NOT support parking permit areas and speed bumps. These approaches just move the problem to the next street over.
  103. Traffic sometimes gets backed up all the way from Wildwood to Oakland Ave. It is also sometimes quite hard to make a right turn into the ACE parking lot. Also hard at times to get out of the ACE parking lot.
  104. traffic backup has been huge, alleviated by pandemic thinning of drivers. headon collisions risk much higher, ie for going into Ace Hardware by left at same time somebody going into Shell Station by left turn
  105. Like a camel created by committee.
  106. The bike lanes on Grand are great.
  107. I really appreciate the bike lane, but also see that the car traffic gets really backed up now.
  108. Drivers are upset, speed between Oakland and Wildwood traffic lights.go into neighborhoods, use bike lanes, and don't stop for pedestrians.

109. There is so much back up on Grand (made worse by cars trying to turn left onto Linda Ave and turning left at Oakland Ave) during evening rush hour. Going the other way towards 580 is even worse - between the traffic light at Wildwood Ave, Ace Hardware traffic and back up from the Oakland section of the Grand Ave diet, I often end up sitting for 5+ minutes just on the section of Grand between Linda and Wildwood.
110. see above
111. The Grand Avenue road diet and extended bike lane is AWESOME! It has made biking on Grand much safer by providing a dedicated lane for bikes and by tending to decrease car speeds because of the road diet.
112. I have seen very few bicyclists using the lanes on Grand over the past years.
113. see above. huge car back ups. I haven't noticed many bikers to have warranted this change.
114. Good way to turn into Fairview
115. It has caused backups during rush hour. While this isn't a problem during the pandemic, traffic is routinely backed up on grand during rush hour. Was never a problem before the diet.
116. easier to cross Grand with slower traffic, easier to turn left onto or off of Grand by using the new center lane
117. I have seen more bike riders and much safer!
118. It's confusing to navigate as a driver, and it contributes to more car traffic and congestion. Overall, I think it was a bad idea. Too much dedicated space for bikes. A smaller bike lane would be ok.
119. This is precisely the way to begin to encourage cyclists by increasing their safety. It will take time for the bike lanes to be used by large numbers of cyclists, but the process must begin with the facility.
120. Traffic gets too congested in one lane and I think people are confused about driving in that "bike lane "
121. Horrible traffic congestion during commute times and not that many cyclists.
122. Ratio of bikers (very, very few) to cars (lots).... created significant traffic jams for the (very) few bikers
123. before COVID the street was always clogged up, and some folks were radically changing lanes, producing very unsafe situations. Nobody ever seemed to monitor that
124. Many don't know the right lane turns ( grand headed towards Piedmont) so last second swerving and cut offs. Maybe better bright orange demarcations on the roadway?
125. Traffic often backs up. Sometimes see confused or angry drivers in wrong lanes/bike lane.
126. Created traffic backups. Confusing markings
127. It slows down the traffic, that's for sure!
128. The road diet makes driving more congested and more perilous. I'm not convinced it's that helpful for bike riders either, since the bike lane ends abruptly just before Mandana.
129. It is good for the bikes but definitely added congestion for the cars at rush hours.
130. I don't like how traffic backs up along Grand Ave during rush hour. And I don't like how many drivers still can't figure out how to use the center turning lane! But I imagine this will improve over time. And isn't even an issue during the pandemic.
131. This is the dream. Thank you!
132. not aware.
133. I love it! We now feel safe enough to bike on Grand where previously we did not. The only unsafe area is crossing out of the Bike Lane to get i to the left turn Lane to turn left onto Wildwood. With the Ace pedestrian crosswalk, the exit/entrance from Ace parking lot and Ace Garden Shop, there is a lot going on there and to watch out for as a biker.
134. Grand can get very crowded with cars and we don't see many bikes using the bike lane.
135. Would have preferred 15mph business zone to reduce speeds. Traffic backs up to much due to lack of lanes.
136. Satisfied unless there is a traffic backup at rush hours.
137. It created a HUGE bottleneck during rush hour since nearly as many drivers still use the road and they are now just in fewer lanes.
138. It has made a mess of traffic and I remain unconvinced that it has made biking safer.
139. Traffic congestion caused by this is terrible and I just don't see enough bikers to warrant it.
140. More I turns are happening- aggressive driving near mandana and traffic congestion prior to covid that was so bad you could not get out of the Safeway and ace parking lots
141. Grand is a major flat thoroughfare connecting bike commuters to downtown Oakland; it's a safety enhancement that is utilized.
142. Traffic is a mess there and it seems less safe. With two lanes in each direction driving seemed better. I don't know if it's safer for bicyclists, but cars just don't seem to know what to do.
143. Trade-off with heavy traffic use not a good one.
144. I think it is a good plan to have specific bike lanes in high traveled routes used for transportation. Grand Ave is a good example. I do not find driving to be impacted significantly. Bike lanes also remind drivers to drive more cautiously and slower, but keeps auto traffic flowing and prevents accidents with bicyclist.
145. it's too crowded, dumb modification. The changes have not eliminated car traffic
146. See above
147. Even though I've seen traffic bottlenecks on Grand because of the "diet" it has really helped slow down cars on that stretch and give bikes more space for safety.
148. This was poorly thought out and planned and I find it dangerous and confusing to drive on
149. preferred it when it was 2 lane. People would get impatient and make their own lanes. If commute traffic resumes post pandemic, it's more problematic.

150. There is no traffic congestion problem, a turn lane was added, and bike lanes added. I don't use it during rush hour so maybe I would feel different if I did.
151. See #9 above.
152. So much more traffic congestion because of this.
153. I think this improves safety.
154. Capacity has been reduced, increasing congestion. Lots of pavement dedicated to painted lanes which are rarely occupied by bicycles. Expensive way to accommodate a few bicycles.
155. car traffic is now out of control.
156. When I have driven on Grand, I don't see that many bicyclists using it. Meanwhile car traffic can be a problem.
157. This has caused a lot of congestion on Grand and I question how safe it is for the bikers.
158. Way to much traffic congestion now and it's awful
159. Traffic is definitely worse and I haven't seen the bike lanes getting a ton of usage.
160. More congestion on Grand. Not sure that bike lane is all that safe with cars having to back out of parking spots, but I suppose the bike lane makes cars more aware of cyclists.
161. occasional congesture
162. it is not encouraging biking, but is backing up traffic
163. This is awesome, it just isn't in a part of Piedmont where many children are.
164. Traffic flow is horrible on Grand, particularly at the Wildwood stop light, and the Oakland stop lights at Mandana and Elwood. If we have no influence on the light timing at Mandana and Elwood, then at least we need to re-time the Wildwood stop light to allow longer time for N/S flow on Grand, and perhaps add a left turn arrow to the stop light at Grand and Oakland.
165. Grand is our main thoroughfare and this "road diet" has slowed down traffic and blocked intersections.
166. Pre-COVID, the commute traffic made the street extremely congested.
167. I like the bike paths and support them but the changes on Grand Avenue result in significantly bigger car back-ups during times of heavy traffic. That encourages drivers to find ways around Grand, which increases traffic/decreases safety on side streets.
168. I can count on one hand the number of times I've seen a bike on Grand, but have seen many occasions when the narrowed driving area has caused traffic and unsafe conditions.
169. Increase in traffic
170. Well like a lot of folks, I know it was a good thing to do, so support it. It has however created a situation where I am now often in a several block long line of traffic. Sort of annoying but worth the benefit of a safer street for the bikes and ped folks.
171. Move cyclists off main roads and away from autos.



## H. Online Survey: Question #11

122 comments

### Are there any streets that should be added to, or removed from, the City's bikeway network? Why? Any other thoughts or comments about the network?

1. I seldom see bike riders using the bike lanes on the roads mentioned in Question 9 so I am not sure of the demand or need for more bike lanes. I certainly would not add bike lanes to the residential streets in Piedmont since many are already narrow for two-way traffic.
2. It would be wonderful if kids could safely ride to Coaches Field without having to push their bikes on the sidewalk.
3. I can imagine there will be complaints from drivers about congestion on Grand and an argument for removal on that basis. This bikeway extends into Oakland so it's not just a "Piedmont" issue. I'd prefer time & money be focused on other solutions rather than accommodating more car traffic.
4. There is a saying "If it ain't broke, don't fix it." Let well enough alone with bike lanes. They are not needed. Just because this is a popular, trendy idea doesn't make it a valid one. Have you done any counts of how many cyclist there are compared to autos? Who needs the road more? Not sure more lanes for bicycles encourages cycling. Are the statistics about this? Let's be scientific.
5. Bike lane could be added on Moraga Ave, from Highland Ave to Maxwell, and on Wildwood Ave, both in the uphill direction.
6. I think we need to be very careful before removing lanes of traffic and adding more dedicated bicycle lanes, as they require a car making a right turn to cross over the bike lane. This can be more dangerous than not having the lane and having the bike use the right traffic lane.
7. Just look at the picture...chaos.
8. I feel removing a lane in each direction on Grand Avenue was a mistake. Just because there was funding available, does not mean it should have happened.
9. Good to encourage biking, but creating traffic jams when not merited should be avoided.
10. Make Wildwood one way uphill so there can be safe street parking and a bike lane
11. No suggestions.
12. Most Piedmont streets are much too narrow for dedicated bike lanes.
13. Remove Moraga from the bike network. It cannot be called wide enough for regular traffic and bicycles to use it safely, and it carries a lot of traffic (for which it is essential). Since bicycles are obviously less concerned with rapid transit that direction, make an alternate east - west route for bicycles along other streets.
14. I'm not sure I understand how Sheridan and Wildwood are enhanced bike lanes?
15. I personally don't ride up Oakland Ave but it is the kind of road that needs a bike lane in the uphill direction as bikes are going so much slower than the cars and it can be awkward to pass.
16. If you're going to leave Grand on it's traffic diet, coordinating the time of the lights with Oakland might help the congestion
17. Bikes lanes should be widened on Grand Avenue; bike lanes should be added to Oakland Avenue, Moraga Avenue.
18. no opinion
19. No additional bike lanes are needed.
20. Park avenue is a great candidate for enhancement and bike lanes.
21. Bike routes don't seem useful. If street space is an issue, why not make them bike boulevards?
22. I'd love a bikelane up either Wildwood or Magnolia. When biking up the hills, I am aiming for either St. James or Moraga, and I'd like a safer way to do so. I live near Grand not far from the Shell Station. On Moraga, there is a stretch near Coaches Field that feels like it could be improved.
23. Please see above
24. Grand should be removed
25. What about a bike lane that follows the 33 bus line when it goes through to Estates Drive (when/if that line continues).
26. Moraga (especially coaches field to Oakland Ave)
27. El Cerrito Ave
28. Moraga coaches field to piedmont
29. Critical to get a road diet on Highland. Try to fill the gaps on Highland Ave, Sheridan, Wildwood, and Hampton to connect the city better for kids. Magnolia (and other 'downhill' routes) should be clearly marked as a bike route in BOTH directions - Magnolia has relatively less steep grades connecting the city to Oakland - make it safe for bikes. Park to Bonita should be marked as a bike route alternate to Highland or parking should be removed Highland to allow for bike lanes
30. Wildwood Ave and Hampton Ave should be added and a protected lanes should be installed. Barring that, Piedmont will be a series of disconnected bikeways not suitable for children.
31. Highland Ave., Mountain Ave., Magnolia, Wildwood
32. Both Wildwood (down to the school) and Crocker need better bike lane visibility.
33. I wish I knew more about this.
34. Redo Grand Ave to aid better traffic flow
35. I honestly had no idea that these were special routes...
36. Add Hampton, Crocker
37. Not sure as I don't bike around town. I walk.

38. Highland and Oakland Aves
39. I suggest removing Grand Avenue from the Network. I hope Highland Avenue (from Moraga or from Park Way to City Center is not added to a bike network.
40. Please look at Grand Avenue. It seems that those bike lanes were put in without running software simulations on what they would do to traffic, and the results were terrible. I hope that if you consider any additional bike lanes on any other main arteries in Piedmont, you will have logistics engineers run simulations to assess the traffic impact before implementing.
41. Perimetral belt to the neighborhood would be a good idea. Not a saturated network inside
42. Grand Ave should NEVER have been part of the lane diet. The only good things that happened is that people slowed down but I dont think the lane diet was worth it to get people to slow down - see previous comments
43. I think that, while I know everyone involved has the best of intentions, the impact to the majority of users of the road should be carefully considered.
44. Highland
45. I think Piedmont's biggest challenge is the hilly terrain. No amount of bike lanes can address that fact. Maybe more use of electric bikes will help.
46. I am not aware of a bike way in Piedmont
47. I don't know.
48. no opinion
49. bikeway across town between Hillside and Grand connecting to the lower portion of Dracena, ideally from Moraga (or Arroyo) to Magnolia. (Ricardo to San Carlos...)
50. I'm confused by the bikeway network map. I don't see a difference between most of the streets marked as bikeways and any other street in Piedmont. The only exceptions to this are the bike lanes on Linda and the lower part of Moraga. The map seems almost useless to me. Maybe I'm missing something though. Instead of that map, I use my knowledge of the roads from decades living here, and rely on the decency of my fellow Piedmont residents to drive carefully enough to make the best of a dangerous situation. The vast majority of the time this was worked fabulously. But I do wish more substantive change for bicycle safety were in the cards. For example, if it were legal to ride a bicycle uphill on the sidewalk on one side of the street on Wildwood, with bicycles continued to be prohibited on the other sidewalk, that would make things significantly safer for cyclists while being a minor change for pedestrians. I'd much prefer something like that over a change to a map.
51. Yes, We should have a PIEDMONT SLOW STREETS program with a network of connected Slow Streets: Lower Grand (often used as a cut-thru by commuters) / Manor / York / Holly loop; Ronada / Ramona / Monticello loop (often used as a cut-thru by commuters); connecting to Manor / York / Lower Grand via Arroyo Ave; Bonita (running parallel to Highland from Moraga to city center); Scenic / Blair / Alta loop; Sea View
52. Add Highland!
53. Remove we magnolia and grand for sure.
54. I am not a biker
55. N/A
56. It's not the network, but implementation
57. It's hard to cross Moraga up by the corporation yard.
58. Unsatisfied with Grand Ave bike network, it is so slow now with traffic backing up at lights and slow cars. Two lanes got traffic moving smoothly. I want to go back to 2 lanes there to improve car traffic which was forfeited for bike lanes.
59. St James and Estates are major ingresses into Piedmont from Oakland on the East side of town. They should be painted and designated as Bike Routes. Perhaps consider further restricting street parking on St James or add speed humps.
60. Add dedicated bike lane to Highland Ave.
61. I'll leave this for the active bikers to address.
62. Bike lanes take up critical car lane space. Bicyclists do NOT pay annual fees like automobile drivers do. Bicyclists should PAY AN ANNUAL FEE to pay for striping and maintenance of bicycle lanes.
63. Scenic Ave is heavily used by bicyclists traveling from central Piedmont to Montclair because it is a gradual climb, has Scenic views, with the least traffic (relative to Moraga Ave). It should be recognized as a scenic bikeway. The most common bike route is from Highland Ave to Mountain to Pacific to 0-99 block of Scenic, then on up Scenic past reservoir to Blair to Wood to Montclair. This stretch should be designated a scenic bike corridor. St James should be designated a bike route because it is also heavily used by cyclists.
64. Seems about right.
65. I would nominate Olive and Sunnyside Ave to be added to the bike network. With Beach Elementary, the Rose Garden, and the dog park, there are a lot of people walking and biking in the area. But the large number of cars cutting through our street make it feel less safe.
66. For the reasons cited above, Grand should re returned to its traditional street pattern. Moraga is also a dangerous raceway where bikes coming down the hill ignore signs and stray well out of the bike lanes as they navigate dangerous curves at high speeds. The bike diet has not worked. Few people have adopted bike riding because the bike lanes have been introduced. Most riders are those who already rode bikes. The vast majority of Piedmont residents prefer cars for their safety, ability to carry children, grandparents, in-laws, etc. and heavy carrying capacity. Recreational bikers have many options and the California parks are the best place to enjoy them. It is not uncommon to see people transferring their bikes in their cars for a variety of reasons, one of which is to avoid Piedmont's hills. A thorough assessment of who has benefited and who has suffered indicates that a relatively small number of

- bicycle enthusiasts have created increasingly dangerous conditions on our most important streets for most Piedmont residents.
67. I like the work done on Linda, with bike lanes and blinking lights at cross walks. But more has to be done for cars parked in the bike lane. This is not tolerated in San Francisco. Cars get ticketed. Here, no problem and people keep doing it.
  68. Add biking lanes on Oakland Ave
  69. Current bike routes not well marked.
  70. As mentioned earlier, Moraga Ave is a high throughput route for both cyclists and vehicles, largely without dedicated bike lanes and also lacking quality street lighting - this is especially the case on the stretch around Coaches Field and Blair Park, which also happens to have blind turns and hills which make negotiating the street between cyclists and drivers challenging
  71. I'm not that familiar but other than Grand, wasn't aware of dedicated bike lanes throughout the City. Maybe not looking hard enough?
  72. The bike lane on Moraga Ave. starts & stops. Must be very confusing for bikers.
  73. Highland Vista to Park is 4 lanes wide. I've never seen traffic backed up there. Should look at going to two lanes + bike lanes. This area is heavily used by peds and bikes.
  74. St. James is a frequently used connector between LaSalle and should be designated as a bike route and receive added signage and warnings/electronic alerts/mirrors to reduce the risk of collisions.
  75. All of Blair Ave - its a great connector to Montclair.
  76. I believe this whole framework should be put on the ballot, vote it up or down, as the approach the community wants. This is an easy subject to put on a ballot and an easy decision for government to either stop or start
  77. Narrow and fast streets, like Wildwood Ave near the elementary school would benefit from this. It's narrow, and cars are going much faster than bikes.
  78. Our most dangerous intersection is Moraga/Estates. I recommend a digital sign that reports car speed.
  79. It'd be nice to have bike markers on Oakland Ave going down hill so bikes can share that lane. I personally don't tend to go up Oakland Ave (too difficult)
  80. No
  81. Remove Grand Avenue.
  82. I would like to see work on Saint James given priority. The road is heavily cycled (it's an important connector between central Piedmont and Montclair/Oakmore), but cars often drive unsafely on it, in particular driving down the middle of the street at fairly high speeds and putting approaching cyclists at risk.
  83. please do not increase for bikes.
  84. Would love to see Wildwood removed.
  85. Add St James, Park Blvd, wildwood, sea view
  86. Don't bike frequently enough to have an opinion, but I am supportive of more biking lanes wherever indicated
  87. more room on the side with retail so doors don't swing into the bike path
  88. Moraga is too narrow for dedicated bike path
  89. Highland Avenue is a key part of the network. Also, thought should be given to designating a network of streets as a bikeway, with signs, so that cyclists are routed in numbers that will increase their safety and improve the ability of cyclists to navigate in and through Piedmont both for recreation and for basic transportation.
  90. While way better than Oakland streets, there are bumps and potholes that are dangerous for bikes. There's a hump/bump in the 300 block of Wildwood that's like an obstacle course, worse in the downhill direction.
  91. Grand Avenue's bike lane creates a huge mess
  92. No changes needed, we're set.
  93. not sure if I actually know the entire network
  94. Oakland
  95. Add Winsor bike lane to list. Hazardous for bike riders
  96. I don't bike
  97. Bikers should be required to bike single file and watch for cars backing out of driveways.
  98. I am happy with the way it is.
  99. We should ask ourselves if sharrows are working. I feel like drivers pay zero attention to it. Related is St James - an important artery to Park Blvd. Parked cars and two lanes of traffic make it very congested and dangerous
  100. n/a
  101. A bikeway up Wildwood from Grand to Hampton and along Hampton to LaSalle would allow bikers to access the public rec facilities at Hampton Park! :)
  102. Remove Grand Ave. Very few bikes
  103. Highland and Crocker Ave needs a bike lanes.
  104. The addition of bollards at certain intersections seems ill-planned. It's fine to keep cars from "cutting corners", but in some instances, there isn't enough room for a bicycle to navigate between the bollards. The intention may be for bicyclists to use the car lanes, but that's unrealistic. One prominent example of this is if a bicycle is coming down Fairview Avenue and trying to turn right onto Grand Avenue. The intersection is opposite from Grand Lake Ace Hardware.
  105. I cannot comment
  106. add blair, and maybe the winsor that connects to lakeshore
  107. Oakland Avenue should be added, especially downhill. I know the current network intentionally encourages bikes on other streets but the kids still go up and down Oakland Ave, which can get a lot of car and bus traffic.
  108. It's just not practical to add to many streets in piedmont. Too many narrow streets already.

109. I am not a biker so cannot comment. As a driver, I would remove Grand Avenue from the diet. Moraga is okay.
110. My concern is for bicyclists who do not even slightly stop at stop signs. This can be a very dangerous situation.
111. Piedmont feels very safe for biking with the exception of people (often young people, but not always) who drive too fast and unsafe for a residential street.
112. I am generally not a fan of road diets.
113. no opinion
114. Wildwood along the school
115. Mountain
116. Keep going at the implementation of the 2014 plan.
117. Over done
118. The bike plan is/was unnecessary.
119. See above comments.
120. Highland Ave needs a road diet. Bike routes to PHS/MHS/PMS should be a priority
121. Please look to see if there is anything that can be done on St James. It is heavily used by bikers entering the city from Oakland as it is a flat street leading into town.
122. See above comments about Moraga and Grand

## I. Online Survey: Question #12

115 comments

If satisfied /unsatisfied with intersection improvements installed in recent years, tell us why.

1. Grand and Linda is on the list but no significant improvements have been made to the intersection.
2. It is important to have the ability to cross the streets safely around the schools.
3. Taking a left from Jerome onto Oakland (downhill) is sketchy. Thanks for addressing that intersection!
4. As some point it's not possible to address traffic problems with more and more signage, humps, bollards, lights... What's really at issue is cyclist/driver (and to some extent, pedestrian) mindset which emphasizes rights and entitlement over responsibility when navigating a public space.
5. Have studies been done? Have there been accidents at these places? Has anyone been harmed prior to the "improvements?" Are there any statistics to show the public?
6. The newly installed, handicap-accessible curb, at the SE corner of Wildwood Ave and Magnolia, is clearly a trip hazard for pedestrians.
7. Some have been made clearer and easier to use.
8. Improved crosswalks and stop signs have made the Grand to Wildwood to Saint James bicycle route safer for pedestrians and cyclists by ensuring cars evaluate activity in the intersection before entering it.
9. The raised "bulb-outs" are a tripping hazard.
10. Not sure if the crosswalk crossing Park View on Magnolia was a proposed improvement. Regardless, the crosswalk is a bit downhill from Magnolia is not a direct route across Park View. Rather than detouring to use the crosswalk, walkers (myself included) cross Park View at the juncture with Magnolia. In general, crosswalks should be carefully placed to maximize their use by walkers.
11. too many stop signs
12. Satisfied that we have made these improvements and hope more will be made.
13. Too many stops signs were put on Magnolia. The cars appear to be stopping at them, but the pedestrians cross Magnolia wherever they want, even if it's near a stop sign intersection (literally, I have seen kids crossing 1/2 a house away from the intersection, usually not looking for cars. Cyclists tend to ignore the stop signs and ride right through them.
14. Seems to congest traffic
15. Some intersections create awkward crosswalks that may seem like they increase safety but actually increase awkwardness (climb and fall on Magnolia for example) and pedestrians will ignore new marking the area to follow a less awkward path making drivers and pedestrians erratic.
16. Haven't seen any.
17. I think some of the temporary pedestrian refuge areas are good. However the one at Magnolia/Nova is just a little too big. Some vehicles have a tough time with the S shaped U turn necessary when coming from Eastbound Magnolia turning left onto Nova.
18. Better safety.
19. The crossings along Oakland are better, but the cars are still very fast and it doesn't feel safe.
20. Have flashing lights available on busy streets
21. A great plan well thought through
22. Appreciate addition of stop signs. Slow progress on Highland road diet - critical need.
23. I think the Wildwood/Nova improvements could be made more permanent and better looking aesthetically with raised beds or other permanent features. That would also help make more clear how pedestrians and cars are supposed to navigate through. If the Grand/Linda crossing could be made even more noticeable or have lights/signs that would force cars to stop that would be great also.
24. The bollard implementations while perhaps more cost-effective, don't seem like they were very well-thought out in their execution. Some stop sign placement seems unnecessary in low traffic areas and there seems a greater risk that drivers drive through stop signs that are unexpected
25. The Wildwood/Prospect intersection remains problematic and dangerous for children walking to school. La Salle & Sea View also should be more prominent/visible as cars do not fully stop at the Stop Sign.
26. Seems like more attention is being paid by the city to these things and by all uses to these things too. (Bikers, car drivers, walkers). There is just so much more vehicle traffic in piedmont than 10-20 years ago because of all the delivery (Amazon/door dash) and uber/lyft vehicles. These drivers don't live in town and are not familiar with the roads and issues. These companies are using the infrastructure with contributing or taking responsibility for their impacts either.
27. I feel the intersections are safer. They are nice looking, as well
28. Hampton and La Salle is still very unsafe for my kids who walk home from school
29. The one on Highland in front of Havens is great, especially at night.
30. The improvement of the crosswalk at Highland and Craig is very good. More are needed on Highland at Blair and Park Way.
31. I like the addition of the flashing light crosswalk on Highland. I was very worried about kid safety there with all the cars lining up and the chaos that brings.
32. I live in a small area of Piedmont, between Park Way and City Center at Highland and Vista .

33. Not a fan of the bulb outs at Craig and Highland, make it very hard to turn right onto Highland.
34. Several stop signs along Hampton were not necessary.
35. Moraga/Mesa needs to be addressed.
36. Much to improve
37. I especially appreciate the new stop signs, as on Magnolia
38. Im glad about enhanced crosswalks (markings) but the stop signs around piedmont are getting out of control. Ive lived here for 30 years so I have perspective.
39. The bulb-outs at Oakland/Grand Ave. have helped with traffic calming. I'd be interested to hear additional ideas for pedestrian safety here. The crosswalk/flashing lights on Linda at Beach Elementary are an improvement, though cars still drive incredibly fast here, with apparent disregard of school hours and kid safety. The sidewalk railings on the Oakland Ave. bridge are a huge improvement. It feels much safer walking over the bridge.
40. As an older person, I appreciate the flashing crosswalk on Highland and Craig, but I am terrified by the curbing. I feel like I could trip on the different levels. A simple cut out of the curb would have been better than the various levels/curbs that were installed.
41. The addition of stop signs has been excellent. I am underwhelmed by some of the electronic crosswalks. There are more visible options out there.
42. Motorists sometime still ignore flashing crosswalk lights - crazy! Drivers are hugely distracted and that is the main safety issue.
43. While the flashing white lights at El Cerrito were a good attempt at improving safety, too many drivers either do not see the lights or ignore them. Yellow lights would attract more attention.
44. I do not like the cheap looking white plastic bollards. They look temporary and some are confusing to navigate at Magnolia and Nova.
45. Most of the improvements are in the lower parts of Piedmont. Strongly recommend some improvements to upper, more hilly areas. Esp on streets with more through traffic, eg, Mountain, Blair.
46. The railings on the Oakland Ave bridge and the poor locations of the ramps make the area difficult for all but the most confident bikers. The Magnolia/Nova project is a disaster for all users. The Grand/Fairview Project does slow cars but is ugly and needs to become an elevated landscaped area. Consider asking Kehilla/Ace and/or gas station to sponsor beautification. Lower Piedmont needs as much consideration in project design and implementation as upper Piedmont.
47. The changes made it drastically safer for kids to walk to school, as far as I can tell. I was delighted with those changes.
48. The beg buttons should automatically default to Walking Man, and should not require pressing.
49. Love the additional stop signs. I know some people had to get used to them, but they make it so much safer for kids and have helped slow speeding.
50. Satisfied with changes around my area (Baja Piedmont), the one minor quibble being the visibility of cars / pedestrians on the viaduct for vehicles turning off Howard on to Oakland Ave.
51. I think the bump outs are too big. They make driving difficult. Cars can hit the new curbs accidentally since the openings are now so very narrow. It's not safe for cars not to be able to turn left from highland onto Craig Safely.
52. Medians and triangles help to slow and direct traffic well. And they add greenery.
53. Way too many stop signs.
54. I am somewhat satisfied, but it's unclear why Public Works decided to consult with the POLICE CHIEF of all people, and they went around deciding on stop signs virtually at random, ignoring the Ped Bike Master Plan location, and community members had to fight to have them installed on several locations that were already IN the Master Plan. Why does the City keep ignoring its own adopted plan?
55. The intersection of Sea View and Hampton had many accidents because of a wicked curve heading toward Indian where oncoming cars were hard to see.
56. Much sager. Slows up people driving around the corner.
57. The Fairview and Grand intersection bump out white bowling pins are obnoxious. They make a u-turn radius too small now!!!
58. Feel much safer for me and my kids walking or biking around Crocker and Hampton Parks.
59. I guess more stop signs is safer. Kind of a attacking a symptom and not the cause though. How about less cars ripping through our town? Let's make that happen in our lifetime.
60. Many on list have not been addressed, while other projects not on the list have been done. The list does not seem to be followed.
61. Too many stop signs, which have increased the likelihood that drivers will stop for pedestrians
62. Note: the online map has a number of stairways designated in green as pathways instead of using purple to indicate that they are stairways.
63. What has been built has been wonderful. However, this list is not my opinion complete in terms of serving all pedestrians & cyclists. It seems limited to improvements that serve school children. While this is important, we need to design for all walkers & for cyclists. There are more cyclists than ever and more elderly cyclists than ever, especially with the availability of electric bikes.
64. More corner pedestrian bulbs would be good for more visibility - especially on streets where speeds are high. Along Oakland Avenue - all crosswalks should have a corner bulbout for visibility and sightlines.
65. The improvements made so far have been great.
66. Grand and Linda -- cars cruise fast by here all the time. Would be good to have option of flashing lights or

- something to alert to crossing. Same is true by Ace Hardware.
67. The improvements are good in theory. But bicycle riders ignore them anyway so what help are they? A different problem applies to car drivers. With so many new stop signs that have no effect on safety or congestion, the new normal is the rolling stop. We seem to have lost sight of the reason for signs and improvements -- to make streets safer and help the community get around socially. Many of the improvements have developed a contempt for the law. Why should I follow the rules when bicycle riders act like they are above it all? Why should I stop for a stop sign when I'm already slowing down because of a curve in the road? If no one is coming, why do I wait at a red light when there is no enforcement of road rules for bike riders?
  68. I certainly notice the improvements around Highland Ave. where I live, and since my (grown) kids went to Beach, I imagine those improvements are much appreciated near there.
  69. Need more
  70. Newish crossing at Greenbank and Grand Ave is welcome.
  71. The intersections at Moraga and Highland, as well as Highland and Oakland do not prioritize pedestrian crossing, and instead seem to have a Byzantine ordering of left turns, vehicles, pedestrian rights-of-way
  72. Linda triangle confusing
  73. It's safer now to cross while avoiding using the light at Highland and Oakland.
  74. Excellent, well lighted crossing lanes on Highland near Havens.
  75. 3-4 stop signs were put up on Magnolia Ave. EVERYONE runs these signs at various speeds. They should be removed and replaced by more passive traffic calming since they give those trying to cross a false sense of safety.
  76. WE NEED SPEED BUMPS
  77. Specifically regarding Beach school and improvement on Moraga Ave
  78. I am most familiar with changes near Wildwood School. The changes near Requa and Prospect have definitely improved the situation there. The elimination of U-turns has helped. It is still difficult to turn right onto Wildwood from Prospect due to the steep incline.
  79. the crosswalks on Linda in particular seem a big plus for public safety
  80. I really like the stop sign at Wildwood Doggie Park. That was a great improvement. But those white bollards/posts in the street around Nova/Magnolia are confusing and unsightly.
  81. I live near the intersection of Magnolia and Nova. While I appreciate the effort to put the intersection on a road diet and think there has been some benefit from that in decreasing traffic speeds, there are two gigantic problems with what has been done. First, the intersection is unsafe for pedestrians due to the lack of a crosswalk across Magnolia, too-long and too-exposed crosswalk across Nova, the exposed nature of the bollard-enclosed circle in the middle of the street, and the confusing and unmarked route for drivers turning left onto Nova from Magnolia. Second, the plastic bollards are spectacularly ugly.
  82. I think that the crosswalk at Nova and Wildwood has provided some level of safety for pedestrians, especially school-age kids walking to school; however, drivers continue to ignore the stop signs for the most part.
  83. Adding stop signs was significant improvement for pedestrians. Changing all stop light buttons to easy pushing with arm/elbow was also a great improvement. Thank you.
  84. See prior comment re middle of road signs protecting crosswalks
  85. But more needs to be done for crossing Oakland Avenue
  86. Because the High Priority list of problem intersections has been almost entirely ignored. New intersections with less merit get pushed ahead of the established list.
  87. Stops at Highland and Wildwood, and ones on Hampton especially appreciated!
  88. More stop signs makes streets safer for everyone
  89. Some are great, some not so great. I really like the flashing light that goes on when someone crosses at Highland/Craig, but not a fan of narrow entrance to Craig. Is especially a problem when school is letting out, people double stopped, someone trying to turn up Craig, and car on Craig turning (left or right) Can become a big jam up.
  90. stop signs on hampton rd approaching and near near hampton park have improved pedestrian safety and are great
  91. Improved safety for cars, bikes, and pedestrians.
  92. Stop signs on Hampton have made it much easier to circulate safely
  93. aestetically ugly and cheap for most .
  94. Bulb outs help a lot
  95. Again, I was so relieved to have the stop signs on Hampton where pedestrians and bikers were consistently endangered.
  96. The intersection in the plan at Wildwood X Grand is backwards! Extend out form the Shell Station and make Wildwood align better with Jean Ave.
  97. The crosswalks seem to me placed convenient to walkers.
  98. See below
  99. Some efforts seem wise, but others such as curb bulb-outs seem less useful.
  100. Placement of stop signs and emphasizing crosswalks with brighter marking and lights have been major improvements.
  101. Magnolia is safer to walk now, but annoying to drive now.

102. Where they have been combined with handicap crossings, trip hazards have been created and they are not well lit so you can fall very easily.
103. the ones for the schools were needed
104. Huge improvements along Grand Ave and Beach Elementary were especially noticeable.
105. Need to maintain landscaping near intersections to ensure visibility of cars, pedestrians, bicycles.
106. Appreciate the Hampton/La Salle stop sign very much
107. Streets with high volumes of kids walking to wildwood and right near the school need further improvements.
108. please paint more crosswalks and add more stop signs
109. Avoid the use of white plastic bollards.
110. Please add Mountain at Dudley.
111. I can't go back to amend my answer, but some of the improvements on Grand have been helpful for kids crossing Grand. The improved stop at Rose is helpful and I understand the need at Cambridge/Greenbank. I still don't think that intersection is safe.
112. Better crosswalks, curbcuts, etc are helpful.
113. Love the added stop signs, especially Hampton at Seaview. I always felt like I could get hit at that intersection when turning left from Seaview onto Hampton towards Hampton Field
114. Thanks for an excellent survey BTW
115. Crossing Highland at Vista is still quite dangerous. Crossing guards really help closer to Havens and at major intersections. But no one seems safe crossing at Linda.



## J. Online Survey: Question #13

118 comments

**If satisfied /unsatisfied with the improvements made in 2020 at the intersection of Grand and Fairview Avenues, tell us why.**

1. It's odd. What problem did it solve? People still turn right there.
2. Probably functional, maybe confusing to drivers and undeniably cheesy and unattractive in appearance.
3. Unclear
4. Just look at picture. Really?
5. Confusing! Children making crayon drawings in the center, very unsafe. Ugly. And, the plastic will be damaged, replaced, and end up in landfill. A better solution must be found.
6. Glad that City is willing to try safety improvements that slow traffic at intersections and discourage "shortcut" bursts of speed at intersections.
7. Confuses some drivers. Seems more dangerous than before and looks ugly. The other one (painted circle with white plastic bollards up the street from Shell station) is worse. Making it a real traffic circle with landscaping would be a much better solution.
8. All these added objects are distracting
9. It works, but its not attractive. (and I'm unsure what could make it more attractive to be honest)
10. Excellent design that slows down/discourages traffic at minimum cost to the taxpayer.
11. Don't see what it accomplished.
12. Seems to be necessary for kids but larger than needed. Annoying to turn right from Grand.
13. The aesthetics of it took a little getting used to, but I think it is good, it reduces the exposure of pedestrians and makes both drivers and pedestrians pay a little more attention to each other.
14. Could use another crossing of Grand. Needs better transition of northbound bike lane.
15. I never felt that this intersection was particulary problematic. But I think it does slow down drivers turning onto Fairview.
16. It would be great if the paint striping could be turned into plantings instead at some point.
17. Great for community safety
18. Need to get projects built and tested and learn. Permanent improvements would be great but we cannot afford them everywhere and we have a lot of safety issues.
19. It is helpful to slow traffic but aesthetically it could be much more improved and a more permanent look would help slow traffic more
20. Slows cars down which is great.
21. I walk this path frequently and find it to be safer. Lakeshore has a similar area of need.
22. Haven't noticed- but I also haven't been out much down there. Looks good from the picture!
23. Authentically ugly in our beautiful city. Piedmont already has a PR issue with exclusion, the his yells it, to me. There must be a better looking affordable alternative. What are the Scandinavians doing? :)
24. It's pretty unsightly. I'm not sure how effective it is.
25. I am not aware of the problem that was being addressed, but I appreciate the way this was done and it is very clear.
26. Altering the sidewalk / street area would make these white items unnecessary. Please reform the street and the sidewalk to accommodate the traffic needs.
27. It's effective but ugly. Eg the cones on lower Wildwood compared to the circle on Nova
28. It's ugly, unsightly and screams of a waste of money to give visual pollution to the residents.
29. I find the turn onto Fairview quite annoying now.
30. This really improves that giant area and clearly marks where a pedestrian might be, and reduces the likelihood of getting hit by a car turning right. I love this improvement.
31. they are ugly
32. I am confused by this improvement. When I drive north on Grand Ave and want to turn right on Fairview, I'm not sure if I am allowed to do this. The turn now feels very awkward. There is no "no right turn" sign, so I do make the turn.
33. Can't tell from the photo what the point of this was? Are people turning right onto Fairview the problem? The "solution" is pretty unsightly! Was this a solution in search of a problem? What was the issue???
34. The bollards appear to be effective but are not very attractive. Not sure what to do about that. Safety has to be prioritized over aesthetics.
35. I haven't crossed the street here, but it looks like pedestrians have a better chance to cross safely. But a driver could still make the right turn after the posts and hit someone. But you can only do so much--people have to pay better attention when they drive and pedestrians have a responsibility as well.
36. This should be a raised curb, landscaped improvement that clearly defines edges and addresses stormwater retention at the base of a hill.
37. see above. Further traffic calming is needed at the top of the hill as people are accelerating up and continue to speed as the grade decreases. Either a speed table or narrowing of the roadway with a bulb out at the top of the stairs in the median...
38. It lessens the distance a pedestrian crossing the street is exposed to likely car traffic. The bollards also slow me down when I'm driving, since I have to aim for a narrower gap, making it even more safe for pedestrians. I'm happy with both of those things. Thank you for the change. I like the similar changes to Nova/Magnolia too. (Although I wish we had the

- funds for the small parklike island I saw in a plan at one point.)
39. It works! It was inexpensive and effective, and fast to implement,
  40. Happy this was done!! So great. But hoping for something more permanent in the long run.
  41. Can you add a quick-build street design to the corner of Grand and Wildwood entering Wildwood?
  42. These bollards are confusing to drivers and make that right turn from grand onto Fairview difficult.
  43. I understand the benefit of improving traffic safety quickly and inexpensively. But bollard and striping are ugly. I would hope for future replacement with a green median or triangle (if we can get the money for it.)
  44. I am satisfied with this project, as it helps reduce the speed of travelers as the road is very wide and downhill oriented. I think that a median with plants would help improve the large road "mouth."
  45. Provides much better protection for pedestrians. Would love to see a similar solution for the Grand / Wildwood right turn just a block away from this.
  46. Needs to be upgraded aesthetically, but functionally its terrific!
  47. Safer but Ugly. You would not have done something so unattractive on streets up the hill.
  48. The Fairview and Grand intersection bump out white bowling pins are obnoxious. They make a u-turn radius too small now!!!
  49. This has altered the speeding cars that take this turn dramatically. I am very proud of Piedmont for taking this action.
  50. Wish it were greener (planted rather than just striped with paint). The Kingston and Ramona Triangles are much prettier and more inviting!
  51. Love something happening. But it's hideous to look at. C'mon, you know it is. Let's break ground on the parklet and get that embarrassment off one of the gateways to Piedmont. Secondarily, Greenbank and Oakland Aves. was supposed to have a bollard study but was paused because the intersection warranted more strict calming measures. Hate to sound unappreciative but, let's take more time and do nothing on one of the most dangerous intersections in the city because it requires more thought. How about this: go through with the bollard study that the city already approved, get those metrics, AND THEN scratch your heads how to solve it long term-wise. Would be nice to not fear death every time my kids cross the street near our house.
  52. Somewhat confusing for driver and unattractive to neighborhood.
  53. The turn from Grand is too awkward. It's also confusing what's going on there.
  54. Functionally satisfied, visually dissatisfied but aware that the aesthetics may come in the future. In the long term I'd like to see an increase in green space, perhaps with something like the Kingston island with seating incorporated - that would be great at this location.
  55. Cross a street with that width was dangerous. The improvements are excellent.
  56. I like the plastic bollards/post, but I think the turn is too sharp, it just seems natural to follow the curb.
  57. It was an improvement, but traffic speeds on Oakland Ave are still very high. Peds still have to really watch out at this intersection.
  58. Great way to make the area safer for pedestrians.
  59. we cross this intersection a lot, and this has been a super helpful way to feel save when crossing from south to north -- cars were coming way too fast off of Grand and this has definitely slowed them down.
  60. It is unsightly and unnecessary. It looks cheap and temporary. It actually does not improve safety because drivers now pay close attention to avoiding the barricades on the right when they turn on to Fairview. Look out if you are a pedestrian there -- the drivers are worrying about these new flimsy posts below their field of vision on the right side. Same thing going up Magnolia and turning left on Nova -- the drivers are paying so much attention to the new barriers on their left as they make what is almost a u-turn, they are unable to see vehicles coming down Magnolia on the right and are paying increased attention to the left side of their car.
  61. the plastic bollards are confusing as noticed by drivers seeming confused in the area. They also do not feel that 'safe' for people walking through as a car could still plow through the plastic bollards.
  62. Seems like it works.
  63. why not create attractive, functional bioswales rather than incredible ugly bollards and empty space? makes zero sense to me!
  64. Confusing to drivers. Very awkward turn onto Fairview. There must be a better solution.
  65. Makes it safer for peds & cyclists
  66. The plastic bollards on Grand probably help with speeding cars, but the ones on Magnolia @ Arbor are a mess and weren't really necessary anyway. Should consider a triangle planter there or just some paint. Also over time the plastic will degrade and look trashy.
  67. Speed of installation and safety measures for pedestrians are excellent for this complex intersection.
  68. I'm not familiar with the change at Grand and Fairview, but I'm all for changes that are inexpensive and fast to implement.
  69. What problem does this solve?
  70. Unadulterated ugliness.
  71. This makes turning onto Fairview very difficult. I assume it was to discourage people from parking on the street to go to the hardware store. Signs on Fairview now make it impossible for parking there by anyone but residents.
  72. It's nice to have a physical, tangible barrier so I'm not relying on drivers thinking correctly to be safe.
  73. I bike and/or drive past this fairly often, sometimes continuing up Grand or (if on bike) going up Fairview.

I don't know what safety problem this improvement was trying to solve, as I never saw issues. I can guess it is designed to eliminate fast right turns from Grand onto Fairview, probably from drivers looking to park for Ace Hardware. That threat has been eliminated since all parking on Fairview is now illegal. I'm neutral because the change doesn't create a new problem.

74. seems like a good idea
75. Safer to cross and to drive through this intersection.
76. I think they are very unsightly.
77. The bollard are spectacularly ugly.
78. It is ugly as sin.
79. It don't know if it's improved traffic safety. Do you have data? I think it's quite ugly.
80. It is ugly, and creates more hazard for those crossing
81. Great improvement for walkers.
82. improved sight lines for drivers to see runners on Grand crossing Fairview, reduced speeds of drivers turning right from Grand onto Fairview
83. It feels safer to cross the street because it felt like cars could clip you as the turned up Fairview, now they have to pull farther up where they have better visibility for pedestrians
84. It does help slow the speed of cars turning up Fairview.
85. Ugly and it makes the right turn from Grand to Fairview almost impossible. A truly stupid design.
86. I drive by that often and find its point very confusing
87. confusing layout
88. I can see its usefulness, but I find the super-wide right turn disconcerting every time I encounter it.
89. It does not feel safe out there .
90. Makes drivers go slower to enter Fairview, gives drivers better sense of where to place their vehicle when turning on or off. We live on Fairview, so use this section frequently.
91. Protects people from getting hit when they are crossing. Provides a buffer from quick right turns onto Fairview.
92. It's a cost-conscious safety improvement but quite utilitarian an not very aesthetically appealing. What if the striped buffer areas became planed areas with native CA plants and trees? I'd like that better.
93. Does not make turning onto Fairview very safe to go around pillars
94. total overkill for what needed to be done. Two projects could have been done for the cost of this. The plastic bollards will be smashed off before a year passes. All that and kids cannot cross Grand x Linda with a Ped X-ing light.
95. it helps but the bollards are visually confusing
96. Still getting used to it....confusing when trying to turn onto or off of Fairview.
97. I can see where this would be helpful for those living on Fairview to slow drivers down.
98. It is diverting more traffic to Oakland Ave which at certain times of the day has too much traffic.
99. Some of the bump outs seem over-zealous. For example, the bump out at the bottom of Fairview forces drivers to make a very sharp right turn to enter. It could have been less severe, and I've had one incident where turned into the other lane while I was on a bike. I'm all for the bump out, as it indeed slows traffic, but it's to the point where drivers can cause problems.
100. It's a little confusing why it's there. Was it a pedestrian safety issue? Was it to slow/deter the flow up traffic into that street from Grand? It doesn't impact me, it's just surprising and a little odd since it's the only place with that type of barrier on Grand.
101. Very hard to get around the posts and incredibly ugly
102. See my previous comments about bicycles being unable to navigate the bollards next to the curb near the church when turning from Fairview to Grand Avenue.
103. It looks silly but reduced crossing distance is much better and driving is little affected. Those wanting to turn around will have to drive more as they can no longer do it at the corner.
104. Have not driven down there since our stay at home orders because of Covid.
105. it is hard to tell how to drive there now to access fairview
106. That was a big help because people frequently have to park on Fairview Ave for Ace!
107. I get the plan but I think it's very confusing to drivers on Grand and misleading.
108. Confusing
109. Increases pedestrian visibility which improves safety
110. I find this a little confusing, but it is probably safer, only in that people have to study where to turn onto Fairview.
111. I think they are effective but really ugly.
112. Seems like it forces too sharp a turn
113. confusing
114. this should be done in more areas - def safer!
115. This looks cheap, and does not follow the Piedmont plan to support sustainability and "greening". Pleas remove them , and add planting.
116. It's very confusing and distracting.
117. Thank you for asking! The bollards are extremely unattractive and not "green". This feels like a cheap solution that would not have been implemented in other parts of Piedmont. As someone who lives in this neighborhood, it is visual pollution. I know it is more costly but an island similar to what was done at Ronada/Ramona a few years ago would be much more attractive and an amenity to the neighborhood.
118. Looks awful.

## K. Online Survey: Question #14

120 comments

### If support / oppose the proposed road diet on Highland Avenue, tell us why.

1. A center turn lane would make it theoretically somewhat easier for drivers trying to make a left hand turn into the Mulberry parking lot. However, I have not seen this impede traffic going North towards Moraga. On the other hand, cars often backs up at the entrance to the parking lot at certain times of the day as drivers wait for parking spots to open. Having two lanes allows those drivers turning right into the parking lot to wait until they can enter. If there is no lane for the drivers turning right, traffic will build up for those driving South away from Moraga.
2. Seems unnecessary use of public funds! Why are we spending tax money unless a need is proven?
3. Seems unnecessary and would add to congestion — Grand Ave narrowing has increased congestion, car idle time in traffic creates danger when cars cross over the bike lane to make a right turn.
4. More urgent and sensible priorities for the City to consider.
5. Again, prioritizing bikes over cars. So many cars commute down Oakland Ave every weekday, it will be a nightmare.
6. Very well used street mostly by cars and pedestrians. Also flat so no reason bikes cannot maintain speed. Should not be worse for cars or pedestrians.
7. It will encourage people to get out of cars and bicycle for short trips which increases health and safety by both slowing and reducing car traffic, while increasing exercise, and reducing vehicle pollution and noise.
8. I live on Highland. If this eliminates the street parking I'd be concerned. But if it doesn't, I think it's fine.
9. Separation of bicycles and cars seems like such a good idea.
10. it does not meet any cost / benefit analysis I can imagine.
11. More of a reminder to drivers to 'think bike'.
12. It will cause more congestion on Highland Ave for all the residents, there are some, but not a huge number of bikers
13. Makes transportation easier for bikes and reduces traffic. Take care regarding effect on pedestrians.
14. Seldom see bikes on Highland and it would cause traffic build up approaching Oakland and Highland stop lights.
15. I'm not opposed. You will get traffic calming at the expense of traffic through put, but the signal at Highland Moraga already is essentially one lane and that will be controlling. Need to do a better job of eliminating the old street markings than they did on Grand. By itself, painting over the old marks with black doesn't work. Use the Caltrans standard specification for removal.
16. Yes! The inconsistent lanes around Mulberry's/Havens/PPD is dangerous and confusing for drivers and walkers
17. Because of how wide Highland is, i've never felt unsafe biking on it.
18. We need more bike/turning safety
19. Safer for bikers pedestrians and even drivers; better for the environment & for safety of the Piedmont community
20. Again, this is not a smart question. Shows an embarrassing lack of planning capability by the city and their consultant.
21. This would be very problematic during school drop/off pick-up time as parents wait in a queue to pull to the curb and drop off their children. This means every car behind them would have to wait for them to pull over before being able to pass (to go to work or to another elementary school). I oppose this plan because it does not address the problem of cars not turning to other streets but rather pulling over the drop off children.
22. I need more info. If the amount of traffic is comparable to that on Grand Ave, then I oppose the road diet. If it is of such an amount that traffic jams and drive times will not increase appreciatively, then I support it.
23. This could make it more dangerous at drop off/pick up times instead of less and would add to backed up traffic I suspect.
24. It will stop the speeding on Highland in the direction of Moraga. Having two lanes drivers think they can (and they do) overtake cars that are driving at the speed limit or have stopped to allow a pedestrian to cross at a crosswalk. Both create danger for pedestrians.
25. I need more info. I am concerned about the width of the road between Moraga and Park and what happens with the addition of a bike lane there.
26. I have lived on Park Way, near Highland, for 50 years. I see no need for a bike lane on Highland between Park Way and Magnolia.
27. Because it is going to be another traffic mess like what we have on Grand Avenue.
28. Highland is complicated enough
29. more stripes, more opportunity for poor driving etc.
30. There does not seem to be much of a reason for Highland to be two lanes on each side there, and it is a good bike runner. This road diet would be fantastic.
31. please stop reducing major streets to one lane.
32. there is already enough congestion on this street and very few bikes
33. an unnecessary project on Highland ave would be very disruptive to the town. Highland operates just fine as is.
34. I fear it will increase congestion and make it difficult for people who park on Highland Ave. Would there be

- a way to first put up temporary barriers to test this "solution" rather than making a permanent change?
35. This is a rare example of a road diet (terrible term for eliminating a lane - like ethnic cleansing, another horrible term which does a disservice to what is really going on), that might make sense because it is short, and not a commercial area.
  36. Reducing the capacity of major thoroughfares, while well-intentioned, has a negative impact on the majority of citizens and is not good government.
  37. Why not get rid of car parking on one side of the street instead of reducing lanes? Clean out the garage and use driveways. If you are going to proceed with reducing lanes, you should do some testing before it becomes permanent and do a lot of traffic analysis before it is set in stone.
  38. I think it will push traffic onto other streets. Massive unintended consequences. We already have too much traffic on previously sleepy streets. A road diet would make all the side streets near Highland between Moraga and Oakland more unsafe as cars would cut through those neighborhoods trying to save time.
  39. I don't know. Pedestrian and biker safety is the most important thing, but doing that will be annoying to some people who don't want to be slowed down at all!
  40. Traffic load does not intuitively seem to support 4 lanes.
  41. Having two lanes doesn't serve much of a purpose as far as I can tell. I mostly see people spreading out between the two lanes, then having to remerge again just a few blocks later. As long as there is the center lane and a left turn lane from Highland to the downhill direction of Oakland I think it would have no negative traffic effect, and would help cyclists.
  42. Please make the bike lanes PROTECTED bike lanes.
  43. The way the lanes currently merge is unsafe for cars, not to mention bicycles. Impatient drivers tend to speed up and pass people driving speed limit as the lane narrows. (I've been tempted...) It will be better if a single lane each way is consistent all the way down the street to Moraga.
  44. Not necessary.
  45. Would greatly enhance safety on Highland when riding with children.
  46. I think this would create a lot of traffic at the light. Drivers would get even more impatient after they finally get the green light and would be less likely to look out for pedestrians crossing from the gas station to mulberries and from the gas station to the Expedia. I think a better idea would be a slower speed limit of 15 in the downtown area.
  47. I wonder about the traffic congestion that will occur, especially when schools are back in session. Lots of cars dropping off at Havens and PMS/PHS. Lots of kids in crosswalks. Pre-pandemic, it was already busy. What will happen if we restrict the flow on Highland? I think we need to do a temporary road diet (with cones, etc.) and test it out first.
  48. I think it would be a good idea, but it should have a creative design to support the amount of traffic at the schools and other civic/commercial buildings.
  49. The traffic on these streets is horrendous from 4 - 6. Taking out lanes would make it worse
  50. Slower is safer.
  51. That would be SO fabulous! It would make walking and biking much safer in Piedmont and put parents' minds more at ease with child safety around schools!
  52. Lots of bikers at all times. Current two lanes in each direction encourages cars to speed.
  53. Not extreme enough. I hate center turn lanes. They are hugely underutilized and end up being just more asphalt to look at. Commit to slowing cars down and watch what happens: after a period of short term of increased traffic, fewer cars will travel unsafely down these streets.
  54. I am concerned about the concentration of traffic into a single lane like on Grand.
  55. There seems to be excess motor vehicle capacity on Highland. Given how short the segment is its not clear to me though how much benefit a road diet would be for bikes and peds - maybe a quick build approach would make sense before spending for a permanent road diet.
  56. I think it may lead to traffic congestion.
  57. Is there a way to configure it so that the driving lanes aren't too narrow.
  58. Really need this for safety! Brilliant idea! The current situation of 2 lanes is unnecessary and confusing, because at some point the vehicles in those 2 lanes have to merge & it gets chaotic. T
  59. Road diets are good - they slow traffic down and make pedestrian crossings safer. The road diet on Grand Ave has been really great.
  60. For all the reasons Grand has been counter productive, this will meet the same fate. In a residential neighborhood, do you want cars idling at lights and stop signs, releasing additional CO2, as bike riders blaze past on the right? Large numbers of school kids are criss-crossing Highland every day. Is it good for them to navigate between cars idling and waiting to turn or merge? Is it good for them to have to dodge speeding bikes now privileged with their own racing lanes?
  61. road diets work to calm the area with speed and safety of walkers/bikers.
  62. I'm assuming you've analyzed traffic patterns. I imagine it would be safer for bikers. And it would probably be better for the merging that happens heading from Blair to Moraga.
  63. Increased safety for local family bikers
  64. Wide, busy street is not welcoming to cyclists and pedestrians.
  65. Highland avenue has a high volume of cyclist traffic which usually occupies an entire vehicle lane; vehicles use Highland at high speed and this feels risky.

66. Same reasons as before, increase safety and temper the speeding motorists
67. Such an easy one! What happened?
68. Road diets work to calm traffic and reduce the risk of serious injuries when accidents occur. Reducing speeding saves lives and eliminating wide streets helps reduce speeding by limiting a driver's options.
69. I think the road diet approach is very successful and the only possible negative I can see is that there can be increased traffic at times, but for Piedmont I see that as very low probability
70. Enough with more plans.
71. There is insufficient traffic to merit this major renovation. Bike traffic on this wide street is sparse, and there are multiple crosswalks that slow traffic down already. Please don't do this!
72. I love this idea! Turning off Highland is often tricky on bikes. Again, like Highland and Vista, it's hard to find the right time to go on such a busy street. Having a center turn lane would eliminate the stress of stopping in the middle of the road waiting to turn. This is an amazing idea.
73. I drive and bike along this section regularly and notice very few problems. The one challenging area is the section between Havens School and Vista, due to traffic entering the tiny parking lot for Mulberry's and the banks. Some of that traffic is due to people parking there to attend events in the Veteran's Memorial bldg. Construction or Garbage vehicles park in the red zone right in front of the driveway for their lunch breaks, which block drivers/cyclists/pedestrians view in all directions. This is a very busy time. Red zones need to apply to them, too.
74. I ride on Highland Ave, but I'm not sure which is better. I haven't had problems riding my bike on Highland Ave.
75. I fear this would cause more congestion.
76. There's no reason for Highland to have four lanes of car traffic. The volume of traffic doesn't warrant it, and the large number of lanes gives the feeling of an expressway and encourages faster car speeds.
77. Highland is crazy.
78. What is the bicycle usage in this part of town? What is the anticipated usage? How much would it cost?
79. Bikes in the middle of the road, with teenagers who speed sounds really dangerous to me.
80. I don't travel this area by car or bicycle very often.
81. it seems to work and one lane no longer blocks visibility for the other lane of pedestrians moving into the intersection
82. Too much dedicates space for bikes...i don't think anything is broken that needs fixing.
83. As already mentioned, this is an important part of an overall network of cycle routes that will improve cycling safety and encourage more cyclists to cycle for both recreation and basic transportation.
84. I don't really oppose it, but it's a fairly low priority project. There's little problem now to be solved.
85. It creates too much car traffic congestion and again I think people are confused whether they can drive in that "bike lane "
86. I live on Highland and think it will back up traffic. I don't think the Grand road diet is effective and I don't think this would be either.
87. I like it the way it is.
88. The street seems wide enough for bikes and cars, but losing driving lanes will make traffic more congested.
89. With the school traffic I am not convinced it will make traffic safer and definitely less fluid.
90. I don't ever bike that far up the hill, so I don't have an opinion. Also, there just is not ever that much traffic on Highland as it is, would this project be worth it?
91. If we can make Highland as safe as Grand, that would be a huge plus for the community
92. I rarely ride up there.
93. This would be FANTASTIC!! It would make that area much safer for drivers, bikers and pedestrians alike! In fact, I think that Road Diet should extend on Highland all the way around the Park to Sheridan. And while you're at it, PLEASE finally replant that giant wasteful lawn strip (Piedmont's "hairy eyesore") with CA native plants, trees and grasses as well :)
94. Don't feel it is necessary. You can't turn onto Magnolia from Highland anyway. And if you mean Park Way, the distance is a short one and traffic seems to be slow because of stop light on Oakland, and three pedestrian crosswalks,
95. If this is done, people need to be educated on how to use a center turn lane as it eludes many drivers.
96. This street is used by many bikers and a lane is needed.
97. I think it's ok, but the real problem is slowing the traffic down. I wish there were some way to do that without removing a lane (such as adding lights).
98. There's no need. There is a light at Oakland and a crosswalk at Havens. Traffic is fast between Oakland and Moraga but I'm not aware of a need to reduce the speed or quantity of cars.
99. That type of plan has worked well on Grand which is a much busier thoroughfare. Highland is flat, so bicyclists use that stretch a fair amount. I'm not sure how that would work with parents pulling in/out of Havens drop off with just one lane available?
100. It is already difficult to navigate with 2 lanes and the school dismissal - reduces to one lane - you will have traffic backed up to moraga
101. Lane reduction near Moraga already causes some traffic issues with speeding aggressive drivers at rush hours.
102. Will cause huge backups on Highland during school dropoff/pickup times.
103. I think it will work as well or better for traffic with new a turn lane. The bike lane is good too. I see no downside.

104. Let's not do to Highland what has been done on Grand. The backup from all the drivers who cut through Piedmont by going down Moraga to Highland to Oakland Avenue would create a nightmare.
105. so much bicycle and ped traffic
106. Cars do not need that much space on Highland Ave and the wide open road encourages speed.
107. This would add a lot of congestion on Highland, particularly during school drop off and pick up.
108. I think this will improve bike safety.
109. I think a road diet on highland will increase traffic and congestion in both directions.
110. I don't think it is necessary.
111. Not a ton of traffic so shouldn't have as significant an impact as the grand road diet
112. Do not think bike traffic is significant enough to justify that change, and that it will back traffic up through the center of town rather than provide an area for merging cars to reduce backup in the center of town.
113. Already hard to drive the hill
114. don't know what it looks like
115. Could be worth trying - but do not remove curbside parking spaces, and DO NOT add white plastic bollards.
116. It makes no sense to create more auto traffic and reduce traffic safety for the sake of a relatively few bicyclists.
117. If you mean Park Way? Then definitely support this project. Too many people have crashed into the tree/car/sidewalk at 44 Highland. If you are traveling toward Moraga Ave too many try to beat you to the one lane area but the left turn onto Park Way would be tricky
118. Better for the children who go to school using Highland Ave, and restricting traffic would send an excellent signal as you enter Piedmont that we expect drivers to adhere to safe (slow) speeds in the city.
119. Why would you choke off the main artery of travel for commuters, creating more congestion, noise, and frustration just to address minimal bike use??? Move bicycle traffic to surrounding streets.
120. Will it slow rate of traffic or just cause congestion?

## L. Online Survey: Question #15

147 comments

### If support / oppose the installation of speed humps, tell us why.

1. They are needed along Grand Ave.
2. If the speed limit is 25, why are we trying to slow traffic down to 15 mph? I would like to see some data on which streets are being considered and the incidence of speeding before we went down this route. The other problem with speed bumps or humps is that they are like Lay's Potato Chips - you can never have just one. Once you start, they will be soon start appearing in many places.
3. See #12.
4. They are annoying and perhaps unnecessary. Please publish statistics to prove the need.
5. Drivers are distracted and speed humps slow folks down and make them pay attention.
6. Definitely a good idea.
7. I would try a test area for a year and measure impacts vs safety issues, plus effect on fire, ambulance and police.
8. Add more stop signs and greatly increase speed limits on major streets. Ticket bicyclists disobeying regulations.
9. An easy solution, heard they will be portable.
10. Really annoying and most cars are driving safely. I would rather control outliers with police enforcement than inconvenience everyone.
11. It is a built in reminder of the speed limit.
12. 15-20 MPH should be fine except on major arteries.
13. Much more effective than trying to arrest speeders after the fact. The ones on Boulevard seem to work well.
14. Seems like the only solution that will ever work on streets like Oakland Avenue.
15. It would make Piedmont look like a slum. That's what all the housing projects in Oakland have to have.
16. Effective way to address the problem. Open to other ideas though.
17. A good way to slow down traffic
18. Can't hurt. I'd ask the people who live on those streets, though . . .
19. Humps are gentler on cars than bumps but reduce parking more. Bumps actually work to slow cars. Adequate signage is necessary.
20. I don't think they will be effective. Better would be to put Moraga and Oakland on a road diet.
21. Depends on which streets need the humps. Consider that a selfish answer.
22. is there evidence they are needed?
23. Cars need to slow down and passive measures are not enough.
24. Unless installed very carefully, speed humps make for uncomfortable cycling by forcing cyclists to break cadence. Gaps do not help as they tend to accumulate debris.
25. I generally like these, but think that one could go overboard, so it depends on the specifics.
26. Arroyo please!
27. decending Oakland Ave would be good
28. Too loud!
29. We need to prevent tragic deaths and this can do a tremendous amount to keep children, elders, and everyone safe
30. Lower Grand Ave
31. They can be unsightly and kind of annoying as a driver but I do think that would help quite a bit on streets that people just speed through
32. Definitely for a few streets in town, but I wouldn't put them all over. Let's try it!
33. Wild and domestic animal fatalities on Mountain
34. Too many kids in these streets
35. Cars drive too quickly on La Salle between Crocker & Sea View and run the stop sign at Sea View en route to the 13 freeway (esp at night!). The cars do not slow with speed monitoring signage. We need a more permanent solution to protect the children living in this neighborhood.
36. OMG. Get. It. Done. 40 years late. At least. The extra drivers these days (see above) make this 10x worse. And I bet slower will be a crime deterrent too. Get. It. Done.
37. Anything to slow people down on my street would be nice.
38. Traffic on certain streets (such as Linda Ave) needs to be reduced. Linda Ave is an excellent candidate for speed humps.
39. yes, these could help slow speedy cars.
40. It seems like an easy way to slow down traffic. Please do this on the straight section of Wildwood Ave.
41. Noise must be considered.
42. Need to slow traffic on Highland Avenue.
43. I totally hate speech bumps. They slow traffic more than is necessary.
44. It would help sylvan where there is no police presence and lots of cut through speeders
45. Should I'd love to see traffic mitigation techniques employed, having lived by speed humps on Kales Ave in Rockridge), I am concerned about the noise that result from them; they are extremely unpleasant to live by. Moreover, they reduce available parking. I'd strongly prefer something like planters or another attractive solution in the middle of our road, which is wide enough to accommodate them, to road humps. I would strongly oppose a road hump in front of my home.



46. Speeding on Mountain Avenue
47. harder on cars
48. We live on a very busy street and would love speed humps
49. May cause congestion on busy streets
50. Speeding is a real problem, I definitely support speed humps to slow people down. Especially near schools. (See my complaint about speeding on Winsor and Park View.)
51. I support speed bumps over stop sign which most people in my neighborhood ignore anyway because there are too many in a row. Speed bumps would slow them down.
52. The only argument against speed bumps/speed humps that I think is meritorious when it comes to residential streets with a history of speeding is if first responders believe it will negatively impact their ability to respond in emergencies. So if the police and fire department are on board, I think these are important tools.
53. great way to slow people down and get them to pay more attention.
54. Anything that slows down cars is a good idea.
55. I would like to better understand the most innovative speed control methods now available. What are the options?
56. It could be good--depending on where you're talking about.
57. Please do so on Hampton up toward Sandringham and Inverleith
58. As long as this solution makes sense for a given street.
59. Lots of speeding on my street
60. Also consider narrowing roadways with bulb-outs and tree canopies.
61. Residential streets should go hand-in-hand with driving slowly. I'd support a lower speed limit on all streets except a few major arteries, to be honest. If there is a history of speeding, I'm all for humps to slow it down without getting police involved.
62. They worked to calm traffic on a street I lived on in Oakland. The fire department insisted on a speed hump instead of a bump because it allowed them to still use the street in case of an emergency. It slowed traffic without causing damage to cars going too fast.
63. Support but they need to be very visible; otherwise, they can be unsafe and shock a driver.
64. Depends on what people in the neighborhood want.
65. Beneficial if used judiciously.
66. Speed bumps are hard to bike over.
67. Most people already drive faster than the speed limit anyway. So speed humps will be a good, gentle reminder to slow down. And, it's also a heads-up too that there may be a crossing or narrowing, etc.
68. No speed humps, no stop signs. You are slowing down traffic to a standstill.
69. I like the idea but I would like to see a map first.
70. Bumps are frustrating. Bumps are noisy for nearby houses, thump thump with every car.
71. These are terrific, so useful and non intrusive! Have seen them used very effectively elsewhere!
72. Speed bumps do not ensure safety in the slightest. They suggest it but create a noise problem in the process. Squeaky brakes. Bumpy car rattles. Then roaring engines. No thanks. I would rather a car emit less exhaust and noise in front of my house.
73. Not too many, please.
74. Speed humps can cause more traffic congestion, increase incidence of auto accidents (Unsuspecting cars traveling behind rear ending cars that suddenly slow down in front of them)
75. Humps should be constructed with "cut-throughs" for bikes.
76. Need to cut down on speeding.
77. I'd support it for my street (Scenic) if we can't have speed bumps as a pilot program.
78. Although it would be more effective to install SPEED BUMPS on our street- Scenic Ave
79. I support them where they are justified. For example, a street with no sidewalks benefits greatly from speedbumps. A street with blind curves also benefits from speed bumps.
80. I like the Berkeley Bike Boulevard model of traffic calming - follow that model.
81. I support speed humps. Cars race through our street and I think we should use any means to slow them down.
82. They should only be installed across an entire street to ensure they have the same effect on speeding bicycles. Also, keep in mind that people are not so malleable or dim-witted that they will not find alternate routes to get around. Take a look at Walker street in Oakland that parallels the parking lot formerly known as Grand Avenue. It is a handy and fast alternate route -- too bad for the residents who live there. And too bad for the merchants who would love to have you pass by and perhaps park in front of their shop instead of avoiding it due to traffic improvements.
83. speed needs to be tempered where kids walk and play no question.
84. it will slow people down!
85. I personally find speed humps annoying.
86. Not a fan of speed bumps. Prefer Public education campaign.
87. Definitely worth a try.
88. As a motorist I dislike them, BUT they do slow down traffic speeds. So I think they are a net positive..
89. Very sight specific. They can be useful (example is on Treasure Island new Ave of the Palms)
90. STRONGLY WANT SPEED BUMPS, THEY WILL HELP SLOW DOWN CARS FROM SPEEDING AND POTENTIALLY CAN SAVE LIVES!
91. Speed humps work to calm traffic and reduce the risk of serious injuries when accidents occur. Reducing

- speeding saves lives and slowing traffic on wide streets helps reduce speeding by limiting a driver's options.
92. I'd like to know which streets are being considered. I would like to see this used in only extreme cases, as I think speed humps and bumps just move the issue to other streets. Also, what is the impact to fire and police access when speed humps are employed?
  93. If no enforcement continues, only viable solution. And how about more crosswalks?
  94. Yes please, on Kingston between Linda and Monte Vista
  95. I'm neutral. On one hand, they can be pretty annoying for bikes; on the other hand, it would definitely reduce speeding that I've seen frequently. If you were to add them, I would suggest putting them on Crocker Ave. where I commonly have seen speeding.
  96. Speed humps on Harbord and Estates near Moraga have not helped enough. Cars still speed around blind corners, where, of course, construction vehicles and trucks often park.
  97. Scenic Ave functions as a sidewalk - too many speeding cars
  98. I'd prefer speed bumps but this is better than nothing.
  99. These would be valuable on streets on which cars just drive too fast. Oakland Avenue would benefit greatly from them, for example.
  100. Depends on the streets.
  101. Have residents requested this humps? What data do you have regarding speeding in these areas? How much would it cost?
  102. What is effect on cyclists?
  103. A lot of speeding happens on our street (rose Ave)
  104. Arroyo does need something to slow traffic. Not sure if a stop sign is appropriate.
  105. reduced speeds improve the safety of walkers and bikers. properly designed humps (with fire truck wide gaps) should not slow response times of emergency vehicles
  106. I always heard the city say that people speed up after a speed bump or is that a stop sign : )
  107. To slow down traffic
  108. They really should be serious speed BUMPS, not humps to work, like the one on the Oakland portion of Boulevard Way. Most cities have significant speed BUMPS. They work.
  109. All in favor of slowing down traffic around our residential streets. I'd prefer stop signs as opposed to speed bumps they are kind of annoying
  110. Piedmont has lots of kids and lots of elderly people, speeding is a very bad idea in this neighborhood. So, anything which may help I will somewhat support - not sure if "humps" are the best idea, but I don't have a better one for now
  111. good idea to slow down traffic
  112. Sounds like a good idea. I'm all for slowing down speeders!!!!
  113. Sorry. I hate street humps.
  114. Add some to Boulevard Way near Grand Ave.
  115. Pedestrian traffic is deterred mostly by the legitimate fear of overly-aggressive or hasty vehicle drivers. Street humps or bumps are very effective at reducing this primary menace.
  116. Set the speed limit to 15 and give out tickets. The bumps make too much noise for local residents.
  117. Yes! This would force speeders to slow down, keeping other drivers, bikers and pedestrians safer.
  118. Need to know where they are being considered.
  119. These DO NOT slow aggressive drivers down - they just slow everyone else down.
  120. Need to slow down traffic. There are numerous speed bumps in Oak and Berkeley that work well. Why not in Piedmont has always bothered me,
  121. Stop signs at key intervals serve the dual purpose of letting pedestrians cross and slowing down the traffic.
  122. I think that would be a solution to investigate on the Mountain curve at Caperton. Better than a stop sign, but still slows cars.
  123. This is primarily a residential community. Speeding by "through drivers" and others is my number one issue.
  124. As a driver, anything making the rider bumpier is not welcome. If I lived there, I might appreciate it.
  125. Not being able to have enough police to patrol everywhere, adding speed humps for force the speeders to reduce their speed or wreck their cars.
  126. no no no, liability issue for city
  127. Most residential streets are old and narrow in Piedmont and there are a lot of kids, so it's understandable speed is a huge issue, especially because of the hills which make it very easy to drive too fast on our residential streets.
  128. Depends where and how many but could be effective
  129. We need this on Craig Ave!
  130. They do slow traffic but can disrupt normal flow and cause damage to cars.
  131. Please add Cambridge Way between Ricardo and Grand to this list!
  132. only concern is that they would need a 'passthrough' for bikes. I presume this is done normally? I have never really noticed but I wouldn't want speed humps to make things more dangerous for cyclists
  133. This could be a noise issue too. What about dividers in the middle of the street to reduce the space and give the driver less chance to speed up
  134. Would love these on harvard rd
  135. speed bumps are hard to navigate and hard to keep painted
  136. There is still a lot of speeding on long stretches of residential roads that lead, for example, to Grand Ave. or across town. Adding speed humps would be helpful in reducing hazardous conditions with speeding and incidents involving sideswiped cars.

137. Please add to Highland Ave. Cars are always speeding down Highland Ave.
138. Hate speed bumps.
139. install stop signs at intersections instead
140. Speed bumps are bumpy, and can be very annoying. Speed humps work best, particularly when they have break-points at the street center and at the curbside. I think that dividing wide streets with planting strips (i.e. Grand Ave) help calm traffic speed. And color marked cross walks at key intersections (the best option is color-stamped concrete, and not cheap painted crossings) will help to calm traffic speed and provide safer pedestrian crossing points.
141. Please put them on Mountain!!
142. Although they are a nuisance when driving, they are effective.
143. Put them on Rose Ave.
144. Seems to work in Berkeley
145. which streets? They are ugly.....hmmm
146. Bad for people with disabilities and emergency response
147. PLEASE a put bumps/humps on St James!!!!

## M. Online Survey: Question #16

149 comments

### If support / oppose removing street parking on one side of the street where necessary to add sidewalks or bike lanes, tell us why.

1. I have not seen anywhere near enough bike traffic in this city to justify removing street parking. We are a city with a high number of cars per capita but that should be expected living in the suburbs. Often these narrow streets already have a high number of cars parked on them. Where would they go to park? A better plan would be to expect bike riders to find streets that are more conducive to biking.
2. This is too complicated and location-specific to respond to on a 1 to 5 scale.
3. Definitely not for bike lanes! Blair Ave. below Highland is a favored bike route, and it works well as is.
4. Some streets are so narrow that they are hazardous simply for car traffic (especially Winsor below the 5 W's), where residents park on both sides of the street, although they have driveways behind their residences.
5. Seems unnecessary. A bigger issue might be streets where it would be difficult for a fire truck to get through with parking on both sides.
6. Walkers' rights should prevail over bikers' and vehicles' ones.
7. There is limited parking now. I live on Oakland Ave, and frequently cannot park in front of my home. This is a hardship, esp for my husband, he is not that mobile. The city has refused to work with our block to solve this ongoing problem. Many citizens do not use their driveways or garages, which makes the situation worse.
8. Bikers can use car lanes particularly on less traveled, smaller streets and parking is an issue everywhere.
9. Depends on location and use patterns, people would be encouraged to walk and bike if they felt safer.
10. Parking on one side should be sufficient.
11. Perhaps a sidewalk on each side of the street isn't necessary as long as cars don't park on the sidewalk.
12. Isn't it obvious? There isn't enough parking as it is and this is made worse by the Planning Board no longer required to require off street parking for home expansion projects. Narrow streets force slower driving which reduces the need for dedicated bike lanes.
13. You would probably make life miserable for the residents who need to park there with virtually no benefit -- certainly not for them.
14. We should encourage folks to start using their garage for their cars in order to make streets safer (and more beautiful!) for all. If residents don't have that option though I think it would be unfair to remove their ability to park near their house.
15. I agree some streets are too narrow, but would remove street parking on one side to make the street wide enough for emergency vehicles without adding sidewalks or bike lanes
16. Parking is already quite limited in Piedmont. While I'd prefer to have more sidewalks for safer walking, I'm just not sure that the residents who need the on street parking don't need it more. I definitely would oppose for bike lanes--so long as there is a decent route for bike riders to get through the City, don't remove parking for that purpose, which only benefits a small number of our residents. Sidewalks and on street parking benefit all City residents.
17. Piedmont is so fully built that it's a delicate matter to modify. Residential parking loads should be taken into account such as people from other areas parking in some neighborhood or people parking company cars in the neighborhood. Residential parking permits might address the issue better than removing parking.
18. To discourage driving and increase safety for cyclists and pedestrians.
19. Parking on those narrow streets tends to be at a premium for the residents.
20. Use sharrows rather than eliminate street parking for bikes.
21. Most houses have garages and driveways that should be used for cars. Using space for sidewalks and bike lanes would make more people feel safe to enjoy their neighborhood when walking or biking.
22. If the street has almost no traffic, no changes are needed. If there is traffic causing conflicts with pedestrians and cyclists, the removal of some parking is warranted.
23. It really depends on the street. For example, I live on Sylvan Way which has no sidewalks. It would be nice to have them, but we can't afford the loss of parking, and people generally drive slow/safe. While I'd love bike lanes going up Wildwood or Magnolia, I understand that it might produce a real hardship regarding parking for those that live there, and it might not be right to do.
24. If removing street parking alternative parking options are needed
25. Walking on these streets is incredibly dangerous.
26. Sidewalks make a community livable, healthier and more cohesive
27. This question doesn't make sense. Too generic and Piedmont has unique streets - needs to be addressed at specific locations, can never be a broad policy
28. Most houses where people park in the street also have unused garages. People can easily use them and make the streets better and safer.
29. I want to be able to walk with my children in Piedmont - to schools, parks and to friends' houses. Lack of usable sidewalks means no safety, thus we must drive in a car. I also support replacing the heavily damaged

- sidewalks such as the one on La Salle between Sea View and St James. This has many trip hazards & poison oak hanging down onto it. There is no sidewalk on the other side, so it is impossible to traverse with children (who need to go to Hampton Field further down La Salle). We need a sidewalk on both sides of La Salle.
30. This depends. You can achieve the same with share the road signage and road markings when you can do all three (park, bike lane and sidewalk)
  31. parking is needed
  32. Piedmont has plenty of street parking but could use pedestrian and bicycling improvements.
  33. It's more important to provide safety for pedestrians and the disabled. I think there should be bike routes through town that make sense and a narrow, winding road does not make sense for a bike lane/route.
  34. Cars should be parked in garages or in driveways not on the street.
  35. Really depends on the street and what is happening there. Sometimes the challenge is that there is not enough parking and people don't use their garages or driveways. Some families also have so many cars. Our neighbor, two people in the house, used to have 4 cars and park them all on the street.
  36. Adding sidewalk seems difficult. Adding bike lanes seems unnecessary in this situation
  37. There is not enough parking in this town as it is. Please do not eliminate parking.
  38. While sidewalks are necessary, bike lanes aren't used in many places they have been installed, in my experience. Moreover, bikes can more easily take alternate routes than pedestrians. And, finally, on many of the narrower streets in town, traffic moves very slowly by necessity (and there is simply less of it because navigating can be difficult).
  39. Good to encourage walking/biking instead of driving
  40. Hard enough to park in some neighborhoods.
  41. its already narrow, so bike lanes will make it narrower. I lost my home in 1991 fire and support good egress.
  42. Lack of parking in general for residents who don't have on-lot parking.
  43. While I definitely support making walking and biking in Piedmont safe, taking away parking gives me pause if it is on streets with little or no off street parking. I would definitely support such action on streets where houses have sufficient off street parking.
  44. people need a place to park.
  45. people do not bike enough in piedmont to add bike lanes
  46. We can all manage, street parking is necessary in town and is already limited.
  47. I think the people who live on those streets should have the most say in the matter.
  48. The narrow streets are often where houses have old fashioned tiny garages that don't fit the modern family with 2-3 cars. There would have to be a demonstrated crying need for a sidewalk or bike lane. A true "need" to have, not "nice" to have.
  49. The number of people biking in the very hilly streets of most of Piedmont is a very small number -- further reducing the utility of the streets to favor something done by a small minority is not the correct use of government resources.
  50. The block of Pacific that touches mountain is a joke. Not even sure of fire truck or ambulance can fit down that street. Most homes have driveways and garages yet they still park on the street and make it almost impossible to pass in a large vehicle. I can't believe the cities never done anything about that. A special solution should be made for blocks like that that have extremely challenging parking. Perhaps people can be allocated spots based on what their property allows for.
  51. I think these specific decisions should be left up to the residents who lives on or near those streets.
  52. cost. inconvenience. over-reach
  53. Identify sharrows in lieu of bike lanes to save parking.
  54. Too many people already park on sidewalks on streets such as Blair, making walking on existing sidewalks dangerous. Parking on sidewalks needs to be better enforced.
  55. Many residents need to park on the curb or passing cars hit our rearview mirrors
  56. Sidewalks are important for mobility of all users. On narrow streets, cars should be going slow enough that bikers can share the road; kids can bike on the sidewalks until they're confident enough to bike in mixed traffic. Parked cars help slow traffic.
  57. I support strongly prioritizing people over cars. But this question is a blanket statement, and actually implementing changes like this would require case-by-case thinking. For example, it may make more sense to turn a sidewalk on one side of the street into an uphill bicycle lane (keeping the other sidewalk pedestrian only) rather than removing parking if the residents have few/no other parking alternative, with the added benefit that a separated bike route like a sidewalk is much safer than a painted bike lane adjacent to traffic.
  58. Walking is a fundamental activity in Piedmont, not just during the pandemic. The pedestrians of upper Piedmont deserve sidewalks.
  59. The sidewalks are needed so pedestrians can walk safely. Bicycles can go with the flow of traffic, which is slow on narrow streets. We should definitely bring the speed limit down to 20 mph on those narrow streets.
  60. I think it would depend on the availability of parking (driveways and garages) in those neighborhoods.
  61. Not enough bike activity to inconvenience the neighborhood.
  62. Not particularly applicable on blocks around my house.
  63. I think some very Narrow streets would be improved by making them one way. But the residents need parking. The residents should have direct input into decisions about their street. We neighbors at Craig and

- highland had one chance to voice our opinion about the sidewalk bump outs here that have made driving more difficult.
64. People should be parking in their garages, carports, driveways, freeing up street parking. So on narrow streets, 1 side parking is adequate. And the street will be wide enough to share with bikers without a designated bike lane.
  65. There is already so little parking in Piedmont. Why reduce?
  66. We need to support biking and walking.
  67. Depends on the impact on the residents, to what extent they depend on the street parking, and what street parking capacity looks like in the area
  68. From Indian Rd. to Hampton so many parked cars are enormous and make driving difficult. Adding a bike lane would make it worse. I just slowly drive behind the biker and pass when I can.
  69. There are already no parking spots in many residential areas and removing street parking will only make it worse.
  70. Biking and pedestrian safety need to be elevated above maximizing convenience for motorists in the 21st C. Period.
  71. Yes, please. Prefer to close those narrow ones down to peds/bikes only though.
  72. Pedestrians come first.
  73. Far fewer bikes relative to car traffic. Creating bike lanes would therefore sacrifice mobility for the majority.
  74. These are generally low volume streets which can be safe for cyclists and pedestrians if traffic is slow. In light of other priorities I'd put this low on the list.
  75. Bike lanes take up critical car lane space. Bicyclists do NOT pay annual fees like automobile drivers do. Bicyclists should PAY AN ANNUAL FEE to pay for striping and maintenance of bicycle lanes.
  76. It really depends on the street, number of households, and how much parking is necessary. I live on Scenic Ave. and we park on one side. When there is construction and visitors, it is impossible to park.
  77. I'm a cyclist but it's not always clear that bike lanes work. Sometimes bikes need to be able to take the full lane to be visible and safe.
  78. I support this only if there are no other effective remedies. In some cases, parked cars slow down traffic speeds, so you have to look at the net effect. I believe lowering & enforcing speed limits is more effective than prohibiting parking. If you are going to prohibit parking, then provide some encouragement/incentive for homeowners to park in their garages & driveways. Some homeowners have terribly steep driveways or driveway aprons in bad shape. Perhaps a rebate toward the cost of improving on-site parking?
  79. On the super narrow streets, a bike lane may be superfluous because speeds are already very low. But removing parking for sidewalks is a good idea.
  80. I would support, but it depends on the parking situation for each street. For example, on Sunnyside Ave, we do have sidewalks already. But the parking is already very limited.
  81. I favor local control. Lots of people choose to live on a street because it has no sidewalks -- feels more like the country to them. Let each street decide. One size does not fit every street. And my objection to a bike lane is the same as elsewhere -- we have seen little increase in ridership where car access has been denied in favor of bicycle lanes. We have seen an increase in frustration, congestion, and delay.
  82. Bikes should get full use of lane signage in those areas. Pedestrians should have some sidewalk
  83. I think lack of sidewalks is dangerous.
  84. Probably not practical except in cases where people are parking on an existing sidewalk making hazardous conditions for pedestrians. I support removing street parking on one side to regain sidewalks for pedestrians.
  85. Upper Blair Ave. is a big problem for pedestrians, with cars always parked across the sidewalk.
  86. Depends on the street and density of housing. Residents need to have street parking in addition to any driveway they may have. So question is whether there would be enough space on the other side of the street. Very much related to lot size / population density.
  87. Many homes do not have adequate parking to begin with the city is also actively trying to increase the number of ADUs which do not have parking requirements and will further worsen the street parking availability. Street parking is already very tight for many residents and their in home service workers (nanny, elder care, etc.) I think many residential streets can be made one way and this would improve bike safety without impacting street parking.
  88. Motorists have already reduced parking on many streets by parking on the sidewalk. In many instances, the added space from eliminating parking on one side could be used by pedestrians and cyclists.
  89. This is an interesting question. I think the residents of each street should have the final say. Perhaps no parking on one side during specific hours like 9am - 6pm. That way people can park their cars on the street overnight. I support having sidewalks as I can't really follow why streets were created without them.
  90. street parking is already troublesome. my family house for example has not garage or driveway and we depend on street parking, not to mention when there are visitors.
  91. Depending on street and houses, adding sidewalks is prudent. Also, on very narrow streets, such as Ashmount, access to emergency vehicles is compromised.
  92. Limiting parking this way could force some residents to park far from their homes which may be difficult for them. Is it really necessary to add so many bike lanes that even these narrow streets must be included?

93. People will then have nowhere to park, and either clog up other streets or park on the bike lanes.
94. Street parking on both sides of many of our roads makes it dangerous for a car to get through, as many of the vehicles parked opposite each other are large (construction vehicles, trucks, giant SUVs). We need to restrict street parking to one side only on narrow streets. We don't need to make the road narrow again by adding a side walk or bike lane: cars will park on top of the sidewalk or in the bike lane (that's what happens now).
95. Bike lane going up on Wildwood from Winsor Ave to Highland would be nice.
96. No room on Scenic for sidewalks
97. Seriously there isn't enough parking now. People fight and write nasty notes on people's cars. Cars are parked for weeks in front of people's house so home owners can't park in front of their own houses. If the city takes away street parking the city MUST allow residents to create parking on their property!
98. Parking on the street is a huge thing in Piedmont. Mostly because many garages are in the back of the house or non existent. Taking away street parking would be an issue.
99. Streets should be primarily for walking, biking, and driving, not parking.
100. I think the residents' opinions are very important and I would want data on existing and potential bike usage before formulating a fully informed opinion. What are the alternatives to removing the parking?
101. I support it.
102. Real problem is where to put all the cars in neighborhoods where people don't have garage space for their cars and there are no parking places for teachers and other workers at the schools.
103. Parking is already tight in these areas. Eliminating spots to create sidewalks seem necessary but bikes can share the road.
104. Walking on a sidewalk is safer than in the street, when the traffic moves a bit too fast. e.g. upper Scenic, across from the cemetery, does not have sidewalks, but traffic moves pretty slow along the narrow street. One reason I love Piedmont over say Montclair, are sidewalks.
105. I feel parking on one side also helps vehicular safety. Having to move around park cars on both sides as an oncoming car approaches diverts your attention away from bikes and pedestrians
106. Parking is more important than a sidewalk or a bike lane on a narrow street
107. Not all homes have off street parking or garages. Our home does not have a garage and our carport is too steep for most cars so street parking is essential for our needs. On the rare times we've had to park elsewhere due to construction on our street, our neighborhood has little street parking available and it is quite dangerous to cross at Moraga and Mesa.
108. People need to get their cars off the streets. Garages are either illegally converted, or full of storage. There are cars and trailers stored on the 300 block of Wildwood that never move.
109. Piedmonters seem to have a lot of cars (not us). They already park in ways which makes it very difficult to safely get in and out of driveways. Removing even more parking space will surely create more problems, and likely more serious ones than not having bike lanes or sidewalks
110. Many of these narrow street are very untrafficked and not sure this is higher prior/ high benefit
111. I think each house should be able to park their car in front of their own house. I think bikes should be encouraged to use the streets in a responsible and limited way.
112. I think the residents of those streets should have a say. Much as I would love to have my side of the street free of parked cars, it would be a hardship for my neighbors. I live on the odd side and have 2 driveways; several neighbors who live across from me on the even side have no driveway and would have to use Sylvan Way at the back of their houses. When my sons lived at home, we also needed street parking for them.
113. If a street in Piedmont is too narrow, it should NOT have that much traffic on it to begin with. Bike lanes should not be needed on quiet narrow streets. The only exception I can think would be the curvy part of Wildwood and the portion of Winsor leading to Lakeshore. I would support safer biking -- and safer parking -- on Wildwood in particular as it is a major thoroughfare and not too steep.
114. This would be amazing and much needed safety to streets like St James
115. There's some roads that are super narrow and you question how a fire truck could ever get through. However, parking is tough to find in some parts of Piedmont. We've got families with 2, 3 and 4 cars to one home and they don't use their garage! Removing parking on one side of the street will cause a fiasco. Might as well be living in SF. Also, I'd rather there be sidewalks than a bike lane if there's nothing.
116. Parking is very limited in parts of Piedmont and people are pretty polite on those streets.
117. We need to be encouraging, supporting and enabling safe pedestrian modes of transportation in every way possible. Most Piedmont homes have driveways and garages (or could establish them, or re-establish them if they were removed) so that immediately-adjacent street parking is a nice-to-have and not a public entitlement.
118. I support wither one-way traffic (should have been one of your options, no?) or single side parking. Also allows access for emergency vehicles through our tight streets. Bikes can Share The Road
119. Our roads are already too narrow for cars to be parked on both sides. Safer for everyone if parking is only allowed on one side. Residents will park in their driveways or garages if street parking is eliminated. Adding sidewalks & bike lanes would be a huge lifestyle improvement for walkers and bikers.

120. My street, Ramona, had twice as many cars parked (before covid) than it did three years ago. Several houses on Estrella and Ramona are home to multiple residents, all with their own cars. I would hate to see parking restricted to just one side of the street in either of these locations. Parking is difficult on many days already.
121. Bikes can use the full lane by law.
122. People should be encouraged to use their garages and limit the # of cars. Many homes have 3 or more cars. This should only be allowed if the garage can accommodate their cars.
123. This seems like the safest and most aesthetically pleasing way to make improvements. Many or most homes in Piedmont have ample parking on their lots and if there is a need it could be easily be accommodated on the opposite side of the street.
124. Hard to say. Many streets have so little traffic that bike lanes and sidewalks seem entirely unnecessary.
125. Really tough. Homeowners need on-street parking and cyclists need safety.
126. That's a tough one. I'm trying to imagine a scenario where bikes trump cars in a city where people depend on their cars especially in those narrow, windy streets without sidewalks. I'm sure you would get pushback from residents who want their guests/delivery people to have a place to park.
127. Narrow streets reduce spewing already and bikes can use the whole lane if you reduce parking then you will have neighbors parking on alternate streets and encroaching on driveways
128. On many streets this would result in a solid line of parked cars on the one side of the street--very unattractive! With alternating parked cars it is often possible to find an open space without parked cars on both sides to allow navigating past an oncoming vehicle or passing a parked UPS/FedEx/Amazon/Republic Svcs vehicle.
129. If parking is not an issue for the people on that street, it would be great!
130. One street that fits this description is Ricardo. It is narrow but has some bike traffic with kids near Dracena Park. Having a bike lane would help a few families each week but might cause a daily headache for residents. Probably it's best for affected residents to have a voice.
131. The parking issues are monumental as they are because of how many residents park on the street. To eliminate this parking would create overflow onto other streets. It would be a spiral affect nightmare.
132. removing one side of street parking would also improve visibility, which is very low on many narrow streets.
133. Due to the hills, piedmont is not a great place to bike. Added bike lanes are good but should be in main roadways only
134. Park View/Winsor is known best to me, but is probably a good example, especially of a short stretch. Sidewalks exist. Average speed is slow enough that bicycles do not slow autos for a significant amount of time; in fact, bikes are already fast...and more maneuverable at the critical curve. Parking is already in tight supply, occasionally "forcing" vehicles into short driveways -- often failing to clear the sidewalk. It would be a far better solution to make it one-way...with additional signs about low speed, yield-to-bikes.
135. There's not enough parking as it is now and once you throw in the gardeners, home construction workers, delivery vans taking away parking would be a disaster.
136. There is another issue with narrow streets - people often park on the sidewalk, which makes it impossible for disabled residents in wheelchairs to get through. If there is a tendency for people to park on the sidewalk because the streets are narrow, street parking on one side of the street should be removed.
137. I think it's important to have enough parking for residents, especially since most families have more than 1 car.
138. Bikes can use the street w/ caution.
139. Parking is already so limited in Piedmont that removing half a street's parking for bike lanes and sidewalks seems dangerous.
140. Well, I do live on one of these streets and we do park one car on the street. It would make things much more difficult for us. As people on other streets also park on the street (e.g. La Salle) it can actually be difficult to find parking close at times, and that's a genuine hassle when you're loading/unloading kids/groceries/etc. It's also not great to walk back and from these other spots w/o a sidewalk on our side of the street. On St James, there is a sidewalk on one side of the street (not where we live though), so at least there is one accessible, but I would really hate to have to do this every single time we'd get into and out of the car. Unless you could straighten the street (we live on a blind corner), it would really increase danger for us.
141. Easy street parking is one of the reasons we moved here
142. These streets are narrow enough. Please do not add bike lanes. Oy will make them so much more challenging.
143. Walking traffic particularly with children walking to school and people walking to downtown involves more people, and warrants reducing parking options to a single side of the street. There is not nor is there likely to be so much cycling traffic as to dedicate a cycling lane instead.
144. This issue will be very touchy depending on the street and the impact on parking. I think that the top priority is to remove parking on the North side of Wildwood between Highland and Prospect. Currently this is a very un-safe primary arterial. We should also look into making some streets one-way, when they cannot support two-way traffic and parking (i.e. Oakmont Ave). And I think it would be impractical to force a dedicated bike lane onto streets that currently cannot support safe traffic flow and parking for residents.



145. Safety needs to be our priority. We are going to have to be a little Inconvenienced to make out streets safe.
146. I actually don't necessarily oppose these measure but ask what the density of foot and/or bicycle traffic together with car traffic is that necessitates such measures? Many of these streets have relatively light auto traffic and the lack of sidewalks and bike lanes is not really an issue.
147. People have many cars and do not use their driveways. We cannot find a pace in front of our house to unload groceries because of all the neighbors dumping extra cars and construction vehicles in front of our house. We use garage most of the time, but it is a long uphill walk with groceries. I would like a designated space in front of my house to avoid this problem. Restricting parking to one side of the street, as on Pala, exacerbates this problem.
148. Worked ok on Moraga where houses in only one side
149. It will really depend on the density of the housing on the street. Some areas of the city with large homes and adequate garages would be good targets for this.

## N. Pinnable map: Comments about walking

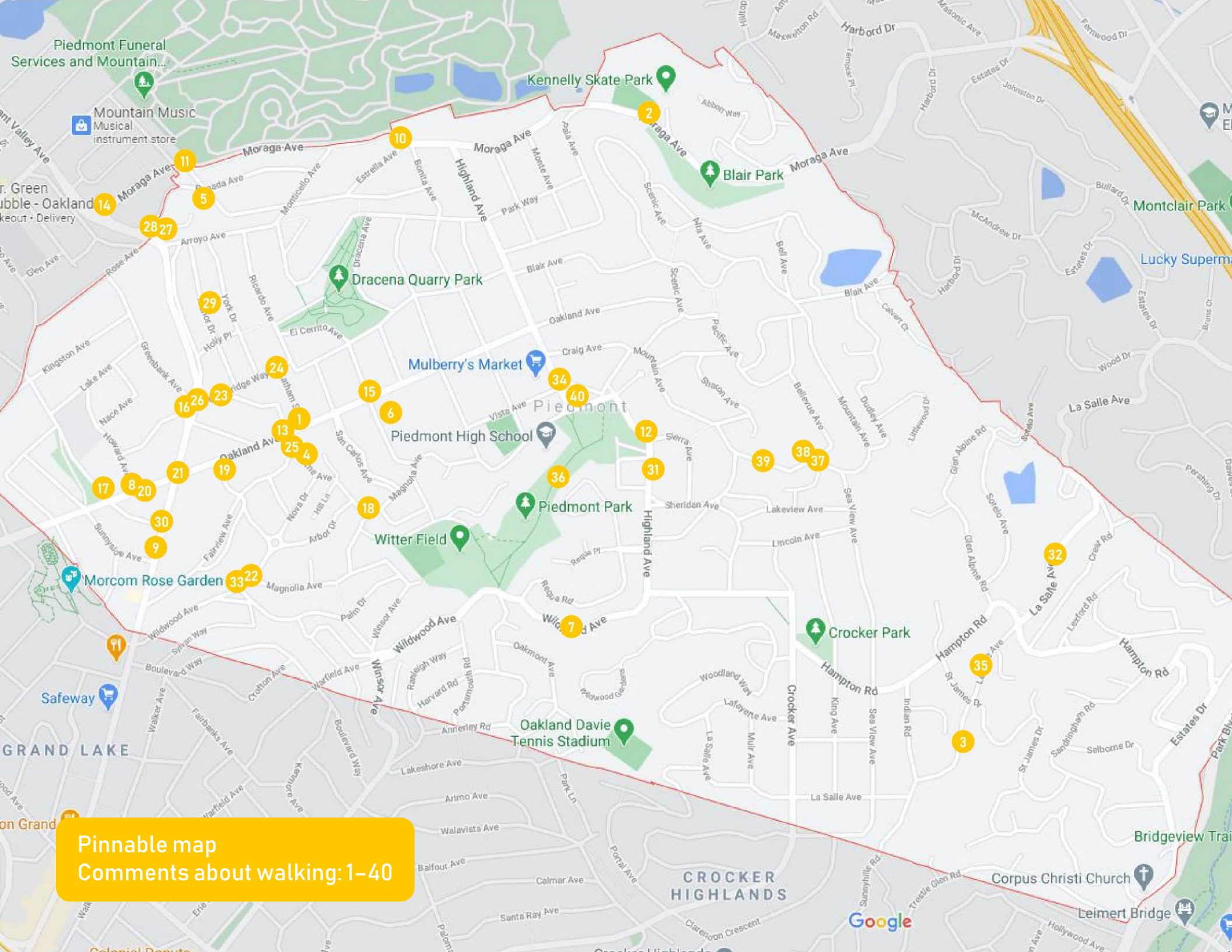
82 comments

1. Despite the lighted signs on this street, there have been many close calls with cars ignoring peds in crosswalks. Need more work on Oakland Ave
2. Need Crosswalk here (lighted, etc)
3. This is a busy pedestrian walkway due to the vicinity of the park nearby. Inconsistent sidewalks here are concerning. Many people end up walking in the streets and it is a difficult area to maneuver in a stroller.
4. Crossing either way at this corner is dangerous and frightening. It's a long way across and cars come quickly.
5. Emphasizing this dangerous intersection is a walking route.
6. Emphasizing this is a hazardous crossing for pedestrians, especially young children who are not tall enough to be seen clearly by a speeding car coming down the hill much faster than the speed limit.
7. Cars parked on sidewalks on both sides of street made walking to WW school challenging (pre-COVID). Occasionally one is forced to walk on road b/c sidewalk is completely blocked.
8. Dangerous to cross here. Both on Oakland and crossing Howard because of left hand turns from Oakland ave.
9. Not sure we're the cross walk exactly is but it's scary! People are very vulnerable crossing Grand at the crosswalk.
10. Crosswalk on Moraga at Bonita is very dangerous. It is both on a curve and cars go very fast downhill and distracted in both directions. Lots of kids use this to cross to school. We would love lit lights on the ground along the crosswalk please!
11. Bad crossing for peds. Risking life and limb.
12. Crossing Highland Ave from the park toward Sierra has always been nerve wracking because the high shrubbery along the parking lot (in front of the community center) obstructs view of oncoming traffic. This is especially true for shorter children, who then must "sneak out" onto the road to check for cars. As it is Highland Ave—and at this particular spot the street turns into a straightaway—many drivers are gunning to speed up just around the bend. We have had countless close calls.
13. crossing Oakland at Jerome is dangerous due to the stopped buses block the sight lines for cars passing the bus. There was a proposal to install bulb outs at this intersection that would improve the safety of this crossing, both crossing Oakland and crossing Jerome
14. There is no crosswalk here even though it is very busy intersection. Why?
15. The flashing light crossing is very weak. Need better paint and flashing markers on ground.
16. The existing cross walk on this section of Grand is in the wrong place. Should be slightly north to better capture people coming down Greenbank and Cambridge from west side (Beach Elem—heart of Baja community) with Dracena Park up Cambridge on east side. Would be helpful to have blinking yellow lights for pedestrians, as people drive way too fast down Grand.
17. Shockingly dark place to walk at night. Need more lighting on this stretch of Linda to improve overall perception of safety.
18. Why is there no crosswalk on the upper side of Magnolia? The stop line should be pushed back to allow pedestrians from that side to safely cross. I'm unlikely to go downhill to use the crosswalks when I'm heading uphill. Recognize where people will travel and make those corridors safe.
19. There is a very overgrown hedge here on the corner of Arbor and Oakland, with more of the hedge on the Arbor side. It is difficult to walk past putting kids into the street or on the thin curb to continue walking. This is the main street walking to Beach school when in session. Complaints to the city over the years has not improved the situation.
20. the crosswalk at Howard and Oakland Ave is barely seen. Need flickering lights to warn cars people and kids want to cross here.
21. most dangerous crossing for pedestrians even with a light and cross walk. There should be no right on red.
22. The bollards don't work particularly well for pedestrian safety. The lack of a clearly defined crosswalk makes this intersection really problematic for pedestrians (particularly kids, who have to look in five different directions, with no clear demarkations). A more clear, less ugly slowing structure and traffic guidance would be helpful.
- 23–24. Poor lighting for night walking - also tripping hazards.
25. Corner bulbouts at Oak/Jerome/Fairview would be helpful - improve visibility and sightlines.
26. Corner bulbouts for the crosswalk could help slow drivers down here and shorten the crossing distance.
27. Need a crosswalk for the Grand-Pleasant Valley sidewalk on the north side of this intersection crossing Ronada. The way it's engineered now you are supposed to cross 3 crosswalks to continue along the north side of Grand, when you should only have to cross one. That's unrealistic and a penalty for walkers - people don't really follow that - they just cross where there is no crosswalk.
28. The treatment of this complex intersection is a disgrace from the ped point of view. Peds should be able to cross on the east side of the street instead of crossing Grand, Rose, and Grand again.
29. I love to walk in this area, but my leg is still blue and purple from bruises sustained on November 24 when I tripped on an upheaved sidewalk slab. This is a problem needing attention throughout the city.
30. Need lite crosswalk for school children crossing

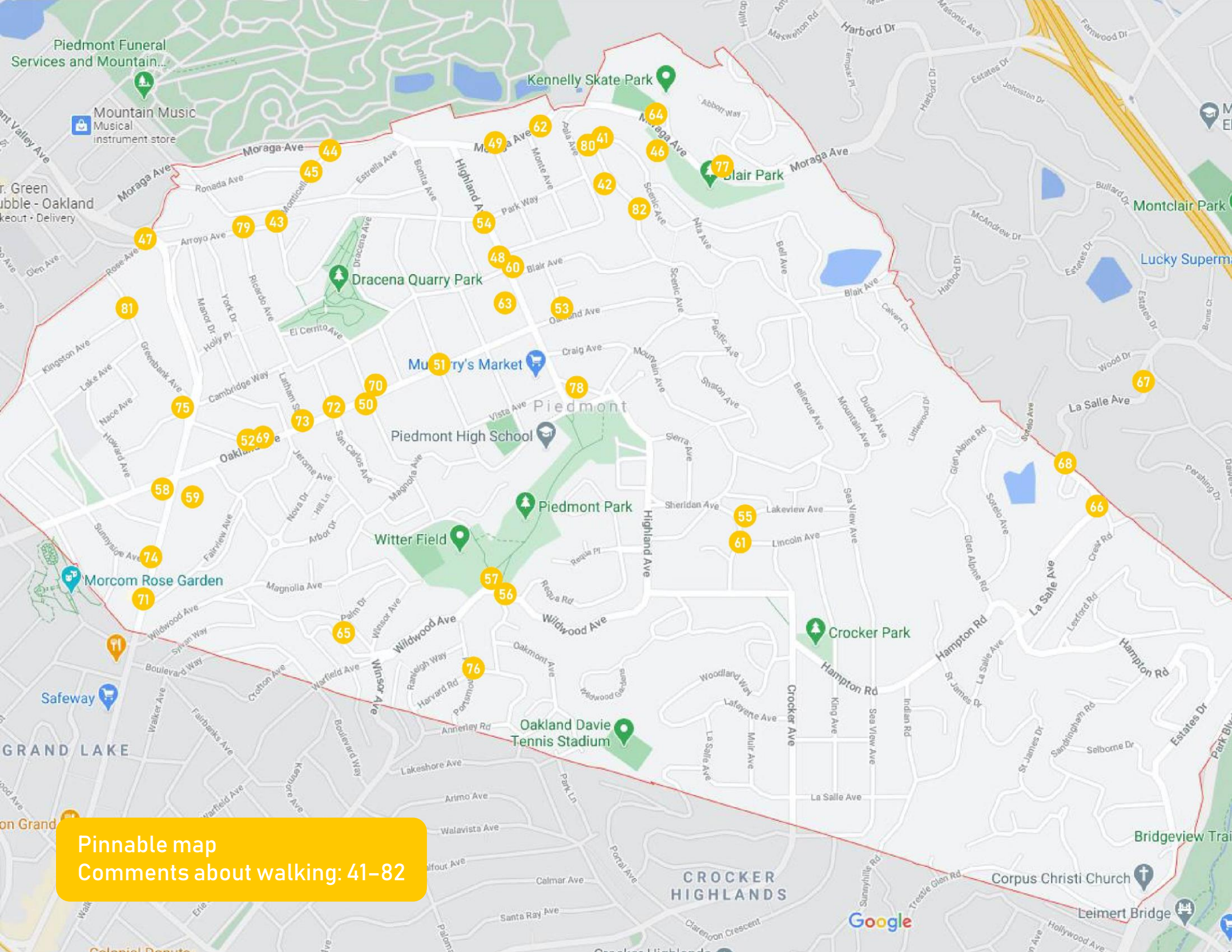
31. This sidewalk here floods when it rains making it impassible, forcing people to walk in the street.
32. Need some sort of sidewalk on La Salle.
33. ADA curb cut fills with water after rain - Hazardous condition.
34. No one— or very few— drivers stop for pedestrians in this crosswalk even though it's right across from the police station!
35. Need continuous and consistent sidewalks here on east side of La Salle Avenue (the sidewalk appears and disappears). People walk to Hampton Field in this area.
36. Many areas of Piedmont Park paths could use repaving as they are being lifted due to tree roots. Some paths are very steep at parts, and modifying the inclines would make the paths usable to more residents.
37. There is no safe way for people to cross Mountain near Bellevue. The side walk ends on Mountain near Caperton and people must use the other side. This relates to anothers request for traffic safety at Sea View and Mountain. Cars go extremely fast, blind corners and no crosswalks. I've seen many close calls with children walking to school. There was just a big accident with a single car out of control. Very unsafe for pedestrians.
38. Many children walking in this area with no safe place to cross the street.
39. No sidewalk along this stretch of Mountain with heavy shrubbery so that children, and other pedestrians, have to walk in the street to get by. A cross walk further up from this danger on Mountain would allow the many children living on the West side of the street, and up along Sea View, to walk to school with more safety.
40. Dangerous place to cross street. Cars don't expect pedestrians. Needs more visibility. Crossing from gas station to Expedia.
41. This is a popular walking path but drivers tend to take the blind turn going down at fast speeds.
42. This is often where people start their dog walking. Add poop bag dispensers. TOO OFTEN pedestrians along Scenic Ave step right into poop.
43. Tough corner to cross - cars come zooming up Arroyo and have no stop.
44. Tough crossing - cars swing around corner very quickly and it is a very wide street crossing.
45. Again, a tough crossing because it is wide and angled such that cars may not see the pedestrian when they are going quickly around the corner. The cars tend to come off of Moraga too quickly and then quickly off Monticellow to swing right on Ronada too quickly.
46. Would love to be able to walk safely up Moraga to Blair Park. The crossing feels unsafe.
47. Cross-walk beg buttons here should be automatic for Pedestrians. Many school children walking to Beach Elementary use this intersection.
48. Lighted crossing needed.
49. The Moraga / Mesa intersection technically has a crosswalk, but due to Moraga's curves, drivers cannot actually \*see\* pedestrians attempting to cross from the north side of Moraga to the South
50. Scary to cross here.
51. Dangerous to cross here.
52. Crossing Greenbank on the north side of Oakland Ave is long and traffic coming downhill can turn the 45 degree corner with little slowdown. It seems. Maybe this corner should get a Fairview Ave style fix to put a little bend in Greenbank at the intersection
53. A crosswalk at hardwick and Oakland avenue would help people cross the street more safely. Stop signs could help slow down fast drivers
54. Dangerous area to cross. Many drivers are accelerating to pass before Highland becomes one lane and can easily be driving 40 MPH.
55. Unsafe for pedestrians as cars drive fast and do not signal for this turn.
56. crosswalk hatching painted on street in lieu of sidewalk is not ideal. I'd love to see a better solution.
57. Pedestrians crossing from the park to Prospect at crosswalk (especially kids) are not clearly visible when cars are parked near the crosswalk. Please consider adding bulb-outs at Prospect-Wildwood.
58. Older maps of Piedmont show this as a public walkway. City should assert right-of-way over it. Looks like private landowners have enclosed it.
59. This is the former public walkway - not across the street. Icon moved as I was typing.
60. Cars roll through this stop sign in order to see cars on highland. Drivers are looking for traffic in order to merge and don't look for pedestrians. It's a safety risk when children are walking to school.
61. Cars quickly turn between Sheridan and Lincoln with out signaling nor looking for pedestrians. A stop sign in both directions would help. We feel very unsafe crossing Lincoln as a pedestrian.
62. For those living in this 'hood, would be nice to be able to walk up moraga all the way to Montclair, but at least to end of Piedmont. Kids walking to/from school have to navigate the dangerous part from Monte to maxwellton. A crosswalk or at least side walks would be great!!
63. An elderly driver almost hit my son on Highland Avenue hit a tree instead. Many teenagers Drive at high speed Distracted on their phones
64. Everyone who walks from Center of Piedmont to Montclair needs to cross street from Coaches Field to Blair Park - tough to see cars. Need a safe crosswalk.
65. Sidewalk in need of repair
- 66–68. No sidewalk - dangerous condition for pedestrians
69. Consider making Greenbank one way or even closing it at Oakland Ave altogether
70. Critical to install bulb outs at this intersection as has been planned and replace flashing lights with RRFBS. This is one of the top crossings for kids traveling to and from school

71. This crosswalk needs bulb outs and a median. Wide street, many turn movements and a lot of vehicles (for Piedmont).
72. Add cross walk here and implement traffic calming. Popular route for kids to get to school.
73. Traffic calming needed here. It's a popular spot for kids to cross Oakland and it's a busy bus stop. Cars often don't stop for pedestrians.
74. The pedestrian fatality in this area in Nov/Dec 2020 seems relevant to consider for any improved visibility plans for this steep and dark intersection.
75. This is a really well-traversed street for schoolkids but the sidewalk here (north side) is narrow, bumpy from tree roots, and obstructed from old street plants that are overgrown. Would be great to smooth and widen it.
76. It is critical that a stop sign is posted here. All the kids from this part of the neighborhood cross the street here to walk up Portsmouth to Wildwood, PMS and PHS. I have seen several near misses - it is incredibly dangerous for children. In addition, there have been several car accidents at this intersection. Cars regularly speed down Harvard in excess of the posted speed limit and can't see around parked cars near the intersection to see if children are about to cross.
77. The stairs lead to the middle of Moraga. The area is after a bend in the road and traffic is fast through the canyon. No sidewalk or clear sight lines for oncoming traffic
78. Repaint the crosswalk going from Wells Fargo to the Triangle/Piedmont Park. Even though there is a marker in the street, more visible striping would be easier to see and would slow traffic. I have almost been hit there multiple times by speeders.
79. Don't think this map shows it but there is a pedestrian walkway from Arroyo to Ramona. Steps on one end. If possible, this and other walkways (York-Ricardo, etc) should be made more stroller friendly- many families with strollers going to Beach or Draecna Park have to take longer and steeper routes to get to their destinations. Maybe they choose car instead. In past city has said this corrections are prohibitive because these walkways would have to be ADA compliant.
80. Scenic Avenue should be designated on the General Plan as a scenic walking route. Pedestrians on our street include not only our schoolchildren, elderly, runners, baby carriages and dog walkers, but also walkers from other parts of Piedmont and beyond. Because of it's remarkable vistas, historic Jack London homes and rare public staircases, Scenic Avenue is featured in many walking tour books such as Secret Stairs of the East Bay by Charles Fleming, attracting appreciative outsiders.
81. missing curb ramp
82. The long stretch of 140-358 Scenic Ave – 104-130 Alta has parking on one side – no sidewalks - 1 traffic lane streets shared by pedestrians, bicycles – vehicles. Walkers – cyclists have a legal right to use that street. The motor vehicle code requires cars to stay 3 feet from

bicycles. Yet vehicles careen down the street with little regard to walkers or cyclists right to enjoy use of that street – expect them to leap out of the way. Street improvements are urgently needed to slow vehicles.



Pinnable map  
Comments about walking: 1-40



Pinnable map  
Comments about walking: 41-82

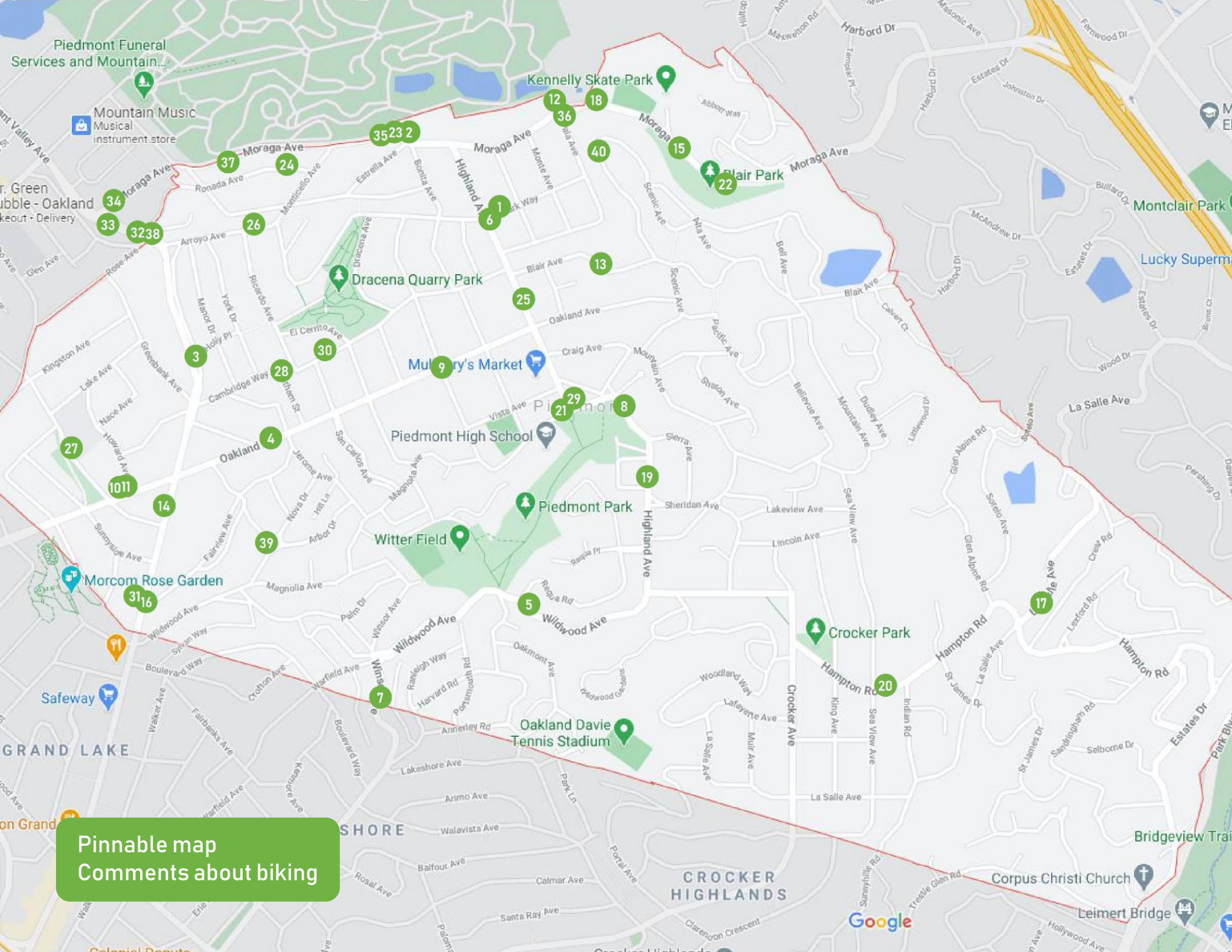
## 0. Pinnable map: Comments about biking

40 comments

1. Need uphill bike lane. Downhill lane can be narrowed a bit to accommodate it in narrow areas. Shared lane downhill is fine.
2. The Oakland sections before and after Piedmont have a bike lane which is better than nothing, but cars still cut into the bike lanes especially on the corners. I'd like to see at least a bike lane created in the Piedmont section, and ideally some kind of protected lane with a curb or cones in the new plan.
3. Very narrow bike lane, further hindered by poor road quality / uneven / cracks inside the bike lane
4. Not much space between fast moving cars and parked cars for cyclists here on the uphill along the whole length of Oakland Ave. Need a bike lane and 3FT. passing signage.
5. No space for uphill cyclists between parked cars and traffic.
6. Bike Lanes Here. Highland from Moraga to Oakland Aves is over sized for the traffic (due to cable car history?) and so there is ample space for bike lanes
7. Winsor is a difficult street for bikers. Needs improvement for their safety.
8. This portion of Highland is really narrow. Especially with cars parked on the side, there is not enough space for bikers and cars on the road Especially with cars parked on the side, there is not enough space for bikers and cars on the road.
9. Would help to enable red light to senses bike so it can change to green
10. Riding over the bridge toward Sunnyside is even more daunting with the railings up. Bikes need to either be encouraged to take the full lane (road markings and signs) or use the sidewalk (but the curb cuts are horribly oriented for that).
11. The Oakland Ave bridge sits on a critical bike commute route from Piedmont to Oakland, but the bridge is harrowing as a biker, and even worse with the new railings. Either explicit "share lane" markers for bike/car use or bike access into the pedestrian overpass are critically needed.
12. Moraga needs a continuously defined bike lane through the Piedmont segment as well, and improvements on the tight corners to ensure biker safety in the vicinity of heavy traffic taking these corners at high speed.
13. This corner is a biker / pedestrian hazard, with high speed uphill cars using the entire street, even around the blind corner. Bikers use Blair as a downhill access route.
14. Bike lane on Grand between Oakland and Sunnyside is very narrow and too close to the parked cars - danger of getting "doored". Can median turn lane be narrowed?
15. Need a bike lane to connect to existing Oakland bike lane on Moraga Way.
16. Bollards for cyclists to merge into traffic. These could easily have been placed 3 feet to the East.
17. Need bike lane on La Salle
18. Lack of SHARE THE ROAD signs and Share Arrows on uphill / south side of Moraga.
19. There should be a left turn "bicycle lane" from Highland to Sheridan. This is about the most unsafe left turn for bicyclists in the area. There is ample ROW to do this.
20. There should be striped bike lanes in either direction on Hampton from St. James Drive to Crocker Park. There is plenty of right of way. Parking can also be just on one side of the street if needed, and this stretch could also easily become a "greenway".
21. Bicyclists should be able to travel west here, as this is the only way from students biking to school from the east to get to schools. Otherwise they have to go on Vista and make a detour to go to schools. Take out diagonal parking on south side and replace with parallel to create additional ROW if needed.
22. A simple line to delineate the car lanes would be enough to increase the safety of the wide area of Moraga on the uphill side of the road. There should also be parking delineated with paint which would go a long way to organizing the flow here and connect to Oakland's bike lane.
23. Still dangerous because of the blind corner and drivers edging into the bike zone.
24. Ronada is used by thru-traffic in order to avoid traffic lights on Moraga. Ronada is a very common road for cyclists. Ronada should be closed to thru-traffic via a Piedmont Slow Streets Program.
25. Highland has no bike lanes and is a very dangerous road to cycle on. Especially for children. Please implement protected bicycle lanes on Highland.
26. Arroyo is used by speeding thru-traffic in order to avoid the lights on Grand and Moraga. This is also a major cycling street. Arroyo should be included in a Piedmont Slow Streets program.
27. Linda Ave is used as a cut-thru from Grand Ave to Piedmont Ave. I've witnessed cars speeding past Beach Elementart (with students present) at over 50 mph. Needs more aggressive traffic calming. Also, the bike lanes really need to be protected bike lanes. They are used by elementary students biking to school.
28. Bicyclist rarely stop at this corner in order to yield to traffic on Cambridge and what is worse is that the downhill riders make a very fast and sharp turn to Latham where there is no visibility to see the oncoming cars on Latham. Somewhat recently installed yield sign is not adequate and should be replaced by a stop sign.

29. stripe bike lanes here and visually narrow highland. Too wide with the curve, lots of speeding. This is 'downtown' Piedmont, lets slow it down
30. Add bike lanes and narrow this road, help bring down speeding.
31. Continue northbound bike lane through the intersection.
32. This traffic light doe not recognize ciclists in left tur lane
33. Need bile lane here with obvious ability to turn left on Moraga
34. Way too narrow for bike lane direct biles to Ronada
35. Bike lane ends here and is a danger. Née bike lane on whole of Moraga except the very bottom just above Pleasant Valley which is to steep and narrow.
36. Need bike lane. Make downhill lane narrower This is very dangerous. Add flashing light so cars know ther is a cyclist on the curve.
37. There is plenty of room for an uphill bike lane if downhill lane is narrowed and maybe eliminat the left turn lane to park.
38. Challenging crossing for kids biking -- this is key signalized crossing of Grand for kids in Baja area to get to Dracena Park, to avoid Cambridge (unsignalized) or Oakand Av (too much traffic). Offset between Rose and Arroyo forces kids onto narrow sidewalk on E side -- really poor visibility approaching Arroyo corner with overgrown vegetation. Kids then are then riding in the wrong direction downhill on Arroyo. Same issue in the other direction w kids WB on the wrong side of Rose after xing
39. sidewalk needs to be repair - cannot get over on wheelchair
40. Scenic Ave – that section of Blair Avenue adjacent to the reservoir should be designated as a bicycle route on the General Plan because it is a heavy used bicycle route due to its gradual grade, quiet, beauty and direct connection to Montclair. This does not mean it requires a bike lane, but it should be recognized as a bike route.





Pinnable map  
Comments about biking

## P. Pinnable map: Comments about general traffic safety

166 comments

1. This curve is very dangerous for uphill cyclists. narrow the downhill lane and put in a bike lane.
2. This stretch of Mountain is very dangerous. Cars drive 40 miles an hour. I have contacted the city and a speed study was done, but nothing came of it. Both of our beloved cats were hit with no driver stopping. Its going to he a child that is hit next. My suggestion is speed bumps or stop sign at Dudley and Mountain.
3. Blind corner, very dangerous section for cyclists
4. This five way intersection is used by many students (when school is in person!). The combination of the multiple intersecting streets and the hills make it particularly dangerous. Unfortunately, I can not think of an obvious solution.
5. blind curve on a steep and narrow road
6. At the intersection of Highland and Sheridan there is now a stop sign going in one direction on Highland. There should be one in the other direction because there is a crosswalk at that intersection that is difficult to see because of parked cars. No one expects to only have a stop sign one way so they walk out in traffic. This is a busy intersection at school times.
7. This intersection needs better lighting. Almost impossible to see pedestrians crossing at the intersection. This is a busy intersection.
8. Cars speeding down Wildwood ave is a huge safety issue. It is a narrow curvy street with many pedestrians.
9. Dangerous for northbound cyclists to turn left to continue on Grand here due to cars continuing to go straight onto Lower Grand Ave.
10. People constantly speed up and down this stretch of Cambridge Way to avoid traffic on Oakland Ave. It could really benefit from a speed "dip" or other tactic to slow down traffic.
11. Cars often fly down El Cerrito and there is a blind curve at the end of the street by Magnolia. This is a walking route for many children going to/from school.
12. This part of Park Blvd on the Oakland/Piedmont border has lots of speeding cars, and no safe shoulders for bicyclists. Last week I passed an injury accident where it appears a bicyclist was hit or forced off the road and suffered a serious but non-fatal injury. OFD was responding as I passed by. The roadway in this area is also very rough and causes tire failures and accidents from people swerving to avoid potholes (possibly Oakland's issue).
13. Stop sign or crosswalk on Indian where it intersects with La Salle.
14. for many years we have watched close calls at this confusing intersection of 3 streets along with some accidents - screeching brakes are not uncommon
15. The intersection at Ramona and Moraga is a terrible place to cross. There are trees obscuring views for the pedestrians looking right and left; same for cars going in either direction. Cars mostly go faster than the speed limit. Would like to see the same red light system that is on the crosswalk Highland and Craig. If there were a sidewalk on the cemetery side of Moraga from Highland Avenue to Ramona, pedestrians could cross up there instead. But a safety lighting system sounds simpler.
16. There is a recognition that this intersection is dangerous for pedestrians with the flashing white light. However, the light is too dim for motorists to see going either up or down the hill. I do not trust the flashing light to cross, especially when pushing a stroller. Should be replaced with the same red light system that is at Highand and Craig.
17. Common to see drivers running stop sign.
18. Needs bulb outs and turn arrows.
19. Blind curve Bad for cars children and pets
20. This intersection needs a stop sign on Hampton, in addition to the one on King Ave. Due to the angle of the intersection, it is very difficult to see cars travelling up Hampton, when making a turn off of King Ave.
21. Lots of cars (and all bikes) barely slow down (much less stop) as they head down the hill on Blair at this intersection
22. I have lived at this location for 31 years as have most of my neighbors and we all agree there should be a stop sign at this intersection. It is very difficult to cross the street in the crosswalks as cars are usually parked before it and cars can't see you crossing as they tend to speed going downhill and furthermore trying to back out of our driveways is always a hazard!
23. Several accidents every year during the rainy season
24. This curve is not sharp enough to make people slow down but with the parked cars it's difficult to see children playing or riding bikes in the street around the bend. A traffic break like a speed bump would be good to slow traffic down.
25. Illegal uturns by park users and piedmont preschool parents while speed of downhill traffic on Lasalle has increased over the years. Lasalle traffic, speed of traffic and u-turns are routinely ignored or not monitored by Peidmont police even though Lasalle is a major arterial into piedmont.
26. Limit parking on this curve as it's unsafe to maneuver cars around parking especially when AC transit buses navigate thru this area
27. crossing Jerome on Oakland is dangerous as cars are turning off Oakland a high rate of speed, the sight lines are often blocked by buses stopped on Oakland and the cars are passing it
28. Blind corner. Cars on rose trying to turn onto echo cannot see oncoming traffic.

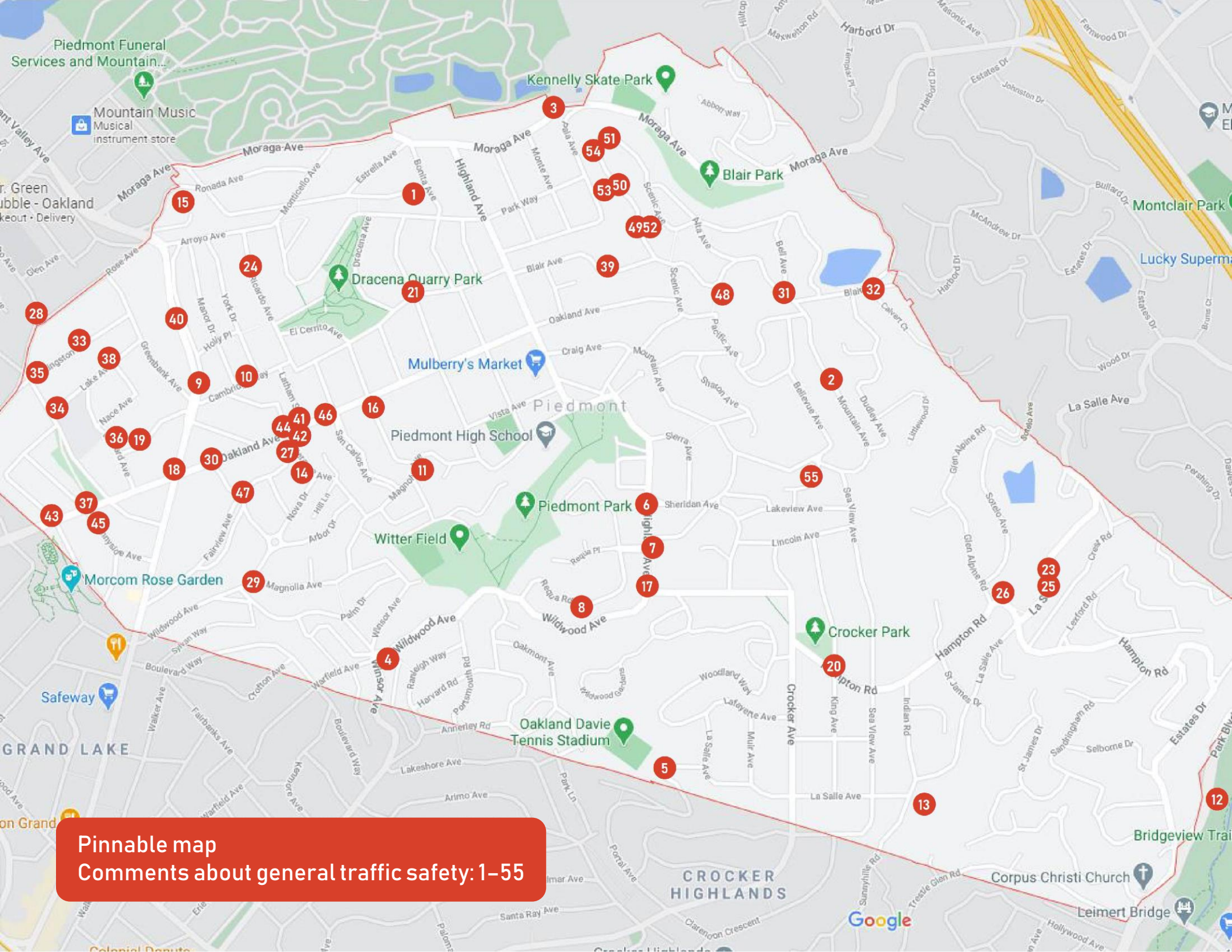
29. The bollard configuration has slowed some traffic, but only caused more problems as shown by the photograph of an accident. Despite repeated complaints, the city has done little to show drivers how to navigate the area. The left to Nova is blind, the bollards are so far apart people literally drive through the circle, and the circle is too big for that little area creating a sharp turn so that accident happened. Plus, it's exceedingly ugly.
30. Making a left onto Oakland from Arbor is tricky when cars are parked on Oakland too close the intersection. It's a completely blind turn.
31. There is poor visibility for cars going up Blair Ave to the stop sign at Mountain due to road contour. This is exacerbated by parked cars. I'd recommend a red zone on the one side of Blair Ave before the stop sign at Mountain, and extend this red zone on Mountain just after the stop sign
32. Road contour causes poor visibility when turning down Calvert Court from east bound Blair Ave. Parked cars create a blind spot. I recommend a red zone on Blair just below the corner. One car length would help a lot.
33. Kingston between Linda and Monte Vista, many cars will regularly drive 35-45 mph because it's a straight street that takes people to the freeway. Lots of families with young kids live here.
34. Major problem with rolling stops, mostly headed downhill from Piedmont Ave toward Grand, but potentially on all 3 sides.
35. Love the new Kingston triangle park (!) but it has created a really complicated intersection where it is impossible to know who has the right of way. What can be done?
36. Whole of Howard is narrow, with cars parked on both sides. Between narrow street, hills, there are lots of blind spots. Busy neighborhood right at Linda Beach park and elementary school.
37. The vast majority of cars do not stop at the crosswalk for crossing Oakland Ave at Sunnyside Ave. This is a primary walking route for children to go to Beach school from our neighborhood, and this crossing is extremely dangerous because cars do not stop. Can you find a way to make pedestrian crossing more visible?
38. People drive way too fast down Lake. Desperately need speed bumps or other traffic calming solutions here.
39. Concerned about the speed with which people drive up Blair, clearly in a hurry to get to points further up the hill.
40. People drive way too fast on Grand Ave, and I'm sure most traffic isn't Piedmont residents. Would like to see more traffic calming features, and more PPD officers out giving speeding tickets.
41. This intersection is also hard for cars coming from Fairview as they have to watch for cars from both directions of Oakland and Jerome traffic, not knowing who's headed for which street and all are going fast.
42. This intersection is dangerous as there are cars coming from Jerome avd and Oakland ave both. Need a stop sign on Jerome Ave towards fairview ave and Oakland ave.
43. Cars often treat Oakland Ave - especially going downhill into Piedmont- as a speedway. I've noticed 40mph+. Makes walking and biking here dicey in commute times.
44. Rapid traffic coming uphill from Oakland Ave speeds onto Jerome, making this hazardous for pedestrians crossing Jerome, and cars coming from Fairview. Cars coming up Jerome also have no stop requirement. Needs (a) a curb extension to slow turning traffic from Oakland Ave; (b) stop sign for Jerome traffic at Fairview / Jerome merge, and (c) sidewalk and pedestrian crosswalk across Jerome.
45. Because traffic gets backed up on Oakland Ave, so many cars cut through Sunnyside Avenue to get to Grand Ave. We live on a big hill, so the cars ignore the Yield sign and race down the hill. Is there a way to help restrict traffic from cutting through our street?
46. Downhill traffic speeds on Oakland are very high.
47. Numerous drivers are not stopping at the STOP signs. Some drivers stop, some take their foot off the gas and others accelerate right through the stop.
- 48-51. No side walks, blind corner and one lane road where drivers frequently drive over the speed limit causing a safety hazard to other drivers, pedestrians and bicyclists. An ideal location for a speed bump to help increase the safety of Scenic Ave.
- 52-54. One lane, no side walks, blind corners. There have been numerous times where a pedestrian and bicyclist has almost had a head on collision with a speeding car. SPEED BUMP crucial to prevent pedestrian death.
55. Narrow street, parking on one side, no sidewalks, blind corners, a number of times, we've had to flag down cars to slow down, speed bumps would slow them down and crossing signs in front of the common stairs.
56. Not sure how to solve this problem because Blair changes to Harbord in Oakland, but there is a dangerous blind curb. Sometimes, cars inch to the middle of the street and there are pedestrians walking - it's a recipe for an accident. Maybe, a blinking light warning???
57. Blind corner, Scenic Ave. narrows, parking on one side, no sidewalks, speed bump would slow drivers down.
58. A crossing painted on the pavement might alert drivers that pedestrians come down these stairs. These stairs are used for exercise, dog walking, passage to upper Scenic.
59. I agree with another comment that cut-through traffic has gotten out of control here, especially bad at this intersection because it's a yield intersection, rather than a stop sign, which I see motorists often plow through. I've seen cars traffic speeds in excess of 40 mph to avoid having to access Grand Avenue or Oakland Avenue without having to wait at the traffic stop at intersection of the two Avenues.

60. I agree with this comment here. I have to commit to walking into the intersection in order to get cars to stop, which is incredibly dangerous. They simply will not stop. Moreover, when I am driving north on Sunnyside Avenue to make a left turn onto Oakland Avenue visibility down Oakland Avenue toward Piedmont is really dicey. I have had to back up my car multiple times, which is very dangerous. There are no mirrors or anything to assist with the lack of vision clearance.
61. Difficult to turn LEFT from Vista onto Hillside (especially during mornings). Cars and trees block view if oncoming (and often speeding to drop of students) vehicles. Recommend 3-way stop.
- 62-67. 25mph speed limit is too high for this location
68. turning L onto Mountain from SeaView (on a bike or in a car) is difficult bec/ there are blind turns in the road both above and below this very wide intersection. Cars can come quickly from around the uphill turn before a bike can fully cross and enter the lane.
69. Really difficult to turn L safely onto Cambrian from St James, particularly when cars are parked on St James across from the intersection. It's a nail biter!!
70. It is terrifying to drive up Mountain even very slowly past this intersection. There is no red stripe next to the crosswalk, so cars park right up to the edge of the crosswalk which obscures the view of drivers approaching the crosswalk. Often students will just launch themselves into the crosswalk without looking. The road curves just prior to this section making visibility all the worse. I've been white knuckling around this crosswalk for years! Curb should be painted red for 3-5ft on either
71. A "yield" sign on Harvard going towards Ranleigh would reduce the near-misses at this intersection. It would also reduce the speed of cars coming down Harvard.
72. Kids often play in this park, yet there's no fence or other structure to ensure they don't stray into the traffic just a few feet away. Particularly dangerous on the Wildwood (south) side where cars coming from Grand are speeding going up Wildwood
73. Cars coming up Wildwood from Grand tend to be speeding, likely because of the open-angled right turn from Grand which doesn't force cars to slow down heading onto Wildwood. They continue driving too fast as they "sling" around Wildwood by the Redwood park and until they reach the hilly/curvy part where Palm begins
74. The driving lanes are very narrow, especially right where the cross-walk sign is (which sits between the lines). When cars are parked by the cross-walk, approaching cars often brake suddenly as they realize the narrow lane and avoid hitting the cross-walk sign or parked cars.
75. Traffic speeds along this stretch and needs to be slowed down, without adding additional stop signs.
76. Heavy traffic especially during school opening and closing times. Limited vision of cars in the opposite direction is very dangerous when delivery trucks or garbage trucks are present and are never properly parked or stopped.
77. No cross walk or yield at a 3 way intersection. Many children walk to school from this location and its a HUGE hazard. Cars drive at very high speeds.
78. No crosswalk at a 3- way intersection leaving many children without a crosswalk to school. Cars drive at high speeds in all directions. Thank you.
79. This is a very dangerous 3-way intersection for pedestrians and many children cross here to get to school or other activities in town. Cars drive very quickly in all 3 directions. I've witnessed many near calls with pedestrians and cars.
80. This is a dangerous intersection at night. Heading towards Piedmont Ave. and stopped at the intersection of Linda and Kingston, a driver is on a rise and has difficulty seeing people in the second crosswalk at Rose (over the crest of the rise) especially with a car coming in the other direction with lights that are aimed uphill making it more difficult to see the second crosswalk. Two crosswalks so close together is dangerous because it is unexpected while accelerating from the first stop sign
81. Cars drive up and down Mountain at very high speeds despite there being many blind turns and narrow roadways and it being a very popular route for pedestrians.
82. Cars and trucks come speeding around this curve on Mountain all the time (in both directions). Not safe for children or pets who may be crossing the street. There is also a crosswalk to the school a few doors down. Would love for a speed bump to be put in!
83. Agree with the concern with fast moving cars using sunnyside to avoid the traffic light at grand/oakland. They biogas both the LPS and the traffic light by cutting up sunnyside, and it is dangerous for the high speeds.
84. Shrubs around the "circle tree" where Alta and Scenic meet need to be maintained (and enhanced). This is a popular neighborhood meeting spot, but it's also where drivers turn around (instead of using people's driveways). To keep it safe for both drivers and pedestrians, the circle tree area can be enhanced.
85. My child and I were nearly hit at this intersection by a driver who did not see us crossing the street. The curve makes it an incredibly dangerous crossing.
86. My child and I were nearly hit at this intersection by a driver who did not see us crossing the street. The curve makes it an incredibly dangerous crossing.
87. This intersection is far too large. Cars use it for dangerous u-turns.
88. Thru traffic uses Ronada as a cut-thru to avoid traffic lights at the bottom of Moraga. Cars come off Moraga at high speed and continue onto Ronada at high speed. This intersection would greatly benefit from a bulb-out parklet similar to the intersection of Ronada at Ramona.

89. This intersection should have a 4 way stop sign. It is used by many children going to and from school and cars drive too fast down this stretch of street.
90. Please have a bike lane on Highland Ave. Please have signs indicating Bikes to follow traffic rules.
91. Hard to see pedestrians or bikers on cross walk given tree coverage when coming down Grand. Consider additional signage.
92. Dangerous intersection as cars speed up/down Howard and cars are parked on both sides. Consider speed bump where Howard meets Nace.
93. The blind curve on Moraga right before the intersection with Pala is very dangerous; cars go whipping around this corner and has been the scene of accidents in the past (notably, once, where an OPD cruiser collided with the curb!), as well as a common crossing for deer (of which several have ended up getting hit)
94. Cars on Grand come in fast around the bend; little time to react to traffic coming from Greenbank
95. Frequent rolling stops at top of Cambridge and bottom of Blair are frequent as people cut down Cambridge/Blair to avoid Oakland
96. Cars are going to fast on Lower Grand Ave
97. Cars driving on this stretch of Blair typically drive very fast, usually 10-15 mph over the speed limit. Occasional speed feedback signs are placed here. Please consider some remedy to discourage speeding in this straight section of roadway.
98. cars frequently ignore stop signs
99. Scary to cross when it's dark and even during the daytime, more so during pre-Covid times.
100. VERY scary to cross in pre-Covid days, especially when it's dark or raining.
101. This street bend is incredibly dangerous. Low visibility, narrow street, speeding and now increased traffic from cut-through directions.
102. Narrow street, speeding and now increased traffic from cut-through directions and park visitors.
103. Cars drive incredibly fast down Oakland Ave. from Grand toward Sunnyside and Olive. Pedestrians have to start crossing into traffic at Oakland and Olive for cars to yield for the crosswalk there. This stretch of Oakland Ave. feels very dicey for pedestrians trying to walk up/down or cross Oakland Ave.
104. Cars come off Grand Avenue onto Wildwood Avenue at a fast pace. There is a pre-school and neighborhood children that are at risk due to the vehicles speeding.
105. Parking is a major issue. Local businesses employees use Wildwood Ave. to park all day. And the Shell station regularly has long term autos parked on the street (employee's project cars).
106. Cars often are speeding on Boulevard Way making it dangerous for both cars and pedestrians at the top of the hill at the intersection of Crofton where traffic visibility is impaired.
107. Narrow street with no sidewalks. Increasing amount of speeding cut through traffic makes it hazardous for pedestrians, especially small children.
108. It would be great to place a speed hump on Arroyo. Cars zoom up the road and it's dangerous for pedestrians.
109. Drivers speed up and down Blair. Placing a stop sign on this intersection could help slow traffic and make them more aware of children playing
110. People are often driving 40 mph or more, passing before lanes converge. Dangerous for pedestrians to cross and can be dangerous driving and turning onto Highland. Drivers don't often stop at crosswalks.
111. Cars quickly turn between Sheridan and Lakeview with out signaling nor looking for pedestrians. A stop sign in both directions would help. We feel very unsafe crossing Lakeview as a pedestrian.
112. Vehicles park at the top of the pedestrian steps. I consider the steps an emergency egress/ingress in case of a wildfire. City should paint a red zone at the top of the steps to prevent vehicle parking.
113. Need to move the street painted "stop" line at least 5 feet forward. It is set too far back from the intersections corner.
114. Cars come flying down the hill here.
115. U-turns are already illegal on Wildwood at Prospect, but more signage/street paint may help improve awareness of and compliance with this rule.
116. In addition to the speed in the straight away above down from Blair, and from Dudley up, drivers come around the curve both ways between Sea View and Dudley way too fast. How about a stop sign at Dudley? Those speed dots? Reduce speed signage?
117. Stop sign needed. Cars cut through here to avoid the light to get to Moraga and speed through here. There are lots of young kids who live here so a stop sign would be a huge help!
118. Latham Street is often used as a short cut connecting north of Oakland Ave. to South of Oakland Ave. During school days, parents drive their children to schools at an alarming speed through this rather street. Usually with cars parked on both side of the street, the traffic is limited to one car at a time and it is not easy for a speeding driver to react to a pedestrian as they get on the street to get in or out of their cars.
119. With cars parked on either side of Latham, often oncoming traffic would blocks cars turning on to Latham from Oakland Av. The amount of cross town traffic on Latham and how narrow the street is, almost makes it a perfect candidate for a one-way street.
120. Parked car routinely blocks visibility at this crosswalk - unsafe place to cross
121. This is a very wide street on the way to schools (High and Mid), so many people speed on that street. There are many families with young children living on that street, so this is a very scam and dangerous situation. There should be a divider that slow down people.

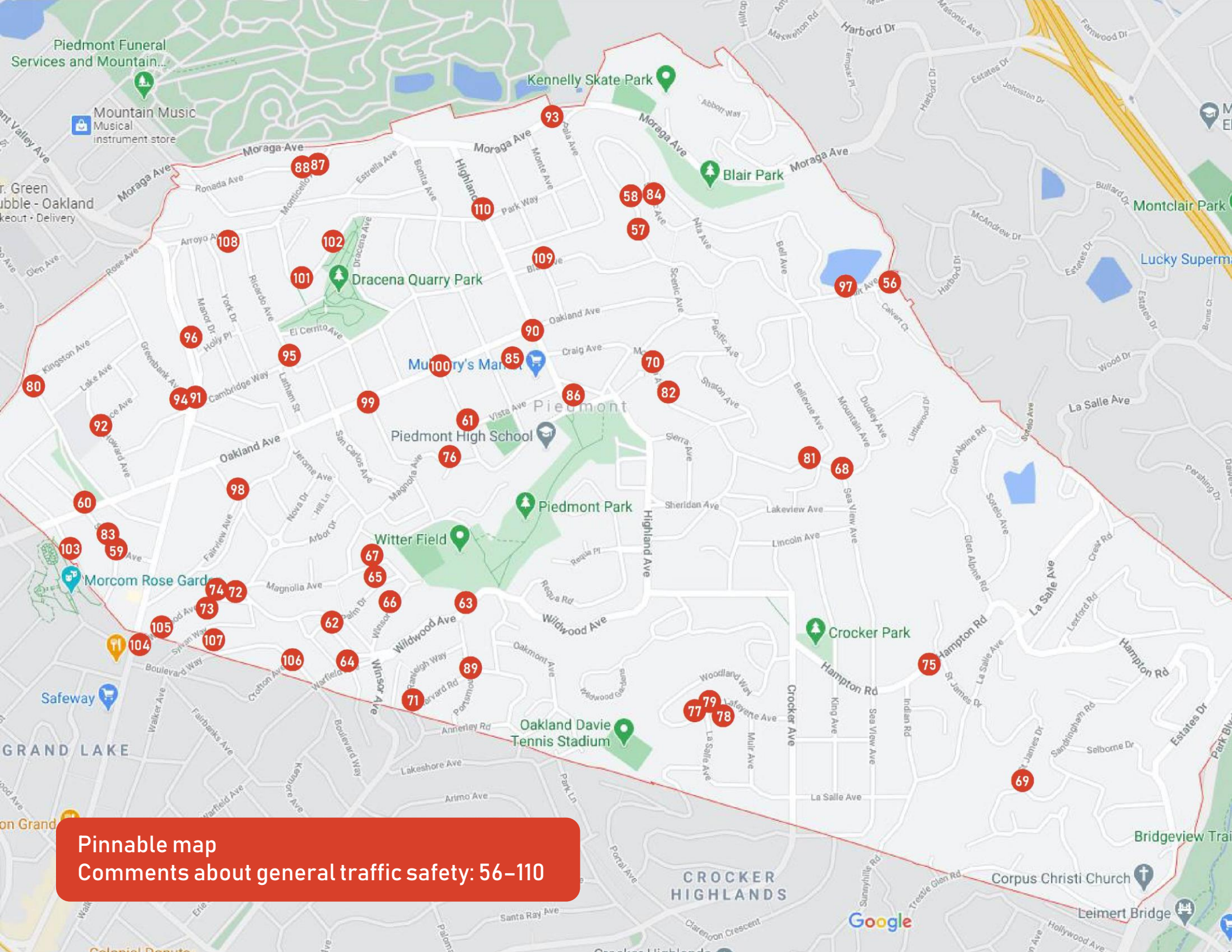
122. The intersection is in the middle of a long stretch of the hill and drivers are either going to fast downhill from the momentum of the hill and they are accelerating very fast on the way uphill. Most of them pay little to no attention to the crosswalk there and it is almost impossible or pedestrians to cross the street in a safe way.
- 123–126. Street too narrow for 2-way traffic or parking on both sides of the street
127. This intersection is very dangerous to cross for pedestrians specially kids. It needs to have crossing lights to draw drivers attention to stop. The cars do not stop here and they drive fast.
128. This intersection is very dangerous to cross for pedestrians specially kids, same as sunny side and Oakland. It needs to have crossing lights to draw drivers attention to stop. The cars do not stop here and they drive fast.
129. I agree with other comments that this is a dangerous intersection for pedestrians and cyclists. Car speed down the hill and ignore the crosswalk at Sunnyside. This is a route to Beach School and for folks headed to the dog park or to Piedmont Ave. Flashing lights at this crosswalk might help car drivers pay attention.
130. People drive way too fast on Blair, especially this straight section. There are small kids in the area - a disaster waiting to happen. We People use Blair like a speedway to get to points further up the hill. URGENTLY need traffic-slowing mitigations. Protect the kids, add speed bumps and other measures!!!
131. Car speed on Arroyo a major problem
132. I agree cars going downhill in particular make this turn far too quickly. They are often trying to 'beat' the oncoming traffic and are not looking for pedestrians crossing Jerome on the east side of Oakland.
133. Car speeding in both directions
134. Cars take this turn too fast and there is poor visibility around the curve. Sometimes joggers are in the roadway because they are avoiding other pedestrians on the sidewalk (because of social distancing). Suggest adding more striping approaching or through the intersection up to the crest of the hill and the turn, and/or temporary bollards, and/or additional signage for cars and for pedestrians.
135. Cars and trucks are constantly speeding in this area. Many drive right through the stop signs without slowing down. This is a very dangerous location because there are multiple intersections here.
136. This intersection is an improvement on what was there before but it is also confusing for drivers (and cyclists) who has right-of-way as the points of the putative four-way intersection are not clear. The split at Kingston is especially confusing in this regard.
137. This is a terrible intersection to try and turn off Oakland onto the north side of Sunnyside. Oncoming traffic drives very fast, can't easily see there is an intersection approaching, and doesn't have a clear line-of-sight to cars turning.
138. Making a left onto Oakland from Greenbank is tricky because visibility for turning cars is difficult -- incline of Greenbank and cars parked on Oakland.
139. All the kids walking up Portsmouth to Wildwood, PMS and PHS use this street. Please consider putting a stop sign here.
140. This is a 4 way intersection without any stop signs. Kids and families cross here multiple times of the day. Also, Harvard is a thoroughfare for deliveries and others going to upper piedmont which results in excessive speed. Please consider a stop sign here going up Harvard to slow everyone who is using Harvard to get where they need to go. Thank you.
141. a yield sign is needed here. people speed and cut the corner all day long and there are many near accidents. a yield might slow folks to look first.
142. Confusing intersection with poor visibility. No right of way for either turning or straight at stop signs. The vegetation blocks view for drivers. Also traffic up and down the hill with frequent speeders. Perhaps need road bumps or speed signs to remind drivers.
143. No safe to children to cross street to get to school. Frequently, drivers speed through Linda both ways and no complete stops or wait for pedestrians.
144. Fast and heavy traffic during school and work hours. People use as short cut route to freeway and pickups/drop offs at neighboring school. They are in a rush in both directions. Frequent near misses and randomly aggressive honking. When resident backing from driveway becomes a hazard each time especially blinded by the elevation, parked cars, and speed of approaching cars. Needs solutions to slow down the flow and speed.
145. We need a stop sign here. We lived here for 14yrs, witnessing accidents btwn cars driving through Harvard and through portsmouth. Cars speed through Harvard as a main thoroughfare between lakeshore/580 to wildwood ave (high schoolers, delivery drivers etc). There are many families with kids that use this intersection as the primary route up to wildwood elementary, middle – high school, and witter field. Please consider the request- esp since this has raised many times over the past 15 yrs
146. While this is a difficult area with lots of cars, walkers and bike riders, a road diet here would create serious challenges for drivers and impact accessibility on this main thoroughfare. The road diet Oakland is considering would prevent Piedmont residents from easily accessing the center of town and cut us off. Traffic would be a nightmare as well
147. Craig Street, with parking allowed on both sides, is really narrow for two way traffic. It would make much more sense for Craig to be a one way street from Highland to Mountain. This would also eliminate a potentially dangerous crossing at Craig and Highland where traffic merges into Highland at a major crosswalk in front of Havens.
- 148–154. Excessive speed! Reduce speed limit to 15mph!

155. See photo - the right way to fix many of our narrow streets - either One Way or parking on one side.
156. There are many cars that use Harvard road as a cheater bypass of Windsor / Wildwood and have total disregard for the safety of the neighborhood. This intersection is critical to many children on their way to school, it's a travesty that this intersection/cheater route has not been addressed in the past.
157. This is a thoroughfare for children walking to school. There needs to be a stop sign at the intersection for that reason.
158. I regularly have to yell at cars for speeding down Harvard Road. Unfortunately it is used as a thoroughfare to get from Lakeshore Ave into Piedmont. There are many school age kids on this street. A stop sign to slow traffic would be ideal.
159. Howard Avenue is narrow and has blind spots — maybe lower speed limit or speed bumps to discourage cut through traffic
160. The crosswalk across Howard does not seem adequately visible for vehicles turning from Oakland Ave (especially downhill / east-bound) onto Howard
161. Cars speed around this corner all the time - a yield sign or stop sign would be really helpful which would also slow traffic on harvard.
162. The stacking of cars at Ace is creating bike and pedestrian hazards. Cars are lining up in bike lane to enter parkign lot. Cars are using sidewalk to recircle into lot - I've seen it. Will ped bump outs add to this mess?
163. Front yard of Private property at 250 Scenic Ave has eroded/collapsed into the right-of-way, significantly narrowing the public street by at least 6 feet and worsening visibility at the blind hairpin turn. The public ROW should be restored and retaining walls installed.
164. On street parking should be prohibited (red curb) in front of 255 Scenic Ave because the road is simply too narrow for cars and bicycles and pedestrians to travel in that specific space. The residence at 255 has a large 2 car garage and ample driveway (for parking 2 cars) with a nice driveway apron, which they don't use. Instead they park their large vehicle on the street, causing cars, pedestrians and cyclists to all funnel into one narrow lane at a bend in the road. Dangerous.
165. A small area between 141 and 161 Scenic Avenue should be red-curbed (parking prohibited) because this section of the road is too narrow to safely accommodate thru-traffic and a parked car.
166. If street parking were prohibited just in front of this one corner house on Highland Ave, it would improve the visibility of vehicles turning both left and right from Blair onto Highland Ave. I have witnessed collisions at this intersection because of poor visibility.

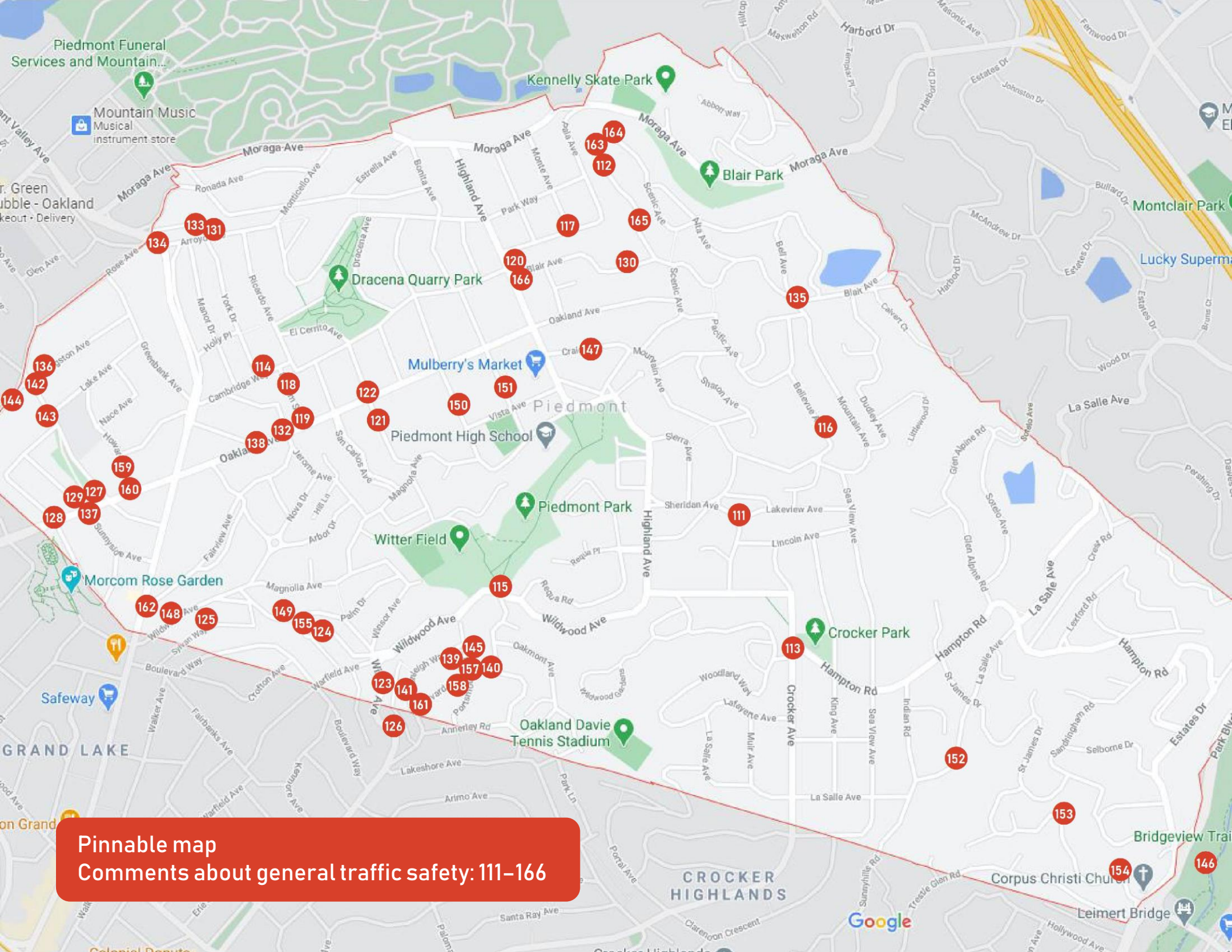


Pinnable map  
Comments about general traffic safety: 1-55





Pinnable map  
Comments about general traffic safety: 56-110



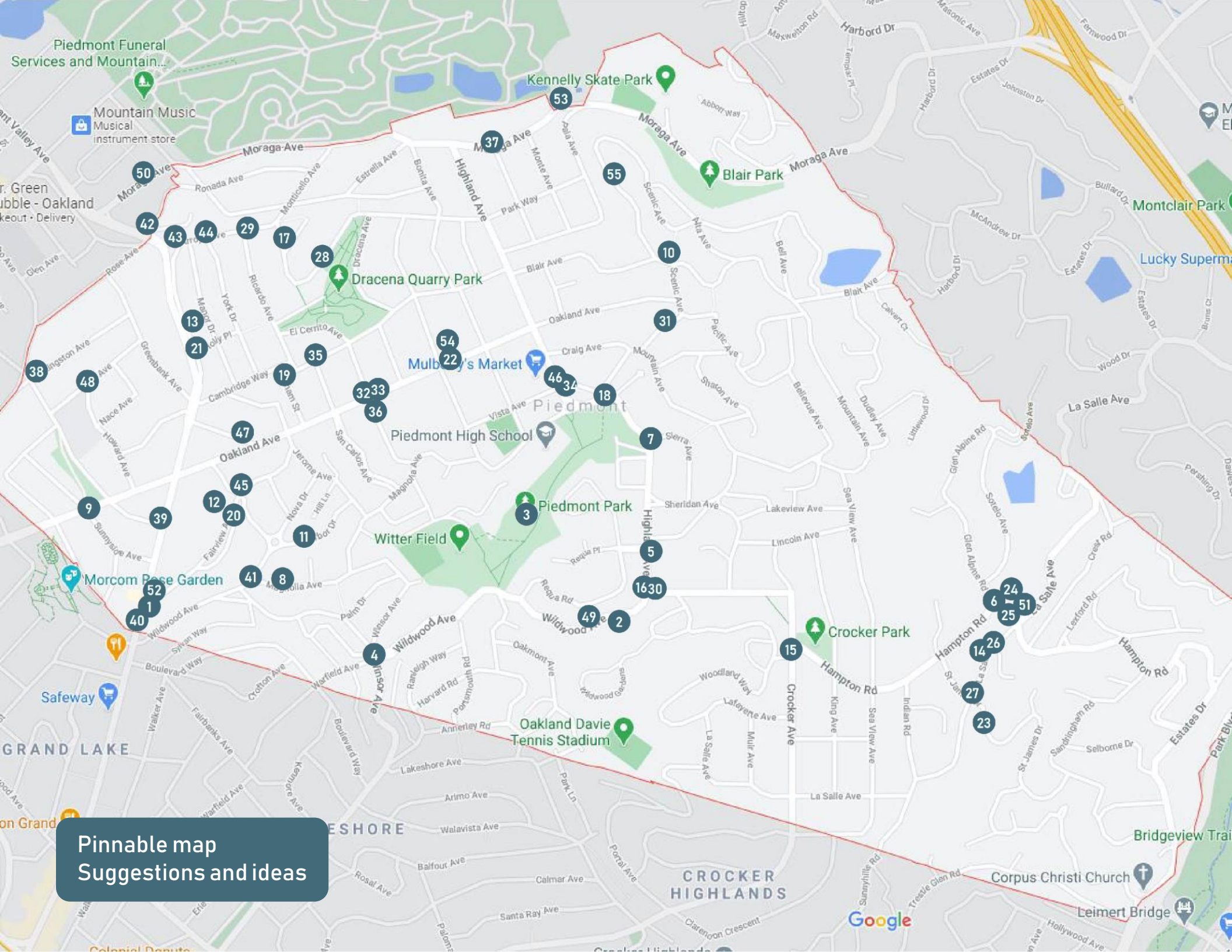
Pinnable map  
Comments about general traffic safety: 111-166

## Q. Pinnable map: Suggestions and ideas

55 comments

1. Replace these unsightly bollards with landscape and a water retention swale; much more attractive, environmentally friendly, and bird/bee/butterfly supporting!
2. This part of Wildwood Ave is extremely dark. We are all trying to walk more but almost impossible to see here without a flashlight.
3. Nervous about all the dried leaves and brush as we navigate fire season.
4. An upgrade to this intersection was proposed as a capital improvement project in 2018. Please include in your upgrade plans.
5. This part of Highland at Caperton is extremely dark and unsafe and recently have had several car break-ins
6. Parking on inside of curve radius
7. Because the road is wide at this intersection, there is a blind corner due to the curve/hedge and cars are often going too fast, this may a good intersection for the flashing lights on the roadway to alert drivers to pedestrians crossing the street.
8. why aren't all these new bollards used as bioswales under green infrastructure plan? they are ugly and could be so much more attractive and productive!
9. I think that the Olive-Sunnyside Loop that is bounded by Oakland Avenue should be closed to traffic to the extent possible to allow for pedestrians and cyclists to move around and exercise and walk.
10. This is one of many stairways and pathways that can shorten walk trips and enhance exercise outings. They are poorly marked as public ways and in many cases unlit. They should be consistently and simply marked so people understand them to be public rights of way - perhaps with reflective paint on the handrails and curbs.
11. Another poorly-marked pathway that should be clearly marked as a public way.
12. I've heard this is public right of way that has been incorporated into a private property - this should be rectified and prohibited in future.
13. I appreciate the comment about safety conditions and I also appreciate it when people do not rush to judgement about whether speeders are Piedmont residents. I see no basis for thinking that speeders are not local residents.
14. Add street trees, and continuous and wider sidewalks in this whole block of La Salle Avenue. The street is very wide and can easily accommodate these. This will help with the flow of people to Hampton.
15. Would be wonderful to have a proper crosswalk at this stop sign. Many children walk to school in this direction and cars "roll" through this stop sign all the time.
16. Would be wonderful to have a proper crosswalk at this stop sign. Many children walk to school in this direction and cars "roll" through this stop sign all the time.
17. The sidewalk needs some repair along here. I've tripped several times here. Thanks!
18. We need a Piedmont Slow Streets program!
19. Traffic cut (often at speed) through to/from Oakland to Dracena park residential area. Are speed bumps an option?
20. The 2 blocks of Fairview are ideal for pedestrian walks as it starts with the redwood tree triangle and ends with the nature island. This stretch is easily circumvented by Oakland ave and allows neighbors to enjoy a natural and road space giving kids and families plenty of space to enjoy!
21. Add 15MPH Speed Limit Signs to Lower Grand. The road is very narrow and cars are going to fast.
22. When commuting picks up again and the P is back, periodically put a police car here to catch red-light runners.
23. So dark. Needs more light. The light further down is very low
24. Recommended street light
25. Light recommendation
26. Add street lighting
27. Add street lighting. Really dark at night
28. Propose making Park Way from Dracena to Monticello a one way street or implement speed humps/bumps to encourage safer driving.
29. We'd love to see a crosswalk at the intersection of Arroyo and Ricardo Ave. It's a common walk-to-school route and cars tend to go fast up Arroyo. A crosswalk would help us cross safely.
30. Thank you for recently fixing this street light. It was very dangerous as a pedestrian. One dark evening we almost got ran over by a Piedmont police car who flew through the stop sign on a run!
31. Please make this narrow section of Pacific Ave a one way street with parking only on one side. There have been several parked cars damaged by passing trucks and speeding cars.
32. Need the proposed bulb outs here to help slow traffic and make it safer to cross.
33. Build the bulb outs so that buses can stop in the lane
34. This crossing needs a bulb out to improve safety
35. Consider diverters on Blair so it is not used for through travel
36. This is a very wide street on the way to schools (High and Mid), so many people speed on that street. There should be a divider that slows down people.
37. Recommend flashing crosswalk lights like those on Highland/Craig because the crosswalk is located at a curve in the road and it's a high-speed street (in fact,

- several years ago there was a drunk driver that missed the turn and hit a home on Moraga), as well as re-locating and/or adding an extra crosswalk on the east side of Moraga (closer towards Coaches Field) because drivers driving west on Moraga will be able to see pedestrians crossing the street.
38. Have double stops for Linda (i.e. stop sign at the Rose leg for traffic headed toward Piedmont Av; stop sign at the Kingston leg for traffic headed toward Grand).
  39. Need bulb outs at this crossing. Should be a top priority given crossing for kids getting to Beach school
  40. Shell station is a potential site for redevelopment. There should be clear plans for this intersection that could be implemented with redevelopment. Consider expanding the property line here to tighten up the intersection, created separated bike lanes and generally improve this entry to Piedmont
  41. Reconfigure the bollards so that the two streets meet at right angles. This creates predictability and greater safety for pedestrians and drivers. When intersections are clear, people know how to behave.
  42. Reconfigure Ronada to a more normal intersection with Pleasant Valley and Rose. Too many different crossings, lack of sidewalks.
  43. Narrow this part of Arroyo using bollards or at least paint to reduce speeding
  44. Add cross walk
  45. Street is so wide here and should be narrowed so Peds have a shorter distance to walk. This could also help slow cars.
  46. Would be great to have a dedicated turning lane for the Mulberry's lot. Cars often speed up here to try and overtake drivers turning into the lot and/or get ahead before the two lanes narrow at the police station.
  47. Better street lighting here would make this intersection safer/better visibility
  48. Add a stop sign along Lake at this intersection. Cars often slide onto Howard at speed without stopping/looking, and this is a busy intersection used by lots of kids.
  49. Excessive speed! Reduce speed limit to 15mph!
  50. Parking only on one side of street.
  51. Difficult combination of walkers, drivers, and bikers on this road. Perhaps signage to direct walkers and bikers to use a different route or warning them of the dangers.
  52. bollards are unpopular but People do acknowledge the safety improvements. Rather than a case-by-case neighborhood design process, consider an integrated and coordinated design of traffic islands at Fairview/Greenbank/Lower Grand/Ronada and other sites using the same design as is currently located on Grand at Cambridge - fairly low profile traffic islands with minimal vegetation and possibly GI elements like bioswale. Consider all these as one project for a grant application. I'll help.
  53. Didn't bike plan call for an automated flasher that was triggered by an uphill rider so cars would know a rider is in the blind curve? This would not flash very often and I think drivers would come to understand it. Is it a liability matter for the city if the sensor were to fail?
  54. Add bike infrastructure at PCC stop and bus stops so people can ride to these stops and leave bikes,
  55. Speed bumps would not only reduce the volume and speed of vehicles on this one lane street with no sidewalks, but would also free up the Police from having to enforce speed limits – allow the Police to concentrate on fighting crime.



Pinnable map  
Suggestions and ideas

## R. Comments submitted through the project website

16 comments

1. would like to suggest that Piedmont add a pedestrian crosswalk on [Moraga Ave at the Corporate Yard/Coaches Field](#). If that were a safe place to cross Moraga, then it would be much safer to walk from Piedmont, up to Montclair Village and back. Above (to the east of) that point the safe walking space is on the south side of the road, and below (to the west) the path/sidewalk is on the North side of the road. It could be just painted crosswalk, or even better one of those with the button and blinking lights like we have in front of Havens Elementary. I walk this way regularly and that spot is definitely the scariest. Cars coming up the hill have a particularly bad sight line at just the spot you need to cross over. You also have to cross [at Harbord](#) or [at Estates](#). Both of these locations are in Oakland and already have painted crosswalks and pedestrian warning signs.
2. I've cycled 95% of Piedmont's streets, and by far the scariest one on a bicycle (and also the most popular route for cyclists) is eastbound on Moraga Ave. CA law requires drivers to give at least 3 feet of clearance between any part of a vehicle and any part of a bike or the person riding it, but you wouldn't know it from all the close calls on Moraga Ave. The Oakland sections before and after Piedmont have a bike lane which is better than nothing, but cars still cut into the bike lanes especially on the corners. I'd like to see at least a bike lane created in the Piedmont section, and ideally some kind of protected lane with a curb or cones in the new plan.
3. Kingston Ave. between Linda and Monte Vista is heavily trafficked with cars speeding at 45+ mph as they head to the freeway. There are lots of kids on the street and traffic measures (speed bumps!) are badly needed to make the street safe for pedestrians and children.
4. It is my opinion (based on a personal experience at night) that the pedestrian crossing at Linda and Kingston needs further improvement. With whom should I address this issue?
5. I already filled out the survey but want to add that I (and many others) frequently walk in the streets because the sidewalks are so bad. *[Submitted more than 50 photos of sidewalk conditions on Cambridge Way, Manor Drive and York Drive.]*
6. I also wanted to pass along this [report](#). What struck me most about the data was the number of fatalities occurring after dark. (page 5). I can't put a dot on the map for it, but it would be worth doing an audit of lighting at high-use intersections and an informational campaign reminding people that they're hard to see at night.
7. My husband and I (in support with many of our neighbors) are requesting the City of Piedmont install pedestrian crosswalks on Bellevue Avenue (at Mountain Avenue) and on Mountain Avenue (at Bellevue Avenue). As residents in this proximity, we feel strongly that this is a serious pedestrian safety issue. Currently, there is no place for pedestrians to safely cross Mountain Avenue or Bellevue Avenue. Mountain Avenue is one of Piedmont's main thoroughfares with drivers traveling at high speeds. Both drivers and pedestrians face low visibility around the Mountain Avenue / Bellevue Avenue intersection due to the winding and hilly geography. The high speeds coupled with the low visibility make this area dangerous for pedestrians and cyclists alike. There is not a crosswalk within approximately 0.5 miles, and further complicating matters, there is also a significant stretch on the west side of Mountain Avenue heading down to the town center that has no sidewalk at all. Allowing pedestrians a place to cross before this point would improve safe walkability significantly. There are many children in this area that would like to walk to / from school, Hampton Field, Crocker Park and to each others homes. On many occasions, us residents have felt that we are endangering our lives and those of our children by crossing the streets of Bellevue Avenue and Mountain Avenue. There was an accident two weeks ago with a single car traveling too fast on Mountain. Those of us that heard the sound all ran out fearing the lives of our children.
8. Happy to know the city will be updating the pedestrian/bicycle component of the General Plan. My only concern is that there is a segment of the population that wasn't aware of the meeting. I wish a snail-mail notification had been sent to all residents. There are so many elderly residents in Piedmont, many walkers, and many who still aren't aware of electronic news sources like piedmontcivic.org or The Exedra which announced your meeting. Also, I think because of Covid, some citizens think city government is just doing maintenance right now, not doing strategic work, so they are not paying great attention. Because there are no sports or school events, I think fewer people are reading the Piedmont Post. I have a question. If my neighborhood safety group (108 households) wishes to send a letter with requests for pedestrian/bicycle safety improvements, to whom should the letter be addressed? The Committee? Staff? City Council?
9. Please consider putting either a flashing light, stop sign or something else to slow down cars on Moraga Ave and Mesa Ave. I have almost been run over in the crosswalk, and cars along the north side of Moraga have been sideswiped by drivers going too fast.
10. I live on Ramona Ave, having just moved to the City last year. My wife and I have three children, two of whom are under five years old. We often cross Ramona Ave to use the steps between Ramona Ave and Park Ave to walk to and from Dracena Park. At the intersection of Ramona Ave and Estrella Ave, coming "up" Ramona Ave towards Bonita Ave, there is

a rise and then a dip in the road. There is no stop sign to slow traffic proceeding in this direction, which means that cars often appear suddenly at this intersection and proceed without interruption up the street toward Bonita Ave. The drivers do not have a clear view of Ramona Ave as they traverse the intersection due to the dip, and pedestrians do not have a clear view of the cars that may be coming up the street (a particular problem with electric cars, which often are very quiet as well). At several times, my wife and I have had to move ourselves and the children very quickly out of a road which, moments before, was safe and clear. I'd like to suggest that the City add a stop sign on Ramona Ave at its intersection with Estrella Ave, facing east ("down" the street, facing away from Bonita Ave). I believe this would make our street safer for pedestrians going to and from the Dracena Park steps.

11. I am writing to express my support for the speed bump project on Scenic Avenue. As an avid cyclist, I frequently ride from my house on Park Way to Montclair, using Scenic Avenue as my preferred route. I often encounter automobiles travelling at a higher rate of speed than would seem appropriate, given the narrow and curvy street, and believe that the addition of speed bumps would render the street safer for all concerned. Similarly, I would urge the Council to consider speed bumps on Park Way, between Dracena and Monticello, particularly (a) in the area near Dracena where automobiles are descending the hill from Highland at a high rate of speed and endangering pedestrians who are entering, exiting, or walking on the street adjacent to Dracena Park, and (b) in the area immediately before and after the narrow curve connecting Park Way and Monticello where head-on collisions seem to be an ever present risk.
12. I live on Sandringham Road, between Hampton and Selbourne. I also have two small children who play in front of our house. Cars drive over the speed limit regularly on our street, and I think it has to do with the long stretches of road between stop signs. If a driver travels from the intersection of LaSalle and Hampton, toward Selbourne, they can drive for a long time without stopping. Or, from Selbourne to Hampton, same thing. Because these pathways have long, sweeping turns, up- and downhills with crests that limit sightlines and visibility, it becomes a somewhat dangerous stretch of roads for pedestrians or parked cars. My car was totaled last year by a driver as it sat parked outside our house on the street. Luckily, no one was hurt. I also notice the same cars everyday, some of them neighbors!, really ripping through our street, and of course, envision my kids getting splattered across the pavement by one of them because they're moving too fast. I think this would be a good area to implement some passive or active traffic calming measures to help slow down these people who are driving like they are in F1.
13. How do I get a speed bump on Mountain off Dudley Avenue.
14. After reading the article in Piedmont Living, I thought I would add a suggestion for my street. I live on Hazel Lane. The entrance to the street is off of Highland Avenue and shared with Requa Road. When the streets split there is a very old and very large California Redwood tree which narrows the entrance. There is also a concrete wall at the corner which obstructs the view of any cars on Hazel Lane. I can't tell you how many times I have had near misses of an accident if I am existing the street and someone is turning on to it. There is also the problem of drivers going too fast for the conditions. The street is narrow and frequently there are cars parked on both sides. I would suggest either speed bumps or speed limits posted.
15. I am a resident of Piedmont and live on St. James Dr. I was wondering where I could go to put in feedback to post more speed limit signs and street lights on St. James Dr.? There is a lot of in and out traffic between Piedmont, St. James Dr. and Oakland, Park Blvd. There are about 2 speed limit sign posted on the extremely long and curvy street. The existing signs are also only one directional signs (speed limit is not posted on both sides of the pole). There also is very minimal lighting along the densely tree lined street. More lighting would make it easier to see in the evening and at night. Currently a flashlight is the best solution for the ultra dark strips of the street. I have two children under the age of 5 and sometimes take evening walks together. I'm sure there have been other requests similar to mine for this street. Hoping that you or someone else can send this feedback to the right group.
16. I wanted to ask if there is any discussion on adding safer pedestrian crossing at Moraga and Mesa Aves. There's currently a crosswalk but traffic goes very fast around that corner and it's a really unsafe crosswalk to cross. I personally added orange flags to provide higher safety but it would be ideal to add more permanent safety measures, like a light, etc.