

Q8 Please confirm the name of the community you are reviewing.

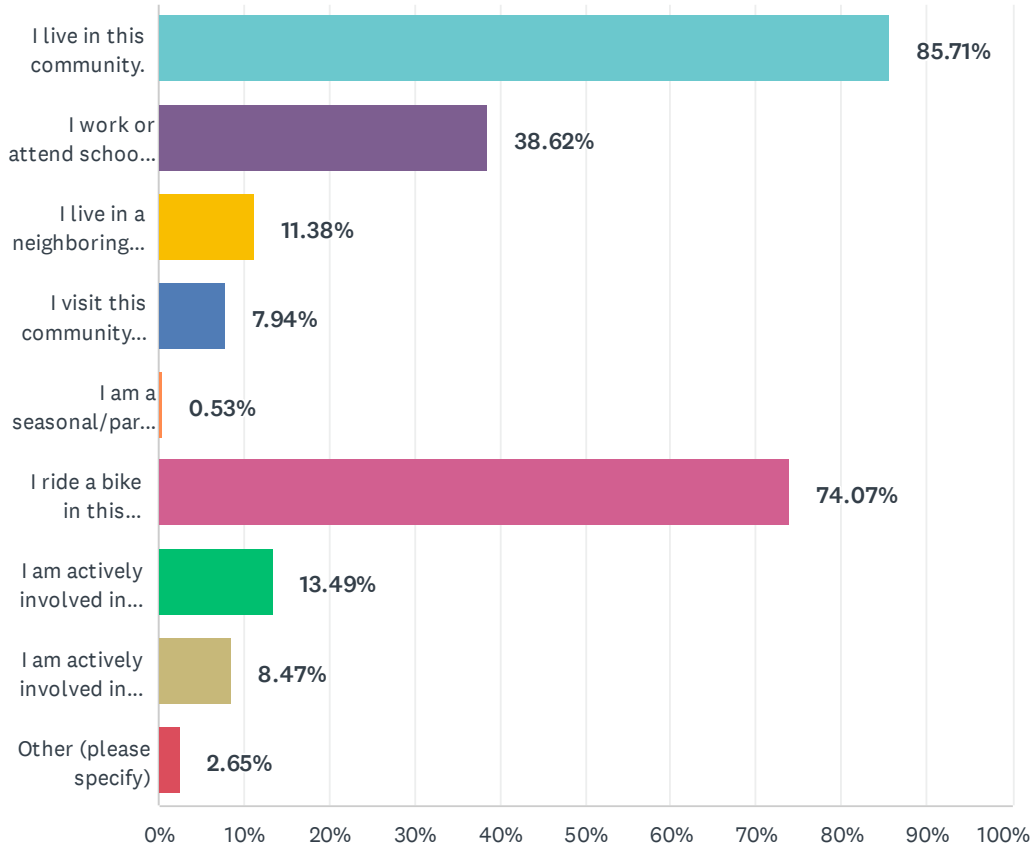
Answered: 381 Skipped: 0

| ANSWER CHOICES | RESPONSES |
|----------------|-------------|
| Oakland, CA | 100.00% 381 |
| TOTAL | 381 |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|-------------------------|------|
| | There are no responses. | |

Q56 Which of the following options best describe your connection to this community? (Select all that apply.)

Answered: 378 Skipped: 3



| ANSWER CHOICES | RESPONSES | |
|---|-----------|-----|
| I live in this community. | 85.71% | 324 |
| I work or attend school in this community. | 38.62% | 146 |
| I live in a neighboring community. | 11.38% | 43 |
| I visit this community often, but do not live there. | 7.94% | 30 |
| I am a seasonal/part-time resident of this community. | 0.53% | 2 |
| I ride a bike in this community. | 74.07% | 280 |
| I am actively involved in local bike advocacy within this community. | 13.49% | 51 |
| I am actively involved in bike advocacy in the state or region where this community is located. | 8.47% | 32 |
| Other (please specify) | 2.65% | 10 |
| Total Respondents: 378 | | |

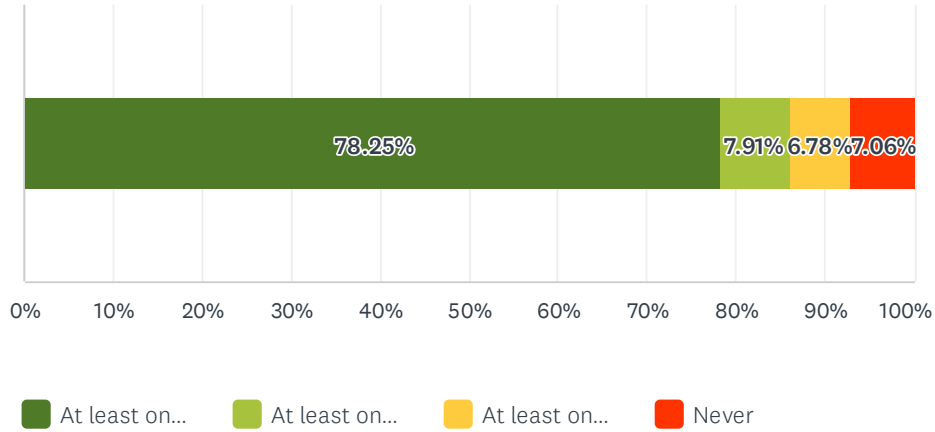
| # | OTHER (PLEASE SPECIFY) | DATE |
|---|------------------------|------|
|---|------------------------|------|

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| | | |
|----|---|---------------------|
| 1 | I also ride in Berkeley CA (where my office is) and contrast the two | 10/17/2022 5:12 PM |
| 2 | Climate Scientist who sees bicycling as healthy, smart, and good for the planet | 10/16/2022 11:16 AM |
| 3 | I lived in Oakland for 20 years & moved to Sacramento in April 2022 | 10/15/2022 3:05 AM |
| 4 | I am a car driver | 10/15/2022 1:26 AM |
| 5 | I am actively involved in bike advocacy in a neighboring community | 10/14/2022 10:23 PM |
| 6 | I support local bike advocacy groups | 10/14/2022 10:08 PM |
| 7 | i am a transportation planner (consultant) that plans bicycle and pedestrian facilities in this community | 10/14/2022 8:40 PM |
| 8 | I stop biking around Oakland because of safety problems | 10/14/2022 6:06 PM |
| 9 | I ride with social groups regularly | 10/14/2022 6:02 PM |
| 10 | I am a member of the local BID | 10/14/2022 6:01 PM |

Q57 On average during the optimal weather, how often do you use a bicycle?

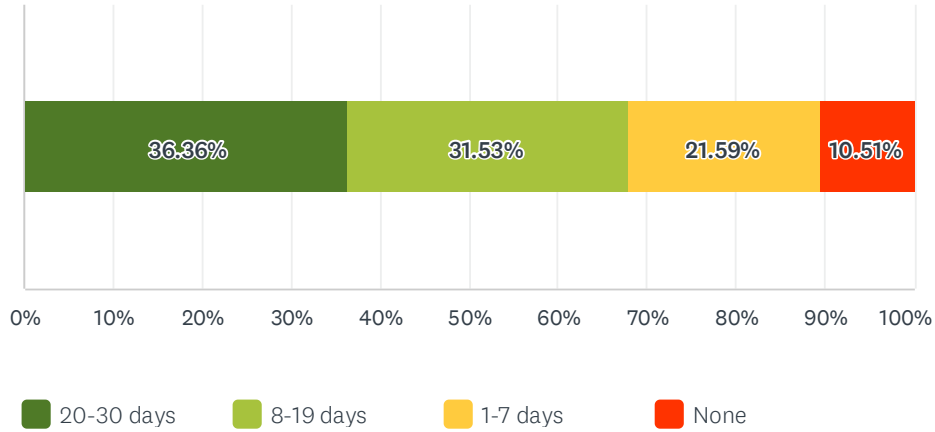
Answered: 354 Skipped: 27



| ANSWER CHOICES | RESPONSES | |
|--|-----------|------------|
| At least once a week | 78.25% | 277 |
| At least once a month | 7.91% | 28 |
| At least once during the optimal riding season | 6.78% | 24 |
| Never | 7.06% | 25 |
| TOTAL | | 354 |

Q58 Thinking about the past 30 days, about how many of those days did you ride a bicycle?

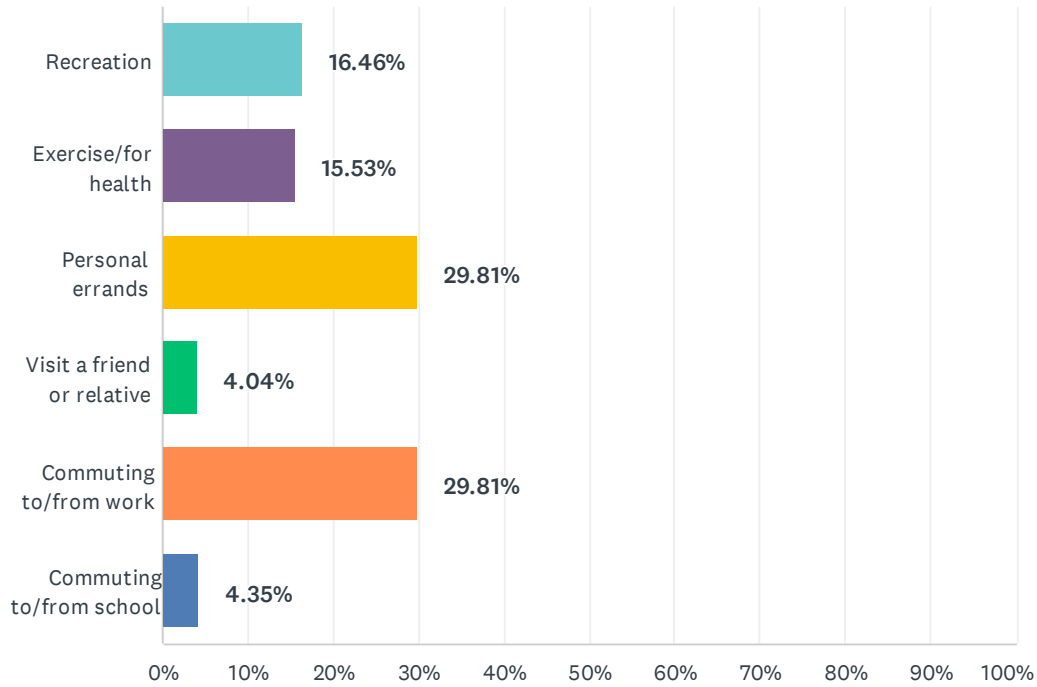
Answered: 352 Skipped: 29



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|------------|
| 20-30 days | 36.36% | 128 |
| 8-19 days | 31.53% | 111 |
| 1-7 days | 21.59% | 76 |
| None | 10.51% | 37 |
| TOTAL | | 352 |

Q59 If you rode a bicycle at least once in the past 30 days, what was the main purpose of the last trip you took on a bicycle?

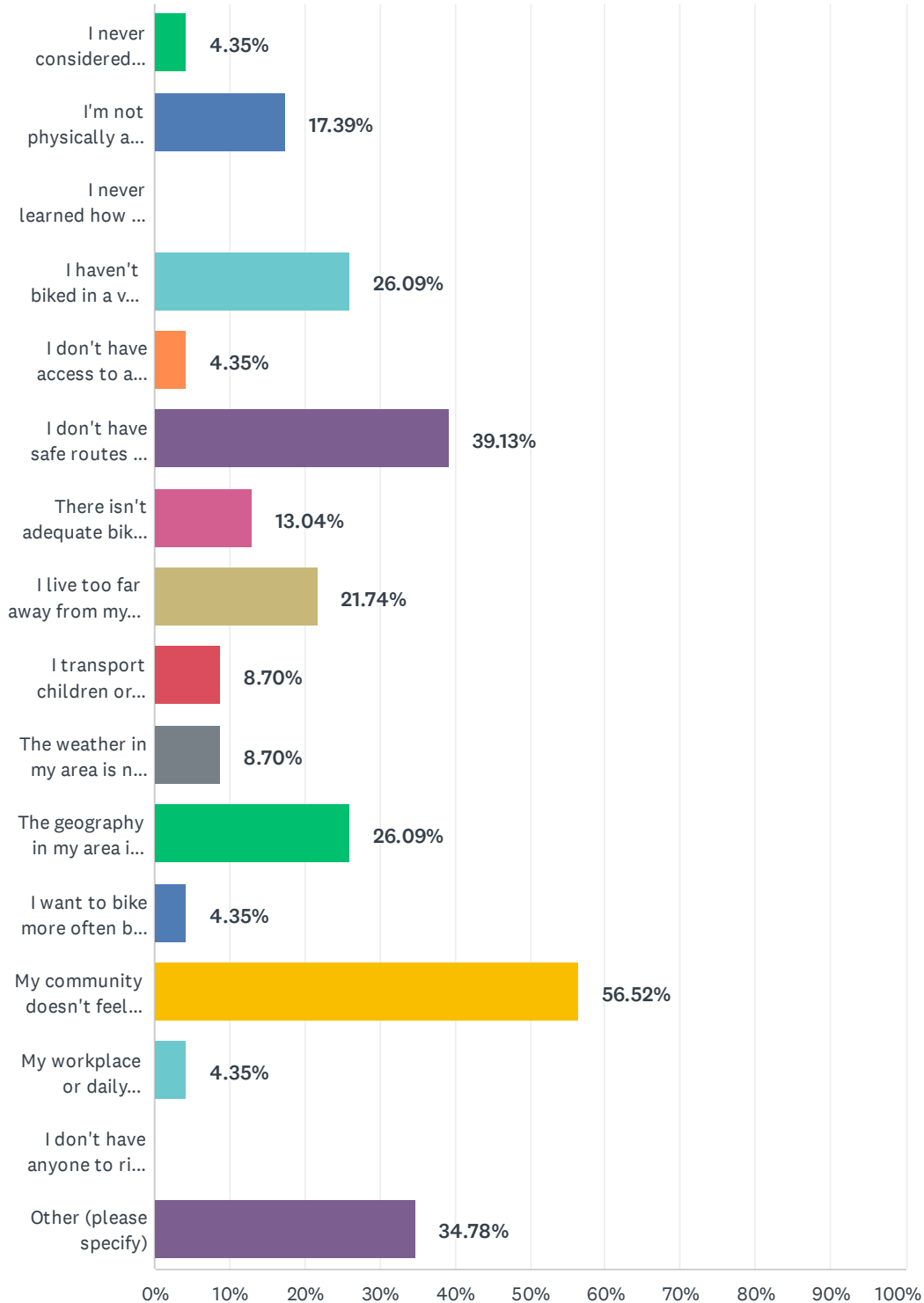
Answered: 322 Skipped: 59



| ANSWER CHOICES | RESPONSES | |
|----------------------------|-----------|------------|
| Recreation | 16.46% | 53 |
| Exercise/for health | 15.53% | 50 |
| Personal errands | 29.81% | 96 |
| Visit a friend or relative | 4.04% | 13 |
| Commuting to/from work | 29.81% | 96 |
| Commuting to/from school | 4.35% | 14 |
| TOTAL | | 322 |

Q60 If you answered "Never", what are the top 1-5 biggest barriers or challenges that prevent you from biking, or from biking more often?

Answered: 23 Skipped: 358



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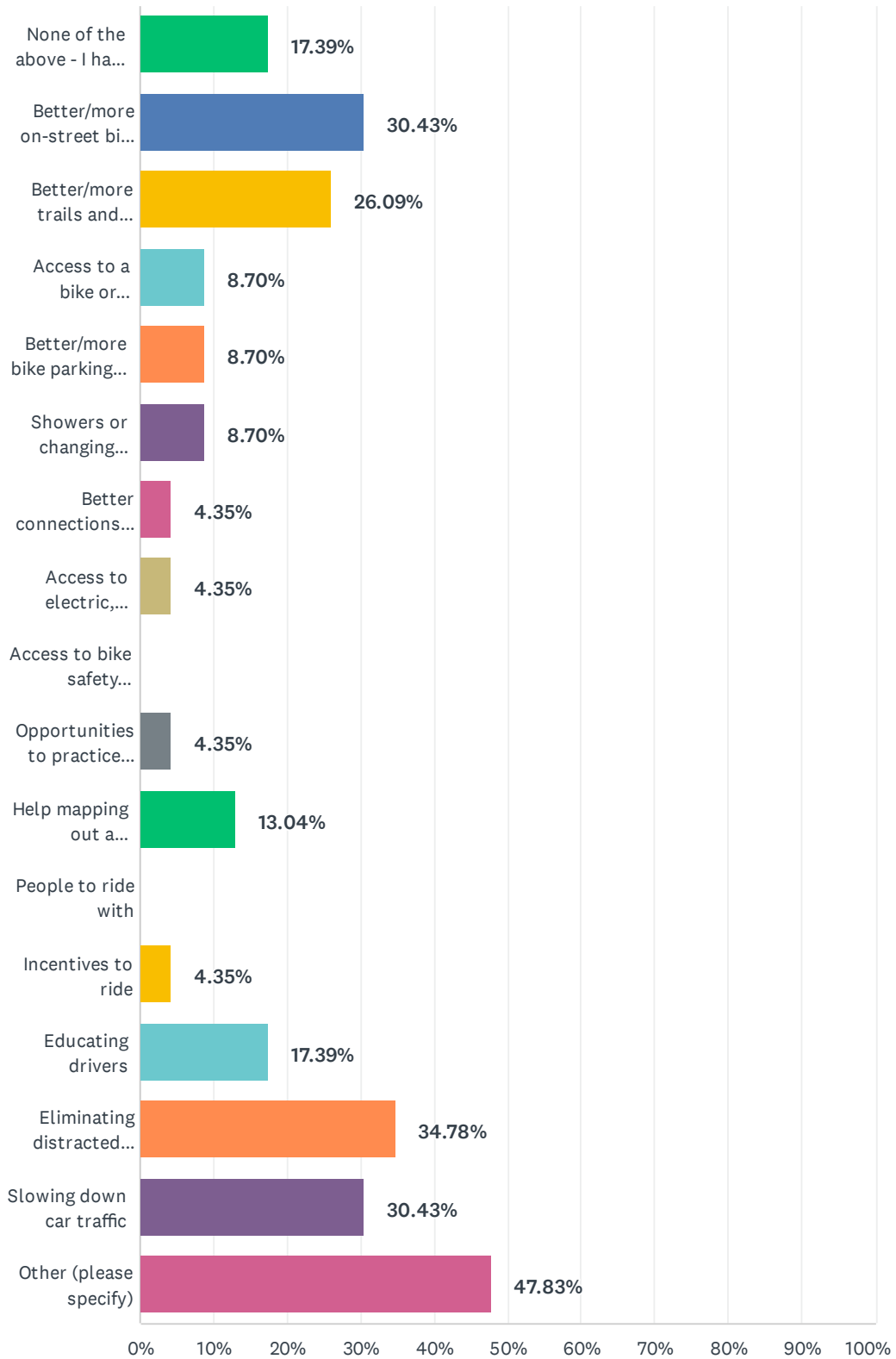
| ANSWER CHOICES | RESPONSES | |
|--|-----------|----|
| I never considered biking before | 4.35% | 1 |
| I'm not physically able to ride a bike | 17.39% | 4 |
| I never learned how to ride a bike | 0.00% | 0 |
| I haven't biked in a very long time and am not confident about riding again | 26.09% | 6 |
| I don't have access to a bicycle | 4.35% | 1 |
| I don't have safe routes to bike near my home or work | 39.13% | 9 |
| There isn't adequate bike parking at my daily destination(s) | 13.04% | 3 |
| I live too far away from my daily destination(s) to bike there | 21.74% | 5 |
| I transport children or cargo on my way to/from my daily destination(s) | 8.70% | 2 |
| The weather in my area is not conducive to bicycling (too hot, too rainy, etc.) | 8.70% | 2 |
| The geography in my area is not conducive to bicycling (hills, etc.) | 26.09% | 6 |
| I want to bike more often but don't know how to begin (choosing bike, selecting route, etc.) | 4.35% | 1 |
| My community doesn't feel safe or comfortable to bike in | 56.52% | 13 |
| My workplace or daily destination(s) are not welcoming to bicyclists | 4.35% | 1 |
| I don't have anyone to ride with | 0.00% | 0 |
| Other (please specify) | 34.78% | 8 |
| Total Respondents: 23 | | |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|--|---------------------|
| 1 | need more car protection distance in general | 11/17/2022 9:21 PM |
| 2 | Bikes do not belong on the road. Period. Only cars. | 10/18/2022 1:01 AM |
| 3 | Unsafe community, over 100 shootings day and night, I don't like hills | 10/17/2022 10:19 PM |
| 4 | The state of the roads are atrocious. | 10/17/2022 10:14 PM |
| 5 | People don't obey traffic laws | 10/15/2022 12:29 AM |
| 6 | Too many drivers on their phones, not paying attention, running red lights and stop signs | 10/14/2022 10:20 PM |
| 7 | Bicycling is not practical or safe transportation for my age group | 10/14/2022 6:34 PM |
| 8 | Between the crime, poorly designed bike lanes and drivers on cellphone, it is not safe to be on two wheels | 10/14/2022 6:04 PM |

Q61 What are the top 1-5 changes that would be most helpful in encouraging you to bike more often?

Answered: 23 Skipped: 358

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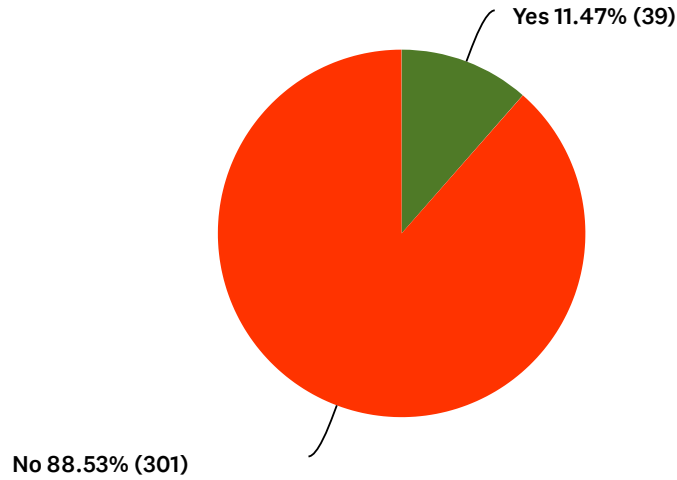
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| ANSWER CHOICES | RESPONSES | |
|--|-----------|----|
| None of the above - I have no interest in bicycling | 17.39% | 4 |
| Better/more on-street bike facilities (bike lanes) | 30.43% | 7 |
| Better/more trails and off-street bike paths | 26.09% | 6 |
| Access to a bike or bikeshare program | 8.70% | 2 |
| Better/more bike parking at my destination(s) | 8.70% | 2 |
| Showers or changing facilities at my destination(s) | 8.70% | 2 |
| Better connections between bicycling and transit | 4.35% | 1 |
| Access to electric, cargo, or adaptive cycle options | 4.35% | 1 |
| Access to bike safety education/instruction | 0.00% | 0 |
| Opportunities to practice riding in a safe environment | 4.35% | 1 |
| Help mapping out a safe/comfortable route to my destination(s) | 13.04% | 3 |
| People to ride with | 0.00% | 0 |
| Incentives to ride | 4.35% | 1 |
| Educating drivers | 17.39% | 4 |
| Eliminating distracted driving | 34.78% | 8 |
| Slowing down car traffic | 30.43% | 7 |
| Other (please specify) | 47.83% | 11 |
| Total Respondents: 23 | | |

| # | OTHER (PLEASE SPECIFY) | DATE |
|----|--|---------------------|
| 1 | more exclusive bike lanes | 11/17/2022 9:21 PM |
| 2 | Fining unlawful and unsafe bike riding. | 10/24/2022 2:05 AM |
| 3 | A safe city to live in, its to dangerous and drivers fail to yield to cyclists, there are no consequences. | 10/17/2022 10:19 PM |
| 4 | Fix the potholes! | 10/17/2022 10:14 PM |
| 5 | I am not physically able to ride a bike | 10/17/2022 8:29 PM |
| 6 | Need to add other clean alternatives to bikes, like EV's and hydrogen. Bikes are not suitable for daily needs | 10/17/2022 3:00 PM |
| 7 | I AM 86 BUT COMMUTED FOR 32 YEARS BUT NOW MY BALANCE IS NOT GOOD | 10/15/2022 4:00 PM |
| 8 | Protected bike lanes | 10/15/2022 12:29 AM |
| 9 | Too many resources already devoted to bicycling. It is not practical for the overwhelming majority of citizens | 10/14/2022 6:34 PM |
| 10 | bicycle paths that don't share space with cars | 10/14/2022 6:22 PM |
| 11 | General personal safety from vagrants and criminals | 10/14/2022 6:04 PM |

Q62 In the past five years, have you received any training in bicycling safety in this community?

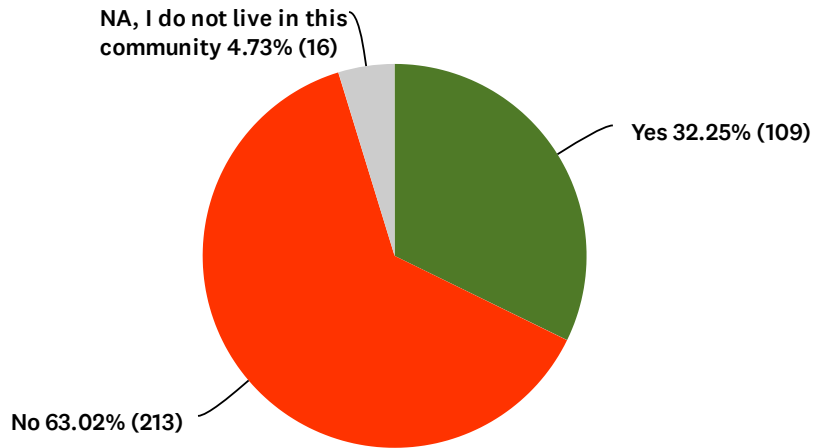
Answered: 340 Skipped: 41



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----|
| Yes | 11.47% | 39 |
| No | 88.53% | 301 |
| TOTAL | | 340 |

Q63 Are bike paths (that is, paths away from the road on which bikes can travel) available within a quarter mile of where you live?

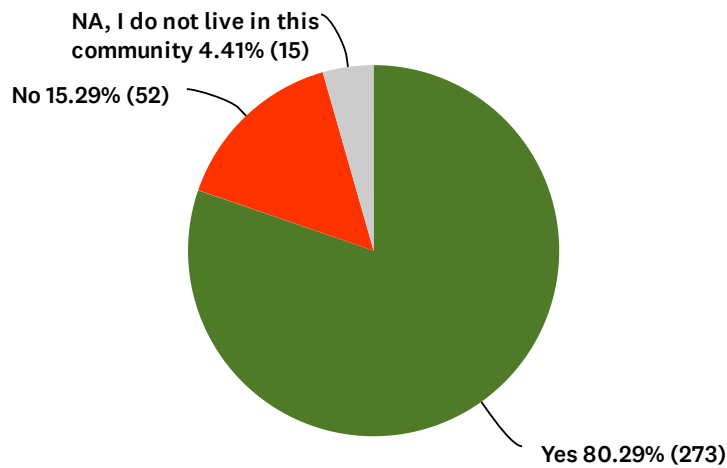
Answered: 338 Skipped: 43



| ANSWER CHOICES | RESPONSES | |
|-------------------------------------|-----------|------------|
| Yes | 32.25% | 109 |
| No | 63.02% | 213 |
| NA, I do not live in this community | 4.73% | 16 |
| TOTAL | | 338 |

Q64 Are bike lanes (that is, marked lanes on a public road reserved for bikes to travel) available within a quarter mile of where you live?

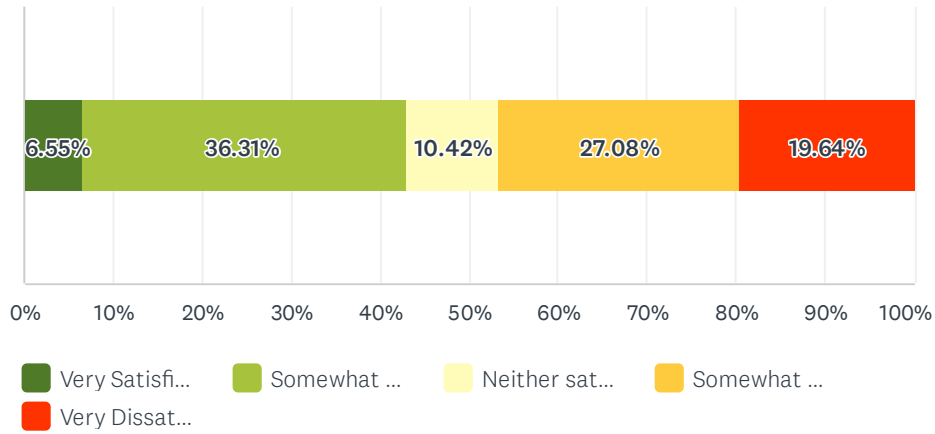
Answered: 340 Skipped: 41



| ANSWER CHOICES | RESPONSES | |
|-------------------------------------|-----------|------------|
| Yes | 80.29% | 273 |
| No | 15.29% | 52 |
| NA, I do not live in this community | 4.41% | 15 |
| TOTAL | | 340 |

Q65 How satisfied are you with how this community is designed for making bike riding safe?

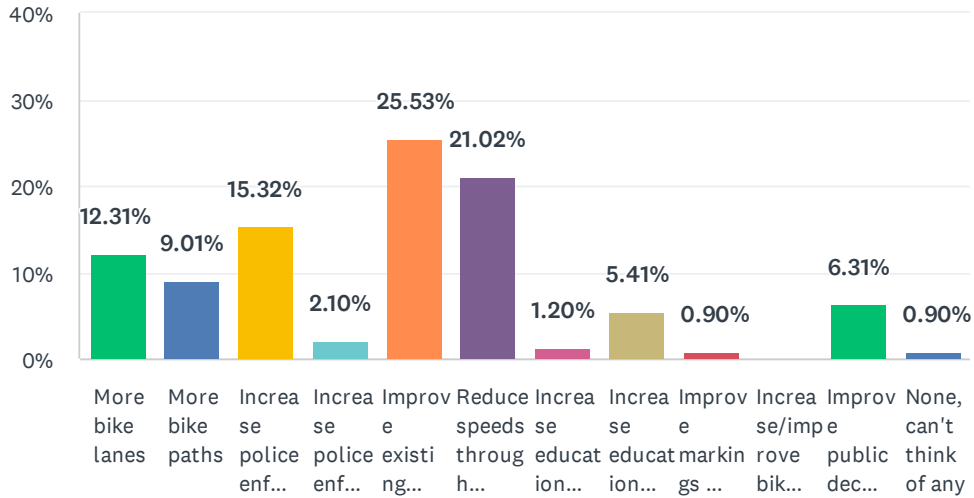
Answered: 336 Skipped: 45



| ANSWER CHOICES | RESPONSES | |
|-----------------------------------|-----------|------------|
| Very Satisfied | 6.55% | 22 |
| Somewhat Satisfied | 36.31% | 122 |
| Neither satisfied or dissatisfied | 10.42% | 35 |
| Somewhat Dissatisfied | 27.08% | 91 |
| Very Dissatisfied | 19.64% | 66 |
| TOTAL | | 336 |

Q66 What is the number one change you would most like to see the local government make in this community for bicyclists?

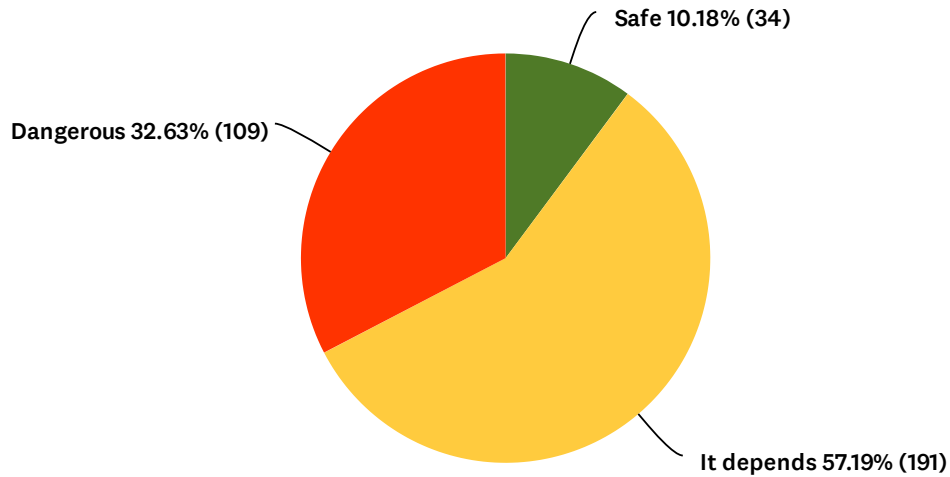
Answered: 333 Skipped: 48



| ANSWER CHOICES | RESPONSES | |
|--|-----------|------------|
| More bike lanes | 12.31% | 41 |
| More bike paths | 9.01% | 30 |
| Increase police enforcement of traffic laws for drivers | 15.32% | 51 |
| Increase police enforcement of traffic laws for bicyclists | 2.10% | 7 |
| Improve existing bike lanes to protected bike lanes | 25.53% | 85 |
| Reduce speeds through traffic calming and/or road diets | 21.02% | 70 |
| Increase education for bicyclists | 1.20% | 4 |
| Increase education for drivers | 5.41% | 18 |
| Improve markings and signage that direct people to safe bike routes | 0.90% | 3 |
| Increase/improve bike parking | 0.00% | 0 |
| Improve public decision-making processes for transportation improvements, including bicycling improvements | 6.31% | 21 |
| None, can't think of any | 0.90% | 3 |
| TOTAL | | 333 |

Q67 Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend?

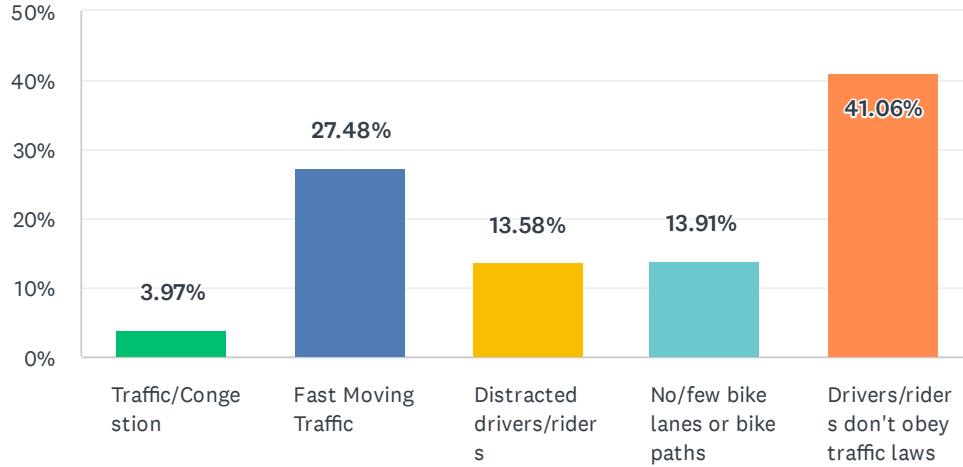
Answered: 334 Skipped: 47



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----|
| Safe | 10.18% | 34 |
| It depends | 57.19% | 191 |
| Dangerous | 32.63% | 109 |
| TOTAL | | 334 |

Q68 If you answered "dangerous" or "it depends" above, what is the TOP reason you feel it is dangerous to ride a bicycle in your neighborhood?

Answered: 302 Skipped: 79



| ANSWER CHOICES | RESPONSES | |
|--|-----------|------------|
| Traffic/Congestion | 3.97% | 12 |
| Fast Moving Traffic | 27.48% | 83 |
| Distracted drivers/riders | 13.58% | 41 |
| No/few bike lanes or bike paths | 13.91% | 42 |
| Drivers/riders don't obey traffic laws | 41.06% | 124 |
| TOTAL | | 302 |

Q69 What specifically should the community do to become more bicycle-friendly? Please share your top 1-3 recommendations for the community to improve.

Answered: 281 Skipped: 100

| # | RESPONSES | DATE |
|----|--|---------------------|
| 1 | more bike lanes with much greater lane width and protection from damn cars. Maybe we should move to Holland?!!!!!! | 11/17/2022 9:31 PM |
| 2 | Political and community leaders need to do a PSA to make drivers aware of the dangers they pose, to urge drivers to slow down. | 11/8/2022 12:27 AM |
| 3 | Re-instate slow streets on a permanent basis and select streets to be bike and pedestrian only | 11/7/2022 1:20 PM |
| 4 | 1. Educate car drivers to respect bikes and pedestrians for safety reasons. 2. Educate car drivers on the value of slowing down. | 11/6/2022 12:55 PM |
| 5 | Make bicycling throughout the community by providing SHARED roadways rather than segregating cyclists into intersection-unsafe so-called protected lanes. | 11/6/2022 2:07 AM |
| 6 | Redesign streets to prevent cars/trucks from going 60+ MPH on 25 MPH-rated streets. Redesign streets to prevent semi-trucks from accessing truck-prohibited neighborhood streets. | 11/5/2022 2:01 PM |
| 7 | Reduce vehicle speeds Automate traffic enforcement | 11/4/2022 10:22 AM |
| 8 | 1) cite drivers who put cyclists at risk (double parked in bike lane, pass too closely, etc 2) protected bike lanes 3) traffic calming | 11/3/2022 12:38 AM |
| 9 | Transfer traffic enforcement from Oakland police department to the Oakland department of transportation, to enable a greater enforcement focus on traffic safety without biased pretextual stops and the risk of searches/arrests - Will require an update to state law to allow this Fully staff the DOT and increase department wages & support to resist turnover Incorporate standardized traffic calming & protected bikeway installations into routine paving projects | 11/2/2022 5:27 PM |
| 10 | Most bike lanes in places I ride in Oakland are double parking lanes. Oakland needs to either separate or do a much better job enforcing bike lanes. Some areas get a lot of attention and others none at all. | 10/30/2022 5:35 PM |
| 11 | More safe bike paths, cycle tracks, and bike lanes. | 10/29/2022 8:03 PM |
| 12 | More protected lanes, close streets for bikes/pedestrians, slow traffic speeds. | 10/29/2022 4:51 PM |
| 13 | More bike lanes More bike paths Biking incentives | 10/28/2022 1:51 PM |
| 14 | Reinstate Slow Streets which coincides with bike routes. | 10/27/2022 10:00 PM |
| 15 | Increase bike lanes or paths and take measures to reduce vehicle speed and traffic near those lanes or paths. Also do a better job of or increase street sweeping of bike lanes to decrease glass and other harmful debris for bikes. | 10/27/2022 2:31 PM |
| 16 | generally satisfied with govt. actions on biking | 10/27/2022 1:58 PM |
| 17 | more bike lanes more bike paths | 10/26/2022 8:12 PM |
| 18 | This was not an option in the survey, but the top two problems in Oakland is condition of the roads and cyclist safety. The roads are all in horrible condition- very part of Oakland the streets and roads are just a disaster. I worry all the time that descending from the top of Skyline back to my home in the Lakeshore/Grand area that I may hit a pothole and be killed. Seriously, it is that bad and has occurred at least twice this year to regular cyclists. | 10/26/2022 3:26 PM |
| 19 | educate drivers. Educate children in schools, teach them how to bike. Create safe bike routes. Reward people for biking | 10/26/2022 3:11 PM |

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|----|---|---------------------|
| 20 | Fix all the pot holes | 10/26/2022 3:02 PM |
| 21 | build out a low-stress all ages and abilities network: separated bike lanes on high-speed, high-volume streets and other treatments (standard bike lanes, traffic calming on quieter streets) | 10/26/2022 1:55 PM |
| 22 | Build trust with historically underserved communities and cultivate a caring community in which all people respect each other | 10/26/2022 12:42 PM |
| 23 | 1) Build new recommendations in Bike Plan 2) Repave roads on bike network 3) Upgrade existing bike facilities | 10/26/2022 11:31 AM |
| 24 | Protected bikes lanes | 10/26/2022 11:12 AM |
| 25 | Educate driver that they need to share the road with bicycles | 10/26/2022 10:39 AM |
| 26 | Reduce the number of vehicles parked and/or driving on public streets | 10/26/2022 9:27 AM |
| 27 | More protected bike lanes | 10/25/2022 10:04 PM |
| 28 | - Have some streets be 'quiet ways', where the only car traffic is from neighbors who live there. There are generally plenty of large, fast-traffic alternative streets for cars. - Better designed bike lanes, i.e., completely protected bike lanes rather than lanes where the chance of getting doored is high - Traffic enforcement (via cameras rather than cops) for drivers. Red light running is very common in Oakland and there is zero traffic enforcement. Drivers also speed down bike lanes to circle around other traffic. I typically see at least 1-2 red light runners per ride... and this is not at the end of the yellow cycle red light running, but when it's been solidly red for a while. | 10/25/2022 7:15 PM |
| 29 | More bike lanes and routes!! | 10/25/2022 6:49 PM |
| 30 | More protected/separated bike lanes More traffic calming measures Driver education | 10/25/2022 2:32 PM |
| 31 | --Clean up glass in the bike lanes. There is SO MUCH glass on Telegraph, West Grand Ave, San Pablo Ave, Mandela Pkway, Tunnel Road - and other places, I'm sure. --Create bike lanes that are out of door zones. --Make traffic light timing aligned with bike speeds on bike corridors and make sure traffic lights can detect bikes. --Stop all the bike theft that happens (with enforcement and by supporting our unhoused community members with housing and getting out of poverty)! I am too scared to park my bike outside after dark in downtown Oakland and I see encampments with tons of stolen bikes all along my commute route on Mandela Pkway. I cross my fingers to never get a flat on that road. I'm even too nervous to put my bike on the front of a bus - I've heard too many stories of people on the street grabbing bikes from buses at stops. | 10/25/2022 12:58 PM |
| 32 | - Bike lanes / protected bike routes for freeway underpasses - getting under the 580 from the Longfellow neighborhood currently feels hazardous - Protected (or just any) bike lanes on major roads (e.g. San Pablo, MLK) - Bike lane all the way across the Bay Bridge | 10/25/2022 12:54 PM |
| 33 | Complete missing links in existing bicycle lanes and accelerate on-going upgrades of bicycle lanes to protected intersections and protected bike lanes. | 10/25/2022 12:21 PM |
| 34 | Ensure there is bike infrastructure throughout all of the downtown area (e.g. chinatown). Add bike lanes or traffic calming in busy areas along recreational cycling routes, such as near Oakland Zoo. Repair potholes. | 10/25/2022 12:15 PM |
| 35 | improving bikability in east oakland, connecting neighborhoods with bike specific paths | 10/25/2022 11:15 AM |
| 36 | The slow streets that existed before was great for bike safety. | 10/24/2022 11:59 PM |
| 37 | Increase traffic enforcement and repave the numerous roads that are in terrible condition with lots of cracks and potholes. | 10/24/2022 11:56 PM |
| 38 | Work to eliminate cars: designate car-free streets and improve public transit; replace car lanes with bus lanes | 10/24/2022 11:46 PM |
| 39 | We need more legal off-road / single track. Local camp areas should offer hiker/biker camp opportunities. Better street signage for preferred cycle paths. | 10/24/2022 11:27 PM |
| 40 | The bike lanes / paths are not thoughtfully interconnected and many are poorly designed. Enforcement of parking in bike lanes in certain areas is non-existent and other stretches between bike lanes have no connecting paths. Other stretches have outdoor eating spaces split by a bike lane so pedestrians and cyclists have to navigate blind sections. | 10/24/2022 11:23 PM |

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| 41 | Repair the large number of streets with cracked surface and numerous large potholes | 10/24/2022 11:19 PM |
| 42 | More driver education on how to maneuver safely around cyclists. More protected bike lanes. | 10/24/2022 10:27 PM |
| 43 | Get rid of the protected bike lanes. they are not cleaned, and present a functional hazard to cyclists | 10/24/2022 10:12 PM |
| 44 | Reduce/remove student parking at schools (high schools) Provide secured tire pumps throughout city. Add more bike paths. | 10/24/2022 8:44 PM |
| 45 | More bike lanes that have clear markings. Traffic calming measures. Biking education for drivers. | 10/24/2022 7:41 PM |
| 46 | More bike lanes. Lower speeds for cars. | 10/24/2022 7:10 PM |
| 47 | 1. Improve traffic law enforcement for drivers. 2. Redesign the Broadway/Jackson Interchange ASAP. 3) Help build the cross-estuary bike-pedestrian bridge between Alameda and Oakland | 10/24/2022 7:04 PM |
| 48 | Build upon the existing slow street, bike boulevard network. Bring back the pandemic era reduced-car-use streets. Enforce bike lane violations. Stopped cars and dumpsters in bike lanes create hazards. | 10/24/2022 6:44 PM |
| 49 | I believe to continue becoming a more bicycle-friendly community, Oakland needs to continue to expand and upgrade its bicycle network, redesign streets and educate the public to calm traffic and curb some of the reckless driving that occurs nationwide, and continue to normalize cycling through early education, cultural events, and bike-friendly policy. | 10/24/2022 5:57 PM |
| 50 | -lower max speeds to 20mph -calm traffic, and divert traffic from bike corridors - protected bike lanes | 10/24/2022 3:34 PM |
| 51 | Ban cars from the city Ban cars from downtown No free car parking | 10/24/2022 2:17 PM |
| 52 | Pave more roads, make it safer to cross from downtown or Temescal to the Dimond and Laurel by bike without going up massive hills, create a bus service that can cover that distance quickly (the 57 stops way too often). | 10/24/2022 12:18 PM |
| 53 | Streets are filthy... I've gotten 3 flat tires in six months. More education to car drivers... some pass me with inches to spare. Car drivers do not adhere to 3 feet crossing rule. | 10/24/2022 10:58 AM |
| 54 | Encourage 'official' bike routes through naturally slow-speed residential streets as alternatives to main high-capacity avenues, not awkward protected bike lanes. Nearby Emeryville, CA does this very well. | 10/24/2022 2:11 AM |
| 55 | Road diets on major streets, protected facilities on certain streets, and calming on bicycle boulevards/routes | 10/24/2022 12:44 AM |
| 56 | Continue to expand improvements to bike infrastructure while redesigning roads to reduce the opportunities for dangerous driving behavior. | 10/23/2022 12:45 AM |
| 57 | Ticket drivers using cell phones. | 10/22/2022 9:11 PM |
| 58 | Education for drivers Traffic calming road design/road diets More bike lanes | 10/22/2022 12:28 AM |
| 59 | Bicycle/Ped Commission is fully stacked with people hand-picked by the bicycle advocacy organization. Up until about 5 years ago, about half were independent of that organization and were transportation professionals. Now there are no transportation professionals, just advocates. | 10/21/2022 12:49 AM |
| 60 | This is a bad survey. More protected bike lanes. More protected intersections. | 10/21/2022 12:24 AM |
| 61 | Improved signage and lanes for bikes. More bike/ped only paths. | 10/20/2022 6:09 PM |
| 62 | 1. Add bike lanes on more streets. 2. Upgrade existing bike lanes to buffered bike lanes. | 10/20/2022 5:45 PM |
| 63 | In East Oakland, there need to be more bike lines and fewer potholes | 10/20/2022 4:00 PM |
| 64 | More bike lanes in general but more protected bike lanes specifically. We also need enforcement of existing reckless driving laws to encourage cycling. I have experienced many near misses for which I have complained to police, including video evidence. Police reflexively dismiss my complaints because they lack empathy for cyclists. | 10/20/2022 2:01 PM |

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| | | |
|----|--|---------------------|
| 65 | More buffered and protected bikeways. At intersections with traffic lights make sure the traffic signal can sense when a bicyclist is waiting for the light to change, so we don't have to wait for another vehicle to trigger the light. | 10/20/2022 6:41 AM |
| 66 | 1. Increase education/enforcement of unsafe driving and parking behavior 2. Keep adding more protected bikeways 3. Improve pavement quality and sweep broken glass on bike routes more often | 10/19/2022 11:22 PM |
| 67 | Ensure bike lanes are not blocked by cars (uber/lyft/double parkers) | 10/19/2022 6:40 PM |
| 68 | Provide bike lanes on all streets with speeds 30 mph and above. | 10/19/2022 4:13 PM |
| 69 | Reduce and shrink travel lanes, get Cal trans to fix all of their intersections/urban highways, connect low-stress routes, grade-separate/protect bike lanes. | 10/19/2022 3:30 PM |
| 70 | Bring back Slow Streets!!!! | 10/19/2022 2:43 PM |
| 71 | Add protected bike lanes | 10/19/2022 2:39 PM |
| 72 | make the roads safer for cyclists through traffic calming and better bike infrastructure and better driver awareness | 10/19/2022 2:09 PM |
| 73 | Walkers and cyclists should be given precedence in our business districts. Cars and parking should be subjugated to parallel streets. Trying to merge all of these things leads to conflict. | 10/19/2022 11:30 AM |
| 74 | police enforce laws/regulations about legal driving | 10/19/2022 10:02 AM |
| 75 | We don't ride as much as we would like to because of fear of gun violence and major issues with homeless encampments blocking bike paths and lanes. | 10/19/2022 12:38 AM |
| 76 | Develop more bike routes with crash-proof barriers; replace car lanes with dedicated transit lanes; tax motorists heavily. | 10/19/2022 12:31 AM |
| 77 | Re-pave the roads, and develop more protected bike paths | 10/19/2022 12:11 AM |
| 78 | Traffic enforcement of cars running red light lights and stop signs. Protected bike lanes. No right turn on red laws for cars | 10/18/2022 11:59 PM |
| 79 | Roads are in terrible condition, need to fix potholes, improve paving. | 10/18/2022 10:50 PM |
| 80 | Oakland needs to follow through with bike plan and stop catering to reckless drivers | 10/18/2022 10:49 PM |
| 81 | Implement traffic calming. Remove homeless encampment debris and bike lane blocking detritus. | 10/18/2022 10:26 PM |
| 82 | More protected bike lanes and traffic calming More traffic enforcement Anything to reduce car speeds/driver education/bring back slow streets network | 10/18/2022 1:37 PM |
| 83 | crack down on uninsured drivers and reckless drivers. do something to catch hit and run drivers | 10/18/2022 1:05 PM |
| 84 | More protected bike lanes, driver education (importance of 3' law, speeds) | 10/18/2022 1:00 PM |
| 85 | Get buy in from drivers that biking is good for the community Promote the idea that biking is safe Provide bike safety classes, maybe at schools and libraries and community centers or at farmers markets? | 10/18/2022 12:29 PM |
| 86 | Oakland does almost literally NO enforcement of traffic laws. As a result, the streets are full of dangerous, narcissistic psychopaths. Instead of confronting law breakers, the city decided instead to clutter up the main streets with an ugly, confusing, distracting mess of bollards, reflectors, and speed bumps. Now we have cars parking in the middle of the street, pedestrians and trash in the bike lane, and lots of idling cars in backed up traffic polluting the air, and even more angry drivers. What the community do about it: undo all of this and return to police on the streets issuing tickets, arresting dangerous drivers, and towing illegally parked vehicles. | 10/18/2022 10:38 AM |
| 87 | There is a perception that Oakland is dangerous to bike in. That's just untrue. I feel like more community rides (from the library, local history tours, and neighborhood groups) would really help people see how great biking here really is. While Oakland has made great efforts to involve the community in upgrades to bike infrastructure it seems they have done a bad job of | 10/18/2022 9:33 AM |

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researching, I wish they would do more to consider what has been effective (and didn't work) in cities that are similar to Oakland.

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| 88 | Have barrier-protected bike lanes that block cars from driving/turning in bike lanes. Increased law enforcement against red-light runners and delivery drivers and others double parking in the bike lane. | 10/18/2022 4:21 AM |
| 89 | Continue adding bike lanes and doing the thing where areas of the road are painted green to highlight where bike are meant to ride/expected to be seen. | 10/18/2022 1:03 AM |
| 90 | Increased enforcement of traffic laws, and keeping our bike lanes clear of homeless. | 10/18/2022 12:54 AM |
| 91 | More policing of automobiles that speed and drive recklessly. | 10/18/2022 12:40 AM |
| 92 | Oakland budget for road improvements should be inclusive of bike friendly road improvements; clearer identification of bicycle boulevards to commuter hubs; | 10/17/2022 11:47 PM |
| 93 | 1 Painting a bike icon on a road lane does not make it a bike lane. Roads must be designed to be shared, and rules must be enforced. 2 Bike lanes should go in primarily where cyclists request them. they are currently used as an excuse to accomplish other goals such as traffic calming (i.e, intentional congestion) and eliminating parking. 3 It's worse to have a bike lane that ends suddenly then no bike lane at all. | 10/17/2022 11:42 PM |
| 94 | Bicyclists are getting robbed at gun point of their bikes. It isn't safe to bike in most parts of Oakland due to excessive crime. We can't bike downtown, we can't bike to the bay, we can't bike to the lake in Oakland. Shootings and robberies are at an all time high in Oakland. The last time I tried to bike the bike path around Lake Merritt there was an homeless encampment in the bike path. I biked through several tents in the middle of the fenced in bike path. We bike to the neighboring city for our errands. | 10/17/2022 11:40 PM |
| 95 | More regular cleaning of bike lanes which commonly have glass, broken auto parts, sand, stones, and other debris which are hazardous for cyclists Greater enforcement of existing traffic laws -- there is so much red-light running in this city Ticketing vehicles that temporarily/permanently are blocking bike lanes | 10/17/2022 11:34 PM |
| 96 | Jail criminals | 10/17/2022 11:31 PM |
| 97 | The #1 reason for bicycle accidents in Oakland is due to bicyclist ignoring STOP signs and the rules of the road. They drive in traffic while wearing earbuds, which doesn't permit them to know their environment. Bicycle needs to pay an annual licensing fee, just like automobiles, for the privilege to drive on public roads. They also need to be required to wear a lime green florescent vest or jacket. The bicycles also need to be lit up while driving in the dark. | 10/17/2022 10:52 PM |
| 98 | Oakland continues to create bike disasters with pylons, no one asks if cyclists ride. Cyclists and motorists refuse to follow basic safety rules as there are no penalties. Dealing with the insanity of crime is long overdue, I do not shop/dine/bike in Oakland. | 10/17/2022 10:25 PM |
| 99 | Fix the potholes. Bicyclists should obey all traffic laws. More ticketing people without helmets on. Don't we have a state law about this?!? | 10/17/2022 10:17 PM |
| 100 | Repave roads commonly used by cyclists. Improve separation between cyclists and vehicles. Dramatically increase enforcement of traffic/safety laws, both the likelihood that an offender is caught, and the severity of penalties for offenders. Drivers routinely sacrifice the safety of cyclists to save themselves from a minor inconvenience. | 10/17/2022 9:14 PM |
| 101 | 1. Enforce traffic laws 2. Fix potholes 3. Paint more bike lanes green? | 10/17/2022 8:55 PM |
| 102 | Telegraph Avenue has added bike lanes and reduced car lanes. Lots of space for the occasional bicyclist. They have also unnecessarily removed parking, even where there is room. So I cannot park near the businesses I used to enjoy going to. As a old lady who walks with difficulty, I am not b going to walk far in Oakland's more crime infested neighborhoods. | 10/17/2022 8:42 PM |
| 103 | I live off near two major streets where many pedestrians and cyclists have been killed by cars. We need: 1. Better street design (stop lights, stop signs, pedestrian crossing lights, protected bike lanes, etc) to make our streets safer. 2. PROTECTED bike lanes. Bike lanes are useless if there are always cars illegally parked in them. It forces the cyclist to go out into fast moving traffic and is very dangerous. It's also very dangerous when the paths are next to parked cars because I have been very close to being doored so many times. A cyclist by my house was killed by being doored by a parked car. Turn all bike lanes into protected bike lanes. 3. Address | 10/17/2022 8:27 PM |

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road hazards. Broken glass, debris, illegal dumping, potholes. Many bike paths aren't regularly cleaned or maintained, also making them not very useful.

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| 104 | more bike routes. stop adding bike lines it's really stupid it piss off car drivers. | 10/17/2022 7:44 PM |
| 105 | sdfdsf | 10/17/2022 7:26 PM |
| 106 | More protected bike lanes! Connect existing bike lanes to neighboring communities (e.g., Emeryville). Slow car traffic down. | 10/17/2022 7:20 PM |
| 107 | 1) road diets and calming 2) expanding and connecting existing bike routes 3) separating and protecting bike lanes | 10/17/2022 6:02 PM |
| 108 | More NO CAR streets. Bring back safe streets! Needs to be areas with no cars to help people feel safe. The cars get all the roads - make bike only roads!! ALLOW CITIZENS TO TICKET CARS IN BIKE LANES LIKE IN NYC | 10/17/2022 5:35 PM |
| 109 | 1. better bike/car/parking segregation 2. improved sight lines for cars & bikes esp busy intersections w turns, peds, parklets... 3. clarity/signage re bikes on paths such as around Lk Merritt where peds should(?) have right-of-way | 10/17/2022 5:25 PM |
| 110 | The biggest issue we have here is crime with bicycles being stolen at gunpoint on the roads and for mountain biking cars being broken into at the parks | 10/17/2022 4:53 PM |
| 111 | Massive deployment of concrete jersey barriers for pop-up protected intersections and traffic diverters, and asphalt speed cushions to reduce speed. Drastically narrow overly wide, one-way streets (some are three lanes wide with houses on street!). | 10/17/2022 4:52 PM |
| 112 | Bike paths, protected bike lanes | 10/17/2022 4:43 PM |
| 113 | 1. Fix the potholes! 2. More streetlights | 10/17/2022 4:40 PM |
| 114 | Seperated bike paths and protected intersections. Reduce car lanes in downtown. | 10/17/2022 4:34 PM |
| 115 | 1. Stop thinking from a car-centered point of view. 2. Start thinking from a bicycle-first and pedestrian-first point of view. E.g. look at Utrecht & Amsterdam as models for sane infrastructure. No need to re-create the wheel. 3. Create an entire infrastructure that allows bicycles to be completely separated from automobiles. One that encourages abled people of all ages to ditch their polluting car and hop on a bicycle to commute, to run errands, to visit with family and friends etc. | 10/17/2022 4:33 PM |
| 116 | The community is becoming too bike friendly. There is no thought on how these new bike lanes especially protected one's are dangerous and make driving more dangerous due to reduced visibility with crosswalks. Majority of the time I don't even see the bike lanes being used. Bikers also DONT boat traffic laws. | 10/17/2022 4:16 PM |
| 117 | 1. reduce traffic speeds 2. police enforcement of traffic rules for cars and bikes 3. more road diets / sharrow lanes | 10/17/2022 4:02 PM |
| 118 | - Determine most-used-by-cyclists crossings of major streets. Make them MUCH MUCH SAFER. Flashing lights. Markings on the road. Crossing buttons that are accessible to cyclists. Signs to watch for cyclists. (side note: re-program all lights that only change with car presence or pedestrian button, will decrease cyclist need to run a never-changing red). - Enforce traffic laws. Please. The amount of reckless driving going on is extreme, and only getting worse. - Slow traffic through physical changes to the road environment. | 10/17/2022 3:55 PM |
| 119 | Traffic safety is needed; road conditions must be improved (too many potholes to be safely cycling) and traffic laws must be followed | 10/17/2022 3:27 PM |
| 120 | Improve oversight of paving work by utilities to ensure asphalt is properly remediated after trenching. Add more protected or semi-protected bike lanes. Move/tow cars parked in bike lanes. | 10/17/2022 3:16 PM |
| 121 | Enforce traffic laws for cyclists - stop at stop signs, don't ride on the sidewalk | 10/17/2022 3:03 PM |
| 122 | Driver training/enforcement: TURN SIGNALS and Car Doors | 10/17/2022 2:26 PM |
| 123 | While Oakland has some decent bike infrastructure, and some neighborhoods (especially Telegraph) are improving, the infrastructure as a whole is disconnected and relies on unprotected bike lanes. There is still a huge need for road diets and transitions to protected bike infrastructure. This is especially true away from wealthy North Oakland and the Hills. | 10/17/2022 1:57 PM |

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| 124 | Enforce safety on the many bike lanes we have. On my commute they are routinely used for auto parking forcing me into traffic while cars expect me to be in the nice bike lane. | 10/17/2022 1:48 PM |
| 125 | Road diets and bike lanes. Make Trestle Glen one way and add a bike lane Make Park Blvd one lane each way and add separated bike lanes in both directions from the lake all the way to Montclair Close the roads around Lake Merritt to cars 24/7 | 10/17/2022 1:21 PM |
| 126 | Physically separate riders from cars and rebuild roads to physically slow down cars. | 10/17/2022 1:08 PM |
| 127 | 1) Add and/or improve bike lanes, especially in/around the hills and around schools. 2) Add signs and sharrows on streets that cannot accommodate bike lanes so that drivers know to make space for and reduce speed around cyclists. 3) Add bike racks, especially in and around hill communities and at public parks, including regional parks. | 10/17/2022 1:04 PM |
| 128 | more protected or separated bike ways; speeding and reckless driving enforcement; fully build out the network called for in the "Let's Bike Oakland" bike plan | 10/17/2022 12:58 PM |
| 129 | Protected bike lanes, better bike parking, all main roads with good lanes | 10/17/2022 12:36 PM |
| 130 | Protected bike lanes on Park Blvd and Moraga Ave | 10/17/2022 12:29 PM |
| 131 | More protected bike lanes Driver re-education or re-certification Driving law enforcement | 10/17/2022 12:01 PM |
| 132 | Protected bike lanes are the only viable way I see increasing ridership for many. It is simple too dangerous due to undereducated or wreck less drivers. | 10/17/2022 11:56 AM |
| 133 | Increase slow streets. Address the unhoused and mental health issues in our community. | 10/17/2022 11:55 AM |
| 134 | More bike lanes/bike paths More enforcement of laws + education for drivers - drivers are extremely aggressive and dangerous towards bicyclists in Oakland | 10/17/2022 11:25 AM |
| 135 | Add protected bike path network. Redesign intersections for Bike/Ped safety (e.g. modern roundabouts), traffic calming on all roads, automated speed and red light enforcement | 10/17/2022 2:52 AM |
| 136 | Reinstate the slow street to allow safe travel of non motorized vehicles and pedestrians | 10/17/2022 2:52 AM |
| 137 | 1. Close specific streets to cars and allow bicycle and pedestrian traffic only on them. 2. Clean up trash and broken glass that make riding treacherous. 3. Stop putting bike lanes on the curb side and then parked cars and then traffic in the middle. People exiting cars step in front of bicycles and people park in the inside lane anyway making it hard to pass. | 10/17/2022 12:00 AM |
| 138 | protected bike paths traffic safety improvement slower traffic in bike friendly areas and corridors | 10/16/2022 11:58 PM |
| 139 | Enforce traffic laws, increase protected bike lanes, add traffic calming measures and reduce car speeds on wide streets | 10/16/2022 11:51 PM |
| 140 | Bring back the slow streets program, improve bicycle route crossings at major streets, remove gaps in bike lanes on Telegraph. | 10/16/2022 8:19 PM |
| 141 | The number 1 solution is to reinstate Slow Streets which coincides with bike routes. | 10/16/2022 7:39 PM |
| 142 | I live in East Oakland. This part of Oakland needs more improvements to make biking safe. We need traffic calming because people speed and drive erratically and dangerously on city streets. We need new paving because there are tons of potholes that make biking dangerous or uncomfortable. We need cleaner streets - there's a lot of illegal dumping that creates road hazards for biking. | 10/16/2022 7:29 PM |
| 143 | Bring back slow streets to minimize car traffic in residential areas that are bicycle streets. | 10/16/2022 6:58 PM |
| 144 | More 4-way stops and traffic circles on neighborhood bike routes. I know some bike advocates want to avoid stop signs but cars just get too much speed without them. | 10/16/2022 6:16 PM |
| 145 | During the pandemic, it became so evident that the implementation of slow streets was a huge boon to cyclists (and pedestrians) in the area. Without a doubt, bringing these slow streets back, is the #1 improvement I would recommend. | 10/16/2022 6:05 PM |
| 146 | Restart Slow Streets, which is also on bike routes | 10/16/2022 5:31 PM |
| 147 | Enforce speeding through ticket writing of speeders (Oakland only writes a few a day), and continue with good engineering changes - many have been made. | 10/16/2022 11:19 AM |

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| 148 | Bring back slow streets. Make more slow streets. More protected bike lanes, but I understand this is very difficult due to the size of our streets. Also, it's not a good idea to do this a too great an expense to cars. We all depend upon cars and they are accessible vehicles, unlike bicycles, so I don't like to make it harder on those that must use a car, like disabled folk, parents, etc. | 10/16/2022 11:09 AM |
| 149 | more bike events; education and outreach to young people | 10/16/2022 8:52 AM |
| 150 | Way more protected bike lanes, prioritize repaving roads that are bike corridors, | 10/15/2022 11:27 PM |
| 151 | separate bike lanes on major thoroughfares through the use of kerbs. Add more secure bike parking such as using cages that can be securely locked. Theft is a huge problem in my community Re-pave roads that are busy recreation routes for cyclists - so many dangerous potholes | 10/15/2022 9:30 PM |
| 152 | Protected bike lanes Traffic enforcement Educational Ads | 10/15/2022 8:13 PM |
| 153 | maintain existing bike lanes, paths, and markings; reduce cars that speed and intentionally harass bicyclists; and generally make it safer for bikes, pedestrians, and cars | 10/15/2022 8:08 PM |
| 154 | More bike paths and marked lanes. | 10/15/2022 7:37 PM |
| 155 | Clear signage for drivers | 10/15/2022 7:27 PM |
| 156 | Pretty simple. Separated bike lanes. Connected network. Officially deprioritize card in planning at the system level so parking and removing lanes doesn't need to be litigated for every project | 10/15/2022 6:46 PM |
| 157 | More signs, information to drivers, traffic calming | 10/15/2022 5:23 PM |
| 158 | Bring back the slow streets! | 10/15/2022 5:20 PM |
| 159 | There should be designated streets for bicycles that don't require us to always look out for the carelessness or lack of understanding of drivers and pedestrians. | 10/15/2022 4:35 PM |
| 160 | Upgrade many of the roadways to include protected bike lanes or least buffered bike lanes. Upgrade intersections with better treatments to slow traffic and prevent sideshows (curb extensions or protected intersections). Add traffic circles to more neighborhoods like in Seattle to calm neighborhood streets that were included in the Slow Streets program. | 10/15/2022 4:30 PM |
| 161 | Stop aggressive drivers. If Oakland is unwilling to do this via police enforcement, infrastructure should be adapted to calm traffic (speed bumps, etc.). Also something needs to be done to stop people from parking in bike lanes--I think enforcement is the only option here. | 10/15/2022 4:19 PM |
| 162 | More bike lanes | 10/15/2022 3:10 PM |
| 163 | educate drivers and pedestrians, clean streets (leaves and trash obstruct bike lanes), more bike friendly events with bike parking | 10/15/2022 2:40 PM |
| 164 | Redesign intersections. Increase traffic enforcement. Educate all. | 10/15/2022 2:23 PM |
| 165 | Close streets around schools to cars and encourage biking to schools-most traffic is school related, as it improves greatly when schools close. More bike lanes - use Strava heat maps to figure out routes cyclists want to go. | 10/15/2022 1:48 PM |
| 166 | 1. acknowledge that bicycling is not an isolated topic. It includes culture, tradition, community, character, local business etc in addition to transportation. In other words, trash infrastructure looks and feels trashy, have some integrity and character to our community. | 10/15/2022 12:15 PM |
| 167 | More bike lanes, better road paving, and more signs about protecting biker safety | 10/15/2022 11:44 AM |
| 168 | More protected bike lanes. More bike pathes. More bike lanes. | 10/15/2022 11:41 AM |
| 169 | Remove freeways, enforce traffic laws for motorists, more bicycle lanes, more separated bicycle paths, more car-free streets, roads-to-trails, implement some of the traffic calming measures that Berkeley has, restart the slow streets program and make it permanent, more safe crossings at intersections | 10/15/2022 11:39 AM |
| 170 | Better infrastructure limiting bad motoring behaviors | 10/15/2022 11:32 AM |
| 171 | More separated paths, more enforcement of bad driving (blowing thru red lights, parking in bike lanes), pothole management & glass sweeping | 10/15/2022 11:30 AM |

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| 172 | More parking protected or built protected bike lanes. Greater diversion of car traffic off of bike corridors | 10/15/2022 11:08 AM |
| 173 | San Pablo Avenue needs protected bike lanes | 10/15/2022 10:48 AM |
| 174 | Police should require motor vehicles to obey traffic laws. | 10/15/2022 10:21 AM |
| 175 | 1.protected bike lanes 2. Traffic safety enforcement by police 3. Cycling safety education | 10/15/2022 10:03 AM |
| 176 | Increase the importance of bike travel as part of development plans | 10/15/2022 9:12 AM |
| 177 | Enforce drivers breaking the law. | 10/15/2022 6:45 AM |
| 178 | There needs to be serious traffic and general law enforcement. | 10/15/2022 3:14 AM |
| 179 | Bike paths on skyline/in the hills or bicycle turnouts (such as on mt Diablo). More protected bike lanes. | 10/15/2022 2:44 AM |
| 180 | Enforce traffic laws; ticket cars parked in bike lanes; target non-arterials for bike lanes and greenways. | 10/15/2022 2:38 AM |
| 181 | Add bike lanes to get to/from 12th and 19th St BART stations. | 10/15/2022 2:29 AM |
| 182 | More separated bike lanes, more road diets | 10/15/2022 2:24 AM |
| 183 | Find a way to slow down traffic. Maybe speed speed dips or speed bumps between intersections and botts dots in intersections to slow down cars. | 10/15/2022 1:43 AM |
| 184 | create biker-driver coalitions for all input currently cycles community is a strong lobby and drivers are shamed. Street markings and traffic calming are confusing to drivers —feels like being inside a pinball machine. Make cyclists wear white from dusk on . Allow only 3-4 types of bike warning lights. as a driver I might get strobes or blinked a dozen different patterns in the evening commute hour | 10/15/2022 1:40 AM |
| 185 | 1. Create more separated facilities for bicycles. (Don't cave to political pressure like on Telegraph Ave and build the infrastructure half assed.) 2. Reduce the speed of driving. 3. Traffic lights that consistently see bicycles. | 10/15/2022 1:18 AM |
| 186 | Protected bike lanes. | 10/15/2022 1:01 AM |
| 187 | Road diets Decrease posted speed limits Install protected bike lanes | 10/15/2022 12:34 AM |
| 188 | - Turn painted lanes into protected lanes - Road diets on key routes - traffic moves way too fast in many places to ride confidently in unprotected lanes - Fix gaps in the bike network. Bike lanes often end randomly and unpredictable | 10/15/2022 12:21 AM |
| 189 | More bike routes with signage; more bike lanes; driver education | 10/15/2022 12:21 AM |
| 190 | Remind drivers of the law | 10/15/2022 12:19 AM |
| 191 | Support traffic enforcement to change driver's behavior. Bring bicycle programs into schools and enroll their children Make bicycle a mandatory test as part of DMV | 10/14/2022 11:42 PM |
| 192 | As indicated previously, enforce traffic laws for drivers. Most drivers are courteous towards bicyclists but there is reckless, speeding and sideshow activity, unpredictable and scary. Also, something I mention every time I'm asked, create a bicycle bridge from downtown Oakland to Alameda. I worked in Alameda for 7 years and just retired and wanted to bicycle commute but couldn't face the tunnel from downtown to the west end of Alameda where I worked. Going over a bridge would have added 10 miles to my journey. | 10/14/2022 11:37 PM |
| 193 | Education to drivers about what bike sharrows mean, green paint markers, 3 foot clearance rule. Increase police reinforcement for rules such as not double parking in bike lanes, giving 3 feet clearance to cyclists. | 10/14/2022 11:28 PM |
| 194 | I live next to East Oakland. 1) separate car traffic from bike traffic via protected bike lanes. 2) enforcement so cars stop parking in existing bicycle lanes. | 10/14/2022 11:26 PM |
| 195 | Implement traffic calming measures to slow traffic, install protected bike lanes, install red light cameras | 10/14/2022 11:23 PM |
| 196 | 1) More protected bike lanes, especially on historically unsafe roads like Foothill Blvd 2) Traffic calming efforts on historically unsafe/deadly streets 3) Programmatic work to lower the barrier | 10/14/2022 10:51 PM |

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| | to biking, especially to low-income and BIPOC communities | |
| 197 | Oakland has done some great things for biking. Recs are to calm/slow traffic for biking, esp. around transit, schools, shopping. Network connections; make n.v it easy & safe to get around town on a bike | 10/14/2022 10:39 PM |
| 198 | Stop sign or traffic light between 106th in Oakland and Dutton in San Leandro. | 10/14/2022 10:26 PM |
| 199 | Reduce traffic speed, complete the bike network especially through downtown and busy interchanges, add more protected bike lanes | 10/14/2022 10:24 PM |
| 200 | 1. enforce laws for cars (example: double-parking, speeding, Ubers) 2. get simple bike lanes installed - forget fancy designs that take decades to fund and build 3. work on problem intersections and unfriendly routes (example: under freeways) | 10/14/2022 10:18 PM |
| 201 | More traffic calming; enforce driving laws to reduce speeding/reckless driving; better lighting on more streets so bikes/pedestrians more visible to drivers | 10/14/2022 9:28 PM |
| 202 | design and implement projects more quickly | 10/14/2022 8:53 PM |
| 203 | 1. Slow down auto traffic 2. Improve and expand safe routes to schools 3. Improve cyclist and pedestrian safety through major intersections | 10/14/2022 8:53 PM |
| 204 | More protected bike lanes. Pavement improvement on bike arteries. | 10/14/2022 8:44 PM |
| 205 | More bike lanes. Improve pavement conditions on designated "bike-friendly" routes. Bring back "slow streets". | 10/14/2022 8:39 PM |
| 206 | Road diets, grade separated bike lanes, red light and speeding enforcement | 10/14/2022 8:35 PM |
| 207 | Allocate more space to bikes. Educate the public that bike paths/lanes are for bikes, not additional space for pedestrians and strollers. Eliminate bulb-outs -- these may be nice for slow pedestrians, but they are very selfish because they are a barrier to bikes. Ticket double-parkers who think that it is OK to hang out in the bike lane. | 10/14/2022 8:31 PM |
| 208 | Invest in improving the physical infrastructure of our streets to make them safe for bicycling, walking, rolling, and other non-car ways of getting around. The fact is that drivers will break the law and put people in harms way. We need to design streets so that it is practically difficult for cars and trucks to endanger people. This means narrowing roads, protecting bike lanes, reducing crosswalk distances, adding bollards to sidewalks, widening sidewalks, adding street trees, adding transit boarding islands, lowering speed limits, etc. | 10/14/2022 8:31 PM |
| 209 | (1) General road maintenance: fix the potholes. (2) More legit bike lanes / bike paths. ("Sharrows" help, but don't do much. (3) Enforce traffic regulations for cars: stopping at stop signs, no illegal u-turns, keeping speed down. | 10/14/2022 8:17 PM |
| 210 | More PROTECTED bike lanes. Painted bike lines are a joke and shouldn't even count as "bike facilities" in 2022. I actively avoid the roads with painted bike lanes if I can because of how dangerous the streets are and how crazy drivers are around here. More PROTECTED intersections. We need a NETWORK of protected bike lanes and bike paths. I see cute little projects here and there (Telegraph Ave, Lake Merritt (but only part of it), and MacArthur Blvd near Laurel), but it's silly if 95% of my total trip is unprotected. | 10/14/2022 8:07 PM |
| 211 | Get rid of cars | 10/14/2022 8:02 PM |
| 212 | N/a | 10/14/2022 7:59 PM |
| 213 | Keep closing car lanes to turn them into bike lanes! | 10/14/2022 7:52 PM |
| 214 | more protected bike lanes more shareable ebikes | 10/14/2022 7:50 PM |
| 215 | - introduce traffic calming measures - public safety campaign on the dangers of speeding, distraction, etc. - create more off-street paths that connect from one side of town to the other; also connect the bay trail in emeryville to the paths south of the bay bridge | 10/14/2022 7:45 PM |
| 216 | Improve the condition of the roads. Among my cycling friends and groups, most cycling accidents have occurred because of poor pavement. | 10/14/2022 7:43 PM |
| 217 | Address rampant speeding and aggressive driver behavior through physical infrastructure/traffic calming and enforcement Identify rapid safety improvements that can be deployed widely in the city and make the improvements without waiting for a tragedy | 10/14/2022 7:39 PM |

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| 218 | 1.Reduce parallel parking to allow for wider bike lanes. 2.Make bike lanes continuous (they often "disappear" unexpectedly, usually in the worst sections of the road) Avoid including "bots" which are confining for bicyclists, create visual distraction and impede visibility (esp. at intersections) for car drivers and bicyclists. 3.Consider making more one-way streets which would allow more safe space for bike travel. | 10/14/2022 7:35 PM |
| 219 | 1. Physically alter the roads to force drivers to drive slowly and physically prevent them from things like driving on the wrong side of the road, making right turns from the left lane, driving in bike lanes, etc. 2. Build or re-assign paths/streets to be physically un-enterable by car traffic, so that bikes have physically segregated roadways | 10/14/2022 7:28 PM |
| 220 | More protected bike lanes, reducing speed along Grand Ave through speed bumps etc | 10/14/2022 7:27 PM |
| 221 | More bike parking and road diets | 10/14/2022 7:19 PM |
| 222 | increase the number of bike lanes increase the number of protected bike lanes reduce driving speed limits | 10/14/2022 7:18 PM |
| 223 | Love the Oakland bike community, advocacy and there have been a lot of investment new bike lanes, bike signage, road diets that really help | 10/14/2022 7:13 PM |
| 224 | Bike paths to protect people from drivers Car free roads More active enforcement of catching distracted drivers | 10/14/2022 7:12 PM |
| 225 | Protected Bike Lanes Bike lane and traffic Enforcement! | 10/14/2022 7:03 PM |
| 226 | 1) establish protected bike lanes that cannot be cut off by delivery drivers 2) reduce car travel speeds either through speed limit or speed deterrants 3) Mandatory driver education on how to interface with bike lanes (e.g. opening car doors into bike lanes) | 10/14/2022 7:03 PM |
| 227 | Separated bike paths, wide and clearly labeled bike lanes, contiguousness of bike lanes (currently there are dangerous gaps) | 10/14/2022 7:03 PM |
| 228 | 1. More low speed streets via traffic calming (reduce vehicle access via physical barriers) in East Oakland 2. More PR campaigns normalizing biking as a way that many different ages and races get around. 3. Traffic enforcement of reckless driving | 10/14/2022 7:01 PM |
| 229 | Ban trucks on local community streets Redesign streets to be pedestrian and bike friendly | 10/14/2022 6:54 PM |
| 230 | Reduce motor vehicle speeds on local streets and other streets with bikeways | 10/14/2022 6:53 PM |
| 231 | More bike paths and more bike lanes | 10/14/2022 6:52 PM |
| 232 | Automated traffic enforcement - speed, traffic lights, registration, license plates. | 10/14/2022 6:50 PM |
| 233 | Protect more bike lanes, reduce car speeds, reduce car-specific space | 10/14/2022 6:45 PM |
| 234 | Too many resources already devoted to bicycling. | 10/14/2022 6:45 PM |
| 235 | Pave the roads! The biggest hazard to cyclists in the Oakland/Berkeley area is bad pavement causing cyclists to crash or swerve into traffic. | 10/14/2022 6:42 PM |
| 236 | Real protected bike lanes. We have no bike lanes with protection that would stop a bicycle, let alone a car. We need a lot more bike lanes. We need enforcement against double parking in bike lanes around shopping districts. | 10/14/2022 6:42 PM |
| 237 | 1. Conduct road diets on busier streets to replace a travel lane with protected bike lanes. 2. Add more speed enforcement and ticketing. 3. Add more safe routes to schools. | 10/14/2022 6:41 PM |
| 238 | enforce traffic laws for drivers, road diets, protected bike lanes | 10/14/2022 6:34 PM |
| 239 | 1. Invest in the infrastructure- Beautification, Trees Plants, Art work, Art statues around 2. Better Lighting - Brighter 3. Definitely Police enforcement for traffic Laws 4. Hosting Big Bike events in area but make sure the security aka OPD is fully present to start introducing the change that is needed in my community. Biking events is only held in specific spaces in Oakland. | 10/14/2022 6:34 PM |
| 240 | eliminate share the road bike lanes | 10/14/2022 6:30 PM |
| 241 | Oakland should build as many physically protected bike lanes as possible as fast as possible. It should install speed and red light cameras all over the town to automate enforcement of | 10/14/2022 6:29 PM |

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traffic laws against dangerous driving, since the OPD is not just failing to enforce these laws, they're actually on the side of the criminals who break them. We should also restore two-way traffic on our one-way downtown traffic sewers.

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| 242 | Educate drivers, more bike lanes, no electric bikes on bike paths. | 10/14/2022 6:21 PM |
| 243 | 1) More intersections with stoplights, to make it safer for bikers to cross those busy intersections. 2) Bike lanes are not always continuous along a road. Too often they end, and suddenly bikers find themselves forced to ride in a busy car lane. 3) Many bike lanes can no longer be easily seen, they need repainting. | 10/14/2022 6:21 PM |
| 244 | Connect bicycle lanes to create a more solid network of bike corridors throughout Oakland. Create more protected bike lanes and off street bike paths. Offer free or inexpensive bikes and e-bikes to low income residents across the city. | 10/14/2022 6:20 PM |
| 245 | 1. More protected bike lanes 2. More dedicated bike paths 3. Slower automobile traffic | 10/14/2022 6:20 PM |
| 246 | We need bike boulevards. Streets that are closed to car traffic as they have them in Berkeley. In the question before this one the answer was ALL of the above but there was no option for that. | 10/14/2022 6:17 PM |
| 247 | - More protected bikeways - Bay Bridge Bike Path - Expanded bikeshare program | 10/14/2022 6:16 PM |
| 248 | Follow Netherlands-style bike infrastructure designs where: 1. car routes are completely separate from bicycle routes to the extent that car routes are slower and less convenient. 2. the road design at accident-prone areas should be analyzed and remediate to improve bicyclist safety | 10/14/2022 6:15 PM |
| 249 | Road diets on 4 lane roadways to make room for protected facilities. | 10/14/2022 6:15 PM |
| 250 | Prioritize bikes over cars; create more signage at corners with existing bike lanes; create more protected bike lanes | 10/14/2022 6:14 PM |
| 251 | 1. Address huge uptick in motorists speeding, driving recklessly, blatantly ignoring traffic lights (running red lights). 2. Use physical barriers to prevent motorists from obstructing buffered bike lanes who park in them. | 10/14/2022 6:12 PM |
| 252 | Provide more bike lines into and around downtown Oakland and through out the city. Actively crack down on speeding, as well as hit and runs of cyclists and pedestrians Resurface roads and keep them clean as possible | 10/14/2022 6:11 PM |
| 253 | Re think the bike lanes and include people who are not part of our local bicycle maximalist community | 10/14/2022 6:11 PM |
| 254 | Reduce automobile usage by improving other modes. STOP prioritizing autos and start accessing fees based on vehicle weight. | 10/14/2022 6:11 PM |
| 255 | More improvements to calm traffic and make safe room for bikes. More dedicated bike paths | 10/14/2022 6:10 PM |
| 256 | More protected bike lanes. Car free thoroughfares. Reduce speed limits enforced with cameras. | 10/14/2022 6:10 PM |
| 257 | more protected bike lanes in heavily trafficked areas | 10/14/2022 6:09 PM |
| 258 | TRAFFIC ENFORCEMENT is completely lacking. Reduce speed limits/enforce them. Bike lanes are blocked consistently. | 10/14/2022 6:09 PM |
| 259 | Create more protected bike lanes, with barriers separating bikes from cars. Reduce car lane width and add street trees and other traffic calming. Add more speed cameras to wide roads. | 10/14/2022 6:08 PM |
| 260 | Improve existing bike lanes, reduce car speeds through road narrowing on bike corridors, and create incentives for people to bike rather than drive. | 10/14/2022 6:06 PM |
| 261 | Implement protected bike lanes on major streets (Telegraph, Shattuck, San Pablo, Market, Broadway, etc.) | 10/14/2022 6:06 PM |
| 262 | Improve the condition of bike lanes and to keep them clear of hazards, debris, and vehicles. Take steps to reduce cars parked/double-parked in bike lanes. | 10/14/2022 6:04 PM |
| 263 | Priority on cleaning debris from existing lanes. Educate drivers about safety and not blocking lanes. More lanes connecting major destinations. | 10/14/2022 6:03 PM |

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| 264 | Enforce citations to speeders and reckless drivers and bad cyclists | 10/14/2022 6:02 PM |
| 265 | 1. Physically buffered bike lanes 2. Vehicular road diet 3. Enforcement of traffic laws for motorized vehicles | 10/14/2022 6:02 PM |
| 266 | 1) more bike lanes 2) more separated/protected bike lanes 3) more bike paths | 10/14/2022 6:01 PM |
| 267 | protected bike lanes, traffic calming, traffic enforcement | 10/14/2022 6:00 PM |
| 268 | - Road diets everywhere- slow the cars down. Children getting to school do so on roads that are too fast/built like highways. - More regular buses to get people out of their cars. - Close streets around schools during school times (like they do in Paris) - always include road diets/speed mitigation every time a street is paved. If there is no road diet, the new smooth pavement encourages more fast driving. | 10/14/2022 6:00 PM |
| 269 | fill potholes, new paint striping on streets, more protected bike lanes | 10/14/2022 6:00 PM |
| 270 | Reduce speed limits Enforce speed limits Enforce traffic violations | 10/14/2022 5:59 PM |
| 271 | 1. Upgrade existing bike facilities 2. Add new bike facilities on key routes 3. Reduce reckless and dangerous driving | 10/14/2022 5:58 PM |
| 272 | more infrastructure, especially protected bike lanes. educate cops to eradicate anti-cyclist bias | 10/14/2022 5:57 PM |
| 273 | protected bicycle lanes, punishing reckless drivers | 10/14/2022 5:57 PM |
| 274 | community gathering riding bic | 10/14/2022 5:54 PM |
| 275 | pave the roads | 10/14/2022 5:51 PM |
| 276 | add more bike lanes along key routes. Protect bike lanes (ie not in the street) | 10/13/2022 4:21 PM |
| 277 | reign the shit in of drivers. distracted, speeding, using massive pickup trucks. | 10/12/2022 2:43 PM |
| 278 | Keep the bike lanes clear of cars. Cars frequently park in bike lanes, and the city does literally absolutely nothing about it. | 10/12/2022 9:51 AM |
| 279 | Slow streets were awesome Get more people put on bikes Driver education | 10/12/2022 4:15 AM |
| 280 | build bike lanes that are physically separated from auto traffic enforce traffic laws | 10/12/2022 1:11 AM |
| 281 | More protected lanes between different neighborhoods. Encourage delivery by bike. Protected lanes on arterials instead of side streets. | 10/7/2022 1:07 PM |

Q70 Please share the top 1-3 specific hazards or barriers to cycling that you are aware of that should be addressed immediately. e.g. an unsafe road/ intersection, lack of secure bike parking at a specific popular destination, and harsh enforcement practices, etc.

Answered: 274 Skipped: 107

| # | RESPONSES | DATE |
|----|--|---------------------|
| 1 | Traffic lights that give more time for crossing. Due to curbs is often necessary to dismount and walk across. | 11/17/2022 9:31 PM |
| 2 | large intersections, gaps in the bike network, bad pavement conditions | 11/8/2022 12:27 AM |
| 3 | Car drivers believe or behave like they own the road at the expense of bikers safety | 11/7/2022 1:20 PM |
| 4 | 1. New bike lanes located between a side walk and car parking e.g. Telegraph Ave. business district. This design is not as safe for bikes as one would assume. Pedestrians walk in and cross them without looking. Cars, especially turning at intersections or driveways can't see bikes. | 11/6/2022 12:55 PM |
| 5 | 1) Protected lanes behind parked cars--invisible at driveways and subject to blocking by pedestrians, deliveries,etc. 2) Promoting dangerous riding at intersections by not allowing cyclists to move left for turning traffic before the intersection. 3) Promoting the idea that cyclists are safe only where such facilities exist. | 11/6/2022 2:07 AM |
| 6 | Speeding and reckless driving (for example, not observing stop signs). Semi-trucks from Port of Oakland and local businesses parked along streets and in bike lanes. | 11/5/2022 2:01 PM |
| 7 | Poor surface street conditions Inequitable traffic enforcement | 11/4/2022 10:22 AM |
| 8 | Unsafe roadways (potholes, material on road) San Pablo is so unsafe Speeding drivers | 11/3/2022 12:38 AM |
| 9 | Safety concerns related to driver speeding & lack of protected bikeways on major roadways Pavement deterioration Lack of access to bike shops in underserved parts of Oakland | 11/2/2022 5:27 PM |
| 10 | In commercial districts, the bike lanes always have a lot of double parking. Near intersections and especially near high stress crossings like freeways, bike lanes often disappear. There are few protected bikeways and even those that the city has pursued are taking many years to implement. | 10/30/2022 5:35 PM |
| 11 | Parking in bike lanes Lack of bike lanes on Broadway through downtown Slow Streets ending | 10/29/2022 8:03 PM |
| 12 | Fast drivers, lack of bike lanes, potholes. | 10/29/2022 4:51 PM |
| 13 | A stop sign is needed at Woolsey and Shattuck Ave Protecting bike lane on Stattick Avenue | 10/28/2022 1:51 PM |
| 14 | Fast moving cars. a built environment that favors cars over any other sort of transportation. | 10/27/2022 10:00 PM |
| 15 | Hazards = unsafe roads/roads without bike lanes; debris in bike lanes; homeless encampments blocking bike lanes Barriers = potential for bikes getting stolen, even when locked up well | 10/27/2022 2:31 PM |
| 16 | decrepit road conditions | 10/27/2022 1:58 PM |
| 17 | cars drive too fast and recklessly No "official" bike access between 98th ave. in Oakland and the city of san leandro except bancroft. I live at 98th and san leandro street - bancroft is more than a mile away in the wrong direction, it's not realistic to expect someone to go that far out of their way for a bike route. 98th ave lacks any type of bike route on san leandro street the protected bike pathway goes from coliseum bart but ends at 85th ave. leaving the area between 98th ave. and 85th ave on san leandro street without a safe bikeway. I have to ride facing oncoming traffic for those last segments of road. The alternative is to turn on 85th ave. | 10/26/2022 8:12 PM |

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and take g street to 92nd ave. but people drive really fast on both san leandro street and g street and there are no protected bike lanes. it is totally dangerous.

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| 18 | There is no safety from distracted or intentionally hazardous drivers because the city of Oakland is absolutely lawless right now. I'm not kidding- it's total anarchy out there. There was a two month period last summer where cyclist were being robbed daily at the top of Skyline and their bikes/wallets taken. | 10/26/2022 3:26 PM |
| 19 | Blind curves, poor traffic design. | 10/26/2022 3:11 PM |
| 20 | Too many pot holes | 10/26/2022 3:02 PM |
| 21 | Debris in roadway (more frequent street cleaning needed) Distracted drivers and speeding drivers | 10/26/2022 1:55 PM |
| 22 | drivers making dangerous maneuvers, running traffic lights, very high speeds on small or local streets | 10/26/2022 12:42 PM |
| 23 | 1) Poor road quality, especially on roads w/ bike lanes 2) People driving don't obey the rules 3) More secure bike parking | 10/26/2022 11:31 AM |
| 24 | Fast traffic, not enough respect for bikers, not enough safe places to drive | 10/26/2022 11:12 AM |
| 25 | Condition of roads in east Oakland. Many road are rough and difficult to bike on. They are badly in need of repair. | 10/26/2022 10:39 AM |
| 26 | Privately owned cars and commercial vehicles double parked in bicycle lanes | 10/26/2022 9:27 AM |
| 27 | Exceptionally poor road quality, with no effort made to fix reported road quality issues - 311 reports are consistently ignored for years at a time, causing life threatening hazards | 10/25/2022 10:04 PM |
| 28 | Most bike lanes are poorly designed or run out very quickly. For example, many bike lanes are built on roads that already have fast traffic -- this makes riding less pleasant. I typically avoid these types of bike lanes, as it's better to find a slower, residential street that's parallel to the fast street than to try to dodge car traffic blocking the bike lane. Cars also frequently block bike lanes, which renders them useless. There is no enforcement for this type of behavior. There are many streets that don't have traffic lights that should. A two-way stop system (with the other direction having to wait for a gap in traffic) rather than a four-way system or having a set of traffic lights is very dangerous for cyclists, especially when there is no median to wait at while crossing a large stroad. | 10/25/2022 7:15 PM |
| 29 | I don't feel safe biking to downtown oakland due to the cars and traffic. I don't always feel safe biking through parts of oakland due to people/crime concerns. | 10/25/2022 6:49 PM |
| 30 | Gaps in the bike route network (i.e., difficulty of access to Bay Trail from much of East Oakland) Aggressive/reckless/impaired driving | 10/25/2022 2:32 PM |
| 31 | --The paving on Telegraph at the moment to update the bike paths - I'm very happy it's happening, but using the road right now is so confusing. I can't tell where I'm supposed to ride because half the bike lane is under construction, there are huge holes in the ground, and cars still get annoyed when I take the lane. --Bike lanes on San Pablo start and end - it would be nice if it were continuous for more than a few blocks. Maybe even all the way from Market St. to West Grand. --Provide safe bike parking in downtown Oakland, like at bart stations. Increase lighting around bike parking areas. Stop bike theft. --On roads with protected bike lanes like Telegraph, make sure cars anticipate bikes traveling in the lanes EVEN IF THEY CAN'T SEE US. I get scared of cars peeling off to the right and crashing into me because they can't see me behind a line of parked cars. Pedestrians need to be very aware of bikes, too - I see people launch themselves off of curbs into the bike lane without looking one way or the other. | 10/25/2022 12:58 PM |
| 32 | - Unsafe to get under the 580 - Lots of glass in the bike lanes | 10/25/2022 12:54 PM |
| 33 | Protected bike lanes on Harrison completely disappears north of 27th street for two blocks. This is a part of the street where traffic starts speeding due to nearby interstate on/off-ramps. | 10/25/2022 12:21 PM |
| 34 | Potholes throughout the city, especially on busy roads or downhill sections - a friend had a terrible accident 1.5 years ago at 27th and Broadway due to a pothole. Add bike parking at Kaiser Oakland. | 10/25/2022 12:15 PM |
| 35 | reckless drivers, cellphones | 10/25/2022 11:15 AM |

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| 36 | Many high traffic intersections are not bike safe (I know multiple people who got hit by a car), or there are no slow street routes / alternatives that allow us to avoid the traffic. | 10/24/2022 11:59 PM |
| 37 | Deteriorating roads. Lots of unsafe drivers breaking the rules such as speeding and blowing through red lights and stop signs. Lots of unlicensed/uninsured drivers. | 10/24/2022 11:56 PM |
| 38 | Unsafe car speeds on major roads like San Pablo Avenue and MLK. Cars weaving into the bike lane and pulling out unsafely on Tunnel Road. General lack of turn signal use and unsafe right on red. | 10/24/2022 11:46 PM |
| 39 | Roadway surfaces are often poor, even on bike boulevards. Bike theft is a major issue. | 10/24/2022 11:27 PM |
| 40 | The bike lanes on telegraph are poorly designed. As a result drivers park in the bike lanes constantly. The new outdoor eating areas on telegraph are also split by the lanes and create a blind spot for cyclists for pedestrians. | 10/24/2022 11:23 PM |
| 41 | Vast majority of surfaces are terrible Drivers need education on how to coexist with bicycles | 10/24/2022 11:19 PM |
| 42 | Not enough traffic calming to reduce driver speeds. | 10/24/2022 10:27 PM |
| 43 | Protected bike lanes. Drivers can't see you in there, they are filled with glass and debris and are never cleaned and have blocked usable parking spaces for disabled car drivers who need a van accessible parking space | 10/24/2022 10:12 PM |
| 44 | Pot holes. | 10/24/2022 8:44 PM |
| 45 | Very few bike lanes. Drivers speeding, not stopping at stop signs, doing donuts in intersections. | 10/24/2022 7:41 PM |
| 46 | More focus on drivers/cars understanding cycling laws. More bike lanes. | 10/24/2022 7:10 PM |
| 47 | 1) 7th & 8th Streets near Broadway, Harrison, and Webster. 2) Broadway underpass under I-880 (dangerous for peds, bikes, cars) 3) Improve bike and ped access at onramps/offramps to I-580 (Webster, Harrison, Park Blvd, 40th, etc.) | 10/24/2022 7:04 PM |
| 48 | Bike/ped safety at crossings of state highways (including I-880, I-580, and I-980 present a significant barrier to cycling in this community. Oakland should prioritize projects to improve this, including their project to improve the 66th Ave crossing of 880. | 10/24/2022 5:57 PM |
| 49 | -unsafe car speeds and driving behavior - | 10/24/2022 3:34 PM |
| 50 | Bike path at 27th and Harrison directs cyclists into right-turning traffic Gotta stop letting people drive cars | 10/24/2022 2:17 PM |
| 51 | Poor pavement along MacArthur northbound from Dimond, the southbound intersection of MacArthur and Park Blvd, no clear way to get to Berkeley from these neighborhoods without engaging onramps for 580 and other busy/unsafe intersections. | 10/24/2022 12:18 PM |
| 52 | Cleaner streets | 10/24/2022 10:58 AM |
| 53 | We should avoid encouraging bikers to use major avenues designed for high-speed, high-capacity uses like mass transit and cars. Most of the time there are very good residential side street alternatives where everyone will welcome traffic calming measures. | 10/24/2022 2:11 AM |
| 54 | Slow traffic | 10/24/2022 12:44 AM |
| 55 | Roads are perceived by prospective riders as dangerous. Motorists do not follow basic traffic rules such as stopping at red signals. Construction projects block bikeways but no safe alternatives are provided. | 10/23/2022 12:45 AM |
| 56 | Lax enforcement of traffic law. | 10/22/2022 9:11 PM |
| 57 | Drivers that driver without giving space to cyclists or blow through stop signs Poor road conditions Lack of bike infrastructure | 10/22/2022 12:28 AM |
| 58 | blind / blocked intersections abound! cars parked in such a way that moving cars can't see bicyclists. | 10/21/2022 12:49 AM |
| 59 | All of the above | 10/21/2022 12:24 AM |
| 60 | Speed of traffic, narrow roads, potholes | 10/20/2022 6:09 PM |

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| 61 | 1. Configure bike lanes on streets to be straight and consistent and buffered by paint. West Street is a good example of a nice, safe bike lane. 2. Reconfigure some of the existing "creative" bike lanes that weave around parked cars and **through** parklets to make them straight, consistent, and safe. Telegraph Avenue in the Temescal district is an example of a very "creative" bike lane that is not pleasant nor safe. Having bicyclists ride **through** the entrances to parklets does not seem safe at all. | 10/20/2022 5:45 PM |
| 62 | In East Oakland, there need to be more bike lines and fewer potholes | 10/20/2022 4:00 PM |
| 63 | We need police to pursue dangerous driving behavior. I wear a camera as "insurance". Police reflexively dismiss cyclists concerns since we are a minority of the road users. There is little empathy for cyclists from the public or law enforcement. | 10/20/2022 2:01 PM |
| 64 | 1. Grand Avenue enforcement of speeding and double parking in bike lanes 2. Safe bike crossings of 980 between downtown and West Oakland 3. Repave 7th St bike route between Embarcadero and Fruitvale | 10/19/2022 11:22 PM |
| 65 | see above | 10/19/2022 6:40 PM |
| 66 | Potholes and rough road surfaces make cycling dangerous and comfortable. | 10/19/2022 4:13 PM |
| 67 | Too many parts of the city don't have safe routes to access recreation, transit hubs, and retail. | 10/19/2022 3:30 PM |
| 68 | Need more enforcement of drivers who share the road with cyclists. | 10/19/2022 3:14 PM |
| 69 | Major bike routes, like Shafter Avenue, that are also targeted as major arteries. Let's move the traffic. It worked during the pandemic for Slow Streets, let's bring those back. | 10/19/2022 2:43 PM |
| 70 | Car drivers are crazy here in Oakland, so we need to be protected from them. | 10/19/2022 2:39 PM |
| 71 | no bike lane and narrow street with fast moving cars makes it feel unsafe to ride on 55th street between Shattuck and Telegraph, which is on a major bike route. | 10/19/2022 2:09 PM |
| 72 | The trend to swap parking and bike lanes (with curbside bike lanes separated by parking from the car travel lane) is a horrible solution. Walkers and cyclists aren't protected, and visibility is diminished for all, including auto drivers. The maze of bollards, convoluted striping, striped/empty no park zones, mix of green and white painted zones...this is cluttered and confusing to all. Curbside bike lanes accumulate trash, as they can't be accessed by street sweepers, and residents and businesses use the curbside bike lane to place cans and dumpsters on trash day. Cars operated by ride share and delivery apps readily take advantage of the curbside bike lane to temporarily park. This is the worst, most dangerous "solution" to bike travel and should be removed and redesigned everywhere. I can't stress this enough. These zones are terrifying to drive, bike, and walk through. | 10/19/2022 11:30 AM |
| 73 | police need to be assigned to ticket drivers who are not following vehicle code e.g stopping at stop signs, and red lights and driving about the speed limit | 10/19/2022 10:02 AM |
| 74 | Gun violence on the streets at all times of the day and night. My family member was shot in 2020. Not enough protected bike lanes and the ones that exist are often blocked by garbage or encampments. | 10/19/2022 12:38 AM |
| 75 | Replace recently-installed Telegraph bike lane paint with crash-proof barriers to physically separate dangerous motorists from other users of the public space. | 10/19/2022 12:31 AM |
| 76 | Car traffic and lack of protected bike paths | 10/19/2022 12:11 AM |
| 77 | Traffic volume/speed, lack of good secure bike parking, condition of roads. | 10/18/2022 10:50 PM |
| 78 | Drivers | 10/18/2022 10:49 PM |
| 79 | There is absolutely no traffic law enforcement. Many dedicated bike lanes are trash filled or blocked by double parking or by homeless encampment garbage/RVs. | 10/18/2022 10:26 PM |
| 80 | unsafe drivers, high speeds, lots of potholes | 10/18/2022 1:37 PM |
| 81 | new bike lanes are dangerous new bud islands make things more dangerous cops do nothing to stop hit and ty drivers and uninsured drivers | 10/18/2022 1:05 PM |
| 82 | Poor roads (potholes etc.), inconsistent bike paths (no complete links) | 10/18/2022 1:00 PM |
| 83 | Potholes. So many potholes. Angry drivers | 10/18/2022 12:29 PM |

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| 84 | 1. No continuous safe bike routes anywhere that I need to go. 2. Not enough bike and scooter shares. 3. bike theft | 10/18/2022 10:38 AM |
| 85 | The protected bike lanes on telegraph ave are extremely dangerous. I used to avoid telegraph because of road quality but now I avoid because of the bike lanes. There is constantly dumpsters, cars, and other impassable things in the lanes, now that they are protected there is no way to escape the lane. And where there are breaks it's exceptionally dangerous to enter traffic. The parked cars on the other side of the lane prevent moving vehicles from seeing cyclists and cars regularly turn in front of/into cyclists in intersections. Since Covid there are also tons of parklets in the road. Patrons, staff, and pedestrians in general stand in/ step into the bike lane with no warning and without looking. I have almost hit several people. A significant amount of the neighborhood agrees and there has also been 'remove unsafe bike lanes' graffiti appearing. These lanes are horrible and horribly placed. I recognize it is a throughway connecting Oakland to Berkeley, but Telegraph is an extremely busy street and there were opportunities to place such lanes on slow residential streets like Webster which is just one block over. | 10/18/2022 9:33 AM |
| 86 | Many bike routes in my neighborhood consist of sharrows on narrow streets. 38th Ave to the Fruitvale Bart has too many sad prefers and double parked cars. The bike lane by Mills College and 51st, drivers use as a passing/turn lane. | 10/18/2022 4:21 AM |
| 87 | Potholes/terrible paving Bike theft Drivers running red lights and stop signs | 10/18/2022 1:03 AM |
| 88 | In the KONO district on Telegraph avenue between 27th and Grand Ave there are always cars parking wherever they want and homeless hanging out in the bike lanes. No one abides by any rules there, and I typically have to go out of my way to not ride on Telegraph in that section. | 10/18/2022 12:54 AM |
| 89 | Bad drivers, no police, unsafe and poorly maintained roads. | 10/18/2022 12:40 AM |
| 90 | Construction (screws, nails, metal trash) and weekend trash (broken glass) debris on the roads from Lake Merritt to JLS. Better street cleaning. | 10/17/2022 11:47 PM |
| 91 | 1 No enforcement for drivers, including when cyclists are hit or when cars park in bike lanes forcing cyclists to merge quickly into traffic. 2 Very very few protected bike lanes 3 Bike lanes, including those in steep downhill such as Broadway near Lake Temescal, are not maintained. This forces cyclists to use the roadway, and drivers try to bully bikes back into bike lanes by buzzing within inches. | 10/17/2022 11:42 PM |
| 92 | There is no secure bike parking in the city and due to the high crime, including bikes robbed at gunpoint, we can't bike in the parks in the hills, can't bike to the bay, can't bike downtown. The secure bike storage in Oakland gets broken into and bikes stolen. The bike designated streets near my home all need to be repaved, the streets are in terrible condition. | 10/17/2022 11:40 PM |
| 93 | Unsafe drivers along San Pablo from the 20s through the 60s | 10/17/2022 11:34 PM |
| 94 | Robbery Assault No traffic enforcement of existing laws | 10/17/2022 11:31 PM |
| 95 | Crime Shootings Dialing 911 on hold for 15min | 10/17/2022 10:25 PM |
| 96 | Fix the potholes. | 10/17/2022 10:17 PM |
| 97 | If Foothill Blvd is supposed to be a bicycle-friendly road, it should be repaved so it doesn't feel like I'm on a mountain bike slalom course, and have traffic calming measures to deal with the chronic speeding of drivers who race down it, including running through stop signs and red lights. Traffic signals that are triggered by the presence of a vehicle routinely ignore bicycles, making it that much more dangerous for cyclists trying to navigate those intersections who end up faced with the choice of knowingly going against the signal or waiting around for a car that happens to pull up behind them (35th & Foothill and E 15th & 14th are two I encounter on every commute that almost never work for me). | 10/17/2022 9:14 PM |
| 98 | It is total anarchy on the roads with cars disregarding laws and safe practices. Many of the drivers are referred to as suicide drivers. Wrecked cars are left all over East Oakland. Mothers can die walking across the street to pick up kids at school. | 10/17/2022 8:55 PM |
| 99 | As a careful driver who gives lots of space and care to bicyclists, I have had many near misses with careless bicycle riders. Harsh enforcement? Please, some enforcement so bicyclists will be more careful. Also rules about adequate front rear and side lights beginning at dusk. Enforcement of those rules. When a bicyclist is hit its terrible both for them and the driver who hit them, I would never get over it if I hurt a person. | 10/17/2022 8:42 PM |

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| 100 | 1. The intersection of High St. and Tidewater Ave. It's virtually impossible to cross High St as a cyclist or a pedestrian. The traffic is moving incredibly fast and no one stops for you even though there is a crosswalk here. A traffic light should be installed here or at least a button you can push to get a cross walk signal light flashing here. 2. Foothill Blvd east of E23rd Ave. This stretch of Foothill is where many fatal car-caused accidents have happened. This street needs to be completely designed to make it safer for everyone (walkers, cyclists, cars, bus riders, etc). 3. Fruitvale Ave. There is no bike lane on the west side of the street from Foothill Blvd to MacArthur Blvd, even though there is a bike lane on the west side of the street. I have been screamed at and almost hit by cars while riding this stretch of Fruitvale Blvd from MacArthur to Foothill Blvd. A protected bike lane on the west side of the street would mean the world for my personal safety as this is the only route I can use to go grocery shopping due there not being any side streets available because of the neighborhood creek making all side streets cul-de-sacs. | 10/17/2022 8:27 PM |
| 101 | road diets are very dangerous. clearly marked bike routes on scoundery roads are the way to go. | 10/17/2022 7:44 PM |
| 102 | sdfdf | 10/17/2022 7:26 PM |
| 103 | Lots of bike theft. Cars drive too fast. There should be a speed bump elevation at every intersection. | 10/17/2022 7:20 PM |
| 104 | 1) Unprotected bike lanes are just used by cars for speeding and passing (seminary and park st., for example) 2) no bike lanes (MacArthur blvd bw high st snd 35th) 3) dangerous speeds by cars, no bike lanes (same - MacArthur). | 10/17/2022 6:02 PM |
| 105 | Drivers don't respect cyclist right to the road Drivers park in bike lanes Drivers kill cyclist | 10/17/2022 5:35 PM |
| 106 | 1. Broadway@ 41st: short green and 3-second yellow is NOT enough for a bike coming down hill to cross safely before BWay traffic resumes. Also, lights are not sensitive to cyclists waiting 2. Nasty bump at Glen & Linda could throw an unwary cyclist 3. many places paving is so rough to potentially cause cyclist to fall or veer | 10/17/2022 5:25 PM |
| 107 | crime crime and crime | 10/17/2022 4:53 PM |
| 108 | Roads are lawless here. Drivers speeding, swerving, "sideshows," revving engines, verbally threatening anyone who challenges them. Many without license plates. Zero police enforcement. Streets are way too wide, too many lanes to be considered safe for anyone outside of a car. | 10/17/2022 4:52 PM |
| 109 | Drivers | 10/17/2022 4:43 PM |
| 110 | Potholes. The amount of potholes throughout the streets in Oakland are beyond troubling. I've had to replace a popped bike tire 4x w/in the past 1.5 yrs, and I had a serious bike injury about 1 yr ago when I was unable to avoid a pothole and I flipped over the handlebars and ended up crushing my kneecap. | 10/17/2022 4:40 PM |
| 111 | 1. Car-centric infrascture. I was a bicycle messenger for over a decade in San Francisco. I'm okay riding alongside cars. However, most people are not comfortable riding or fear riding alongside moving cars. 2. Deep and large potholes on just about every street. 3. Painted bike lanes are lazy infrastructure and not a solution. Separated bike lanes are the only way to go. | 10/17/2022 4:33 PM |
| 112 | Telegraph Ave protected bike lane makes driving very dangerous for pedestrians | 10/17/2022 4:16 PM |
| 113 | - Stretches of road where the bike lane just disappears and you're forced to merge. For example, 55th west of Shattuck (there are many many more). Cars do not know how to handle this. - The sharrows on 40th give cyclists a false sense of security. My scariest car interactions have all happened here. Drivers refuse to give cyclists space and antagonize riders who dare to use the whole sharrow. - The speed of traffic on San Pablo, MLK, 40th, Adeline, Upper Broadway.... I could go on and on. | 10/17/2022 3:55 PM |
| 114 | Bad intersection patterns with illegal driver maneuvers Bike lanes are inadequate and poorly paved No continuous bike lanes/paths for cross town travel | 10/17/2022 3:34 PM |
| 115 | Potholes/hazardous road conditions | 10/17/2022 3:27 PM |
| 116 | Improve oversight of paving work by utilities to ensure asphalt is properly remediated after trenching. Add more protected or semi-protected bike lanes. Move/tow cars parked in bike lanes. | 10/17/2022 3:16 PM |

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| 117 | Lack of education and licensing for bike riders | 10/17/2022 3:03 PM |
| 118 | Road surfaces with potholes around Grand Lake Theater forces bikes onto sidewalk. Extensive Park Blvd. improvements added NO BIKE LANE. | 10/17/2022 2:26 PM |
| 119 | Wide, fast streets with inadequate bike infrastructure. Bike lanes that inexplicably end (West at West Grand, MLK at West Grand and 40th, 14th at Castro). Unprotected bike lanes allow for rampant parking in bike lanes. | 10/17/2022 1:57 PM |
| 120 | Auto drivers ignoring driving rules. Failure to stop, running red lights, parking in bike lanes. Not watching for or respecting cyclists. | 10/17/2022 1:48 PM |
| 121 | Speeding cars Not enough separated bike lanes Distracted driving | 10/17/2022 1:21 PM |
| 122 | The network of path/lanes is incomplete. | 10/17/2022 1:08 PM |
| 123 | 1) dangerous potholes along MANY streets but especially the entire stretch of Broadway Terrace from Sheridan Road all the way up to Skyline Blvd. 2) Unsafe stretch on Moraga Ave between Masonic Ave and Park Blvd but the worst area is around the Hwy 13 on/off ramps and the Moraga Ave & Thornhill Dr. intersection. Many people bike this area to get kids to schools, parks, libraries and into Montclair Village. It is treacherous. 3) Broadway between Temescal Regional Park and Golden Gate Ave has uneven, unprotected bike lanes that are overgrown with tall fennel plants. These lanes need to be cleared of plants, re-paved, painted green and protected give how fast cars travel on this road. | 10/17/2022 1:04 PM |
| 124 | vehicles of all types blocking bike lanes; vehicles rolling though stop signs and red lights; dangerously poor pavement conditions | 10/17/2022 12:58 PM |
| 125 | San Pablo Ave and other big roads not safe, bike parking not safe from theft, No enforcement of parking in unprotected bike lanes, that should be protected | 10/17/2022 12:36 PM |
| 126 | Travel on Park blvd unsafe | 10/17/2022 12:29 PM |
| 127 | Dangerous drivers who don't like bikers Sharing roads with cars i.e. bike/car lanes | 10/17/2022 12:01 PM |
| 128 | Cars going through red lights or stops, speeding and weaving. Cars stopping or parking in striped bike lanes. Drivers not understanding cyclist need to be clear of the door zone. | 10/17/2022 11:56 AM |
| 129 | Unstable people along the bike route. Crazy drivers along Broadway. | 10/17/2022 11:55 AM |
| 130 | Unsafe intersections Roads extremely unsafe with no lanes or paths (eg San Pablo Ave) - cars speed and are not careful around cyclists Lack of secure bike parking anywhere in Oakland but especially downtown, at any time - someone attempted to steal my bike once in broad daylight (locked with a cord and U lock) | 10/17/2022 11:25 AM |
| 131 | No separated bike path network. Unsafe intersections. Police don't prioritize bike/pedestrian deaths. | 10/17/2022 2:52 AM |
| 132 | bike routes have unsafe gaps or constricted roadways leading to vehicle conflict | 10/17/2022 2:52 AM |
| 133 | 1. Street sweep West street. Great new bike lane but too much broken glass to ride it. 2. Close the bike corridor streets that run from downtown Oakland to Berkeley to vehicle traffic. 3. Repave tunnel road | 10/17/2022 12:00 AM |
| 134 | drivers in my neighborhood drive unsafely there are no bike paths that service my neighborhood potholes/road quality | 10/16/2022 11:58 PM |
| 135 | Dangerous/distracted driving, unprotected bikes lanes/poor bicycle and pedestrian infrastructure that doesn't connect, lack of dangerous driving law enforcement | 10/16/2022 11:51 PM |
| 136 | Improve pavement conditions (especially on Tunnel Rd) | 10/16/2022 8:19 PM |
| 137 | Bikes riding where cars drive. | 10/16/2022 7:39 PM |
| 138 | Unsafe intersection at 55th and MacArthur. | 10/16/2022 7:29 PM |
| 139 | Crossing the stretch of Telegraph from 51st street to Albany is very unsafe. Cars drive way to fast on the street. | 10/16/2022 6:58 PM |
| 140 | On Colby St (1 block from an elementary school) there is just one stop sign and no painted crosswalks between Claremont and Alcatraz. Many cars drive down at high speed to avoid | 10/16/2022 6:16 PM |

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College Ave and bikes and peds are forced to watch out for them.

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| 141 | The new bike lanes through Temescal specifically are quite dangerous, as they go right between store fronts and the parklets they serve, which means there is often lots of foot traffic crossing them. Personally, I use the bike lanes on Shattuck, north of Temescal quite often, and while I really appreciate them being there, cars often swerve into them as they pass other vehicles that are stopped to turn left, for example, and on multiple occasions I've have to slam on the brakes or shout out to let a vehicle know I was there, even though I cycle with a highly visible flag. | 10/16/2022 6:05 PM |
| 142 | Distracted and fast drivers | 10/16/2022 5:31 PM |
| 143 | the existence of motor vehicles | 10/16/2022 2:57 PM |
| 144 | Bike theft is an issue. Speeding cars can kill. | 10/16/2022 11:19 AM |
| 145 | Biggest hazard: other bicyclists. Second: electric scooters Third: lack of bike lanes | 10/16/2022 11:09 AM |
| 146 | more road diets | 10/16/2022 8:52 AM |
| 147 | Lots of potholes and bumpy roads south of 580 and especially 880 | 10/15/2022 11:27 PM |
| 148 | Potholes - everywhere in my community Lack of secure bike parking | 10/15/2022 9:30 PM |
| 149 | Dangerous driving Trash and debris on the road Lack of bike lanes in East Oakland | 10/15/2022 8:13 PM |
| 150 | people who harass bicyclists for no reason other than just to harass them - it's unsafe and scary | 10/15/2022 8:08 PM |
| 151 | Road quality (i.e. potholes) can often be a hazard. | 10/15/2022 7:37 PM |
| 152 | Unsafe road intersections | 10/15/2022 7:27 PM |
| 153 | Terrible roads, cars driving too fast, drivers licenses are given out too easy to humans w/ little education on safety, accountability for drivers mistakes in traffic. | 10/15/2022 5:23 PM |
| 154 | The separated bike lane on Telegraph Ave between 37th Street to 52nd Street (that was replicated from the same flawed design on Telegraph Ave in Uptown) is very dangerous for everyone. I am a pedestrian, a driver, and I bike occasionally and I feel unsafe in all 3 instances. As a driver, when I'm turning right or left off of Telegraph, it is almost impossible to see bicycles beyond parked cars until your car is halfway into the bike lane. Then, you have to almost come to a complete stop to be able to see fully, and, due to the congestion in this part of the street, the drivers behind you are uncomfortably close and stopping to look is not anticipated, so it adds anxiety to making turns. Additionally, there are cones everywhere and many different colored painted areas which seem like they're supposed to help people understand what to do, but only add to the confusion. There is also no signage to guide drivers who are new to this layout; however, if there were, it would only add to the distractions. The lanes are very skinny and bound by cones. When there are double-parked cars, trucks, and stopped buses, there is no way to go around except by driving in the opposite lane which is additionally dangerous. As a pedestrian, in order to cross the street, I have to first check for bikes, then step into the area between the bike lane and the driving lane and peek around the parked cars to see if there are cars coming. This is dangerous for people who understand the bike lane, but I have watched elderly people, and people in wheelchairs who have an even harder time navigating this complicated crossing situation. As a biker, I don't even ride on this street despite the designated bike lane due to the issues noted above for drivers and pedestrians. It requires constant diligence to watch the cars, and pedestrians in an attempt to anticipate their behavior. | 10/15/2022 4:35 PM |
| 155 | 14th and Peralta Intersection - cars park illegally in bike lanes forcing people into traffic and cars do circles in the middle of the intersection, this is a great opportunity for a protected intersection where two bike lane corridors meet and would drastically help people walking feel safer. West Grand Ave bike lanes should be prioritized in West Oakland to connect residents with downtown. Separated bike lanes around Lake Merritt should be prioritized to provide safe passage to all parts of Oakland around the heart of the City. | 10/15/2022 4:30 PM |
| 156 | It's not safe to lock bikes up really anywhere in Oakland and cars drive very aggressively around bicycles. Parking in bike lanes is very common, forcing bikes into traffic. | 10/15/2022 4:19 PM |
| 157 | Trash or debris or cars parked in bike lanes, drivers who drive in the bike lanes, drivers who run lights or stop signs | 10/15/2022 3:10 PM |

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| 158 | --drivers taking right turns through protected bike lanes and not looking --street lights not bright enough | 10/15/2022 2:40 PM |
| 159 | Funky intersections. Hills. ;-) Secure parking | 10/15/2022 2:23 PM |
| 160 | Terrible potholes on major bikeways (upper Park Blvd, Monterey rd) with no bike lanes. No bike parking at area parks -Joaquin Miller especially. | 10/15/2022 1:48 PM |
| 161 | 1. if a bicyclist must share with cars, confusing drivers with poor roadway design leads to more vulnerability riders.(distracted/confused drivers) In other word poor design can feel worse than a basic roadway. 2. Youre kidding if you think Bart is a safe place to park a bicycle in any form. 3. Transform the experience of navigating oakland by bicycle. provide a city wide connective green network with bicycle booths and food vendors. Consider scale of oakland as local resource and not all about automobile centric and region transit. | 10/15/2022 12:15 PM |
| 162 | Distracted drivers, reckless drivers, and lack of protected bike lanes | 10/15/2022 11:44 AM |
| 163 | -The pedestrian path by the Omca that everyone uses to get to lake merrit Bart from the lake should be made wider so bikes can pass pedestrians. This would be easy since the law building is under construction and no one uses the parking lot next to the sidewalk. - Bike pathes/lanes (ideally protected) connection lake merrit Bart to the lake, downtown Bart to the lake, and downtown to west Oakland along Grand. - protected bike path around the lake | 10/15/2022 11:41 AM |
| 164 | There's no safe pathway to downtown or Lake Merritt from any other side of town. There should be traffic calming on all neighborhood streets. | 10/15/2022 11:39 AM |
| 165 | International Blvd in a nightmare for pedestrians & cyclists | 10/15/2022 11:32 AM |
| 166 | Roads marked as bike ways when they are really unsafe - eg San Pablo ave. | 10/15/2022 11:30 AM |
| 167 | Car people | 10/15/2022 11:08 AM |
| 168 | San Pablo Avenue is incredibly dangerous for cyclists. Limited and dangerous access to cross the RR tracks at Grand Ave. | 10/15/2022 10:48 AM |
| 169 | Lack of bike lane on Telegraph Ave. north of 51st Street. | 10/15/2022 10:21 AM |
| 170 | 1. Reckless driving | 10/15/2022 10:03 AM |
| 171 | Bad pavement everywhere Lack of bike markings on narrow roads Better bike avenues through downtown | 10/15/2022 9:12 AM |
| 172 | We need more bike lockers to safely park our bikes | 10/15/2022 6:45 AM |
| 173 | We moved out of Oakland because of the danger due to lack of traffic & general law enforcement. Biking has become too dangerous, bike theft is rampant & violent crime is growing. For example, in the last year before we moved, I saw cars passing illegally at high speeds through marked bike lanes and intentionally running red lights, with no consequences, on several occasions. | 10/15/2022 3:14 AM |
| 174 | It feels unsafe to bike in the hills without any lanes or paths. I'd love to have an electric bike to get around but I'm scared of being hit by the speeding cars | 10/15/2022 2:44 AM |
| 175 | Cars run red lights everywhere with no consequences. Cars park in bike lanes with no consequences. Unsafe road conditions with hidden potholes and unexpected humps that can be deadly. | 10/15/2022 2:38 AM |
| 176 | Broadway should have a bike lane, so should 12th and/or 14th St. | 10/15/2022 2:29 AM |
| 177 | Poor road conditions, inadequate bike protection | 10/15/2022 2:24 AM |
| 178 | Bikes lanes that end and force you to merge but the lanes are faded and while you know you have to merge cars aren't looking at the faded lines and don't expect you to merge. International Blvd. It's just crazy out there. I get passed on the right, people go 60+ feet from you, the whole thing needs to be redone. Street lights could signal for bikes to go on Pedestrian walk signs like they do in Portland. Having the 2-3 secs to get up to speed and having the light so cars know you're allowed to do so would help in keeping up with traffic and hopefully preventing drivers from being angry at cyclist more than they already are. | 10/15/2022 1:43 AM |
| 179 | The prompts for this question are one of multiple ways this survey seems slanted. | 10/15/2022 1:40 AM |

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| 180 | 1. I don't feel safe sending my elementary school aged kids to school by bicycle unless I pedal with them. Speeds are too high and drivers are not trained to see kids. 2. San Pablo Avenue between Market and the Greyhound Station. Please remove the sharrows (they are a joke) and make this area safe to ride a bike. I have tried to take the lane and have had a driver get out of his car and start after me for doing so. | 10/15/2022 1:18 AM |
| 181 | Extremely poor pavement quality. | 10/15/2022 1:01 AM |
| 182 | Lack of traffic enforcement Drivers don't obey traffic laws Many pot holes | 10/15/2022 12:34 AM |
| 183 | - Streets are too wide - too many lanes create unsafe conditions everywhere - Not enough protected lanes | 10/15/2022 12:21 AM |
| 184 | Park Blvd between Montclair (Mountain Blvd) and Everett Ave because cars go much too fast. The road should be redesigned to accommodate bicyclists as it is a popular route to get up to the village and Skyline. | 10/15/2022 12:21 AM |
| 185 | More bike lanes and clear signs for drivers | 10/15/2022 12:19 AM |
| 186 | Bike lane should be between the curb and a parked car not closer to the middle lane. Integrate lighting sensors, sound for bicycles on all approaching intersections, crosswalks and traffic lights. Permanently fix Potholes and road surface condition. | 10/14/2022 11:42 PM |
| 187 | At lights that are on bike routes, longer green lights for slow, like me, senior citizen cyclists, trying to cross the intersection. Signs to tell motorists that bicyclists going straight have the right of way over cars turning. | 10/14/2022 11:37 PM |
| 188 | Lack of secure casual (not requiring subscription for bike locker) bike parking at most BART stations. | 10/14/2022 11:28 PM |
| 189 | All of High St from Alameda to at least International Blvd. is unbikable. I would love to be able to safely get to the shops and restaurants on International, but to do so I ride on a sidewalk filled with debris and broken glass. No bike lane, tons of traffic to the freeway. It's terrible. | 10/14/2022 11:26 PM |
| 190 | People performing illegal driving maneuvers - passing in the center lane or bike lane, etc. Buses are great but they feel honestly the most unsafe vehicle on the road for bikes. Cars and bikes mixing at right turns is never great | 10/14/2022 11:23 PM |
| 191 | 1) High driver speeds and erratic behavior 2) Lack of bike lanes or not robust enough bike lanes 3) Unsafe road conditions, e.g. too many potholes | 10/14/2022 10:51 PM |
| 192 | 1. Dedicated bike infra downtown (e.g. connect Broadway BART to Jack London Square) 2. Pavement condition on bike routes 3. increased safe bike parking, more BikeLink locker locations | 10/14/2022 10:39 PM |
| 193 | See above for unsafe road condition. Also, passing schools is really scary. Parents pull over abruptly, look at their phones, throw open doors in bike lanes. They're very distracted. | 10/14/2022 10:26 PM |
| 194 | Lack of bike lanes downtown, especially in east/ west directions; rampant bicycle theft discouraging bicycling; lack of coordination between cities for major bicycling corridors | 10/14/2022 10:24 PM |
| 195 | see above. Upper Park Blvd (AKA the Mini Freeway) - pave it and calm the traffic &&& terrible pavement! potholes = crashes | 10/14/2022 10:18 PM |
| 196 | There are some 6 lane roads (3 lane each way) that cyclists often have to cross. The stoplights take very long to respond to so you could end up waiting for 3 minutes to cross this road. Drivers frequently run through their reds since the multiple lane road gives the illusion of a highway. The lights need to be more responsive and change faster, and a lane or two needs to be cut from the large road. The intersection in particular I'm thinking of is Martin Luther King jr. and 56th street | 10/14/2022 10:16 PM |
| 197 | Poor lighting on some medium-sized streets in residential areas (including those with marked bike lanes) | 10/14/2022 9:28 PM |
| 198 | poorly paved roads, lack of secure bicycle parking at the destination, unaware and speeding drivers | 10/14/2022 8:53 PM |
| 199 | 1. Multiple unsafe intersections (where fatalities have occurred) that my child has to cross when riding their bike to school 2. Deteriorated pavement conditions that are hazardous on a bike 3. Lack of driver awareness of cyclists and pedestrians | 10/14/2022 8:53 PM |

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| 200 | Intersection of Snake Road & Skyline Blvd needs a roundabout; currently very hazardous to bicycles. | 10/14/2022 8:44 PM |
| 201 | Forest Street between Claremont and Broadway badly in need of repaving. This is a key stretch of "bike friendly" route connecting Shafter to Colby and also has heavy car traffic. | 10/14/2022 8:39 PM |
| 202 | Unsafe driving practices , distracted drivers, no separated bike lanes | 10/14/2022 8:35 PM |
| 203 | Many times, bike paths/lanes do not have good-quality pavement. Bikes are pickier than cars! Also various bits of street furniture or electrical boxes may be put in a bike lane because there is nowhere else to put them. | 10/14/2022 8:31 PM |
| 204 | 1) I live less than a mile from Brookdale park. It's a popular neighborhood spot with a community center, playground, baseball field, and tennis and basketball courts. There is zero bicycle parking, and there are no bike routes that serve the park. Even so, lots of people bike to Brookdale, including kids who ride on the sidewalk to get there. High Street - which passes by Brookdale, is on the city's high injury network - is slated to get repaved in the next year but city staff have decided to not to put in bike lanes. 2) There is zero traffic enforcement in Oakland. Drivers violate the law with impunity, including speeding, running red lights and stop signs, driving in the bus and bike lanes, hit and runs, menacing pedestrians and cyclists, and parking in red zone, crosswalks, bike lanes, and on the sidewalk. We need automated speed & red light cameras throughout the city to encourage safe driving. | 10/14/2022 8:31 PM |
| 205 | Poor bike infrastructure Safe routes often indirect | 10/14/2022 8:28 PM |
| 206 | Road quality -- we have a lot of potholes. Traffic enforcements -- we have pretty aggressive drivers. | 10/14/2022 8:17 PM |
| 207 | Grand Ave near all of the shops is very dangerous. If I'm coming from Trestle Glen area and trying to go downtown, I have to go through Grand Ave, and under 580. It's easily the most dangerous part of my trip. There's so much traffic, distracted and dangerous drivers, and no protection for bike lanes. I used to bike down MacArthur Blvd through Dimond and Glenview, but I switched to biking up through Trestle Glen. There are "bike lanes" on MacArthur but I don't feel safe biking on that road because of the crazy drivers. I've seen multiple drivers speed into the bike lane to pass drivers. The bike lane just ends at Beaumont Ave..? Chatham Rd and Park Blvd is totally unprotected. How are bicyclists supposed to get across safely. | 10/14/2022 8:07 PM |
| 208 | Biker education Driver education Stop trying to be the nice guy and do what is expected as a part of transportation separated bike lanes like Copenhagen not with parking in between cars and bikes. Drivers then park in bike lane, pedestrians step out and stand in bike lane. Make bikes part of traffic. | 10/14/2022 8:02 PM |
| 209 | Damaged streets, high speed turns with visibility issues | 10/14/2022 7:59 PM |
| 210 | At big 4 lane car intersections, yellow lights need to be longer to allow bikes just entering the intersection enough time to get thru them!! | 10/14/2022 7:52 PM |
| 211 | cars dangerous bike lanes | 10/14/2022 7:50 PM |
| 212 | - speeding cars - people blowing stop signs, switching lanes rapidly, etc - lack of connectivity of paths from point a to point b | 10/14/2022 7:45 PM |
| 213 | Potholes Unsafe intersections and scarcity of protected bike lanes Lack of enforcement (by OALDOT) to restrict parking and other congestion in bike lanes. Police enforcement has been biased and rare. | 10/14/2022 7:43 PM |
| 214 | Speeding on residential streets Lack of street lights and safe connectivity for the bike path above Lake Temescal. Connects Montclair to Rockridge and BART yet Broadway And the bike path itself are DARK at night. I take my young son home via this path and it's scary during the winter months | 10/14/2022 7:39 PM |
| 215 | 1. Pot holes (everywhere) 2. Telegraph avenue in Temescal: bots litter the visual field and the bike lane that runs between parked cars and the sidewalk is subject to being blocked, plus leave blind turns at intersections 3. Broadway (downtown Oakland) seems to have lost lanes for bicyclists to ride, leaving me terrified. | 10/14/2022 7:35 PM |
| 216 | 1) All crosstown roads in East Oakland (connecting I-580 and I-880), along with Foothill and Bancroft, are prone to drivers going > 60mph on 25-35mph streets, and weaving in and out of lanes. Pedestrians and bicycles are often killed and maimed here. Even when speed bumps | 10/14/2022 7:28 PM |

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are put in, notches are included so cop cars and other SUVs -- the most dangerous vehicles on the roads -- can drive through them at high speed. 2) Bike lanes are used as passing lanes by drivers 3) On two-lane roads, the oncoming traffic lanes are used as passing lanes by drivers

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| 217 | People including cops double parking in bike lanes ALL THE TIME, condition of roads is atrocious | 10/14/2022 7:27 PM |
| 218 | Speeding and unlawful drivers | 10/14/2022 7:19 PM |
| 219 | lack of protected bike lanes distracted drivers aggressive drivers | 10/14/2022 7:18 PM |
| 220 | Bike lanes collect broken all the smashed glass from endless car crime, trash, and are hazardous to ride in as they are not swept. Sideshows destroy the intersection bike marking and bike lanes. | 10/14/2022 7:13 PM |
| 221 | Roads have a lot of debris or potholes specifically in the bike lanes, but it can be difficult to swerve around them when drivers aggressively respond to bicyclists | 10/14/2022 7:12 PM |
| 222 | Unsafe road/intersections; Unsafe vehicle speeds; Unsafe driver behavior (veering into unprotected bike lanes; swerving to temporarily park in unprotected bike lanes; throwing driver door open into bike lanes) | 10/14/2022 7:03 PM |
| 223 | Thornhill Drive and Moraga Ave both very unsafe | 10/14/2022 7:03 PM |
| 224 | 1. Reckless drivers (speeding, redlight running) 2. Paving - if a street hasn't been repaved, the potholes and alligator cracks can be hazardous; inversely, many of the newly paved streets are more dangerous because the bad paving had been acting as traffic calming for drivers. | 10/14/2022 7:01 PM |
| 225 | Buffered (non-separated) bike lanes are often used as a "passing lane" on roadways with one motor vehicle lane in each direction—these bike lanes need some kind of hardened buffer that discourages high-speed passing behavior and allows for motor vehicle parking at the curb where applicable. | 10/14/2022 6:53 PM |
| 226 | Numerous intersections need more infrastructure for bicycles to safely cross traffic, and dedicated bicycle paths/lanes are lacking in many areas. | 10/14/2022 6:52 PM |
| 227 | Erratic and extreme motorist behavior causing the imminent potential for cyclist fatalities | 10/14/2022 6:50 PM |
| 228 | People parking in bike lanes is a constant on Grand Ave between El Embarcadero and Euclid Avenue, making left turns out of the bike lane on Telegraph, lack of bike lane on Broadway south of 26th St | 10/14/2022 6:45 PM |
| 229 | Too many bicyclists ignore traffic laws. | 10/14/2022 6:45 PM |
| 230 | The biggest barrier to cycling for errands is lack of safe bike parking anywhere. | 10/14/2022 6:42 PM |
| 231 | The bike lanes on Telegraph Avenue were dramatically misguided. They do not protect and they confuse drivers. The bike lane on Broadway disappears and is often blocked by double parked cars. There are no truly protected bike lanes. | 10/14/2022 6:42 PM |
| 232 | 1. speeding and distracted motorists. 2. streets designed for speed that encourage speeding. 3. lack of connected, all-ages-and-abilities bikeways | 10/14/2022 6:41 PM |
| 233 | no enforcement of traffic laws, no protected bike lines | 10/14/2022 6:34 PM |
| 234 | 1. Bike should have beautification barriers like Lake Merritt in Oakland that protects the biker but helps keep the driver and biker separated. 2. Better Lighting 3. Traffic enforcement | 10/14/2022 6:34 PM |
| 235 | bollards traffic circles intermingling parking and cycling lanes | 10/14/2022 6:30 PM |
| 236 | Roads that are physically designed to encourage drivers to behave like reckless sociopathic murderous monsters are the first, second, and third specific hazards that need to be addressed. Nothing else is nearly as important. | 10/14/2022 6:29 PM |
| 237 | Room for bikes in roads, speed of cars, bike education for car drivers | 10/14/2022 6:21 PM |
| 238 | 1. I often must cross San Pablo Avenue at 56th Street. San Pablo is a busy 4 lane street. There is no stoplight. Crossing it always feels unsafe. This experience of crossing busy streets without the protection of stoplights happens all over the city. | 10/14/2022 6:21 PM |
| 239 | Increase traffic calming, speed bumps, improved crosswalks, etc. all over Oakland. Decrease | 10/14/2022 6:20 PM |

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| | traffic speed limit to 20 mph max everywhere in Oakland | |
| 240 | 1) 51st Street, 2) downtown East-west streets (12th, 14th) 3) 55th street. | 10/14/2022 6:20 PM |
| 241 | Mountain Blvd between Park ave and the Mountclair business district. these 3 blocks need a bike lane ASAP. this is a popular bike route to and from the hills. I have reported to the Oakland bike transportation folks for the last 3 years and they keep telling me that they are looking into it. I reported to the bike commission as well. A few park cars are more important than bikers safety. 2-Since The city installed protected bike lanes on Telegraph ave. the bike route on Webster St is full of cars because it is faster than Telegraph now. It need to be closed to through tcar traffic. 3- Full bike path around the whole lake Merritt. only about 1/4 has it now. 4- full bike path following the BART line. | 10/14/2022 6:17 PM |
| 242 | - Oakland Avenue / Harrison Street are AWFUL for bikes - The Grand Lake District + 580 Freeway off-ramps are extremely dangerous with fast moving traffic, one way roads, and no bike lanes - Lake Merritt Boulevard and 14th Street are hazardous | 10/14/2022 6:16 PM |
| 243 | Painted bike lane on busy roads such as Broadway Ave still feel unsafe (not safe enough to let an 8 year-old child ride on it) | 10/14/2022 6:15 PM |
| 244 | 40th Street needs a road diet, to allow room for a protected two way bike facility. Downtown needs to diet 3-lane roadways to make room for protected bicycle and pedestrian infrastructure. | 10/14/2022 6:15 PM |
| 245 | Unsafe at side streets with protected lanes since drivers cannot see us; people using protected bike lanes to sit in, park in, park in front of, or walk in. | 10/14/2022 6:14 PM |
| 246 | 1. The quality and availability of bikes in the Baywheels system has significantly deteriorated in Oakland. | 10/14/2022 6:12 PM |
| 247 | Lack of protected bike lanes Targeting of Black and brown cyclists by law enforcement Poor base infrastructure to support walking and biking. Everything is still car centric | 10/14/2022 6:11 PM |
| 248 | See above | 10/14/2022 6:11 PM |
| 249 | Mixing of automobile and bike/pedestrian traffic. Reduce speed to 20mph in the city. Remove slip lanes. | 10/14/2022 6:11 PM |
| 250 | Inattentive drivers Mixed bike traffic with auto traffic Cars drive too fast on city streets | 10/14/2022 6:10 PM |
| 251 | Close eastbound traffic on El Embarcadero as cars blindly move into the bike lane from Grand and cut off the bicyclists. Cars passing bikes on the blind curves of Trestle Glen; speed limits need to be reduced in residential areas. Grand Ave from downtown to Piedmont is terrifying; we need protected bike lanes. One more: grooves in bike lanes such as on 27th near Target. Those aren't bike lanes if they're gonna infuse a fall! | 10/14/2022 6:10 PM |
| 252 | Cars, cars, cars, cars.... driving way too fast w zero enforcement. Lots of bike theft also. | 10/14/2022 6:09 PM |
| 253 | Too many unsafe drivers Lack of protected bike lanes in East Oakland | 10/14/2022 6:08 PM |
| 254 | Time all stop lights so that the pedestrian sign goes a few seconds before the light turns green (gives bicycles a chance to become more visible in the intersection), create more traffic barriers at intersections along bicycle boulevards, and sweep existing protective bike lanes to reduce glass/debris that can puncture tires. | 10/14/2022 6:06 PM |
| 255 | Bike lanes in the door zone of parked cars and next to fast moving cars Cars parked in unprotected bike lanes, forcing bicycles into fast moving traffic Lack of connections between segments of bicycling infrastructure, such as when crossing major roads | 10/14/2022 6:06 PM |
| 256 | Cars double-parking in bike lane on Telegraph Ave between 16th and 20th Sts. Conflicts with truck and commercial vehicles in Jack London Square (including disregard for bike lanes along 2nd and 3rd Sts). | 10/14/2022 6:04 PM |
| 257 | No maintenance/dangerous conditions: Debris and broken glass in lanes, no lighting under fwy overpass, potholes in lanes. Lack of driver education - they don't understand what to look for and that their actions are really dangerous. Lack of enforcement for cars parked in bike lanes. | 10/14/2022 6:03 PM |
| 258 | 1. Reckless speeding and running of stop signs/ red lights by drivers 2. Bike thefts by organized crime 3. Road conditions | 10/14/2022 6:02 PM |
| 259 | 1) need physical barriers to protect bicycle lanes 2) avoid vehicle/bicycle conflicts in | 10/14/2022 6:01 PM |

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intersections and driveways 3) need regular cleaning/maintenance of bike lanes to remove glass, sharp objects, and potholes.

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| 260 | Unsafe motorists (distracted, lawbreaking, and generally sociopathic), lack of safe cycling infrastructure | 10/14/2022 6:00 PM |
| 261 | Cars just go too fast for people to start cycling if they are unsure. Also secure bike parking-more Bike Link boxes in places that aren't BART stations. | 10/14/2022 6:00 PM |
| 262 | many roads are full of potholes, buckled asphalt, and homeless encampments' tents, trash, and broken glass. | 10/14/2022 6:00 PM |
| 263 | Drivers have come to expect that there are no consequences for bad behavior and as a result dangerous driving has grown significantly since the beginning of the COVID pandemic. So far the city seems helpless and has no plan for reigning in chaos on the streets. The city has a few key bike projects in the works, but they drag and drag and take many years to be implemented. Meanwhile people are dying regularly from traffic violence. One thing the city could do besides greater (any) enforcement of dangerous driving would be to massively increase the rollout of quick build bike facilities on key corridors while longer term projects are in the works. | 10/14/2022 5:58 PM |
| 264 | there should be protected bike lanes on shattuck avenue immediately north of 51st/52nd/24. cars parked in protected bike lanes should receive hefty citations repurpose more public space from auto-oriented to bike, ped and transit oriented | 10/14/2022 5:57 PM |
| 265 | reckless, aggressive, and inattentive drivers | 10/14/2022 5:57 PM |
| 266 | homeless throwing objects on me | 10/14/2022 5:54 PM |
| 267 | potholes, blind turns, | 10/14/2022 5:51 PM |
| 268 | unsafe roads & intersections, insufficient bike parking | 10/13/2022 4:21 PM |
| 269 | There is no way from Santa Fe/Bushrod to Temescal. 55th is missing bike lanes under the freeway, 51st/52nd is... you know, Telegraph's bike lanes only go up to Claremont. Market St from Adeline to the Berkeley border is a major gap in the bike network. | 10/12/2022 3:33 PM |
| 270 | no secure bike parking anywhere except for BART stations. people drive like maniacs and double park wherever they want. | 10/12/2022 2:43 PM |
| 271 | Cars frequently park in bike lanes, especially in places where street parking has been eliminated. Locals remove/steal the "No parking, bike lane" signs, wherever they feel they should be allowed to park their cars. I have personally been hit by a car attempting to park in the bike lane. | 10/12/2022 9:51 AM |
| 272 | Road conditions/quality of pavement Car focused infrastructure Distracted and/or aggressive driving | 10/12/2022 4:15 AM |
| 273 | old, potholed streets (everywhere) Drivers not respecting stop signs or stop lights (everywhere -- Grand/Lakeside @ 580) Drivers driving and parking in bike lanes (everywhere) | 10/12/2022 1:11 AM |
| 274 | Lack of accommodations for bikes during road construction. Bike lanes needed on San Pablo. | 10/7/2022 1:07 PM |

Q71 Please share up to 3 current community efforts that are deserving of praise.

Answered: 239 Skipped: 142

| # | RESPONSES | DATE |
|----|---|---------------------|
| 1 | Slow streets. AlsoWW Some bike lanes have been repainted, which does keep the cars away a bit better. | 11/17/2022 9:31 PM |
| 2 | Paint the Town, neighbors wanting to keep Slow Streets, community bike rides | 11/8/2022 12:27 AM |
| 3 | 1) Creating more bike lanes and bike paths 2) Developing awareness and education campaign to promote transportation via bike and improve protection of cyclists 3) Institute "slow streets" during pandemic, a very positive experiment that should be re-activated and made permanent | 11/7/2022 1:20 PM |
| 4 | 1. Bay Bridge bike path from Oakland to Treasure Island. 2. Bike lanes and traffic diet on Park Blvd. from Hwy 13 to I 580. | 11/6/2022 12:55 PM |
| 5 | 1) Programs to encourage all communities of Oakland to use their bikes as everyday transportation. 2) Providing a good separated facility bordering tLake Merritt (a place where there are only a few intersections) | 11/6/2022 2:07 AM |
| 6 | Safe 8th Street, which plans to introduce traffic circles and speed humps during the repave of 8th Street. | 11/5/2022 2:01 PM |
| 7 | Protected bike lanes on telegraph and plans for more Easy bday Greenway planning | 11/4/2022 10:22 AM |
| 8 | Bike lanes Some traffic calming Connections into neighboring cities | 11/3/2022 12:38 AM |
| 9 | OakDOT rapid response program, following up with quick infrastructure updates at crash sites Neighborhood bikeway design guidelines to add traffic calming routinely with paving projects Delivering quick bikeway upgrades in coordination with routine utility projects like the buffered bike lanes recently installed on Adeline between 19th and 35th Streets Coordination with and funding for community based organizations (CBOs) on transportation planning/outreach and bike education programs | 11/2/2022 5:27 PM |
| 10 | Telegraph separated bikeways will be nice when they are complete. The slow streets program during COVID was great, but the City gave up on it and it is unclear when it will return. More effort needs to be given to keeping vehicles out of neighborhoods to create safe places for shared biking, walking, and driving for local purposes. The quick build work on Harrison St and near Lake Merritt BART is great. | 10/30/2022 5:35 PM |
| 11 | Fruitvale Alive Lake Merritt cycletrack | 10/29/2022 8:03 PM |
| 12 | Oakland has a very active bike advocacy community, and the city is building out additional bike lanes. | 10/29/2022 4:51 PM |
| 13 | Telegraph Avenue Biking lanes | 10/28/2022 1:51 PM |
| 14 | Slow streets in Oakland were very very successful. It was a tragedy that Oakland ended the program. | 10/27/2022 10:00 PM |
| 15 | Some areas with restructured or new bike lanes; bike access to the Bay Bridge | 10/27/2022 2:31 PM |
| 16 | East Bay Bicycle Coalition activity | 10/27/2022 1:58 PM |
| 17 | building the bikeway between coliseum bart and 85th ave. | 10/26/2022 8:12 PM |
| 18 | This local government has put itself up as a Bike Friendly city because they are looking for something, anything to promote as positive in Oakland right now. Fact is, they don't care for anyone's safety, on or off the bicycle. | 10/26/2022 3:26 PM |
| 19 | bike lanes and slow streets | 10/26/2022 3:11 PM |
| 20 | New protected bike lane on Telegraph Ave in Temescal quick-build safety spot improvements | 10/26/2022 1:55 PM |

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| | around city | |
| 21 | Bike to work day | 10/26/2022 11:12 AM |
| 22 | There have been lots of road diets, new bike lanes, and protected bike lanes that have been installed in the past few years. | 10/26/2022 10:39 AM |
| 23 | The improved bicycle lanes on Telegraph Avenue | 10/26/2022 9:27 AM |
| 24 | The slow streets program was good. Perhaps instead of signs, there should've been more permanent roadblocks. We already have some of these in my neighborhood in Oakland (Clinton), which I find useful for slowing traffic. Potholes serve as reverse speed bumps. Very much not ideal, but what can you do? ;) | 10/25/2022 7:15 PM |
| 25 | Bikeway around Lake Merritt is pretty great | 10/25/2022 6:49 PM |
| 26 | Bike Link lockers are great (but need to be available aside from at BART stations) Telegraph bike lane is moving in the right direction (though currently somewhat chaotic) | 10/25/2022 2:32 PM |
| 27 | --The Bay Trail up to the Bay Bride. That's a really nice path. --The bike lanes and paths around Lake Merritt. | 10/25/2022 12:58 PM |
| 28 | - Bike lane over Richmond San Rafael bridge is amazing - Protected bike lanes on Telegraph - Planning out a safer San Pablo | 10/25/2022 12:54 PM |
| 29 | - Recent City-installation of protected intersections on multiple streets near Chinatown and 880. - Community mobilization to defeat an effort by shop owners and head of DOT to replace protected lanes with unprotected lanes. Community was able to convince elected to push ahead with permanent protected lanes on Telegraph, a major commercial corridor. - Ongoing DOT efforts to install quick-build safety improvements to address dangerous street segments and intersections. | 10/25/2022 12:21 PM |
| 30 | Park Boulevard road diet. There are bike lanes throughout most of the city. | 10/25/2022 12:15 PM |
| 31 | downtown oakland's bike infrastructure | 10/25/2022 11:15 AM |
| 32 | The precious effort to create slow street increase safety and people started using streets more to walk and bike. | 10/24/2022 11:59 PM |
| 33 | Bicycle trails council of the east bay is doing amazing work. | 10/24/2022 11:27 PM |
| 34 | The slow streets during COVID were great. | 10/24/2022 11:23 PM |
| 35 | Efforts to add dedicated bike lanes | 10/24/2022 11:19 PM |
| 36 | Bike East Bay cyclist education classes are super helpful! | 10/24/2022 10:27 PM |
| 37 | Addition of protected bike lanes. | 10/24/2022 8:44 PM |
| 38 | The bike lane that is on 38th is very nice and I see many riders in it. 35th street has had some traffic calming measures that helps the street stay safer for cars. I've heard there are some more traffic calming measures coming to 38th street. | 10/24/2022 7:41 PM |
| 39 | Cycles of Change, whatever part of the City of Oakland responsible for the new-ish West Street bike lanes/traffic calming | 10/24/2022 7:10 PM |
| 40 | 1) the just-approved 14th Street improvements downtown. 2) Improvements around Lake Merritt/Lakeside near Grand, 19th, etc. 3) Upcoming redevelopment near Lake Merritt BART Station. | 10/24/2022 7:04 PM |
| 41 | Cycles of Change's bicycle education, earn-a-bike, and community bike shop programs are great! The Scraper Bike Team's bike fix-it shed at the MLK branch library also comes to mind. | 10/24/2022 5:57 PM |
| 42 | -Bike Eastbay -Traffic Violence Response Team -WOBO | 10/24/2022 3:34 PM |
| 43 | Bike East Bay Spokeland | 10/24/2022 2:17 PM |
| 44 | Telegraph project was great for bikes but also VERY unattractive. | 10/24/2022 12:18 PM |
| 45 | Green painted lanes | 10/24/2022 10:58 AM |
| 46 | Please analyze what Emeryville, CA has done. | 10/24/2022 2:11 AM |

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| 47 | Protected bike lanes on Telegraph, protected intersections installed and planned, and general calming efforts becoming engrained in planning | 10/24/2022 12:44 AM |
| 48 | Improvements on Telegraph Avenue show that the city is trying new things, learning from experimentation, and improving the improvements. New bike infrastructure such as Adeline Street continue to be built. Single-occupancy automobiles have been deprioritized on Broadway, making way for more efficient bike, pedestrian ,and transit trips. | 10/23/2022 12:45 AM |
| 49 | n/a | 10/22/2022 9:11 PM |
| 50 | Slow streets Bike East Bay organized rides East Bay Bike Party | 10/22/2022 12:28 AM |
| 51 | There are some new bike lanes that don't have multiple dangerous intersections per block. These are safe installations. | 10/21/2022 12:49 AM |
| 52 | Telegraph | 10/21/2022 12:24 AM |
| 53 | Local cycling groups advocating for safer conditions | 10/20/2022 6:09 PM |
| 54 | 1. The recent upgrades to West Street are fantastic. 2. The bike lanes on College Avenue are far from fantastic but realistically are probably the best that can be done given the width of the existing road. | 10/20/2022 5:45 PM |
| 55 | Scrapper Bike Team, Nike Mobile, Oakland Library Bike Fix it clinics | 10/20/2022 4:00 PM |
| 56 | 1) Protected bike lanes around Lake Merritt. 2) Painted bike lanes around Lake Merritt BART | 10/20/2022 2:01 PM |
| 57 | 1. City developed a great bike plan with an equity focus. 2. Repaving galore! 3. Grand Avenue bike/bus lanes project | 10/19/2022 11:22 PM |
| 58 | addition of several new bike lanes the last few years | 10/19/2022 6:40 PM |
| 59 | New bike lanes. | 10/19/2022 4:13 PM |
| 60 | Telegraph bike lane, Lake Merritt protected lanes, slow streets program. | 10/19/2022 3:30 PM |
| 61 | Bike parking is easy to find and accessible. There are a fair number of Bike lanes near me. | 10/19/2022 3:14 PM |
| 62 | added protected bike lanes along Telegraph Avenue, repaving of West Street to calm traffic and reduce potholes, striped bike lane on Miles Ave in front of Claremont Middle School | 10/19/2022 2:09 PM |
| 63 | Road narrowing and new striping, intersection roundabouts, and speed humps to reduce vehicle speeds. | 10/19/2022 11:30 AM |
| 64 | Oakland is trying to set up bike lanes, safer areas away from traffic | 10/19/2022 10:02 AM |
| 65 | Efforts to install more protected bike lanes. Free bike riding safety classes. | 10/19/2022 12:38 AM |
| 66 | East Bay Bike Party, Safe Routes to School, ConnectOakland | 10/19/2022 12:31 AM |
| 67 | Repaving has started | 10/19/2022 12:11 AM |
| 68 | Traffic diet in my neighborhood. | 10/18/2022 10:50 PM |
| 69 | None | 10/18/2022 10:49 PM |
| 70 | Don't have any. | 10/18/2022 10:26 PM |
| 71 | bike party, east bay bike coalition, bike tools and programs at the library | 10/18/2022 1:37 PM |
| 72 | nothing implemented in oakland for bikes has been safe or effective | 10/18/2022 1:05 PM |
| 73 | Delighted to see all the new bike lanes in Oakland. This is exciting. | 10/18/2022 12:29 PM |
| 74 | The city made a good effort at bike lanes, but they put them in the wrong places (bike planes should have been put on side streets, not the main 2-lane roads). | 10/18/2022 10:38 AM |
| 75 | Bike East bay is doing great, I particularly love their map. Spokeland continues to be a great resource and learning center. Bike party has been a great effort to get people out and having a good time (though I no longer go because they have frequently stopped in low income residential neighborhoods which creates issues for people trying to sleep or move their cars) | 10/18/2022 9:33 AM |
| 76 | The bike path clean up along the Estuary is good progress. Now we need a safe way for riders | 10/18/2022 4:21 AM |

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| | to keep there! | |
| 77 | I appreciate that new bike lanes have been steadily added over the years. | 10/18/2022 1:03 AM |
| 78 | Stopping and apprehending armed bike-jackers that was occurring in the hills. More painted bike "lanes" on shared high traffic roads. | 10/17/2022 11:47 PM |
| 79 | We have bike lanes. I just don't think their primary purpose is to increase cycling and decrease driving. | 10/17/2022 11:42 PM |
| 80 | There were bike lanes added to streets in high income areas in recent years (illegally using sewer tax money, please read the whistleblower article). The bike redevelopment on Telegraph ave is an improvement in biking except drivers are too aggressive to be able to safely bike there. | 10/17/2022 11:40 PM |
| 81 | There's an active Biking and Pedestrian Advisory Commission (BPAC) - I've not been a part of it, but they are an organ of government that is focused on issues of mobility and safety | 10/17/2022 11:34 PM |
| 82 | None | 10/17/2022 11:31 PM |
| 83 | None | 10/17/2022 10:25 PM |
| 84 | 1. We have a lot bike lanes 2. We have free bike valet at Fruitvale BART and other sta 3. We have Bike to Work Day which encourages newbies and brings attention to biking as alternative to car commute and we have Bike East Bay Bike Party and bike clubs. | 10/17/2022 8:55 PM |
| 85 | The only folks gonna dish out praise are the bicycle activists. Cars and drivers are demonized, pedestrians and bicyclist don't need to follow rules they are automatically not at fault. Thanks for the reminder to buy a dash cam. | 10/17/2022 8:42 PM |
| 86 | 1. Cycles of Change/the Bikery- Community org that teaches young people in Oakland how to ride bikes and learn bike mechanics. Also teaches about the local watershed and gets bikes into the community. 2. Fruitvale BART Bike Station. The fact that you can leave your bike in a protected indoor location for most of the day while you go run errands on BART, is amazing. These folks are saints. 3.SF Bay Trail. I'm sure that a ton of people and agencies are involved in the SF Bay Trail. I'm so grateful for what they have been able to provide for the community. | 10/17/2022 8:27 PM |
| 87 | none in Oakland . all the ones they have put in recently are a huge waste of money and space. | 10/17/2022 7:44 PM |
| 88 | dfdf | 10/17/2022 7:26 PM |
| 89 | 1) protected bike lanes on telegraph 2) ?? | 10/17/2022 6:02 PM |
| 90 | Safe streets during pandemic | 10/17/2022 5:35 PM |
| 91 | ? | 10/17/2022 5:25 PM |
| 92 | there are none we are not being given enough police officers | 10/17/2022 4:53 PM |
| 93 | Traffic Violence Rapid Response, disclaimer, I am a part. We hold vigils and get media for whenever a motorist kills a cyclist or pedestrian. This is changing the conversation within City Council. Bike East Bay is doing pop-up demonstration protected lanes, these are cool too. | 10/17/2022 4:52 PM |
| 94 | 1. During the pandemic, Oakland created Safe Streets (I think that's the name of it). There were certain streets blocked off to car traffic and were designated for bikes, joggers, skating, etc. It was great! | 10/17/2022 4:40 PM |
| 95 | I can't think of one. | 10/17/2022 4:33 PM |
| 96 | - The cycling infrastructure in Emeryville makes me feel a lot more safe and considered. I live on the border and, as a cyclist, you know when you've crossed between the two. - I love Bike to Work day! Always fun to connect with other cyclists and celebrate the decision to get on a bike. | 10/17/2022 3:55 PM |
| 97 | New bike lanes (shared) and re-striping with dedicated left turn lanes on 98th Avenue through East Oakland makes it much safer. | 10/17/2022 3:16 PM |
| 98 | Bike coalition has been very successful in getting bike lanes created - but not successful in getting these used. | 10/17/2022 3:03 PM |
| 99 | Greatly expanded bike lanes...greenways...the closed streets during the pandemic (wish they became permanent). I'm really grateful. The bike trail around Lake Merrit is particularly | 10/17/2022 2:26 PM |

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wonderful. GO OAKLAND and thank you to "BIKE EAST BAY"

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| 100 | Some neighborhoods in north oakland are improving. But there's a ways to go. | 10/17/2022 1:57 PM |
| 101 | The attempt to shoehorn protected bike lanes on streets that are too narrow for them. Although it confuses both cyclists and cars the attempt is admirable. The generally complete streets approach to developing safer streets and sidewalks. A generally high level of cycling amenities and bike lanes. | 10/17/2022 1:48 PM |
| 102 | Telegraph bike lanes are amazing Road diet on Park is a good start Slow streets are wonderful | 10/17/2022 1:21 PM |
| 103 | Good local bike coalition (Bike East Bay), good vision for future network of lanes | 10/17/2022 1:08 PM |
| 104 | 1) Bike lanes that have been added in the flats 2) One block of an added bike lane along Thornhill Dr. between Mountain Blvd and Moraga Ave. | 10/17/2022 1:04 PM |
| 105 | Better bike lanes | 10/17/2022 12:36 PM |
| 106 | - Thornhill Community Corridor / MontclairAction.org - RapidRevolt traffic violence awareness | 10/17/2022 12:29 PM |
| 107 | Telegraph st protected bike lanes | 10/17/2022 12:01 PM |
| 108 | Many roads have been recently paved and striped. If only drivers were more respectful. | 10/17/2022 11:56 AM |
| 109 | Love the bike lanes we have! Telegraph's protected lanes are great near Tamescal but are disrupted in uptown/downtown. Same with Broadway. | 10/17/2022 11:55 AM |
| 110 | Improvements to telegraph ave for bicyclists (protected lanes etc) | 10/17/2022 11:25 AM |
| 111 | Rapid Revolt's protests, Bike East Bay's advocacy (they could do a lot more, politically), SF advocacy for safer streets on Valencia and in Golden Gate Park | 10/17/2022 2:52 AM |
| 112 | slow streets | 10/17/2022 2:52 AM |
| 113 | 1. We had slow streets during pandemic which was great for riding. 2. There has been an effort to build bike lanes but the designs are so bad it is hard to praise the effort when the outcome (Temescal) is so bad. | 10/17/2022 12:00 AM |
| 114 | Protected bike lanes around a very small part of Lake Merritt and Telegraph Ave | 10/16/2022 11:51 PM |
| 115 | The continued growth of the city's bicycle network and the recent repaving program. | 10/16/2022 8:19 PM |
| 116 | So glad that part of the LAMMPS project has been completed creating a protected bike path about a mile from our house. Please finish the project! | 10/16/2022 7:29 PM |
| 117 | Slow streets was the #1 effort that made cycling feel safe for my family - high school and elementary aged kids. | 10/16/2022 6:58 PM |
| 118 | Shafter seems to be a model for multi-use streets that allow car traffic but do it safely | 10/16/2022 6:16 PM |
| 119 | Grassroots efforts to partner with the city to improve the Dover playground equipment. Grassroots efforts to establish more slow streets. | 10/16/2022 6:05 PM |
| 120 | Increased number of protected bike lanes | 10/16/2022 5:21 PM |
| 121 | Telegraph Corridor completion !! Richmond Bridge Bike lane to connect Marin. Lake Merritt bike trails | 10/16/2022 11:19 AM |
| 122 | Slow streets. Protected lanes. | 10/16/2022 11:09 AM |
| 123 | the former president of bike east bay sits in the board of bart and making significant changes from within | 10/16/2022 8:52 AM |
| 124 | The bike lane along the Embarcadero has made my commute so much more pleasant. | 10/15/2022 11:27 PM |
| 125 | Dedicated bike lanes on Telegraph Avenue in Oakland but these do still need some work. Painting cycle lanes on the roads and allowing cyclists to use the entire lane | 10/15/2022 9:30 PM |
| 126 | Increase in bike paths that conform to frequently used routes for crossing the city. | 10/15/2022 7:37 PM |
| 127 | Newly painted bike lanes! | 10/15/2022 7:27 PM |
| 128 | Bike lanes, signage, community engagement in the positives of bicycling. | 10/15/2022 5:23 PM |

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| 129 | Slow streets during covid | 10/15/2022 5:20 PM |
| 130 | The idea of having bike racks for rentals all over the city is wonderful; however, they should be free, or at least affordable, which they currently are not. | 10/15/2022 4:35 PM |
| 131 | The 14th St Separated Bikeway through downtown will bridge a critical gap in the bike network and address some of the most dangerous roadway sections in the City. The Neighborhood bikeway efforts in East Oakland are the first of its kind major investment in that part of Oakland for bicycling. The 7th St Bikeway in West Oakland is a great effort that will also provide safer conditions for walking, biking, and taking transit. | 10/15/2022 4:30 PM |
| 132 | Bike repair clinics, bike to school and work days, connecting bike paths along the Bay | 10/15/2022 3:10 PM |
| 133 | bikes lanes on telegraph and throughout oakland safer streets movement during height of pandemic | 10/15/2022 2:40 PM |
| 134 | Dimond Improvement Association | 10/15/2022 2:23 PM |
| 135 | Upper Broadway bike lane | 10/15/2022 1:48 PM |
| 136 | That there is a conversation and interest in improvement. That some level of changes are occurring. | 10/15/2022 12:15 PM |
| 137 | I'm not aware of any. | 10/15/2022 11:44 AM |
| 138 | - more bike lanes - shutting down the road near the gazebo by the lake on weekends | 10/15/2022 11:41 AM |
| 139 | Slow streets was fantastic; it should be made permanent. | 10/15/2022 11:39 AM |
| 140 | Projected bike lanes on telegraph Avenue are a good improvement. Would also like to see the cycle track on part of Lake Merritt completely circumnavigate the lake | 10/15/2022 11:32 AM |
| 141 | Future improvements to lakeside dr and 14th ave | 10/15/2022 11:30 AM |
| 142 | OakDOT does incredible work but need more funding and capacity for more paving | 10/15/2022 11:08 AM |
| 143 | West St traffic calming and bike lanes! | 10/15/2022 10:48 AM |
| 144 | Much of Telegraph Ave. has been made safer through road diets. | 10/15/2022 10:21 AM |
| 145 | N/a | 10/15/2022 10:03 AM |
| 146 | Separation of bike lanes from car lanes on Telegraph Ave Bike markings on Embarcadero | 10/15/2022 9:12 AM |
| 147 | Road calming has really increased in Oakland | 10/15/2022 6:45 AM |
| 148 | The protected bike lane on the west side of Lake Merritt is wonderful, albeit too short. | 10/15/2022 3:14 AM |
| 149 | I see that Oakland is trying to improve safety cycling. Unfortunately, but understandably, my neighborhood is not a priority. I appreciate the focus on equity for other neighborhoods. | 10/15/2022 2:44 AM |
| 150 | Good long-term bike infrastructure plan. | 10/15/2022 2:38 AM |
| 151 | Bike Party creates a wonderful sense of community in the East Bay cycling scene. | 10/15/2022 2:29 AM |
| 152 | Greater striping / bike lanes in recent years | 10/15/2022 2:24 AM |
| 153 | The current 14th street project to add protected bike lanes. The Foothill Blvd. painted bike path, added a sense of safety and belonging to cyclist on that street. Ferrys offering plenty of bike parking is really nice. | 10/15/2022 1:43 AM |
| 154 | Telegraph Ave - the new sections through Temescal are great and make the area feel like a much more welcoming commercial district. | 10/15/2022 1:18 AM |
| 155 | Protected bike lanes in high traffic areas. | 10/15/2022 1:01 AM |
| 156 | NA | 10/15/2022 12:34 AM |
| 157 | - The protected lanes on Telegraph Ave are amazing! Extend them all the way to Berkeley please! - Also love the protected lanes on the west side of Lake Merritt. Beautiful and safe! | 10/15/2022 12:21 AM |
| 158 | Lower Park Blvd bike lanes; Mac Arthur improvements between High Street and Buell Street; road repaving throughout the city. | 10/15/2022 12:21 AM |

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| 159 | There is an attempt in some neighborhoods to get to know everyone and have safety networks | 10/15/2022 12:19 AM |
| 160 | East Bay Trail improvement and extension along bay and neighborhoods. Affordable Bike shops and gear in communities. | 10/14/2022 11:42 PM |
| 161 | Repaving of many roads, especially those with bike lanes; signage for cyclists; many miles of new and protected bike including bike lanes all the way around Lake Merritt, some separated from traffic | 10/14/2022 11:37 PM |
| 162 | Large increase improvements such as bike lanes, bike/car separation barriers, green painted lanes, sharrows. Attended bike parking station at 19th St. BART. | 10/14/2022 11:28 PM |
| 163 | The protected bike lanes around parts of lake Merritt have been great! The bike lanes around Embarcadero near the construction on Brooklyn Basin have been nice. | 10/14/2022 11:26 PM |
| 164 | 1) Paint the Town 2) Slow Streets 3) The Bikery!! | 10/14/2022 10:51 PM |
| 165 | 1. Telegraph Street protected bike lanes, incl. protected intersections (but only south of hwy 24) . 2. Rockridge BART area & BikeLink lockers | 10/14/2022 10:39 PM |
| 166 | I read about a pathway being built under the BART tracks adjacent to San Leandro St. In Oakland. I'm also happy to see more traffic circles. But I want more of that in East Oakland. Seems like the white neighborhoods get all the good stuff. | 10/14/2022 10:26 PM |
| 167 | Lake Merritt protected bike lanes, Telegraph Avenue protected bike lanes | 10/14/2022 10:24 PM |
| 168 | route finding signs. green painted lane on 41st paved Mountain Blvd | 10/14/2022 10:18 PM |
| 169 | The advocacy to repaint the bikelines on some north oakland streets worked great, the lanes are so clear to drivers now. Additionally the protected bike lanes in temescal work wonderfully | 10/14/2022 10:16 PM |
| 170 | Good city programs for bike advocacy, awareness & education; prevalence of available bike lockers in many locations | 10/14/2022 9:28 PM |
| 171 | street murals | 10/14/2022 8:53 PM |
| 172 | 1. Recent community-led drive to improve pedestrian and cyclist safety and signal timing at intersection of MLK Jr Way & 55th St. 2. Recent traffic separation improvements by City to intersection of Shattuck & 55th St after cyclist fatality | 10/14/2022 8:53 PM |
| 173 | Protected bike lanes near transit (Rockridge BART, Fruitvale BART) | 10/14/2022 8:44 PM |
| 174 | Rapid Response is doing a great job getting the attention of the community and elected officials about road safety | 10/14/2022 8:35 PM |
| 175 | Traffic pop ups More bike lanes More connected routes | 10/14/2022 8:28 PM |
| 176 | Bike lands *have* improved over the last few years in both visibility and quantity. We have some AMAZING bike parking options (bikelink: you are heroes). | 10/14/2022 8:17 PM |
| 177 | I like what @RapidRevolt (Traffic Violence Rapid Response Team) is up to by shedding light on the traffic violence in our community. | 10/14/2022 8:07 PM |
| 178 | Bike lanes everywhere. In the last 20 years I've seen a huge expansion of bike lanes, bike parking, bike signals, bike sensors... | 10/14/2022 8:02 PM |
| 179 | Biketopia, carless days, bike gatherings | 10/14/2022 7:59 PM |
| 180 | Lots of new protected bilke lanes are being adding!! Nice! | 10/14/2022 7:52 PM |
| 181 | @RapidRevolt on Twitter | 10/14/2022 7:50 PM |
| 182 | - east bay greenway | 10/14/2022 7:45 PM |
| 183 | San Pablo Complete Streets project East Bay Greenway from Oakland to Hayward Telegraph Avenue protected bikeways | 10/14/2022 7:43 PM |
| 184 | Bike infrastructure in the north Oakland and downtown Oakland flats has gotten much better in the last decade | 10/14/2022 7:39 PM |
| 185 | 1. Praise to those who listen and understand that increased bicycle safety is our future to addressing climate change and better health. 2. Wide bike lanes with the added spacing marks | 10/14/2022 7:35 PM |

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like those on Foothill between 14th Ave & the lake and on MacArthur between Lakeshore and Park are great.

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| 186 | There are many praiseworthy community efforts in Oakland, but I don't know of any that involve bicycle friendliness. | 10/14/2022 7:28 PM |
| 187 | The existing protected bike lanes around lake Merritt are excellent! More of those everywhere please! | 10/14/2022 7:27 PM |
| 188 | the protected bike lanes on telegraph the slow streets program during early covid was great | 10/14/2022 7:18 PM |
| 189 | I appreciate the city bike planning outreach, news letters, presence at community events, the we bike Oakland bike maps, Bike & Pedestrian Advisory Commission etc | 10/14/2022 7:13 PM |
| 190 | Oakland has added many new sharrow roads and created more lanes for bicyclists in the last 5 years. Thank you! | 10/14/2022 7:12 PM |
| 191 | Bike lanes including the new ones around lake Merritt | 10/14/2022 7:03 PM |
| 192 | Increasing bike infrastructure in historically divested communities (though not necessarily the safest), providing safety classes, advocating for change at intersections where cyclists have died (a shame that people have to die...) | 10/14/2022 7:03 PM |
| 193 | Thornhill Drive between mountain and moraga now has a bike lane for half a block | 10/14/2022 7:03 PM |
| 194 | Streetscape projects underway in North Oakland and Downtown - 14th Street and Telegraph Ave | 10/14/2022 7:01 PM |
| 195 | The Crucible's bike shop and the Spokeland bike non-profit both have a lot of positive community momentum right now. The Bikery (attached to Cycles of Change in East Oakland) and the Scraper Bike Team could use more support! | 10/14/2022 6:53 PM |
| 196 | Protected bike lanes and paths have been and are being built in some areas of the city. | 10/14/2022 6:52 PM |
| 197 | Oakland DOT repaving coordination, infrastructure quick builds. | 10/14/2022 6:50 PM |
| 198 | The Lake Merritt protected bikeway is amazing, the slow streets were fantastic, and the improvements to market street are wonderful as well | 10/14/2022 6:45 PM |
| 199 | I like the bike lane around parts of Lake Merritt (but why doesn't it go all the way around?). I like the bike crossing lights at Lake Merritt too. I like the many bike parking racks (individual loops and such that are safe to lock against). | 10/14/2022 6:42 PM |
| 200 | bike east bay is excellent for advocacy but have had no success in my neighborhood. OAKDOT has done little to improve roadways in East Oakland | 10/14/2022 6:34 PM |
| 201 | 1. The Rebirth Anthem Community PoP up that focused on Bike safety, beautification and Community resources that helps curbs crime. | 10/14/2022 6:34 PM |
| 202 | not aware of any | 10/14/2022 6:30 PM |
| 203 | OakDOT is doing great work to build physically separated bike lanes. They just need more funding to do more, faster. | 10/14/2022 6:29 PM |
| 204 | Bike lanes between sidewalk and car parking, taking out car lanes for bike lanes, addition boke lanes | 10/14/2022 6:21 PM |
| 205 | The Telegraph Avenue bicycle lane has now been extended so that it runs continuously from 51st Street all the way downtown. That was great work. | 10/14/2022 6:21 PM |
| 206 | BART Transit Oriented Development Projects & Bike corridor connecting the whole city N/S Safe Streets, high injury corridor reduction project Bringing e-bikes to low income residents for long term rental through \$1M grant funding | 10/14/2022 6:20 PM |
| 207 | 1) Telegraph protected lanes 2) lake Merritt cycle track 3) west st improvements | 10/14/2022 6:20 PM |
| 208 | I am not impress with any project. | 10/14/2022 6:17 PM |
| 209 | - Bike East Bay's continued advocacy - Scraper Bike Club providing bike access to youth - OakDOT adding lanes whenever repaving occurs. I believe lanes were added on Adeline street as a part of utility work very quickly. Park Boulevard got pedestrian safety islands as a part of a paving project that included buffered lanes. It has made a HUGE difference | 10/14/2022 6:16 PM |

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| 210 | Oakland has Bicyclist & Pedestrian Advisory Commission (BPAC) working on making the city more bike friendly. | 10/14/2022 6:15 PM |
| 211 | Telegraph is getting more protected bike lanes. | 10/14/2022 6:15 PM |
| 212 | Bike East bay, walk Oakland bike Oakland | 10/14/2022 6:14 PM |
| 213 | The proliferation of bike lanes in the past 5 years has been outstanding. The bidirectional bike path and its accompanying beautification efforts was one of the most exciting additions in recent years. | 10/14/2022 6:12 PM |
| 214 | Possible calming efforts on 8th Street in West Oakland Cycletrack at Lake Merritt (as long as runners stay out of it) | 10/14/2022 6:11 PM |
| 215 | Berkeley, next door, Built a bike way alongside the raised transit. That example deserves attention, as do the bike lanes in Sacramento | 10/14/2022 6:11 PM |
| 216 | Slow streets. Until they were removed. Who's idea was that? | 10/14/2022 6:11 PM |
| 217 | Dedicated separated bike lanes on Telegraph Ave | 10/14/2022 6:10 PM |
| 218 | Slow streets were great but have been removed even in the communities that wanted them. | 10/14/2022 6:10 PM |
| 219 | Blke East Bay | 10/14/2022 6:09 PM |
| 220 | Improved bike infrastructure. Bike East Bay has a wonderful bike education program. New bike/ped bridges going in here! | 10/14/2022 6:09 PM |
| 221 | Protected bike lane around Lake Merritt Planned East Oakland Greenway along E 12th/San Leandro Blvd | 10/14/2022 6:08 PM |
| 222 | The work on telegraph avenue is great, keep it up all the way to Ashby! | 10/14/2022 6:06 PM |
| 223 | Newly installed protected bike lanes on Telegraph Ave, especially the ones with concrete, although it looks like construction has stopped for months now without being finished Solid bike plan approved by City Council Citywide repaving effort, helping reduce potholes and other safety hasards | 10/14/2022 6:06 PM |
| 224 | Building substantial new protected bike lanes along Telegraph Ave. Increasing the network of city streets with bike lanes. Considering bike transit in transportation planning broadly. | 10/14/2022 6:04 PM |
| 225 | Local bike advocacy group (Bike East Bay) Bike to Work Day San Pablo Ave Corridor Project (but it's taking way too long). | 10/14/2022 6:03 PM |
| 226 | 1. East Bay Bike Party! 2. OakDOT 3. Bike east bay | 10/14/2022 6:02 PM |
| 227 | 1) more bike lanes installed 2) more bike racks installed 3) innovative bicycle lane designs | 10/14/2022 6:01 PM |
| 228 | A few feet of new protected lanes have been put in recently | 10/14/2022 6:00 PM |
| 229 | Bike East Bay is doing a great job. Looking forward to an updated San Pablo Avenue with BRT and bike lanes. | 10/14/2022 6:00 PM |
| 230 | First Fridays. Lake Merritt events. Telegraph road protected bike lanes. | 10/14/2022 6:00 PM |
| 231 | Bay Trail East Bay Bicycle Coalition Bicycle Routes | 10/14/2022 5:59 PM |
| 232 | The city has some great long term plans for bike facilities on key corridors. The city has also made equity a core focus in transportation planning. | 10/14/2022 5:58 PM |
| 233 | plans to make a protected bike corridor nearby pedestrian crosswalk lights light up before traffic lights | 10/14/2022 5:57 PM |
| 234 | cleaning | 10/14/2022 5:54 PM |
| 235 | closing streets for safe streets | 10/13/2022 4:21 PM |
| 236 | paint sharrows here and there. | 10/12/2022 2:43 PM |
| 237 | Prevalence of bike lanes Local advocacy Bike culture | 10/12/2022 4:15 AM |
| 238 | Slow streets! People that paint circles around potholes and cracks | 10/12/2022 1:11 AM |

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239

Camp Mobility brings bike repair education to houseless youth. Scaper bikes crew. Protest bike marshall training/organizing.

10/7/2022 1:07 PM

Q72 If you have other comments or feedback that you would like the community to receive regarding their potential Bicycle Friendly Community status, please describe below.

Answered: 111 Skipped: 270

| # | RESPONSES | DATE |
|----|--|---------------------|
| 1 | We really need to face that cars are the danger in so many ways and need to be reduced | 11/17/2022 9:31 PM |
| 2 | Promote the BFC to merchants/business owners, need messaging that biking and safe streets is good for business. | 11/8/2022 12:27 AM |
| 3 | Thank you for all you do to promote bike friendly community!!! Implications go far beyond just transportation. It promotes and enhances community life. People spend more time outdoors, get to know one another, care for one another, watch for one another, care and respect their immediate neighborhood. The bike paths/streets tend to be considered over time as an extension of personal property, like an extended playground, and expanded community space. It creates healthier neighborhood and community. | 11/7/2022 1:20 PM |
| 4 | Difficult or impossible for West Oakland community to safely access bike lanes/paths at Middle Harbor Shoreline Park, Maritime Street, and Bay Bridge Bike & Pedestrian Path. | 11/5/2022 2:01 PM |
| 5 | City is hamstrung by politics. Politicians care more about winning a fight than promoting bicycle safety. It's depressing. | 10/30/2022 5:35 PM |
| 6 | Thank you for your cycling advocacy | 10/28/2022 1:51 PM |
| 7 | Oakland does NOT deserve to be considered a "bike" friendly city. The cycling community is large, yes, that is true. But it does not have the support of the city of Oakland and thrives in spite of it. | 10/26/2022 3:26 PM |
| 8 | More protected bike lanes | 10/26/2022 11:12 AM |
| 9 | In my opinion protected bike lanes do not make me feel safer. They are often confusing, and constantly interrupted by turn lanes, and parked cars etc. it can sometimes make it harder for bicyclists to see cars and vice versa. I would simply prefer big wide green standard bike lanes (next to traffic lanes). | 10/26/2022 10:39 AM |
| 10 | There are definitely some cycling hazards in the community, but it is still my favorite place I've ever biked. | 10/25/2022 12:54 PM |
| 11 | Find a way to stop Uber, DoorDash, etc from blocking bike lanes. I don't want this to be through police enforcement, but maybe there's a way to more clearly highlight the bike lanes or educate drivers. | 10/25/2022 12:15 PM |
| 12 | Alameda county needs a better connected bike infrastructure. Bike lanes in Oakland and Berkeley are adequate to great but the connection to Emeryville, San Leandro etc is sorely lacking. Traveling through those cities by bike is very dangerous. | 10/24/2022 11:23 PM |
| 13 | This is not a bicycle safe community between numerous road hazards, bike thefts and cyclists being harassed or having bikes stolen while riding, some at gunpoint. | 10/24/2022 11:19 PM |
| 14 | The roads are not clean, the surfaces are pothole filled, gravel, and construction plates which caused accidents. The whole city is a disaster | 10/24/2022 10:12 PM |
| 15 | Bike East Bay and the Oakland BPAC have done a great job overall in Oakland with their efforts over several decades to improve bike parking, bike safety, and bike access. It has been a heavy lift... | 10/24/2022 7:04 PM |
| 16 | While protected bike facilities are much needed in this community and Oakland should continue pursuing these projects, a well-connected and expansive bike network is also needed. Oakland should not shy away from incremental bike lane projects, as they can help claim that space for cyclists near-term while more complex protected bikeway redesigns are pursued. | 10/24/2022 5:57 PM |

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| 17 | We gotta stop letting people drive cars | 10/24/2022 2:17 PM |
| 18 | Parking protected bike lanes are a bad solution, and this is a common complaint both in the bicyclist community and other community residents. Please stop advocating for these. | 10/24/2022 2:11 AM |
| 19 | Keep improving on the city's bike infrastructure, which has already improved dramatically in the last decade. | 10/23/2022 12:45 AM |
| 20 | n/a | 10/22/2022 9:11 PM |
| 21 | I would like to see more bike link lockers. They are more secure than locking a bike to a bike rack. | 10/20/2022 6:41 AM |
| 22 | City staff has been working hard for a long time to keep improving biking in Oakland - thanks! | 10/19/2022 11:22 PM |
| 23 | Based on my daily commute, Oakland is not a bicycle friendly community. | 10/19/2022 4:13 PM |
| 24 | The complex, visually dangerous, physically dangerous, and obstacle-laden "protected" curbside bike lanes (e.g., Telegraph Avenue) are a failed approach. Traffic calming, visually unencumbered approaches (e.g., West Street) are safer for all. We are safer when we can SEE each other and the obstacles in our way. Please, Walk Oakland Bike Oakland, stop advocating and installing the "protected" curbside bike lanes. | 10/19/2022 11:30 AM |
| 25 | Oakland can't be bike friendly as long as the vast majority of the public street space is dedicated to fast travel in private motor vehicles. | 10/19/2022 12:31 AM |
| 26 | this is the least bike friendly town i have ever been in. i have been here since 2008 and it only get worse each year for bike safety | 10/18/2022 1:05 PM |
| 27 | I've been a bike commuter and recreational cyclist in Oakland for 12 years. My regular routes have included Downtown to Berkeley, Telegraph to 48th Avenue, Lake Merritt to Allendale, Skyline/Zoo, and Uptown to Alameda so I have seen most of what the city has to offer cyclists. I have taken both safety and mechanic classes from various groups. The bike cafes and repair shops are all friendly and accessible. But the recent efforts by DOT have been misguided and at times dangerous. I'm extremely worried Oakland will continue on this trajectory and make a once bikeable city very unsafe. | 10/18/2022 9:33 AM |
| 28 | Lanes alone should not be the metric. Fewer cyclists hit, more cyclists, fewer drivers -- those should be the metrics. | 10/17/2022 11:42 PM |
| 29 | Unfortunately Oakland is no longer a bike friendly community due to excessive crime (shootings and people getting robbed of their bikes at gun point). | 10/17/2022 11:40 PM |
| 30 | As an older citizen (60+ yrs) the threat of armed assault in this community is great. I refuse to place myself in a situation where I can be accosted by an armed thief. | 10/17/2022 11:31 PM |
| 31 | Oakland makes decisions on a reactive not proactive, they will wait until someone is killed including a cyclist or walker to finally implement change | 10/17/2022 10:25 PM |
| 32 | If Oakland successfully gains 'Bicycle Friendly Community' status, the standards against which it was judged would have to be so low as to be laughable. It would be one of those "I don't want to be part of any club that would accept me as a member" situations. | 10/17/2022 9:14 PM |
| 33 | Oakland City, EBBC, WOBO have done a lot. Unfortunately, there is no traffic enforcement. Even driving and walking are dangerous. | 10/17/2022 8:55 PM |
| 34 | In the past few years, I have seen that Oakland has been trying to invest in more bike lanes and I have been so eager to use them. However, that makes it all the more disappointing when all this effort went into putting in new bike lanes and they can't be used because cars are constantly double parked in them. It's so sad and such a waste of money and resources. Instead, the City should be putting in protected bike lanes that are safer for everyone. It sad to see the City investing in the wrong type of bike lane. There is so much information out there about protected bike lanes-- they should definitely be used in high fatality areas. | 10/17/2022 8:27 PM |
| 35 | stop taking road lanes and parking from auto users. as a life long cyclist i'm 63 and ride in the city most days i never use the new so-called protected bike lanes their dangerous and a huge waste of funds i never use them. much safer and more enjoyable to use the side streets going same direction.the only thing road diets accomplish is diveding road user. i ride over 200 miles every week on these city streets. | 10/17/2022 7:44 PM |

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| 36 | fsd | 10/17/2022 7:26 PM |
| 37 | People want to bike but there is no way to force drivers to respect cyclists. Take away the conflict. Make car free streets. | 10/17/2022 5:35 PM |
| 38 | "Off to a good start" award. "Better Than Berkeley" | 10/17/2022 5:25 PM |
| 39 | too much crime and please, on our narrow winding barely 2 lane roads in the hills not ride side-by-side | 10/17/2022 4:53 PM |
| 40 | Prioritize slowing motor traffic and enforce the most egregious driver violations. Hold drivers accountable for their actions behind the wheel. Restore trust in local government by taking concrete action. | 10/17/2022 4:52 PM |
| 41 | I do not think that Oakland deserves a Bicycle friendly Community award. There is a small step in the right direction to building a safer experience for cyclists, but Oakland has a very long way to go. I live in East Oakland where there are very few bike lanes and where there are some of the worst roads as far as potholes go. Absolutely unsafe riding conditions, even for me, a retired SF bicycle messenger of 12 years. Even Park Blvd, in the affluent neighborhood of Glenview where the road was just re-paved, there is not a single consideration for bicyclists. No bike lane at all on that road! It's nonsense! | 10/17/2022 4:33 PM |
| 42 | Bike safety is sadly neglected. Racers use the bike lanes for training, pass without warning on both sides, ignore stop signs and lights, and don't signal. Slackers and students behave similarly, but don't wear helmets, and even talk on the phone...It's really a shame that so many cyclists remind you so much of bad drivers. | 10/17/2022 2:26 PM |
| 43 | I would not support BFC status for Oakland yet. Maybe in a few years once some planned projects (eg 14th st) are built out. But there have been enough steps back and broken promises from the city that I would wait to see infrastructure built and maintained before awarding BFC to the City. | 10/17/2022 1:57 PM |
| 44 | Focus on follow through. Maintain what you've created and expand no faster than you can maintain those amenities and features. Educate and enforce rules so that these features are used for the benefit of cyclists not to provide "protected parking" on busy commuting corridors. | 10/17/2022 1:48 PM |
| 45 | They are doing a lot to make Oakland one of the top cities for biking. They need to speed up the safety changes. | 10/17/2022 1:08 PM |
| 46 | Oakland needs a few designated bike paths for recreation. Given that streets aren't safe for kids to bike on, it would be great to have a long bike path that is accessible for all people, especially for the active elderly population as well as kids/families. The Lafayette-Moraga Regional Trail, Iron Horse Trail in Walnut Creek, and the Contra Costa Canal Trail are all good examples of something similar that would make Oakland a great place to live and bike. | 10/17/2022 1:04 PM |
| 47 | Control bike share rental areas better, better and more bike lanes crucial, more bike paths, education about not walking in bike paths | 10/17/2022 12:36 PM |
| 48 | We won't see mode shift until we get build a safe connected network for bike travel. It will take leadership to get there, not piecemeal efforts spread over a decade. Please step up, Oakland! | 10/17/2022 12:29 PM |
| 49 | After 8 years of riding the commute, I recently stopped because of feeling that it has become too dangerous. This is primarily because of driver behavior, so it seems best to focus on better, protected bikeways that are not on major boulevards. | 10/17/2022 11:56 AM |
| 50 | Please help us do something quickly, people are getting killed on bikes all the time. | 10/17/2022 2:52 AM |
| 51 | The number of electric bikes is skyrocketing. Bike lanes will not be enough to satisfy the demand when you have half the bikes going 10th and the other have going 20mph. Sharing the road will be increasingly difficult with cars who want to go 40. | 10/17/2022 12:00 AM |
| 52 | I don't feel safe biking in East Oakland specifically vs other areas of Oakland. Please devote some more resources to East Oakland. | 10/16/2022 7:29 PM |
| 53 | Bring back Slow Streets to Oakland. We also need more traffic enforcement for cars. | 10/16/2022 6:58 PM |
| 54 | Bike advocates should team up with pedestrian advocates. We walk more than we bike or drive! | 10/16/2022 6:16 PM |
| 55 | Thanks for putting out the survey, here's to community improvement, one step at a time! | 10/16/2022 6:05 PM |

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| 56 | Keep up the good work, and thank you | 10/16/2022 11:19 AM |
| 57 | The City and staff have worked hard to improve conditions in Oakland but there are still so many incomplete parts of the network that make it hard to travel easily unless you know your way between the safer infrastructure corridors. It's not easy for people who are just getting into cycling. | 10/15/2022 4:30 PM |
| 58 | #Dontbuyplasticbollards Modern transportation engineering outcomes are soulless and homogenous. This is OAKLAND! Make it represent that. Do some badass work please! | 10/15/2022 12:15 PM |
| 59 | While Oakland DOT has gone a long ways towards improving bicycling safety in Oakland over the last many years there's still a long ways to go before my granddaughter can safely bike to school | 10/15/2022 11:32 AM |
| 60 | The plastic markers used for the road diet are ugly and create lots of garbage and waste. They should be replaced with more permanent infrastructure. | 10/15/2022 10:21 AM |
| 61 | The bicycle safety commission should do more outreach | 10/15/2022 10:03 AM |
| 62 | Oakland was once bike friendly but is no longer. Sacramento is much more bike friendly. | 10/15/2022 3:14 AM |
| 63 | Please make cycling more accessible for less daring riders. More protected lanes and paths please! | 10/15/2022 2:44 AM |
| 64 | Bike lanes are great, but they need to be connected and enforced, otherwise, they may as well not be there. | 10/15/2022 2:38 AM |
| 65 | Please continue to think of people and not cars when planning the city. Too many people are dying on these mini highways running through town. | 10/15/2022 1:43 AM |
| 66 | bicycle friendly should mean community friendly. but even this survey reads BIKES FIRST bike advocates should find language that is inclusive | 10/15/2022 1:40 AM |
| 67 | Oakland is trying hard. It takes a lot of money and years of work to change infrastructure that was specifically designed to work best for cars. | 10/15/2022 1:18 AM |
| 68 | Please please please have Oakland bring back traffic enforcement! It is lawless out here! | 10/15/2022 12:34 AM |
| 69 | Oakland has so much potential- the town is well positioned to be a great bike city with a little work! | 10/15/2022 12:21 AM |
| 70 | All the streetscape improvements that increase safety and visibility for cyclists are great. They reinforce the fact that bikes are a legitimate presence on the streets. | 10/15/2022 12:21 AM |
| 71 | Make a safe bicycle path between Eastmont Mall to the East Bay Trail | 10/14/2022 11:42 PM |
| 72 | Oakland is a wonderful place to cycle, with a perfect cycling climate and ever increasing cycling infrastructure. | 10/14/2022 11:37 PM |
| 73 | Thanks for applying and working to improve active transit in Oakland! | 10/14/2022 10:39 PM |
| 74 | Oakland doesn't have the funding of other cities in the Bay Area, and struggles with high crime, lack of affordability and significant issues with equity. Though much has been done for bicycle infrastructure, much more can be accomplished with support from outside sources to benefit the hardworking folks of The Town. | 10/14/2022 10:24 PM |
| 75 | Oakland gave it a good first effort but seems to have stalled after the easy fruit was picked. Need to move on these harder projects. What happened to 14th Street? A fancy Blvd that will connect downtown to the Lake? Forget it and put down some paint FGS! | 10/14/2022 10:18 PM |
| 76 | Oakland does a good job of promoting and advocating for alternative transportation methods!! | 10/14/2022 9:28 PM |
| 77 | keep investing in people-first infrastructure and policies! | 10/14/2022 8:53 PM |
| 78 | My comments focus on my neighborhood of North Oakland. However, there is a real need for an equity focus and thoughtful distribution of scarce resources. For example, East Oakland needs improvements in the road safety conditions, pedestrian & cyclist connectivity in comparison to other neighborhoods. | 10/14/2022 8:53 PM |
| 79 | We can do better and it doesn't have to be complicated. Just put up a bunch of jersey barriers throughout the city and watch how many people will hop on their bikes. Save lives now and figure out how to make it pretty (and spend lots of money) later. I'm shocked to see that | 10/14/2022 8:07 PM |

Fall 2022 Bicycle Friendly Community Survey

Oakland currently has a Gold status after biking around the community for 4 years. I don't feel safe biking here and it's such a shame because it could be such a great place to bike around.

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| 80 | N/a | 10/14/2022 7:59 PM |
| 81 | There are a lot of families in the hills neighborhoods who own ebikes or want to have ebikes and want to travel by bike. The city needs to recognize this demand and make investments here. I think it's been assumed that the hills are for spandex warriors and less has been done here to make biking safer. Recognize the demographic shift and help us get out of our cars!! | 10/14/2022 7:39 PM |
| 82 | What should our future Oakland landscape look like? Get rid of the automobile. Bicycles, public transit, and lots more green areas will foster a healthier lifestyle. We have lots of young minds and with modern technology they would be up to the innovating challenges ahead. At the least, set up one day in the not too distant future as a car-free day. If well orchestrated, this can become monthly (then weekly) each time empowering people to to envision a way through the mess we're in. | 10/14/2022 7:35 PM |
| 83 | Oakland is the least bike friendly community I have ever experienced. I rode bikes for transportation regularly before moving to Oakland, but had to stop due to the danger once here. In every other city I go to, I still hop on a bike and ride. I would never risk that here. | 10/14/2022 7:28 PM |
| 84 | Oakland is better than most places in the US for riding a bike. There is still much work to be done, but it is possible to get around much of the city in a safe and fun way. | 10/14/2022 7:18 PM |
| 85 | Please sweep the festival of broken glass from the bike lanes more regularly. | 10/14/2022 7:13 PM |
| 86 | Oakland has been making good effort, especially compared to other US cities, but is lacking compared to more advanced countries. | 10/14/2022 6:52 PM |
| 87 | My community has gone overboard to accommodate a tiny, self righteous minority. | 10/14/2022 6:45 PM |
| 88 | Oakland has a lot of dangerous drivers. They're high and reckless. We need physical protection. I do not consider Oakland by any definition a bicycle friendly community. I ride many hours here every week... at my peril. I know these streets. We need support. | 10/14/2022 6:42 PM |
| 89 | OAKDOT needs to start taking cycling community seriously and improve pedestrian experience. OPD either needs to hand over traffic enforcement or start enforcing traffic laws. | 10/14/2022 6:34 PM |
| 90 | need enforcement need signage so drivers know how to safely and legally navigate the redesigned roads tunnels or overpasses would be safer | 10/14/2022 6:30 PM |
| 91 | I lived and bicycled in San Francisco for many years. I felt extremely comfortable bicycling in San Francisco even at night. Three years ago I moved to Oakland. I don't feel completely safe biking in Oakland in the DAYTIME. I would NEVER bicycle in Oakland at night. | 10/14/2022 6:21 PM |
| 92 | Please consider removing all car traffic from Telegraph Ave so it is for buses and bicycles only. | 10/14/2022 6:20 PM |
| 93 | They need to do a lot more work before they should be awarded much of anything. | 10/14/2022 6:17 PM |
| 94 | Oakland has done well building up its network. However, freeways are still a cancer on the city. Many of the streets are configured essentially as onramps to the freeways, which bring fast traffic to neighborhoods and make them unsafe. | 10/14/2022 6:16 PM |
| 95 | My criticism might sound harsh, but it's only because I have seen the vastly better bike infrastructure in the Netherlands through the YouTube channel "Not Just Bikes". 25+ years ago, I used to bike commute daily from Berkeley to Oakland for work mostly in a painted bike lane on Telegraph Ave and rarely thought about bike infrastructure. I am currently transitioning from my car to electric bike -- hopefully to the point where I can sell my car. The better the bike infrastructure (including BART), the more likely I will be able to get rid of my car. | 10/14/2022 6:15 PM |
| 96 | There should be more outreach to communities traditionally left out of conversations about biking through the city. Stop expecting everyone to come to City Hall; meet riders where they live and work. Lean on existing community groups who understand their neighborhoods to get a better feel of cycling in the city. This cannot be a top down approach. Understand that not everyone is wearing spandex or has money but they may have casual rides with friends/groups. | 10/14/2022 6:11 PM |
| 97 | A few groups in this area are aggressively imposing projects on neighbors. I am a strong bike and pedestrian area advocate, but I want good ideas implemented well. These half baked, | 10/14/2022 6:11 PM |

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| | amateurish projects create a backlash that i can't disagree with. | |
| 98 | Make driving not the main focus. No. Discouraged driving. I want my kids to have a future. | 10/14/2022 6:11 PM |
| 99 | Oakland is ahead of the curve compared to so many cities but it is still terrifying riding these streets. | 10/14/2022 6:10 PM |
| 100 | I am car free for six years...damn those cars make riding dangerous....killing people left and right. Gah. | 10/14/2022 6:09 PM |
| 101 | Climate change is real and is happening. Traffic is a big problem. There isn't enough space for more cars. People should get out of their cars and I believe there's pent up demand for biking much more often, such as for commuting, if regular folk felt safe doing so. The goal then shouldn't be to appease current drivers by preserving lanes and parking but instead to build bicycle infrastructure for tomorrow's riders who don't feel safe today. Other cities have done it (Amsterdam for exple) that used to be car-centric as well. It is possible and is a matter of political will. Bicycles are good for the environment, make people healthier, make people feel more free and cost a lot less to purchase and maintain. Please make it a higher priority. To be fair, I do think Oakland is doing a lot of efforts to build better infrastructure. It's not enough yet but they are on the right path. | 10/14/2022 6:06 PM |
| 102 | This City deserves Bicycle Friendly Community status. It's a great place to bike. | 10/14/2022 6:01 PM |
| 103 | Our local government pays a lot of lip service to being bicycle friendly but improvements are coming at a glacial pace, and lately motorist behavior has been remarkably worse than I can recall (and I've lived in the area for over 30 years). | 10/14/2022 6:00 PM |
| 104 | I want to say our community is Bike-friendly, but if kids can't bike to their schools, then it's not. If a cyclist has to add miles to their route to find safe ways to get someplace, but a driver can go straight there, that's not bike-friendly. The most direct way for my to get to my office downtown is down San Pablo Ave, but I have to go an extra 10-15 minutes out of my way to go through West Oakland or all the way over to Telegraph. That's not going to encourage new cyclists. | 10/14/2022 6:00 PM |
| 105 | Oakland is a vibrant, spirited town, but homeless encampments and biking don't mix well. | 10/14/2022 6:00 PM |
| 106 | I wish Oakland would become a truly bike friendly community, but there is still a lot of work to be done. Oakland really needs to pick up the pace of change if we want to get there in any of our lifetimes. | 10/14/2022 5:58 PM |
| 107 | advertising | 10/14/2022 5:54 PM |
| 108 | become a bicycle friendly community first | 10/13/2022 4:21 PM |
| 109 | stop with 'biker education' or 'pedestrian education'. the issue is cars, and drivers. this is not a both sides issue. | 10/12/2022 2:43 PM |
| 110 | Infrastructure is only half of what makes a "Bike Friendly Community." The other half is the people within that community. The people of Oakland overwhelmingly do not act as if bicycle safety is a priority. | 10/12/2022 9:51 AM |
| 111 | love the survey, i would love to help if i can in any way, Thanks! | 10/12/2022 4:15 AM |