

Orion Slow Street Comments

Awful

Awful!

Between the sidewalk eating in Park and the slow streets, my street has become a major through street and honestly I resent it. It's great to add outdoor seating and to make some streets "slow", but in doing so you push all that traffic to parallel streets like Buena Vista (my street).

Bikers/scooters don't use them. They will instead ride in the middle of the (non-slow) street one block over. So what's the point?!

Create more visual appeal

create well designed barriers and signage for all slow streets.

Dangerous situation A foolish idea.

Dangerous to have cars & people both in street. Barriers require traffic to drive on wrong side of road. There WILL be an accident and the City WILL be responsible.

Did not know it was one. Parts of the Point are not well-defined due to the odd street paths from the old base.

Do not support.

Don' t work

Expand this to protect more area on the base from cars. Influx during the antiques fair and with car clubs driving through has made it less safe to ride a bike and walk.

Expand.

Get rid of it! Traffic is awful and getting worse!

Get rid of it.

Great spot for drag racing.

Great that Alameda's most under-served neighbors have access to a slow street.

Have not had a chance to enjoy yet.

Haven't used this slow street, but should keep and raise all streets to same level of improvement and network connection.

I do not find any of the slow streets useful.

I don't drive there at all.

I don't even know where it is!

i dont like it

I have no idea what this slow street is accomplishing. It's short, unconnected to any bike/ped route, and on a street that already has low traffic. Recommend extending south and then east along Stardust Pl and/or W Tower Ave and then creating bike/ped break(s) in fence to connect with multi-use path along west side of Main St. Similarly, recommend extending east along Pearl Harbor Rd and then north along Barbers Point Rd to fence break at Ploughshares Nursery to connect with multi-use path along west side of Main St. While you're at it, the intersection of Pearl Harbor and Barbers Point should be made into a roundabout.

I have not visited it yet. But I know residents in that area have long had to deal with speeding cars and other traffic safety issues, so if they appreciate the slow street, it's definitely worth keeping for their benefit.

I haven't used it to my knowledge

I live on Orion and the slow street has significantly improved the safety of the entire neighborhood, allowing the many children in the neighborhood to bike and play more safely. Before, people who use the base as a race track, would regularly endanger them.

I love the speed bumps.

I walk approximately 8 miles a day in Alameda and really appreciate the Safe Street Program. I do wish there were a network and that the barriers were more permanent, as their portable nature is a problem. I also wish each Safe Street intersection had a barrier, but that is not the case.

I walked this recently and enjoyed it. I don't live nearby, however, so I don't have a strong opinion.

I wish it was longer and had happened sooner and that there

I wish this was one lane and filled with an avenue of trees and plants.

I'll slow streets punish the surrounding neighborhoods. It just makes their traffic worse and less safe.

I'm not familiar with this slow street

Improve the look and keep them

Improved look

It diverts traffic to other streets which increases congestion on some streets. There is a reason for all the streets to be accessible because they better distribute traffic.

It is crucial to have safe outdoor spaces on the west end of Alameda. There isn't a play structure or anything communal past Jean Sweeney so keeping something communal and safe for west end kids/families is CRUCIAL!

It is not fair to the rest of the people who do not live on this street.

It needs more treatment. Do we have any data to show whether the barricades have had enough effect on speeding.

It should be longer

I've no doubt that my comment about Pacific Ave is the same for Orion.

I've noticed the slow streets are not being used 95% of the time by people. Open it up to back to normal traffic.

Just enforce the damn traffic laws and drop the Slow Streets.

less crime

Less traffic in this area and so my feelings aren't as strong

make a speed bumps instead. Its so hard for us to go around the other way where our house is just in front of the other slow street. I know there's a lot of car speeding at this area but nothing changes whether there is a Slow Street sign in the area. Residents near the Teen Center doesn't care and still keep on speeding their cars. I strongly suggest to put speed bumps around Alameda Point especially Orion St.

Makes driving a nightmare and puts pedestrians at risk of accidents.

need to maintain current barrier. some have been damaged or shoved to one side. Please keep. it slows down traffic around the area

Needs to be expanded as cars drive like jackasses on Alameda Point

Never see anyone walking or biking on it.

never used it

Never used this one. I'm for it if the residents like it.

No longer necessary

Not a fan of it. Don't think it's useful.

Not necessary any more

Only saw one slow street sign and cars speeded down the street each time we have used it.

Only use it occasionally on bike rides. Like it: please keep it!

Orion provides new close-to-home access to the outdoors that the nearby community is currently lacking. The Trust for Public Land's ParkServe index shows that that neighborhood is not currently served by a park within a 10-minute walk (.5 miles) of home.

People are not using them for the intended purpose--I never see bikes, scooters, walkers in the middle of the streets. And, taking public streets for private/limited/localized gains is not equitable. It is inconvenient to the many for the benefit of the few.

Permanent signage and barrier that is visually appealing should be put in place.

Please can we get some law enforcement on the Slow Streets to warn or cite the automobile drivers? They are empowered and now in the habit of ZOOMING a down slow streets, as well as running stop signs. At the beginning of the pandemic and when 'slow streets' started cars were more respectful. NOW, it's like the Wild West on these Slow Streets, and we have never seen an APD patrol car on them.

Please make crossing busy intersections easier!

Please remove

Privatizing public streets in the name of environmentalism and traffic reduction is absurd. It is not fair.

Remove

Remove

Remove all and choose other ones, let other streets have a chance

Remove barriers

Remove immediately we have shit to do

Remove the slow street our tax dollars in gas tax pays for roads, privatizing public roads is not in the best interest of taxpayers.

Ridiculous to create a privileged class of residents who can make a public street into a private driveway. The adjacent streets only get more traffic.

Safer for kids.

See below

See Pacific Slow Street comment.

slow street is ineffective and has outlived its usefulness

Slow streets are demonstrations of municipally granted privilege for the residents which live on them, offer no real benefit to a city loaded with parks and set-aside fairways for bicycles. That exclusive privilege simply pushes higher traffic on adjacent streets as no one is driving less or slower. Since APD has been gutted, no one is really enforcing them anyway, so the barriers just cause a hazard getting around them. If anything, traffic (cars pumping out carbon while going nowhere) and high-speed stunt driving has only skyrocketed in the past year, despite all the poorly considered "traffic diet" schemes, so this has all been a triple fail for the City.

Slow streets do not make the streets safer. Due to the increased traffic people become annoyed and angry which then creates a potential for road rage. Also slow streets promote children to play in the streets which could lead to potential life threatening accidents.

slow streets just push traffic onto other streets creating more congestion for them and increasing the value of the homes on the slow streets

Speed humps are a better solution to slow traffic but keep it flowing and not almost hitting each other trying to get to homes on the street

Stupid

Thank you for adding this one!

The "Slow Streets" should rotated to other streets throughout Alameda

The city should make every intersection or a four way stop or add small island to make the intersection a round about

the sidewalks are plenty

The slow street results in increased traffic on adjoining streets and often results in frustrated drivers who take out their frustration on the road.

The streets should be rotated.

There has been a lot of crime in this area. Encouraging pedestrians wanderings in this area is currently not a good mix with the high crime happening near Orion.

They are dangerous as they create a false sense of safety.

They make intersections more dangerous for pedestrians and drivers. Too much traffic originates on each block for them to reduce traffic noticeably. They give kids the false impression that it's ok to play in the street.

This is out of my normal driving routine and I have no opinion

This is the only slow street I've seen kids playing in, which is a big win for the program

This is wonderful for going through the base area and a great place to bike and walk

This never was of any practical value and still isn't.

This street does not impact significant traffic on other streets.

This was created as a temporary program, I don't see pedestrians/bikers/neighbors using them any differently than other streets in town, people use the sidewalks as usual. People on those streets are becoming territorial about the PUBLIC street space, moving barriers to make it harder for the cars that must access and expecting a benefit (less cars) no one else enjoys.

Too bumpy for bike riding, and barricades are too tight to get a bike through

Unsafe

Useless and dangerous ... people use the sidewalk, bikers use the street as designed, cars drive around the barriers to use the street (which is dangerous when two vehicles are trying to enter/exit at the same time

Very inconvenient and disruptive to normal (not heavy) neighborhood traffic

We are new to Alameda and have not used the Orion Slow Street yet.

We have not used the Orion Slow Street.

Who even drives out there? It's so remote it's completely unneeded. And it just makes getting to the ferries even more confusing.

Pacific Slow Street Comments

A little more signage at intersections, or even some artwork would be nice. Something to help with cross-traffic safety/stopping would be helpful.

Add speed bumps and remove stop signs for traffic on Pacific so only cross traffic has stop signs.

all intersections should have 4 way stop sign, very dangerous without

Any way to cut down the number of stop signs and orient them to the cross street instead?

As a bicycle rider I find the length of Pacific Slow Street very attractive. As a driver I find that bikers do NOT stop at stop signs when crossing an intersection which is very dangerous. I cringe every time I see a young person do this and I see it often.

As a cyclist and pedestrian, my biggest concern with the slow streets is when I see cars quickly cross or turn onto them. I think the intersections need to all be all-way stops, instead of alternating two-way, which is confusing and dangerous.

As a resident of Pacific Avenue bowl find the slow streets dangerous. I have found people walking in the middle of the night wearing dark clothing and no flashlight walking in the middle of the street. I have found parents with their children riding their bicycles and allowing the children to cross back-and-forth in front of moving vehicles expecting the vehicle to stop. Approaching a slow Street requires that I enter the street on the wrong side of the road where traffic is coming at me. Add bicyclists riding in the street and pedestrians walking in the street to entering my street it's simply dangerous. I'm also concerned the children allowed to play in my street because it's now slow believe the cars will stop. Frankly cars can kill a child. I think during the pandemic allowing people to walk social distancing was important. However slow streets have taken a bad ternand allowed bad habits that are dangerous. Exiting the driveway is challenging it on its own and add people walking in the middle of the street and bicycling in the middle the street and playing in the middle the street makes it more dangerous. I am the one that's responsible if I hit a pedestrian or bicyclist. They hold no culpability.

As I indicated I think it would be reasonable to give other streets the opportunity to become slow

At some intersections cross traffic doesn't stop or seem cautious of pedestrians crossing. Some cars drive along many blocks and at high speed without caution to pedestrians. A lower speed limit and definition of thru traffic should be made clear and enforced.

Awful

Awful!

Best way to get across town!

Bikers/scooters don't use them. They will instead ride in the middle of the (non-slow) street one block over. So what's the point?!

Both Buena Vista and Lincoln are suicidal for bicyclists. Keeping Pacific a slow street is imperative for safety. I frequently witness cars disregarding distance limits as well as ignoring stop signs. Enforcement would help

Cars going around barricades have made it very unsafe

Cars so not seem to respect the slow streets. The signs and barriers are inconsistent and not clear about what a slow street is.

Cars still drive fast

Cars still speed down this street. It needs better closures and more permanent barricades.

Change stop signs so Pacific has no stops except for Grand Ave. Autos should stop at intersections.

Change the sawhorses to something more interesting

Create more visual appeal

create well designed barriers and signage for all slow streets.

Creating safer crossings at Grand and Sherman would be make it easier to enjoy the whole slow street (and get to school, the farmers market, etc.). Also, can we work on an intersecting N/S route?

crosses many large streets; would love some help there.

Dangerous for vehicles to enter or exit. Does not deter automobile use. Some barriers non existent.

Cross street conflicts.

Dangerous intersections where cross traffic doesn't stop is a big problem

Dangerous situation

Dangerous to have cars & people both in street. Barriers require traffic to drive on wrong side of road. There WILL be an accident and the City WILL be responsible.

Definitely need to add stop signs on all cross streets

Desperately needs speed bumps to slow and deter through-traffic.

Determining whether the stop signs are 4-way or 2-way on Pacific is not always obvious.

Disconnected. Hard to access from JSOP (have to ride bike on sidewalk on Sherman St)

diverts too much traffic to other streets

Do not support.

Does not work

Drivers have gotten fatigued of the barriers and don't often check to see if people are walking/ biking. Some drivers drive fast/ aggressively out of frustration.

During the pandemic, with few cars and a desire to space out, this made sense. But even then, and moreso now, cars just go around the barriers, they don't drive slowly, and I feel it's actually more unsafe now

Expand to start at 8th street. Many drivers speed through intersection sometimes without stopping at 8th and pacific perhaps to avoid traffic elsewhere (but end up turning at 9th). Placing 8th to 9th in Slow Streets will send traffic back to constitution way

Expand.

Extend it across the island.

Extensive construction on Clement Avenue and the Del Monte development in Buena Vista leaves drivers with fewer places to divert.

Extremely difficult to maneuver around barriers red zones should be done on all corners like central ave did a while back.

Family would use Pacific Slow Street A LOT more if it were easier to cross Lincoln to get to it.

Get rid of it!

Get rid of it.

Gives children and some adults a false sense of security and entitlement while riding a bike. I am a bike commuter, but I believe that bikes should be seen AS PART OF traffic, vs. away from it. Slow Streets sounds nice, but is not appropriate.

Good street but too many intersections with stop signs. Makes biking it difficult.

Grand Street crossing needs marked crosswalks.

Great slow street if it could connect to San Jose some how

Great street, but too many stop signs for the Slow Street and not for the cross traffic.

Happy this happened and hoping it continues.

Hard to cross busy intersections, esp Grand St. not even a crosswalk at the moment

Hard to cross busy streets

Hard to see the cross traffic that often comes racing through the intersection. Please add stop signs or other ways to reduce danger on the slow street intersections.

Have used Pacific for biking and liked the experience.

having Pacific as a slow street is great as it is not so far from other md and east island slow streets that one can walk from one to the other without too much trouble-- but connecting streets would be

Help with safety at the intersection with Sherman.

Hi was biking on this slow street in 2020. I stopped at a stop sign. A car came up to the intersection, barely stopped, went around the barrier, and came at me head-on. I was stopped on my bike so I had no recourse but to awkwardly try to wheel out of the way. I noticed as the car was turning that the driver was also looking down at her phone. She hit her breaks at the last minute when she saw me, but then sped away. She had a child in the front seat. The barrier, in this scenario, made biking more dangerous. There is no enforcement!

I am a resident of Pacific Avenue. It is bothersome and inconvenient for residents to use their own street. Many of the visitors threw trash onto the street, played loud music, and were rude to the residents. During the height of the pandemic, scores of visitors did not wear masks. When I worked in my yard, I was the one wearing a mask and having to step back 6 feet to avoid those not wearing masks. It's time to end this program. The residents have done their part.

I appreciate these very much, I walk a lot and always find the slow streets easier then the sidewalks, I have fallen on uneven sidewalks many times and just enjoy walking in the street with my dog. Also cyclist like to ride on the sidewalk which is bad for walkers and dogs alike.

I cross this street and it is never being used. Plenty of room on the sidewalk and safe for bicycles because never much traffic because of all the stop signs

I dislike how traffic is forced onto other streets.

i dont like it

I don't ride on this street very often, but I really appreciate it and wish it was longer / connected with Jean Sweeney Open Space better

I don't understand why, Pacific is already slow as it is. When I ride bikes that is where I go. If you want slow streets, good make all bike riders ride there not where they want out on major traffic streets. Pass laws the bikes must abide

I find that people can walk down the sidewalk without any issues. Streets are not crowded. These streets are not populated with vehicles either.

I go for runs on this street almost daily. In the evenings I walk my dog here and can do so even after dark very safely. I have been able to enjoy meeting other neighbors as well on the street.

I have experienced verbally abusive bicyclists (which is didn't know was a thing). I have seen multiple cars blow through the stop sign at the intersection of Benton and Pacific which could have killed someone. I have seen cars parked against the Slow Street sign on Pacific and Stantons blocking my car in. I have also seen cars going above 25 mph down Pacific. At the beginning of the pandemic it was fine but now it is infuriating living on a slow street.

I have when walking down this street in the evening, I have felt a far less sense of security and feel isolated. Therefore making me uncomfortable and ultimately I now walk down Lincoln or Buena Vista.

I live along Pacific and it's been a wonderful addition to our community. It's given us so many opportunities to meet our neighbors.

I live here and i feel safer

I live near Littlejohn Park and having the slow street go by the park is really great for walking, biking, etc. A slow street bordering a park makes the park much safer for kids to access.

I live near the barrier and have had close calls backing out of driveway, with cars entering street on left side of barrier. Better if barrier does not cover entire lane. Please don't remove slow street s until pandemic is over.

I live off pacific and get yelled at for driving home I have to drive at least one block on pacific to get home I live here most bike riders don't!

I live on a cross street and I would normally use Pacific to find a different turn onto Buena Vista for visibility and safety. The slow street actually makes it less safe for me

I live on Pacific and appreciate that the slow streets have brought more people out and enhanced our sense of community

I live on Pacific and have loved the slow street program. It makes walking and biking so much nicer. Its facilitated meeting neighbors in a safe way. With Lincoln and buena vista only a block away it causes no real delay to drivers.

I live on Pacific and I have had several near-collisions with cars speeding around the barriers. Also it's hard to turn on and off my street because of kids on tricycles who don't know how to watch for cars. Parents and pedestrians treat these streets like they're completely safe, but as a resident and driver I've found Pacific Ave to be very unsafe.

I live on Pacific and I LOVE having it be a slow street.

I live on Pacific and I still see people speeding down the street every hour. I believe we need speed bumps such as those on Bayview Dr to truly make the street safer for pedestrians by discouraging people from using Pacific as a shortcut. Speed bumps and more 4-way stops would slow traffic much more than the current barriers.

I live on pacific and i think it is best traffic modification the city has made in a long time.

I live on Pacific and it's really reduced the number of speeders that drive past Littlejohn Park. Before the Slow Street program, it was a legitimate worry that some of the park attendees would get injured by speeding cars. Not anymore. I'd like to keep it that way. Permanently.

I live on Pacific and love biking/walking/running on the street. It's so much easier to ride with my young kids on the slow streets. My neighbors are outside more often and it's built a better sense of neighborhood bonding. There have been zero issues with deliveries or construction access. This makes Alameda so much better for any resident who wants to get outside and be part of the community.

I live on Pacific and love that it's a Slow Street. We've met so many people who were walking or riding down the street!

I live on Pacific and love the Slow Street. My biggest complaint is that not enough is done to slow traffic. There is still quite a bit of traffic (especially for being between Lincoln and Buena Vista). The crossings at Sherman and Grand are also difficult. Sherman terrifies me because it's hard to see around parked cars coming from the lights. But overall, I love the program!

I live on Pacific and see it used for biking, walking, and jogging every single day. There are more families living here than before and having this as a Slow Street is a wonderful asset to the community. Please keep Pacific Ave as a Slow Street.

I live on Pacific and still see cars speeding through here between Paru and Benton. I love it was made a slow street but improvements are needed to slow cars down more.

I live on Pacific and the slow street has been a hassle. Lots more people on the street, but also still a lot of fast driving cars. Deliveries to my house are impacted since no one thinks they can come down our street and Google maps redirects people away from our street. It's very annoying and I don't see the purpose of the slow street anymore.

I live on Pacific and there have been several instances of cars driving down my street at dangerously high speeds, including one where a vehicle lost control and hit a parked car and brick column. Thus I like that the slowing of Pacific makes it safer.

I live on Pacific, and I love it this way. We have gotten to know so many more neighbors. We see so many more people walking and riding and skating down the street. We see so many people with dogs walking. It has definitely improved the life of our street. Please, please, please, keep Pacific Avenue a slow street. Thank you.

I live on Pacific. I really dislike the program. The barriers are dangerous. People with small children are not cautious enough. Pulling out of my driveway is difficult because I can't see around all the parked cars to be sure there are no small children on scooters etc. People still go fast down the street...they always did on Pacific but this program increases the danger. I resent that this was implemented on my street without my input and people act like the street belongs to them...not much consideration for the residents. All in all, end it.

I live on Pacific. Driving around the barriers when more than one car is at an intersection is dangerous and chaotic. The slow street designation makes it harder to get deliveries, and services like rideshare. It also impacts GPS directions for folks trying to come to my address. The Slow Street idea made sense when we were in a sustained lockdown, but that time has passed. It is time to return the street to "normal."

I live on Pacific. I do not like slow streets. People can use the path. That's what it's for. Children don't play outside anymore so you can't use that as a reason. I have NEVER seen any kids out playing on the road heretofore. The barriers are dangerous to turn around in a car and I have met cyclists and cars coming the opposite direction. Accident waiting to happen. You also never consulted residents about this until now. I cannot wait for the next city council elections.

I live on the corner of Pacific and St. Charles; Pacific is a bike path which gets a lot of traffic. I love sitting out on my porch watching the bicyclists and walkers/joggers go by. I think it's great for the community. However, I don't want this to become like Berkeley where they put concrete barricades up so a person is unable to drive on certain streets. We are taxpayers and should be able to travel on any street in Alameda. So, take down the barricades. These are not private streets.

I live on the slow street and am concerned about the automobile traffic since they didn't slow down, they sped up.

I live on this slow street. I am not a fan of it. It's really difficult to get on or off my block around the barricades. It slows down traffic as we all wait to go or go around each other. It creates blind intersections when turning on to or off of my block. Very often people walking or riding down the block don't practice being a good neighbor and move over so I can pass to get to my house. I don't think it's very safe when the people on the street walking or riding have two ear pods in and are not aware that I am approaching them. I was in favor of the program when the pandemic hit, and I do believe it was a good program in our city, but as a resident homeowner on a slow street, I would really like to see our street returned to normal.

I live on this street and I love it. I have lived on this street 20 years and this is the first time that I have felt safe walking/biking and I love the sense of community that this has created. We have met so many people out and about.

I live on this street and it is very dangerous living on the street and very hard to drive

I live on this street and not only does everything I check marked apply, but it's my experience that the daily "need" for this feature is no longer warranted.

I love it and wish it went further!

I love seeing the kids playing on the street. Lots of people walk and bike the street. It creates a friendlier neighborhood.

I love this slow Street. Please keep it.

I love to hear kids laughing. The only problem is the cars speeding on the street.

I really do appreciate the Slow Streets, and am so grateful that I've had the opportunity to ride and walk along Pacific without having to feel so worried about cars.

I really enjoy it!!

I see a LOT of families use Pacific ave every day to go to parks and Webster Street or adults use Pacific to commute or go shopping. It would be a wonderful thing to switch this street from just a bicycle "lane" to an actual biking and walking thoroughfare.

I see drivers either turned around or lost when confronted with this slow street attempt

I think it is very important to keep with Littlejohn Park on its route.

I think there's an intersection that doesn't have a stop sign, which could endanger slow street users who expect cars to stop.

I think this is fine as it diverts traffic to Buena Vista or Lincoln which are major arteries (as far as Alameda goes)

I think this one is great and have used it a few times. Some of the intersections are a little scary, however - for cars and pedestrians/bikes. I am very cautious when I'm here.

I use pacific almost every day!!! Cars still go like 50 miles an hour at the intersections tho

I use Pacific Avenue almost every day to bike and walk to get from one side of town to the other!!!

Love that this Oasis of a street has been turned into a Slow Street which it has always meant to be and a long over do Green Way. For years reckless drivers have been using this street as a short cut to get through town and unfortunately there are still reckless drivers trying to continue their routines even with this street being a slow street with road barriers as they recklessly speed around barriers and rev up their cars in front of pedestrians and bikes to show their disdain for the idea of doing anything other than driving poorly. Yet most drivers are respecting to avoid this street and drive slowly when they do have to come onto them. It's been very positive and please keep Pacific Avenue a Slow Street and

I use this on a daily basis for running and riding bikes with my kids to their arpd camps. I love having a slow street here. I wish the two way stops thst let traffic cross pacific north/south with no stop were turned into 4 way stops. These two way stops make biking with children much more dangerous. There is very littlw north south traffic on these intersections so why prioritize that over bicycle and pedestrian safety.

I use this one just a little. I like slow streets?!

I use this street on an almost daily basis for walking and especially biking along the island because I feel MUCH safer on it than regular streets, even those with bike lanes.

I walk my dog here EVERY day and it is safer and quieter than parallel streets. I also see lots of children playing.

I walk or ride this almost every day, and LOVE it. It is wonderful to have such a relaxing, car-free option close to my home. Also great for walking (in the street!) after dark, when sidewalks can be hard to navigate. Bonus: owl nest!

I wish this was one lane and filled with an avenue of trees and plants.

I would like to see this slow street become a PERMANENT Slow Street as well as a one-way street. The Slow Streets program has made walking on my street so much more pleasant and safe and I feel a greater sense of community. There are however still cars that zoom down the street too fast. Also, the barriers are unsightly and awkwardly placed, sometimes making it hard for two cars to navigate an intersection.

I've noticed at the intersection of Grand, that people have difficulty crossing in busy traffic.

ideal street from Park to the west end, needs a light at constitution.

If barriers were more permanent it would be more visually appealing. This is my favorite slow street.

If there needs to be a consensus of residents to have street sweeping no parking signs, then you need to ask permission of the residents before you decide to make a slow street

Important link in the connection between the Jean Sweeny bike lanes and protected bike lanes on Central/Versailles. The intersections are tricky because cross-traffic doesn't have the stop sign. Also sometimes cars don't honor the slow street. I

Improve safety / visibility when crossing Grand St.

Improve the look and keep them

Improved look

In my opinion, this long section of "slow street" on Pacific is the most important and significant and should be permanent. As a 28 year resident of Pacific Ave. (near Stanton), this street has long been the most used street for walking and biking the east/west length of the Island in this part of the Island, but has long been very dangerous prior to the "Slow Streets" program due to pedestrians and bikers assuming cars won't go too fast, due to it being narrow and having many stop signs, when in fact, many drivers in the past considered it a drag strip between stop signs. The volume of bikers, runners and walkers on Pacific has increased dramatically since the Slow Streets program, with whole families casually moving together in the middle of the street with much greater safety. I has been an incredibly positive transformation, and auto speeds have been greatly reduced.

Intersection at Pacific and Willow is dangerous for drivers as cyclists don't stop.

It diverts traffic to other streets which increases congestion on some streets. There is a reason for all the streets to be accessible because they better distribute traffic.

It felt a little strange to walk in the street (just to avoid people with strollers or to give other walkers space) and I had to keep constantly looking over my shoulder to see if a car would be coming up behind me.

It is great to go from Webster to Park on Pacific. We also go to Sweeny via Pacific.

It is hard with all the the intersections. I think there should be stop signs for all those crossing through the intersection especially as the streets get short on pacific. It it hard to bike with my young kids because the drivers dont have to stop.

It is not fair to the rest of the people who do not live on this street.

It makes it hard to visit people, and honestly, I seldom see people walking or biking on these streets.

It now makes Buena Vista a motor speedway...

It would be great if it went all the way to Park St.

It would be nice if all of the cross streets had stop signs.

It would be nice if the street could be marked with more permanent signage and/or street markings. Drivers seem to forget that they are in a Slow Street.

It's great but crossing Grand can be difficult or dangerous. Need a lighted crosswalk or stop sign there.

It's not needed. It was a giant boondoggle from the beginning - imposed by the City at the request of Bike

Alameda without any input from or consultation with actual residents of the street. It encourages bicyclists in their practice of flouting the law by refusing to stop at stop signs and red lights, and

It's very cramped and busy. Having to go around the signs become hazardous specially on Pacific and walnut. People speeding on walnut and other cars trying quickly move around eachother on pacific is very stressful.

It's great. It was already the best east-west route by bike and now it's even safer.

It's unsafe. The cross-streets to Pacific are all mostly narrow and turning left or right onto them is hazardous. Especially when you turn on to Pacific and there are unattended children playing in the street right near the corner (which has happened more than once).

I've biked and walked along this one a few times. I think this one suffers the most from not having protected crossings. Cross-streets like Willow and Sherman are "sleeper" roads that look like narrow residential streets but actually have a lot of fast thru-traffic. The slow street is useful in that it calls attention to these existing safety issues that should be addressed.

I've noticed that sometimes drivers tend to speed on it and engage the barriers in a dangerous way (for instance, zooming around them even when there is a bicycle on the other side that has right-of-way first). Not sure what can be done about that though as our police dept. seems to have thrown in the towel on speeding and reckless driving enforcement.

I've noticed the slow streets are not being used 95% of the time by people. Open it up to back to normal traffic.

Keep it until the pandemic is over, including the delta variant. Then remove it permanently.

less crime

Live on Clement Ave & always use Pacific to walk to Park St or cycle to Breathing Room yoga on Lincoln. Feel much safer myself & with my two preschoolers than on parallel roads.

Lots of apartments, create additional traffic. Slowing traffic is good for the neighborhood. Easy to drive on Buena Vista or Lincoln.

Love how quiet Pacific is to walk and ride bikes with the kids.

Love it as a cross town option.

Love it! Just needs some stop signs removed or turned to make flow easier.

LOVE it. Would be better if cross traffic at intersections were calmed (slowed) where that traffic intersects the slow streets (willow, walnut, chestnut, Oak, etc...) though

Love it. Grew up on pacific at my parents and grandparents home (both are on or off Pacific). Always had issues of cars running stop signs growing up, and still see it today, but feel this helps reduce those drivers on pacific. I walk with my toddler and dog on this street and we use it weekly! Please keep this going.

LOVE it. I live nearby and have used it hundreds of times (no exaggeration) to jog, rollerblade and bike. It has been a huge factor in making the shelter in place bearable.

Love the length and connection to Park from the west end but there are lots of stop signs and can't always easily tell which are 4 way and which are 2 way...the cross at Sherman is SO dangerous - have had some close calls with my 8 year old there

Love the length of the Pacific Avenue slow street. People continue to drive fast on Pacific regardless of the barricades trying to avoid backups on Buena Vista and Lincoln. Speed bumps should be considered. Crossing at intersections could be improved. There is a standoff if cars traveling in opposite directions come to the barricade.

Love the Pacific slow street. It's a great way to get across the island. I've really enjoyed using it for running and biking, both by myself and with my children.

Love this one and we use it all the time. So much easier and safer to navigate from Webster to Park

Love this one. The whole family uses it!

Love this slow street, except it should be extended all the way to Park (I believe it stops one block

Love this slow street, use it all of the time. However, the barricades are not the most appealing to look at. WOULD appreciate more permanent fixtures if at all possible.

Make barriers more permanent and better signage.

Make it safer to cross at Grand Ave & upgrade barricades to more permanent materials.

Make it safer to cross at Grand. I would let my kids use this street more if it was safer to cross Grand.

Make the slow streets better look and put in permanent dividers (maybe with planters?).

Makes driving a nightmare and puts pedestrians at risk of accidents.

Makes for a nice walk

Many delivery drivers and residents are still using the street. Parents DO NOT WATCH THEIR CHILDREN! It is still a street and Maybe because families see it as a slow street they don't think it will be utilized still. We have witnessed many close encounters. Also, disrespect on the part of pedestrians when cars of residents need to get through.

Many people walk their dogs on Pacific but they don't pick up after them. It's a health hazard that the City does nothing about other than to leave it to home owners to clean up - not fair! City Hall brought this to my door, therefore, City Hall should clean it up!

Many times I have seen cars going well above the regular 25 mph speed limit on the streets, and one time I had to pull my children out of the way to avoid being hit by a reckless driver going about 45 miles an hour, who saw us, deliberately spread towards us, and told me to fuck off. My concern is that my four and seven-year-old would not have gotten out of the way had I not been right next to them. Speed bumps or something to that effect should be in place to make the slow streets safer. Many people consider it a suggestion

Maybe move the barricade further back to give turning cars a chance

More crime and side street of Paru is being turn up by traffic from Buena Vista to Santa Clara and looks like a sink hole is developing

More signage at each block to remind drivers it is a slow street. Add stop signs to intersections where traffic crossing Pacific doesn't currently have a stop sign.

More signs needed to indicate it's a slow street

My favorite slow street! This is a regular part of my running and dog walking route. It has a great sense of community and I appreciate how long it is. I think some safer pedestrian crossings at major intersections would be wise - even if just stripes on the ground.

My husband walk and ride our bikes (commuting) on this daily.

My objection to this slow street (and to the entire program) is that the city implemented it WITHOUT NOTICE TO THE RESIDENTS, solely on the basis of a survey of bicyclists (some of whom did not even live in Alameda) which was submitted by Bike Alameda to John Knox White, and by Mr. White to the Mayor, who proceeded to order the City to implement it. The City (and Bike Alameda) then made a public announcement, and within a couple of days, what had been a truly slow street, became a highway if bicyclists riding four and five abreast, joggers running all over the place, and occasional skateboarders. Not only were the bicyclists riding all over the street, they were riding on the sidewalks. I am a senior, and I walk all over Alameda. I have never encountered such difficulty walking on Pacific (as I said, formerly a truly slow street) than I did during the first 5-6 months of this program. The City came in without any consideration of the wishes of the residents -- all at the bequest of Bike Alameda, which appears to be running the City these days. I wrote a letter to the City Manager at the time, about the lack of due process afforded the residents who live on or next to this street, and I was told by the City Manager that the City did not need to provide notice because the program was temporary. And now you want to make it permanent. How about conducting a comprehensive survey of every household along Pacific (and the other affected streets)?? You probably think it's too much trouble. And if you are going to do a survey like this, why are you asking only about the issues pertaining to drivers of motor vehicles? What about the issues pertaining to pedestrians? Your survey is artificially skewed towards the interests of bicyclists and against motor vehicles. I was not even able to answer some of the questions.

My street is busier now.

Need enhanced safety at Sherman intersection.

Need more slow down signage

Need more street trees.

need to maintain current barrier. some have been damaged or shoved to one side. Please keep. it slows down traffic around the area

Needs stop signs at cross intersections, especially intersections like Chestnut! Need to remove the stop signs on Pacific and only have them on the cross streets.

Needs to make busier intersection crossing easier such as at Pacific and Sherman. Also more needs to be done to slow down traffic in the slow streets. People use Pacific as a pass through between Lincoln and Buena Vista and drive very fast. So maybe more stop signs on through streets and fewer stop signs along Pacific

Needs TRAFFIC RELAXERS In addition. And unmoveable barriers! All the hot toddlers move them.

Never go down this street anyway.

Never see anyone walking or biking on it.

Nice long route helps access many parts of the city. Too many stop signs makes it hard to cross, either waiting a long time.

No

No longer necessary

Non of the slow streets actually slows down enough cars that do make their way onto the street. It prohibits and restricts ingress and egress but then it doesn't seem to make a difference in terms of automobile speed.

Not a problem at all.

Not really a great bike route because of so many stop signs. A bicycle boulevard would be more effective. Good that it connected to the bike path in the park.

One issue that seems to be happening here specifically, is that a lot of ubers/deliveries are diverted down this street, I assume because that's what google maps is directing them to do, and obviously we can't change google's algorithm, but maybe it can be clearer or more defined that driving on this street should be avoided with our own messaging or perhaps installing a few speedbumps

Our city council is a bunch of morons.

Our family uses Pacific every week, a couple of times a week. It has been wonderful. I wish crossing Grand could be made safer, more visual.

Pacific at Sherman needs a safer crossing

Pacific at Willow is very dangerous as people really zoom down Willow. I would get rid of this intersection as it is.

Pacific Ave needs more barricades ESPECIALLY between Benton and Grand St, it is a very long stretch of road with only 1 official barricade at Benton and no others until Grand St, we get so many cars driving and some very fast because there is only 1 official barricade between these streets.

pacific is a perfect slow street as its bordered by two busy ones so there is ZERO need for a throughfare on pacific. i live on pacific and have been amazed at its continued daily usage as time has gone on. i think it, and all the streets, would be even more utilized if beautified with planters, etc. that made the street feel that much more strictly pedestrian.

Pacific is a street that is perfect for Slow Streets! There is no reason for cars to be driving down pacific unless you live on that block! I would like to see something implemented like dead ends installed along Pacific that let walking and bike traffic through, but no cars, so that residents would only have access from one side of their street. More bikes and walking, less cars!

Pacific is an important street as it is centrally located

Pacific is close to a number of folks with disabilities, especially the Phase 2 section. Providing safer access for folks of varying abilities and needs is important.

Pacific makes for a great bicycle/pedestrian connection from the East End to the West End of Alameda.

Pacific was already a bike boulevard before this, but the intersections are set up so that cars speed along it and bikes are forced to stop and yield to speeding cross-traffic (I'm thinking of streets like Paru, where there is no stop on Paru but there is one on Pacific). I live on Pacific and would support 4-way stops at all intersections to slow car traffic in both directions and make it easier for slower traffic like bikes and pedestrians to safely cross at those intersections.

Pacific was already a designated bike street but it had become increasing busy as Uber/Lyft drivers were told to use it by map apps. It is great to see the traffic level drop and bikers again using this

People are driving way too fast on this street and do not respect the slow street.

People are not using them for the intended purpose--I never see bikes, scooters, walkers in the middle of the streets. And, taking public streets for private/limited/localized gains is not equitable. It is inconvenient to the many for the benefit of the few.

People still drive fast and plentiful down this street but I find it to be the longest and most safe of the "slow streets" I walk along it almost everyday and love that it connects park st. Almost to Webster, though barricades were long removed past ninth sadly. It has been very unsafe as of late but was a great addition to pedestrians and bikes and really should stay indefinitely!!

People still drive through even though they dont live on the street, still speed and everything. There needs to be consequences for those who dont obey the rules and to truly make these streets safe for the intended use

Permanent signage and barrier that is visually appealing should be put in place.

Please can we get some law enforcement on the Slow Streets to warn or cite the automobile drivers? They are empowered and now in the habit of ZOOMING a down slow streets, as well as running stop signs. At the beginning of the pandemic and when 'slow streets' started cars were more respectful. NOW, it's like the Wild West on these Slow Streets, and we have never seen an APD patrol on them.

Please install permanent barriers

Please keep it a slow street, honestly the best idea ever!

Please make crossing busy intersections easier!

Please make crossing Constitution safer for bicycles and walkers

Please make it a permanent slow street. No changes. It's perfect the way it is. I use it almost daily and love seeing people enjoying the streets.

Please makes the signs more aesthetically pleasing.

Please remove

Privatizing public streets in the name of environmentalism and traffic reduction is absurd. It is not fair.

Put Stop sign crossing the slow street and make slow street a continuous drive.

Puts too much traffic onto other east west streets.

Really love it, would like crosswalks painted when it crosses busy streets like Grand, even better if it was one of the crosswalks that you can light up when it is to be used.

Really nice to have a slow street near Littlejohn park for kids to ride or walk on, especially when there are very busy streets on other park borders

Recommend reduced speed limit signage/advertisement/education. Drivers don't slow down or give proper space when passing people walking. Crossing the intersections at Willow is dangerous. Recommend signage to delineate it is a Slow Street crossing and be aware of people crossing on foot/bike.

Reduce the number of car speeding down the street.

Remov

Remove

Remove all and choose other ones, let other streets have a chance

Remove all stop signs and put them in every cross street instead. This is a bicycle throughfare and there should be no stops signs on pacific—that's contemporary bicycle throughfare standards.

Remove barriers

Remove immediately we have shit to do

remove stop signs on Pacific and add stop signs on the perpendicular streets coming into Pacific. Dangerous for cyclists who sometimes think since it is slow street to go by the intersections without stopping.

Remove the slow street on Pacific privatizing public roads is not in the best interest of taxpayers.

Reopen all slow streets

Ridiculous to create a privileged class of residents who can make a public street into a private driveway. The adjacent streets only get more traffic.

Right near my home, and we love it.

Safe way to move east/west across the island with my kids on their bicycles

same as above

Same as above

See above. Park street and Pacific have increased traffic on Buena Vista.

See comment about Versailles.

see suggested improvements above. It seems some drivers are still cutting through. Maybe some photo surveillance would be a deterrent or episodic enforcement.

Seems dangerous on Pacific Ave while riding bikes because of all the stop signs where the cross traffic does not stop. I see kids on bikes going along and not realizing there is cross traffic. Scary.

Shift the border to be 1-2 blocks away from businesses near Park Street. Providence Vet on Pacific has an odd parking lot entrance that's difficult to get to because of the slow street blocking off Pacific near

Should not be a slow street. It's a main corridor

Since the slow street program I avoid this area and have become part of the "extra traffic" moved to another artery...too bad for the parallel arteries!

Slow street has turned our street into a dog walk, increasing pet waste in our yard and others.

Slow street has resulted in an increased amount of litter on the sidewalk and in front yards due to an increase in non-resident foot and bicycle traffic.

Turning a car onto a slow street is dangerous as the barricade forces a turn into the oncoming traffic lane.

Bicycle riders tend to ride down the middle of the slow street without regard for automobile traffic creating a dangerous situation.

Slow street designation has resulted in a greater compliance with the speed limit.

Slow street needs to be removed.

Slow Street on Pacific has helped our neighborhood to get to know each other better as we often gather there now. It also eliminated the jerks who would drive down Pacific at high rates of speed, ignoring stop sign. It also seems to encourage folks to come to Littlejohn Park with their kids, which we

Slow streets are demonstrations of municipally granted privilege for the residents which live on them, offer no real benefit to a city loaded with parks and set-aside fairways for bicycles. That exclusive privilege simply pushes higher traffic on adjacent streets as no one is driving less or slower. Since APD has been gutted, no one is really enforcing them anyway, so the barriers just cause a hazard getting around them. If anything, traffic (cars pumping out carbon while going nowhere) and high-speed stunt driving has only skyrocketed in the past year, despite all the poorly considered "traffic diet" schemes, so this has all been a triple fail for the City.

Slow streets do not make the streets safer. Due to the increased traffic people become annoyed and angry which then creates a potential for road rage. Also slow streets promote children to play in the streets which could lead to potential life threatening accidents.

So many changes to parallel streets being reduced, this street needs to reopen as people go back to work or drive kids to school.

So many people bike, walk, scooter on this street - we need it to remain a slow street please! It has made a huge difference in the ability to bike safely with our young child and friends.

Some cars drive too fast and makes me feel unsafe.

Some cars going too fast and using it as thru traffic.

Some of the cross streets can have really fast traffic and are dangerous. Maybe put stop signs there?

Still a bunch of traffic, and the barriers are moved frequently.

Stupid

Takes some of the load off Lincoln needs to stay open to help traffic flow

Taylor avenue should be used to connect Pacific and Santa Clara

Thank you for Pacific Slow Street. We use it frequently to go to school, the library and Park Street restaurants.

The "Slow Streets" should rotated to other streets throughout Alameda

The amount of cops that speed down the street past the cheap looking signs just shows that even the cops don't care. The road was already slow, now more accidents happen at the blind corners. It's like someone had a great civil service idea and forgot to ask someone with a brain if this would be safe and how to execute it.

The barriers coming off a busier street like Grand have to be easier to maneuver for cars as it is only wide enough for 1 car and is sometime awkward to come around.

The city should make every intersection or a four way stop or add small island to make the intersection a round about

the intersection at pacific and sherman is very dangerous. Typically we living near this intersection will hear screeching brakes and near misses on a regular basis. Since the program things have calmed down. i wonder if the accident rate has decreased? Please keep this in place! Plus it's been a bonus to Littlejohn Park.

The intersections of slow streets should have more stop signs for traffic crossing the slow street. I've had several instances where the drivers crossing the slow streets didn't slow or stop for pedestrians.

The one I have the most experience with but still not frequently (car, bike). I like it: please keep it!

The Pacific slow street has been a fantastic bike route across the island, every visitor from out of town we've had has done a bicycle tour of the island while here and all the victorian homes along Pacific are a highlight. Bike rides and porch concerts along Pacific have been some of the few good things to come out of the Pandemic.

The Pacific Slow Street is the perfect location for a slow street and it provides a great way across town. There are several places that cross Pacific that don't have a stop sign, and it would be much safer if they did (I understand that Grand might be an exception). Unfortunate that it doesn't quite connect to the Versailles slow street.

the sidewalks are plenty

The Slow Street program has been a cause of accidents. People drive crazily and do not watch where they are going in efforts to get around the barriers and get to where they are going on time. The city of Alameda was laid out with residential areas connected by main arteries. City "planners" have restricted traffic on the main arteries, with the result that people in a hurry, aided by various Internet apps, careen through side streets, blow stop signs and endanger walkers and bicyclists. Result: more accidents, not less

The slow street results in increased traffic on adjoining streets and often results in frustrated drivers who take out their frustration on the road.

The street sweeper cannot sweep the street where the barrier blocks their path.

The street would benefit from speed bumps to slow down vehicle traffic and it would be safer if it was made a one way street to accommodate the needs of the people living there.

The streets should be rotated

There are still cars using Pacific to cut through the neighborhood. Maybe block access to key sections similar to what is done in Berkeley, like at Sherman St.? Also, more blockades & signage are needed on the western end of the street towards Webster.

There is a block on the Pacific Ave slow street which is one of the few residential streets in Alameda that has not a single tree between Pacific/Minturn and Pacific/Union. It would be nice to see the city consider planting trees, or even one, on that street to match the beauty and tranquility most other residential streets in the city has. As a resident on that street, I would love to see even a single tree on our street like all the other streets that we are surrounded by has.

There is often traffic turning Onto this street at dangerous speeds. It is a hazard for pedestrians. More signage is needed on approaching streets.

They make intersections more dangerous for pedestrians and drivers. Too much traffic originates on each block for them to reduce traffic noticeably. They give kids the false impression that it's ok to play in the street.

This applies to other slow streets as well but I believe repaving them would help. I have noticed cracks, and pot holes that could potentially make someone fall. I also dislike the rougher texture of the asphalt

This has allowed me to feel safe enough to start biking from the West End to Park street, where I used to take a car. I love it! I wish the cross-traffic at intersections had stop signs (so perhaps a nearby parallel street where there are more cross-traffic stop signs could be a good solution too).

This has been a really well utilized slow street in my family's experience. Typical with many bike/ped improvements, it does nothing to address lack of safe bike/ ped access north/south, crossing the busy and dangerous cross-island avenues.

This has been such a huge improvement to the community on our street. Seeing friends and neighbor able to ride bikes and walk with their families during this difficult past year has been a game changer for us.

This is a great path, especially until Clement gets a protected lane. Don't remove this one before that section is done. Then, give residents who live on the street the option if keeping it.

This is a great slow street but intersections need to be altered to four-way stops or 2-way stops on the cross streets.

This is a great slow street. This should extend all the way to Marshall Way. The Constitution Way crossing is challenging and could use some flashing beacons or other improvements.

This is a great through fare for riding my bike across the island on the north side - I am discouraged when I see cars driving all the way through and not respecting the signs 'not a through street'

This is a useful street for kids commuting by bike from the East End to West End schools such as ACLC

This is great for biking across town but there are too many busy intersections to cross.

This is in our neighborhood - I walk / run / bike it all the time. It feels very calm on quiet streets!

This is my local Slow Street. It has been such a wonderful addition to the neighborhood. I use it daily to take breaks, travel to the west and east side and have met neighbors and felt like more of a community since the Pacific Slow Street was implemented. I see a lot of people and art and community here. One house decorated for each holiday. A family brought some DJ equipment out on Saturdays and kids brought there bikes for a little party. I've had great conversations and met new people on this street.

If I have one complaint it's that some cars still drive at dangerous speeds as a shortcut to get from Buena Vista to Grand, mostly on Pacific between Stanton and Grand. (By cutting through the Slow Street, they miss the intersection at Grand and Buena Vista.) More ticketing, speed bumps, signage or permanent barriers might help this problem.

THANK YOU for making this Slow Street. It has been a wonderful thing. I hope the program continues.

This is my son's best route from the bronze coast to Academy of Alameda middle school. There is a not a safe bike lane that runs East/West across the center of the island. (Santa Clara is one option, but the bike lane is not physically separated from the main street. So it is not safe enough for kids) The best dedicated bike lanes are along the north or south shore of the island, leaving us in the middle without a safe way for children to bike cross-island.

This is so useful to my daily activities, I feel more peaceful and safer walking, which occurs every day. Thank you!

This is the corner of my block and it's unsightly and confusing to people

This is the one closest to me, and the one I use the most. It's helped my family stay healthy in a safe way. And I feel safer driving knowing there's less cross traffic crossing Pacific.

This is the one I used the most but the comments apply to all. The slow streets are great but the barricades do little to slow the traffic down or minimize the amount of time they stay along that street as they drive. More permanent measures need to be take to discourage drivers from using those streets for cross town travel and to slow them down such as speed bumps, roundabouts, etc.

This is the slow street I use most often. It would be great to add Lafayette to San Jose to make a safe biking, walking, rollerskating, skateboarding network. I do my shopping and go downtown for dinner utilizing the slow streets.

This is the street I use most often. I would like Eagle to be slow street too because we have Clement on one side and Buena Vista on the other, so we are bracketed by FAST STREETS. Making Eagle a slow street is necessary for the health of folks on the channel side of Buena Vista. Plenty of fast street access for those who need it.

This is what I have and continue to live with: A highway of people day and night; Noise of conversations, footsteps, dog barking and dog fights; People looking through my windows into my living room; Being watched when tending my flowerbed; Waiting on people to walk by when bringing in groceries; Yelled at for driving to/from my house; Discarded used face masks; Dog poop lining both sides of the street and Eye-sore road barriers.

Do you live this way? I want my quiet neighborhood and my privacy back!

This one is great for roller skating!

this one is near us and I like the slow streets but unfortunately often cars disregard it and swerve around barriers and drive at full speed

This redirects traffic to other nearby streets, which seems adds to speeding and ignoring stop signs. Getting to the slow street is now more dangerous. Can't even keep sign at the crosswalk on Buena Vista and Walnut. It's up for a few days, then run over and sitting on side of the road, if it's there at all. It's gone more than it's there. It is too long, adds speeding traffic to Buena Vista as between Grand and Sherman, it is the only access East/West. Lots of late night & early morning speeding on Buena Vista like it's a drag strip blowing through the stop signs. This is much longer than others slow streets, while less road access for additional traffic in some areas. There seems to be nothing done about speeding cars, cars making U-turns in the middle of the block or across double yellow lines on Park St. and Webster St., for example.

This slow street is super helpful on my commutes from the ferry to home, very helpful and so relieved it is existing.

This slow street makes it possible for my kids to get across town to schools like AOA and ACLC/NEA while chatting with their friends and riding side-by-side, transitioning at Sherman over to the bike path.

This street is absolutely integral to east west travel, and helps us patronize businesses on Park St and Webster.

This street is so much safer as a slow street. It's ideal since there are stop signs every other cross street..

This street is too close to vital arteries on and off the island. Keeping it makes traffic on the other streets more difficult to navigate.

This was created as a temporary program, I don't see pedestrians/bikers/neighbors using them any differently than other streets in town, people use the sidewalks as usual. People on those streets are becoming territorial about the PUBLIC street space, moving barriers to make it harder for the cars that must access and expecting a benefit (less cars) no one else enjoys.

This was never of any practical value and still isn't

Thus has really improved the quality of life in our neighborhood and facilitated getting to know our neighbors

To further reduce through traffic, barricades should extend across the the width of the street, and on only *one* end of that street. Those barricades would only be at every other block (the second of two) and would be a common end as are other Slow Streets in the city (East or West end, North or South

Too many crosses where the other street has priority.

Too many near miss accidents. Didn't see car traffic slow down. A lot of double parking and blocked driveways. Abandoned vehicles were constantly an issue.

Too many uncontrolled intersections.

Use almost daily. Please extend to, or even across, Constitution (to Webster!)

Use it often for running, walking, biking! Would love to have a whole event there like swapping things so we all reuse more to reduce our purchasing, like a free swap meet! Would help get stuff of the streets themselves and reduce our carbon footprints

Useless and dangerous ...

Very bad to get through. Dangerous to ride a bike on.

very good

Very inconvenient and disruptive to normal (not heavy) neighborhood traffic

Very long street and curves too—difficult visibility and poor lighting makes it hard to see which contributes to a dangerous situation when there are barricades at the end points.

Way too dangerous to navigate as a driver

We and the neighbors enjoy the street so much more. It has furthered community.

We encourage our son to ride his bike across the island using Pacific, but he does complain that there are too many stop signs. We've used this one quite a bit. It may be less necessary once the new bike path opens on Clement, but for now I encourage keeping it.

We enjoyed seeing everyone walking in the street and bike riding.

We live near Pacific and it has definitely enhanced the community/neighborhood sense of connection. We see tons of families biking here, and more people walking, too. It's also been a godsend for kids biking to school.

We live on Pacific and really have appreciated the slow street designation! Our grandkids can ride bikes in front of our house without fear of being run over and traffic noise/speed has been drastically reduced. WE LOVE this program!

We live on Pacific and Walnut and use the Slow Streets everyday. We have young children who are not able to be vaccinated and having this slow street allows them a safe way to get some exercise safely. I wish there would be more signs designating slow streets so that cars can take alternative routes. We would like speeding cars on slow streets addressed. Aside from this, we are happy to have a slow street. We see many neighbors routinely use them as much as we do.

We love riding our bikes with our 1 year old. We travel from this slow street to San Jose slow streets often and would love if they were networked together.

We love the Pacific slow street! With Buena Vista and Lincoln so busy, it's our only safe street to play. Please keep it

We love this slow Street and use it almost every day. It really makes the neighborhood more appealing. Would be better to make improvements to limit through traffic at the intersections. Or add

We love using this slow street to bike across the island between east and west and to walk our small dogs in a calm peaceful atmosphere between the busier streets of Lincoln and Buena Vista. No reason that through traffic shouldn't use those two main streets instead!

We walk & ride this street weekly, sometimes multiple times

We walk a lot in this area and we generally walk on the sidewalks. We believe these changes were made during the pandemic and feel that many of these streets that have been closed to thru traffic have caused many residents to believe these streets to be part of their yards or property. This has prompted several incidents along San Jose Ave. near Chestnut St. where parents' cars line up to pick up students at school in the area. The schools are trying to be good neighbors and dismiss the classes at staggered intervals because of COVID rules. This same situation is also true for the closure in San Jose and Morton forcing parents to form pickup lines on alternate streets.

We walk or bike on Pacific almost every day and love the safety and community it creates. Also, it's great to take Pacific and connect to the biking/walking trail! We just love the program so much. It has greatly improved our lives. Thank you!

When non-slow streets cross a slow street, there should always be a stop sign for the crossing (non-slow) traffic. For example, for Paru St, Grand St, Union St, etc.

When recent street work was done, the slow street barriers were moved from Ninth to Wood, reducing the slow street by one block. Also, I think the people who live along this street should have a bigger say in its future than those of us not living on the street.

When the Posey tube is shut down, Pacific Ave is lined with cars from end to end. Will Slow Streets be suspended? Those barriers will cause traffic jams at intersections.

Whenever I cross Pacific, I look and see no one in the street.

Why are these people privileged more than the rest of the island? It's very elitist. And some residents just drop junk in the middle of the street as barriers to travel for everyone else. It's a real eyesore in spots thanks to trashy residents who never pick up after themselves.

With the construction on Buena Vista and on Clement, cars use Pacific and speed around the barricades and run stop signs. It's no longer a safe slow street.

Works really well to get to Park Street from the west end, and easy to make a loop back along San Jose.

Works well. Frequently use it.

Would be great to make crossing at Sherman easier. Would also like to see more visually appealing and less cumbersome barricades.

Would be nice to include some kind of indicator on non-Slow Street roads that run perpendicular to Slow Streets letting vehicles know there is a Slow Street intersection.

Would love something to slow traffic at intersections. Give priority to the slow street!! Maybe add some speed bumps along long blocks, like Willow to Chestnut or Willow to Walnut and then Oak.

You have to really be careful crossing some of the busier cross streets along Pacific (like Willow), especially if you're on a bike

You now have made it so that people think they can walk in the street anywhere! I live on this street and it sucks! It's VERY unsafe to turn onto a "safe" street if another car is coming up to the corner.

Almost had two head on collisions thanks to this crap.

San Jose/Morton Slow Street Comments

A great slow street; it would be wonderful to extend it to Versailles and complete the network.

A little more signage at intersections, or even some artwork would be nice. Something to help with cross-traffic safety would be helpful. The street feels very safe, except when it comes time to cross Grand Ave because Grand has no stop sign and the traffic moves pretty fast.

Add a stop sign at Paru and San Jose

Add San Jose from park to Broadway to slow streets as people drive SO fast down that and there have been so many accidents!

all intersections should have 4 way stop sign, very dangerous without

Annoying to get from Grand Ave to Park Street .

Another nice street

At some intersections cross traffic doesn't stop or seem cautious of pedestrians crossing. Some cars drive along many blocks and at high speed without caution to pedestrians. A lower speed limit and definition of thru traffic should be made clear and enforced.

Awful

Awful!

Barrier at San Jose & Oak needs to be more prominent.

Being a Slow Street makes it easier/more pleasant to have Friday Porch Concerts

Bikers/scooters don't use them. They will instead ride in the middle of the (non-slow) street one block over. So what's the point?!

Cars use this street and I have seen them hit the barricade as they attempt to get around it. Most people walk on the side walk and I go into street to socially distance them. Clearly people are not comfortable in the street nor do they pass pedestrians in a socially distant way

Connect it at Park St to Versailles. Continue it along San Antonio to two-way protected bike lane along Central to Washington Park, Webster St, Paden, Encinal, and the rock wall

Continue this slow street down San Antonio to 9th St.

Crazy

Create more visual appeal

create well designed barriers and signage for all slow streets.

dangerous and underutilized

Dangerous for vehicles to enter or exit. Does not deter automobile use. Some barriers non existent.

Cross street conflicts with speeding vehicles.

Dangerous intersections where cross traffic doesn't stop is a big problem

Dangerous to have cars & people both in street. Barriers require traffic to drive on wrong side of road. There WILL be an accident and the City WILL be responsible.

Desperately needs a safe, 4-way stripe crossing, if not a 4-way stop, at Grand.

Despite the slow-streets program, some cars drive much too fast around the bend from San Jose to Morton at the corner of Franklin Park. Ideally, we should dead-end that corner, or at least find a way to prevent cars from rounding it at high speed. Otherwise, that corner is quite dangerous, particularly since it is adjacent to Franklin Park and nearby Franklin Elementary School.

diverts too much traffic to other streets

Diverts traffic past the grammar school and Franklin Park which is very dangerous.

Do not support.

Does not make any sense why this does not continue or is instead on San Antonio where it seems like more people bike and walk.

Does not work

During the pandemic, with few cars and a desire to space out, this made sense. But even then, and moreso now, cars just go around the barriers, they don't drive slowly, and I feel it's actually more unsafe now

Expand.

Extend San Jose slow street further East to slow traffic between park and Broadway near Chochenyo

Extend San Jose to Fernside & improve safety where crossing Park, Broadway, Oak, High Sts. Please improve crossings on Broadway/San Jose and Central/San Antonio with pedestrian or 4-way lights.

Extend Slow Street further through the San Jose corridor East to Broadway or High to slow the high speed traffic avoiding Encinal and Otis

Extend this East stop traffic turning on Broadway make it connect from the middle school to the high school up walnut or oak.

Extending this one further would be great!

Feel like a lot of people driving just ignore the slow streets signage and barrier unfortunately.

Funnels traffic to other streets

Get rid of it!

Get rid of it.

Given that I live on San Jose, I have no doubt that this Slow Street program has benefitted us. I'd be sad if we lost it.

Great because it's connected to Franklin park

Great street for going to and from park street and south shore

Great way to go east/west through that part of town on a bike. Please keep it in place. Maybe larger/better barricades.

Have not had a chance to enjoy yet.

Have used this one for biking and appreciate it.

Having San Jose as a slow street is a hassle. Now that schools are opening, the slow street causes extra time and near accidents at the intersections. In addition, it causes more traffic on the main streets such as Encinal Ave., already congested from the morning commute. Please REMOVE the slow street at San Jose.

Huge improvement immediately adjacent to a popular park

I am specifically concerned about the portion of the street closure from Morton to Grand street along San Jose Avenue. Traffic is being forced onto San Antonio Avenue at this location where San Antonio actually has the greater amount of pedestrian and bike activity. The main entrance to Franklin Park and Franklin School are on San Antonio Avenue; people driving this corridor had the option to bypass this busy block of San Antonio during heavy usage times (school drop off and pickup and high activity time at the park) by using San Jose as an alternate choice. This brought about greater safety for all. Now auto traffic, pedestrian, bike traffic etc. are all mixing on San Antonio between Morton and Paru. Furthermore, People are not parking to use the pool, park and school where there are available spaces on San Jose Avenue impacting the limited parking. Now that school is back in, I've noticed a lot of confusion by drivers. Without access to San Jose Avenue drivers are trying to drive and park on a now overly crowded block while students and park goers as pedestrians are mixing with this traffic. Please reopen San Jose Avenue--specifically between Morton and Grand street so people have the option to make safe driving decisions while driving past the school, pool and park.

I both bike along here with my 5 year old on our way to preschool and also sometimes walk here by myself. I think this may be the best of all the Slow Streets. A good amount of use. A good connection between downtown, Bronze Coast, and Gold Coast neighborhoods. There are a couple long blocks where cars or trucks will sometimes speed to get ahead of someone else, so some mid-block treatments would be worth considering. If the city could only keep one slow street, this would be the one I would recommend based on my own experience.

I dislike how traffic is forced onto other streets.

i dont like it

I enjoy jogging here now that it's a slow street.

I feel like this one is most in need of additional slowing/thru-traffic deterrent measures, especially nearest Park St.

I feel safer walking in the street to social distance and enjoy watching families with small children take advantage of it too.

I have be apart of and witnessed more near miss collisions with cars, bikes, and people due to the barricades and people trying to go around them. Additionally, speeds seem to have increase on San Jose for those that do use these streets and the surrounding streets now have been plagued by more traffic and speeders.

I have enjoyed using the portion between San Antonio and Grand but I also think the people who live along this street should have a bigger say in its future than those of us not living on the street.

I have seen people actually get hit on these streets with the barricades up.

I have the same concerns regarding San Jose Ave. in particular speeding, not obeying stop signs, increased illegal activity and the impediments for first responder vehicles.

I have walked on this street and enjoy the slow street atmosphere.

I know of several people who use it regularly including seniors. It makes a difference in their lives.

I like it a lot. I live on this street and I think it really helps. People don't speed down the street as much, we can feel free to do more things on the street to (walk, run, scooter)

I like this slow street but I wish that it was easier to get to from Fernside. I never know which street to turn down because the route isn't well marked. I also wish that there was a connector between San Jose and Pacific on the West End.

I like this too, but same with crossing Grand, needs lighted crosswalk.

I live near the corner of San Jose and Lafayette. There is congestion when two cars are approaching from opposite sides. There is always problem with traffic when St Joseph School kids are arriving and departing. Sometimes we can't get in and out of our driveway until the cars leave and now the barrier makes it even worse. It looks tremble and had done nothing to increase walking or biking etc. People have always been able to easily do those activities in Alameda. Speed bumps may help slow down cars but would not restrict access.

I live on Morton street and it has SIGNIFICANTLY reduced the dangerous speeds and traffics that occur. Morton should be a dead end as it is so very dangerous how people FLY around the park. THIS has made a genuine impact to safety and community.

I live on San Jose & we were never asked about this. I very rarely see anybody actually walking/bicycling in the street, and, as a senior stuck at home during Covid, I feel unsafe walking on the sidewalk with less street traffic (gun incident last year). Please stop experimenting with San Jose (bike arrows, no street cleaning on my block, tiny curbs, and no storm water drainage/repaving). Let some other neighborhood "benefit" from this half-baked idea.

I live on San Jose and it has made a HUGE difference in the available parking, neighbors walking and playing on the street, way fewer cars travelling on San Jose.

I live on San Jose and love the "Slow Street." It makes the neighborhood seem much more neighborly and safe for children. My one complaint is that sometimes cars still zoom down the street.

I live on San Jose and rarely ever see anyone use this, it's hard for me to get home sometimes and hard to see incoming traffic at times. I still hear cars speeding on the street, so it's not really serving any purpose.

I live on San Jose and the barriers along the route to get to my residence create dangerous situations at 4-way stops with drivers not aware of how to properly navigate them, and back-ups due to having to wait for one direction to clear. Cars still frequently speed up and down the street regardless of signs, and I don't often see people actually utilizing the street for recreational purposes, with people walking and biking normally due to the amount of traffic that still uses the street.

I live on San Jose on FP and it has been a huge improvement to slow traffic. Cars used to speed around the curve to Morton. Much safer now and no recent accidents. I wish there was a 4 way stop at paru and San Jose. It's still not safe. There is the park, Franklin school, tennis courts and pool on that always busy intersection.

I live on San Jose. The Slow Street initiative hasn't slowed down traffic at all. As a pedestrian, I don't feel safe walking along the street. As a driver, I also feel unsafe getting on and off San Jose.

I live on the street. I like it but it can be difficult to navigate turns onto or off tge street because of the barrier

I live on this street and love it. There are schools and churches on this slow street, and I love seeing kids out and feeling safe walking to school. Would like to keep this slow street for as long as possible

I live on Walnut off of Clinton. Having more traffic on Clinton has not been great. The a frames blocking San Jose are unsightly. It's time to go back to normal.

I love it but I think some people don't respect it especially the parents of the students who go to St Joe's. They need to be properly educated or worried about consequences when driving on that street

I love it. I wish drivers were more respectful of the Slow Street idea. Many drivers are not driving any slower, and through traffic is still quite prevalent.

I love the idea of slow streets, but every time we use one, usually with kids on bikes, there is one or more driver that speeds past us and around the barricades, which kind of defeats the purpose. If there is a way to slow down drivers and divert them to parallel streets I would love it.

I LOVE this slow street and use it daily. So do many others because there are always people out on bikes and with dogs and walking in the street. It should absolutely be made permanent and further protected. It has really opened my eyes to how, as a society, we have defaulted to this mentality that streets are for cars. Streets are for everyone! And I love that Alameda is making some streets for the people! This street and location is a no brainer because of its proximity to a park and school.

A few comments on safety: (1) Traffic seems to be reduced but cars still whip around the corner by Franklin Park which is very dangerous for families biking and walking on the street as the corner is blind. Delivery trucks/Ubbers and cars who are ignoring the "local traffic only" restriction seem to be the worst offenders. (2) Not many cars actually stop at the stop sign on San Antonio which scares me because that is the main entry point for many families going to the park.

I moved to this street during the pandemic and love how safe and quiet it is! We just got a cargo bike and feel very comfortable biking with the baby to Franklin Park.

I often use this street to get from Park to Grand, and sometimes keep going through the Gold Coast. It's a well-placed street and I enjoy using it.

I own a 6 plex on San Jose and Oak. I have not see one bicyclist nor one pedestrian using the street. Pedestrians stay on the sidewalk. All it has done is reroute traffic to Clinton

I really am looking forward requiring the aggressive St Joseph parent and student drivers to take Encinal as it is designed to handle ore traffic.

I really do appreciate the Slow Streets, and am so grateful that I've had the opportunity to ride and walk along San Jose/Morton without having to feel so worried about cars.

I think this one is too close to Otis, people want to drive down it more normally. I don't feel safe walking/biking on this one.

I use it frequently

I use this a ton! Make it nicer and more permanent for bikers and kids

I use this one all the time for running and biking – I would love to see this made more permanent and extended the entire length of San Jose, which would create a bike corridor for Lincoln Middle School students as well as for Alameda High students.

I use this slow street to bicycle along occasionally, and this slow street seems somehow slower and calmer than the others ones I have used. Maybe it does just have less traffic.

I walk this often. I appreciate the safety. I leave my car at home frequently now.

I wish it went all the way to Fernside and there were fewer cars on it.

I wish this was one lane and filled with an avenue of trees and plants.

I wonder if San Antonio Ave makes more sense as a Slow Street, since it's already blocked at St Joseph's School?

I would love to see this extended to all of San Antonio.

I'm not familiar with this slow street

I'm sure this is great too

Improve the look and keep them

Improved look

In my experience cars drive quickly on this 'slow street.' It seems like a lack of enforcement (or lack of clarity on what slow street means has prevented it from actually having the desired effect. And now that I was almost mowed down, I just stick to the sidewalks.

In the 1960s, this was a Bus Route. Why this was a slow street makes no sense to me. Clinton is a better choice, since it doesn't go as far and all the natural San Jose traffic was diverted there.

Increases traffic by the elementary school

Intersection that concerns me the most is where Willow St crosses San Jose

It diverts traffic to other streets which increases congestion on some streets. There is a reason for all the streets to be accessible because they better distribute traffic.

It is not fair to the rest of the people who do not live on this street. It is very confusing where the slow street starts.

It is rarely used as designed. Has created more traffic for other streets

It just diverts traffic onto other streets

It makes no sense to keep one street as slow, traffic goes up on parallel streets, and why some people can enjoy closed street and others not. This project is great and could be shifted to other street every 6 months

It needs more enforcement, people seem to drive it regardless of its slow street status.

It would be great to connect this slow street to Pacific via Lafayette

It would be great to make it connect across Park!

It's too long - and very under utilized

It's wonderful to see walkers, joggers, dog walkers, bikers, families pushing baby strollers, etc. safely navigating this street without fear of vehicles whizzing by -- at least not as many as before. So much more peaceful and quiet.

I've not doubt that my comment about Pacific Ave is the same for San Jose/Morton.

I've noticed the slow streets are not being used 95% of the time by people. Open it up to back to normal traffic.

Jackson Park is right there for people to walk on. The street doesn't need to be closed.

Just creates more traffic on parallel streets - ridiculous

less crime

Less traffic and us allowed the kids around the park to play more safely. The cars are fewer but still fast. Speed bumps would help slow them down and a stop sign at San Jose and Park

Likewise ride my bike on this often

Little Free Library is on this street.

HATE huge cement cutouts near St Joseph's church; difficult to turn.

Live in the neighborhood and it makes getting around by car more difficult.

Love it so much. So much safer now. We are a community not a highway!

Love it!

Love the improvement...much safer!

Love this slow street, and I think it should be extended beyond Park St to form a network.

Loved the slow street on the other half of the island but don't consider it a full necessity. It is lovely to walk down and safer for kids/families but again lots of cars regularly speeding down the street so not always safe!

Makes driving a nightmare and puts pedestrians at risk of accidents.

Makes sense to have a slow street near Franklin Elementary School and Franklin Park.

Makes turning onto San Jose difficult and gets in the way of parking in front of our house. I don't see many people walking on the street any more

Making this a slow street was a horrible idea. There are way too many multi-unit and single family houses along this street, so it has constant traffic. I've never felt safe walking down the middle of this street, because there are always cars entering or leaving the different blocks of San Jose, by people that live on the street. Plus, you have SJND and the elementary school on this block. A lot of parents drop off their kids on San Jose or use San Jose to get to a drop off point near the school. Please, please get rid of the slow street on San Jose.

Move it to San Antonio.

Move San Jose to San Antonio for safety

My favorite slow street because the intersections favor the rider on San Jose.

My second favorite slow street! Another great street but I think it could extend further. Also people drive FAST down it.

Need speed bumps as cars go roaring down the street despite the signs.

need to maintain current barrier. some have been damaged or shoved to one side. Please keep. it slows down traffic around the area schools and park

Needs intersecting slow street or bike friendly street to connect to the other side of Central.

Needs stanchions/signage at all intersections. People ignore stop signs.

Needs to be more permanent, rather than a temporary barrier. Would ask the neighborhood to contribute to its development.

Never see anyone walking or biking on it.

No experience with it but glad it's there for Otis Elementary and Edison Middle School kids.

No longer necessary

no one walks in the street. the sidewalks are plenty.

Not necessary it is already a very slow street and the barricades make it difficult for cars to maneuver around other cars and bikers.

Now that school has started back in person, there are lots of cars zooming through in the morning on the way to SJND. I think that this slow street could use reinforcement, and or speed bumps.

On Union and San Jose, there should be a barrier because there is no stop sign. The stop sign at Lafayette means a barrier is less effective there than it would be at Union which people speed through

People are not using them for the intended purpose--I never see bikes, scooters, walkers in the middle of the streets. And, taking public streets for private/limited/localized gains is not equitable. It is inconvenient to the many for the benefit of the few.

People coming up this slow street completely ignore stop signs and blow through without even looking for on coming traffic.

People drive way too fast on the San Jose slow street. Part of the point I thought was to be able to walk and bike in the street, which I used for social distancing with friends on Pacific, but I don't feel I can do that on San Jose, which I am much closer to. I feel like the use of the slow street would increase if people felt safer on them again. Can the speed limit be reduced below 25 or speed bumps added?

Permanent signage and barrier that is visually appealing should be put in place.

Please add signs or barricades at every intersection. Please add speed humps (with cuts for bicycles)

Please can we get some law enforcement on the Slow Streets to warn or cite the automobile drivers? They are empowered and now in the habit of ZOOMING a down slow streets, as well as running stop signs. At the beginning of the pandemic and when 'slow streets' started cars were more respectful. NOW, it's like the Wild West on these Slow Streets, and I have never seen an APD patrol car on them.

Please install permanent barriers

Please keep these in place to provide a place for people to move about safely outside of cars. We're in a climate emergency and we need to provide non car-specific routes.

Please keep this!

Please make crossing busy intersections easier!

Please remove

Privatizing public streets in the name of environmentalism and traffic reduction is absurd. It is not fair.

Pulling onto San Jose from Grand can be a little tricky when someone is coming off of San Jose. But still worth having them.

Really a ridiculous one. Have walked this and stayed on the sidewalk, as was everyone one we saw walking. I have yet to see any parties or groups in the street. Why can't neighbors have parties without slow streets, as all the other neighborhoods do? Are you intimating that before slow streets, neighbors weren't neighborly? Was born in Alameda, and managed to meet and gather with neighbors in all the neighborhoods we lived in.

Really good one, 4-way stops at every intersection. Pavement could be smoother.

Remove

Remove

Remove all and choose other ones, let other streets have a chance

Remove barriers

Remove immediately we have shit to do

Remove the slow street on Pacific privatizing public roads is not in the best interest of taxpayers.

Reopen all slow streets

Restrict traffic around Franklin Park. Create a dead end at the turn of Morton and San Jose to prevent speeding. Franklin school and park should have traffic slowed by speed bumps or islands. Too many people cut through that area due to the lack of stop sign at San Jose by Franklin pool. Slow streets has helped lessen traffic but people still speed through

Ride this one often after work with our 1 year old

Ridiculous to create a privileged class of residents who can make a public street into a private driveway. The adjacent streets only get more traffic.

Safe way to move east/west across the island with my kids on their bicycles

Saint Joe's High School has already block off Chestnut and now San Jose is also block I live on Clinton and Chestnut this has made it hard for me being a tax payer to have to accept this needs to change

Saint Josephs already causes traffic problems, this slow street does not help anybody.

Sam Jose is an important street for getting across alameda and makes it harder to commute.

same as above

same as above

Same as above

Same as above just not needed

Same as Pacific Ave.
Same comment as for Pacific street
San Antonio would be a better street. San Jose is a much higher traffic street than San Antonio. Could be extended from Lafayette to 9th St where a lot of pedestrian traffic is present.
San Jose Avenue provides access to many homes on side streets that are otherwise only accessible from Encinal. It does not make sense to keep this main artery slow.
San Jose had barriers at Grand and at Paru making it difficult to enter. Blocking the Grand end is okay, but don't block both.
San Jose is parallel to San Antonio. Oak St runs between them. San Jose is closed. The description is inaccurate. Cars still race down and they're by now means all local. Absent any enforcement, this slow street is dangerous.
San Jose street is pretty damaged. Would be nice to have it fixed. It's ok for walking or biking but unusable for roller skating or skateboarding
Sawhorses are placed in one direction every two blocks, but I still see cars speeding between the barriers. The City should consider mid-block speed tables as an added enhancement as we still get daytime and nighttime speeders during off-commute peak hours, just as we did pre-pandemic. Speeding near St. Joseph's school on San Jose was a frequent problem pre-pandemic and we need more treatments to slow cars, not just sawhorse barriers at the entry points. Make permanent the treatments at intersection entries with more bulbouts like at the intersections adjacent to St. Joseph's, and add speed tables midblock. The street is marked only sharrows but it is clearly still not safe enough for bicyclists. Families with children on bike use this street every day.
School pick up and drop off at SJND/SJES becoming a problem with slow streets and inability to drive down them
See above
See comments on Pacific.
See pacific
See Pacific Slow Street comment.
see suggested improvements above. It seems some drivers are still cutting through. Maybe some photo surveillance would be a deterrent or episodic enforcement.
Should be a border at Walnut & San Jose
Should not be a slow street. It's a main corridor
Since San Antonio Ave is blocked by ST Joes, people's this makes two streets parallel to each other that can't have through traffic. Dry complicated for those of omission who live in the area.
Since school is open, there are a LOT of cars driving through, mostly from Park St to SJND. Enforcement of the no through traffic rule would be helpful at this and other times. Speed humps? Tickets? Talking to SJND?
Slow streets are demonstrations of municipally granted privilege for the residents which live on them, offer no real benefit to a city loaded with parks and set-aside fairways for bicycles. That exclusive privilege simply pushes higher traffic on adjacent streets as no one is driving less or slower. Since APD has been gutted, no one is really enforcing them anyway, so the barriers just cause a hazard getting around them. If anything, traffic (cars pumping out carbon while going nowhere) and high-speed stunt driving has only skyrocketed in the past year, despite all the poorly considered "traffic diet" schemes, so this has all been a triple fail for the City.

Slow streets are not enough. A stop sign needs to be at Paru and San Jose. Someone shouldn't have to die for a simple change.

Slow streets are unsafe. Car traffic continues to flow heavily in these high density areas. Please end this program.

Slow streets do not make the streets safer. Due to the increased traffic people become annoyed and angry which then creates a potential for road rage. Also slow streets promote children to play in the streets which could lead to potential life threatening accidents.

So many changes to parallel streets being reduced, this street needs to reopen as people go back to work or drive kids to school.

St. Josephs school routes very heavy school traffic directly onto this route 3 times a day, 5 days a week, totally in violation of the program, and causing severe disruption to residents in the neighborhood.

Congestion is made worse because of the all-day vehicle closure on Chestnut St.

Still some cars driving way too fast especially at night.

Street is quiet not as many speeding cars. Nice to see ppl using the slow street.

stupid

Stupid

Take it away

The "Slow Streets" should rotated to other streets throughout Alameda

The barricades are not located at the end of each block which allows more traffic to enter.

The barriers are dangerous and will cause head-on accidents once traffic returns to normal.

The barriers are only every other street and thus traffic coming down certain sections of the street may have no idea that they are on a Slow Street. Also, since the barriers are temporary, but have been there for so long, they are often completely ignored. There needs to be a way to install something more permanent that can't be ignored.

The city should make every intersection or a four way stop or add small island to make the intersection a round about

The curve at Morton seems fine.

The intersection of San Jose and Grand remains a problem for pedestrians.

The intersections are confusing to drivers

Bicyclists can be rude to those of us who live on the street and just want to turn into our own driveway or back out

The slow street barricades are grossly disruptive and create traffic safety concerns. Cars cannot enter or exit normally at intersections where the barricades are placed.

The Slow Street program has been a cause of accidents. People drive crazily and do not watch where they are going in efforts to get around the barriers and get to where they are going on time. The city of Alameda was laid out with residential areas connected by main arteries. City "planners" have restricted traffic on the main arteries, with the result that people in a hurry, aided by various Internet apps, careen through side streets, blow stop signs and endanger walkers and bicyclists. Result: more accidents, not less

The slow street results in increased traffic on adjoining streets and often results in frustrated drivers who take out their frustration on the road. Additionally, the barriers cause near miss events where they cross intersection with people going around the barriers encountering the oncoming traffic head

The street sweeper can't do the corner of Oak and San Jose. They try by backing up but it still gathers garbage. Otherwise I love it!

The streets should be rotated

There are a lot of cars that still drive quickly on this street. I would love to see that changed! It would also be great for the San Jose/Morton slow street to extend east past Park Street to the Versailles slow street.

There are a number of stop signs that cross busy streets with no stop signs.

There is no reason for cars to be driving down Pacific unless you live on that block! I would like to see something implemented like dead ends installed along San Jose that let walking and bike traffic through, but no cars, so that residents would only have access from one side of their street. More bikes and walking, less cars!

There were frequently cars racing engines and rapidly accelerating on San Jose before the slow streets. Though this continues to happen it has been greatly reduced.

These are long blocks, with many multi-unit residences, so traffic still feels heavy and competition for street parking spots can sometimes cause drivers to "forget" that pedestrians might be in the roadway and drive erratically and unpredictably (and irresponsibly) to get to an open spot.

They make intersections more dangerous for pedestrians and drivers. Too much traffic originates on each block for them to reduce traffic noticeably. They give kids the false impression that it's ok to play in the street.

This area is a little calmer and seems easier to walk/bike on.

This causes a back up of traffic at the intersection with Grand St. it is dangerous with the barricades for cars to make left turns off of Grand to San Jose and for cars crossing Grand if they arrive at the same time and each blocks the one lane left open to turn onto San Jose. This happens during school start and end and in other commute traffic. It is compounded by the number of bikes that cross during those times. In general on slow streets bikers are not obeying traffic laws like stopping at stop signs or traveling on the correct side of the street. Generally more hazardous to pedestrians, bikers and cars. You can't eliminate car traffic on these roads since they are residential and some multi family units. These issues will only get worse with the increase of traffic with schools back in session.

This diverts SO MANY CRAZY DRIVERS now to San Antonio. And all of the school traffic. And every bus. While also removing so much street parking needed for school events. The San Jose residents' extreme quiet comes at the expense of every parallel street around them now having to live with their displaced traffic and parking issues, making their neighbors live on Fast Streets as a result. It is extremely unfair to all neighboring streets. And now that Saint Joseph's school is closing off part of Chestnut again while in session, commuters are taking dangerously large turns onto and off of San Antonio, frequently crossing lanes. Why is a school where apparently all 684 students are driven in one-by-one by their parents to be dropped off from their cars allowed to close down streets from the car traffic that they themselves create so much of? Closing down one of the main artery streets into and out of a private school of 684 students was a horrible idea that the council should have never considered.

This entire program is ridiculous. My tax dollars can go to fixing the dilapidated roads all throughout Alameda County, and not some flimsy barriers or program to allow a family to ride their bikes in the streets. It's foolish and a waste of time and money. I can't copy and paste but this goes for all streets listed.

This has been our most common method for accessing different parts of the island via bike as a family (2 adults, 2 children).

This has helped slow down the traffic on this street. Too many people race down San Jose.

This impacts the safety of traffic to/from St Joseph Elementary and St Joseph Notre Dame HS

This is a great slow street, (my regular, almost daily route) except cars totally disregard that it's a slow street & drive even faster than 25, often!

This is a major street to traverse the island. The parallels are already jammed. To cut your main arteries is UNSAFE in ANY emergency on an ISLAND where there are minimal means of egress of multitudes as would need be in case of emergency!

This is a really nice stretch of street to walk. I think that it is suitable for a pleasurable walking experience. I have talked to nice people on the street and in the neighborhood. Please keep these

This is a useful East-West route for kids to bike to Franklin Park

This is another great Street for biking. It's an important Cross Island bike route and should be kept and enhanced.

This is heavily utilized by non-cars (peds, cycles, etc.) it would be a HUGE loss to the community to lose this slow street.

This is the one Slow Street that I encounter daily. Being that it abuts Franklin Park I believe this is the most successful Slow Street. Having less traffic on this section of the street makes the park more safe and enjoyable. A huge plus!

This one is off the main arteries the city

This should be connected to San Antonio and extended

This slow street impedes traffic flow and should be removed

This slow street needs to not only desperately stay, but it also needs more permanent barricades that cant be moved.

This slow street passes near a few schools or parks, great for the biking child.

This slowed cars by Franklin Park which many children and adults use, so it was safer. A 4 way stop at Grand and San Jose and San Jose and Paru would add to the safety.

this street has too much traffic to be a slow street. There are a lot of apartments; lots of cars and double parkers. It's not an ideal slow street.

This street is already a nice low thru-traffic option. Making it a slow street has not improved the usefulness of this street for the intended purpose significantly.

This street is too close to vital arteries on and off the island. Keeping it makes traffic on the other streets more difficult to navigate.

This was an emergency measure and by definition should be temporary. Hardly anyone uses the street for walking, running or skating. It does however make an traffic hazard, as i have myself had to stop an back-up as another car came around the barrier. Where do you think all that traffic goes? It goes down other streets, which now takes up the slack. Is it FAIR? At first i thought that might be nice to have a slow street for a couple months here then move it to another location to share the benefit. Now I see that the streets chosen out of a hat get this special status forever; while others get there

This was created as a temporary program, I don't see pedestrians/bikers/neighbors using them any differently than other streets in town, people use the sidewalks as usual. People on those streets are becoming territorial about the PUBLIC street space, moving barriers to make it harder for the cars that must access and expecting a benefit (less cars) no one else enjoys.

This was never of any practical value and still isn't.

This would be idea to keep. It's lovely to take to Franklin park and to Park street.

Too many cars just drove around the barriers

Too much additional traffic turning left on Clinton from chestnut going too fast

Tough to cross Grand Street

Traffic hasn't been reduced noticeably and the intersections are more dangerous.
Traffic is diverted to Clinton. People speed down Clinton making it unsafe and unappealing
Unsafe
use frequently and so do the cars.
Use it all the time and live here! Love it! Please keep do more to slow/reduce cars.
Use it to bike!
Use this one multiple times a day and is definitely a priority for my family to keep.
Used as a bike path before and during slow streets. I felt no safer with the barriers, nor did I see any different use of the street.
Used to live on this street and it was annoying to get home.
Useless and dangerous
Very dangerous situation for those cars needing to turn off and onto the street. The barrier is often being hit. Forcing cars to go around the barrier is dangerous. Does not do much else. Try enforcing the speed limits in general more often
Very important for getting to anywhere on that side of the island, although we have to walk bikes on Central to access it.
Very inconvenient and disruptive to normal (not heavy) neighborhood traffic
Very ineffective and needs to be removed
We are taxpayers and should be able to travel on any street in Alameda. So, take down the barricades. These are not private streets.
We live nearby - grateful for this slow street to protect kids
We live on San Jose Avenue, and in addition to the improved biking, we appreciate the significant reduction in traffic and speed. We are west of St. Joseph's school, and parents used to use the part of San Jose Avenue to speed to school. It was noisy and unsafe. This is much better; the cars are now on Encinal where they belong.
We live on Sherman Street near Franklin Park and the traffic is awful.
We live on this slow street and are happy with the reduced traffic. Still, some cars need to slow down... suggest 15 mph for cars traversing slow streets like ours.
We live on this slow street near Grand. While it seemed like a good idea during the lockdowns, now it seems it's really not used much for biking and walking. The street barricades make it difficult for residents on the block to turn in and out, especially at Grand Street, yet don't really deter through traffiic. I do like that the Saint Joseph's traffic seems less in the morning on my block.
We live on this street. It's great to have the slow street. I would love to see permanent and attractive barriers. I would also love to see safer crossing at Willow, which is very busy, and have it connect to other streets. This is great for kids, and keeps bikes off the sidewalks, which makes them safer for pedestrians.
Alameda is so walkable and bikable, but cars are very dangerous. We should support people who want to get out of their cars or are not old enough or rich enough to own one, and make it safe and easy to use our public streets without a car.
We love walking on San Jose and leisurely viewing the houses.
We now only ride our bikes to preschool drop off and pick up, thanks to this Slow Street.
We use this street a lot for biking (small kids) I like that we have a safe(ish) street we can bike down. The only downside is cross traffic won't always stop at their stop signs so that's kind of scary

What a pain in the neck. Going east to west in Alameda is particularly hard on San Jose, San Antonio, and Clinton. There should be no barricades making turning onto those streets from Paru, Grand or Willow. Can no one see a head-on waiting to happen?

When non-slow streets cross a slow street, there should always be a stop sign for the crossing (non-slow) traffic. For example, for Grand St.

Willow Street is a busy street and the turn onto San Jose is very tight. There is a high chance of future commissions here.

Wish it extended to sherman st

With the weekday closure of Chestnut by SJND, Closing San Jose has created quite an issue for residents. I see cars speeding on the "SLOW street" of San Jose daily, and have witnessed a fire truck trying to get to a medical emergency while circumnavigating SJND blockade and safe street blockades. It's ridiculous — both Safe street and SJND's blatant disregard for the neighborhood.

Wonderful way to stroll across town now!

Word on the block is that Mia Bonta was being paid kickbacks by the Teacher Union to keep schools closed.

Works really well to get to Park Street from the west end, and easy to make a loop back along Pacific.

Works well

Would like something that reduces the speed, like speed bumps. And a more permanent barrier at intersections.

Santa Clara Slow Street Comments

A bit busy

A great bike friendly corridor from the central part of the island out to the ferry dock. Commuter

Add speed humps or remove altogether. Cars still need to get home and getting around barricades are dangerous plus people in the streets don't pay any attention to cars including children playing in the streets. Someone will get hurt.

Again transfers too much traffic to other east west streets, totally unnecessary. This street did not warrant being closed.

all intersections should have 4 way stop sign, very dangerous without

All these do is cause unnecessary traffic jams in the morning.

Ambivalent about this one. Seems to be on slower, less traveled street.

As a main artery of the island, this is not at all efficient when there is less and less roadways for residents to maneuver.

As I indicated I think it would be reasonable to give other streets the opportunity to become slow

Awful

Awful!

Barricades are often moved to side. Cars use these streets all the time and drive fast. I ABSOLUTELY DO NOT FEEL SAFE using these or any slow streets the way they were intended. My family and I use these streets no differently than any other street. It just causes a traffic disruption for cars.

Barriers are dangerous because cars can't see around them.

Bikers/scooters don't use them. They will instead ride in the middle of the (non-slow) street one block over. So what's the point?!

Cars still blow through the street as if the slow street signs and barricades were not there. It's meaningless to those types of people who don't care about slow streets.

Cars still drive too fast sometimes. Maybe high school kids going to school

Connect this to San Jose and extend this to the west end

Create more visual appeal

create well designed barriers and signage for all slow streets.

Dangerous situation

Dangerous to have cars & people both in street. Barriers require traffic to drive on wrong side of road. There WILL be an accident and the City WILL be responsible.

Disconnected

Diverts all the Traffic over to Taylor Ave and Haight Ave. Go sit out on Santa Clara, there are few if any one walking, biking, playing etc on that street. With everyone starting to get back to work this is going to create more and more of a problem. I am waiting for the day for something to happen. - What people don't know is you can still drive on these streets - These are not hard closures so perhaps if the city will not remove the signs we would start a campaign to make people understand they CAN go around the barriers and drive on the street to get where they need to. Taylor ave has seen a large increase in traffic sense these street closures went up.

diverts too much traffic to other streets

Do not support.

Does not Work

Doesn't bother me

don't know this one

Enforce speed limits. People still drive too fast.
Everything I drove down this street a man would come out and yell at me even when I crept through because I didn't "look" like a neighbor but my parents lived nearby.
Expand further
Expand.
Extend it across the island.
Extend it to Webster, or move it to Haight and make Haight slow from Webster to 8th
Extend to 3rd St which is already a designated bike way.
Extend to Webster ST & then the bike lanes would be available up to Oak ST. I see many cars going more than one block on the street and also speeding making biking dangerous. More traffic enforcement is needed.
Extensive construction on Clement Avenue and the Del Monte development in Buena Vista leaves drivers with fewer options to divert.
Get rid of it!
Get rid of it.
Good access from Webster to the school and paths along the boat ramp and water
Great because it's near schools
great street for a slow street
Great that this connects to the Santa Clara bike lane
Has really helped make our block more of a neighborhood
Have found that walkers and bikers do not stop and look when crossing cross streets on safe streets. I think they believe they do not have to? Maybe a bit better signage?
Have not had a chance to enjoy yet.
Have not used.
Having a hard time during school drop off because cars are ignoring the closed street. We need a police presence
Hella stupid
I bike it every day
I dislike how traffic is forced onto other streets.
I do like the idea of slow streets, but i'm only complaining because this is the closest major thoroughfare that connects me directly to Webster, so it's a hassle to drive down to central, or up to lincoln just go get to Webster now. I feel like if there were "driving hours" sorta like how you seem some street signs "no turn on left from 8a-5p" type of thing, that would be a good compromise.
I do not see any increase in foot traffic or bike traffic at this time than I did before the pandemic. There was an initial uptick in foot and bike traffic when people needed a place to safely distance initially in the pandemic, but that is gone now.
i dont like it
I don't mind this slow street. I find it keeps the neighborhood friendly and safe.
I enjoy riding my bike on this stretch.
I feel speed bumps or something different than barriers are better. When we have visitors they get freaked out by the GPS telling them the street is closed. I feel open the street and use other things to slow people down especially around Encinal High School.

I have been a frequent user of this slow street for walking, running and biking and absolutely love it. I live on a directly adjacent parallel street (Haight) and have no complaints about increased traffic on my block. My biggest complaint about the slow streets is the flagrant disregard many drivers seem to have for them. Driving at high speeds on slow streets and having the audacity to honk/yell at pedestrians using the roadway.

I have lived on Santa Clara and Sixth since before I could drive. The slow street barricade makes it harder to see traffic when driving out of my driveway on the odd side of the block and doesn't slow the cars they actually speed up as they go around it. I work from home by a window facing the street. I have not noticed an increased pedestrian, bike, roller-skate or skate board use of the street since it was created. The street crossing once it turned to a four way stop made it safer to cross and the slow barrier is not needed. I feel it makes intersection more dangerous whether I am walking or driving.

I have lived on Santa Clara Ave for 30 years. The slow street has had no affect on the amount of either foot or vehicle traffic. It was before and still is a quiet street. It just makes it more difficult to get around. Now I drive down Haight to get home. Additional I have had issues with my daughter's ParaTransit drivers not being able to figure out haw to get to our house.

I have not used the Santa Clara slow street yet.

I haven't used this one much but it absolutely makes sense to me as a former bike commuter to the

I live at santa clara/6th

I love the slow street!!!

I live closest to this slow street. I walk my dog along it every day. During the pandemic it felt safer to go in the street to avoid another pedestrian, but honestly I don't see a lot of people using it now. I'm curious to see if the many school children who usually use my street to ride bikes to Paden and Encinal will migrate to Santa Clara?

I live here!

I live in the 400

block of Santa Clara. The slow street has significantly reduced the number of cars and for the most part slowed them down. People use to scream down the street

I live near a slow street and have NEVER seen anyone use them. It is a failed experiment that should end ASAP. It just causes traffic issues

I live near the edge of this one and it has worked quite well, posing no problems. It's been entirely positive in my neighborhood.

I live on Haight and it seems like some of the traffic is diverted to my street, which makes it less safe for my kids. During the pandemic, we used the slow street for biking, but now that everyone is back to a schedule, we don't use it for that anymore, and it has become a hassle for me as a driver.

I live on Santa Clara. Last year there was less traffic. There is JUST as much traffic this year and it's more dangerous to turn into oncoming traffic to get to my house. Also, it's ridiculously inconsiderate to everyone who lives on these streets because any delivery or car service we get comes with a call about our street being closed. This made sense last year when everyone was home but it's just inconvenient and pointless now.

I live on Santa Clara. The slow street encourages reckless behavior by walkers, bikers and children. Further, the barriers are awful and need to go.

I live on the 200 block of Santa Clara and like the fact that car traffic has been greatly reduced, allowing my street to offer a safe environment for walking and biking. Barrier has greatly reduced small car side shows at Lincoln and Santa Clara.

I live on the 200 block of Santa Clara Avenue and virtually all my neighbors love the concept. I have no problems using my car and traffic has been slowed down considerably. PLEASE keep our Slow Street!

I live on the segment of Santa Clara that was designated a 'slow street'. Residents were never consulted regarding this closure - it happened with no input and no warning. At the onset of this program, everyone was being asked to shelter in place and maintain a six foot distance from each other. I was diligently trying to follow the safety guidelines and stay healthy. My house sits very close to the street, and after the abrupt and arbitrary closure, the street was flooded with everybody that had restless children and dogs that needed to poop. I couldn't set foot out my own front door without putting my health at risk from contact with passing strangers. Additionally, cars crossing Santa Clara at what used to be a 4-way stop, are constantly running the stop sign on the cross street making walking in the neighborhood even more dangerous than it was before. Those who support this ridiculous program should be forced to live on a slow street for a year as I have. Remove them all NOW!

I live on this slow street and I have trouble getting in and out of my driveway. People walk down the middle of the the street as if there are no cars anywhere. Makes me nervous to drive and get to and from my own home

I live on this slow street, it's incredibly dangerous. At the beginning of the pandemic I witness all sorts of bad behavior daily. Now no one uses it because they know they will be hit by a car. It should be taken down immediately. It's a huge city liability. It's so inconvenient for the people living on the street and it's useless. No one pays any attention to it. It's not even a slow street the speed limit is still 25mph. I see cops and delivery trucks go down it the fastest. Please remove it or the neighborhood will.

I live on this slow street. The longer the pandemic has gone on. Less people are using them. So they have now just become a barrier that doesn't do much. Santa Clara is a busy street and used as a thorough fair, it would make more sense to move it to Taylor or to Haight. Which I now prefer to walk on because the slow streets actually seem more dangerous with people whipping around the barriers and then going fast between the intersections.

I live on this street and have benefited from this program. I don't mind the slower pace when coming and going, but we have seen increased speeding on the stretch on Santa Clara leading from webster, despite the barriers. If this could be better controlled that would be great

I live on this street at 538 Santa Clara ave. I love the slow street!!! I would like it to extend to Webster street! And have a more attractive barrier/ manner of slow down. We built a cat fence to keep our cats safe as 2 of them had sustained serious injuries that lessened their life span do to fast cars. It's also the path of many children heading to and from school both on foot and bikes and a slow street here makes so much sense! Thank you for this opportunity to give feedback! Eve

I live on thus slow street and love how much safer the street feels for my toddler and 5 year old.

I LOVE MY SLOW STREET. I DO NOT LOVE THE PEOPLE WHO IGNORE THEM.

I love the slow streets, but there are still some people that fly through at 40 mph +.

I love this slow Street. My kids and I walk and bike on it a lot.

I need to drive on Santa Clara. I live on the other (West) side of it, and it's the route I need to take to get to the south end of Webster. Not only do I have friends who live in that street, but It's also where I often need to look for parking since the parklets have reduced parking on webster and the parking lot on Taylor has become the dining park, I can't park anywhere when I need to go to post office, the vet, or restaurants. I don't want to have to go around and drive several blocks out of my way only to then double back to get to where I want to be on SC. I do ride my bike as often as I can, and I really like the plans the city has come up with for bike lanes, but "slow streets" is not the biking answer.

I noticed there are still impatient drivers that drive through a few blocks of the Slow Street segment on Santa Clara (if not a full length). One pickup driver even floored from behind us when I was with my 8yo daughter riding on roller blades. We were on the right lane of the road and not provoking. Not sure how to deal with frustrated drivers. Cameras, police presence? Crazy to see surveillance everywhere

I really do appreciate the Slow Streets, and am so grateful that I've had the opportunity to ride and walk along Santa Clara without having to feel so worried about cars.

I ride my bike from east to west a lot. I like this part of the island and seems like a reasonable street to have closed to through traffic at the current location.

I think this applies to all of them, but I'm closest to this one. The barricades look sort of sketchy. It's not clear if it's a slow street, a closed street, or if someone just stuck a barricade there. That bit could be spruced up a bit.

I use Santa Clara to go across town I feel it's a wide nice street to drive on and enjoy the drive it's one of nicest street in the city to drive live in Alameda since 1964 and when I drive it always reminds me of old Alameda.

I use the portion between Sixth and Lincoln on a weekly basis for running but I think the people who live along this street should have a bigger say in its future than those of us not living on the street.

I use this a ton! Make it nicer and more permanent for bikers and kids

I use this one a lot to bike and like it a lot

I use this slow street for biking and walking at least 1-2 times per week. I like to connect up to the bike path that runs along Ralph Appezzato Parkway & gets me to the Target/Safeway shopping center or to Walgreens or to the Naval air station paths or to main street & the ferry stop there.

I've enjoyed evening walks and admiring the many things people have done to enhance and amuse in their yards. At times we have passed by front yard entertainment that seems to be enjoyed by many. That gives me a feeling of community even if I do not stop to participate.

Unfortunately on a bike there are few intersections where there are not 4-way stops, and the connection to the bike path are not slow streets.

Also I use the section of Santa Clara -> Webster a lot but that is not part of the slow street.

I wish this was one lane and filled with an avenue of trees and plants.

If Central was slowed down appropriately with Vision Zero, this slow street would likely not need to improve the look and keep them

Improved look

It diverts traffic onto surrounding streets and doesn't help anything.

It diverts traffic to other streets which increases congestion on some streets. There is a reason for all the streets to be accessible because they better distribute traffic.

It felt a little strange to walk in the street (just to avoid people with strollers or to give other walkers space) and I had to keep constantly looking over my shoulder to see if a car would be coming up behind

It his area is access to several schools. It will make it harder to manage traffic.

It is not fair to the rest of the people who do not live on this street.

It just diverts traffic onto other streets, also Santa Clara is a major street and should not be a slow

It makes a positive difference in people's lives, especially seniors and children.

It works fine...no issues

It's important to keep this a slow street because it allows more families and commuters a quieter place to go.

I've no doubt that my comment about Pacific Ave is the same for Santa Clara.

I've noticed the slow streets are not being used 95% of the time by people. Open it up to back to normal traffic.

Keep this until a protected lane on Central is completed. Then, give residents who live on the street the option if keeping it.

Kids attends school nearby - grateful for this slow street to protect kids

less crime

love it, it's just so short! wish it was longer / connected to Jean Sweeney trail or other safe bike zone

Love this! I use it almost every day!

Love walking on this street, nice wide street and great neighborhood.

Makes driving a nightmare and puts pedestrians at risk of accidents.

Makes for a great continuation of the bike path on santa clara and has made it much safer to bring my kid to school using a bike.

Makes for a nice walk but drivers ignore the the barricades and go on thru for more than one block and diverts traffic to Haight street

Makes getting to the new ferry terminal easier! Currently I bike from central and park street. I go west on central, right on grand, left on Santa Clara, right on third, and left onto the Cross Alameda Trail which takes me the rest of the way.

Make's it hard to visit people on the street

N/a

N/a

NA

need to maintain current barrier. some have been damaged or shoved to one side. Please keep. it slows down traffic around the area schools and park

Need to work on barriers and accessibility as cars are not obeying, especially now that school is back in session

Neighbors on adjacent streets should be allowed to use it. I live on 4th St between Santa Clara and Haight and I am often inconvenienced when I follow the rules and don't drive on Santa Clara.

Never used it but can imagine it is popular with parents, kids. Is support keeping i

No longer necessary

No one uses it because half the cars just drive down it anyway. It creates too much traffic on other streets. Crab cove is blocks away there is tons of open space

Nobody in our block was even notified or asked about this. It was just PUT INTO PLACE. We do not like the slow street on Santa Clara and want them removed ASAP. They were not safe to begin with.

People are walking in the streets, not realizing that the streets are not CLOSED, but still open to LOCAL TRAFFIC. They think they own the streets but they do not. Whatever happened to walking on the

Not a fan of this slow street either. Honestly, it's dangerous to allow people to think they're safe walking down the middle of the road.

Now that school is in session it needs to go. There is more traffic in the area and it is causing more back up in the area.

Of all the slow streets, I feel this one has the heaviest traffic (especially between 4th and Webster) and I feel the least safe on it.

Often ride to the deli on 5th and Santa Clara love the slow street but the distance from Webster and where the slow street starts seems a bit dangerous, it's a smaller road and still plenty of traffic around
Our family loves this slow street! It has created a safe place for neighborhood kids to play outside and for us to walk and bike safely while social distancing from others. It also has created opportunities to meet our fellow neighbors and build community. In particular this has helped reduced the flow of through traffic from nearby Encinal Middle and High School making it safer and quieter for us in this outdated and needs to be removed

Owners at Santoro's keep removing the barriers, which puts pedestrians at risk.

Part of my cross-town cycling route

People are not using them for the intended purpose--I never see bikes, scooters, walkers in the middle of the streets. And, taking public streets for private/limited/localized gains is not equitable. It is inconvenient to the many for the benefit of the few.

People often move the barrier away at Santa Clara and 5th street, making the intersection dangerous. Please make the barriers more permanent.

Permanent signage and barrier that is visually appealing should be put in place.

Please can we get some law enforcement on the Slow Streets to warn or cite the automobile drivers? They are empowered and now in the habit of ZOOMING a down slow streets, as well as running stop signs. At the beginning of the pandemic and when 'slow streets' started cars were more respectful. NOW, it's like the Wild West on these Slow Streets, and we have never seen an APD patrol car on them.

Please install permanent barriers

please keep - this is super important.

Please make crossing busy intersections easier!

Please remove

Please remove all of the slow streets. They are not a useful for our community.

PorchMusic on Thursdays in the 300 block if Santa Clara have given the community a safe space to gather during the . It has saved our sanity and given us a purpose! Jamie Duncan's music has been a Privatizing public streets in the name of environmentalism and traffic reduction is absurd. It is not fair.

Pure magic on Saturday morning.

Remove

Remove

Remove all and choose other ones, let other streets have a chance

Remove barriers

Remove immediately we have shit to do

Remove the slow street on Santa Clara privatizing public roads not in the best interest of taxpayers

Reopen all slow streets

Ridiculous to create a privileged class of residents who can make a public street into a private driveway. The adjacent streets only get more traffic.

same as above

same as above

Same as Pacific Ave.

Same as Pacific. Great way to get across the island from the West End and to Webster where the bike lane is really established. It would be nice to connect Santa Clara easily - from Third St? to the new bike lanes on Central Ave.

same comment as for Pacific st.

Same comment as on the Orion Slow Street: I have not visited it yet. But I know residents in that area have long had to deal with speeding cars and other traffic safety issues, so if they appreciate the slow street, it's definitely worth keeping for their benefit.

Same problem as listed above for San Jose. Think about it...fire, earthquake (fires caused by earthquake) tsunamis, etc. and our Alameda siren blares out...we are told to evacuate. GOOD LUCK with all the blockages of our main arteries! You are stopping safe travel for elderly and disabled and families with children who have no other means of safe travel other than their automobiles.

Santa Clara already is economically depressed. Now its even more so, creating a haven for weirdo semi-street people to ride broken down bicycles while blasting their music from speakers taped to their handlebars. Meanwhile this diverts residents driving from Webster to their homes onto parallel streets, concentrating traffic unnecessarily and increasing the misery of their neighbors on parallel streets.

Santa Clara has a lot of resident traffic, and they should be travelling on their own street, not their

Santa Clara goes clear across town. It doesn't make sense for this to be a slow street.

Santa Clara has a one way street (Taylor) to it's south btwn 5th & 6th, which makes it difficult to navigate. I would remove that section. Additionally, the alleyway leading onto Santa Clara from Haight (Linden) doesn't have a barricade or warning that it's outlet is a slow street. This was a potentially

Santa Clara is a major east west street it should not be a slow street

See comments on Pacific.

See pacific

See Pacific Slow Street comment.

Seems like bad planning to put a slow street right next to the only one way street in Alameda

Should be moved to a parallel street

Should not be a slow street. It's a main corridor

Slow street signs are useless since many cars are speeding & wild animals are hit by cars.

Slow streets are demonstrations of municipally granted privilege for the residents which live on them, offer no real benefit to a city loaded with parks and set-aside fairways for bicycles. That exclusive privilege simply pushes higher traffic on adjacent streets as no one is driving less or slower. Since APD has been gutted, no one is really enforcing them anyway, so the barriers just cause a hazard getting around them. If anything, traffic (cars pumping out carbon while going nowhere) and high-speed stunt driving has only skyrocketed in the past year, despite all the poorly considered "traffic diet" schemes, so this has all been a triple fail for the City.

Slow streets do not make the streets safer. Due to the increased traffic people become annoyed and angry which then creates a potential for road rage. Also slow streets promote children to play in the streets which could lead to potential life threatening accidents.

So many changes to parallel streets being reduced, this street needs to reopen as people go back to work or drive kids to school.

So many people bike, walk, scooter on this street - we need it to remain a slow street please! It has made a huge difference in the ability to bike safely with our young child and friends.

so short, want more!

Some folks need to slow down.

Stop letting a business on SC, who want his customers to be able to drive and park on SC RUIN this infrastructure. Why hasn't code-compliance told him to stop moving the barricades every single day. Such a waste.

stupid

Taylor avenue should be used to connect Santa Clara and Pacific

Terrible choice - this is a major street. Must be removed.

The "Slow Streets" should rotated to other streets throughout Alameda

The city should make every intersection or a four way stop or add small island to make the intersection a round about

The crossing at Third/Santa Clara is extremely dangerous because of the speeds on Third. At Santa Clara and Lincoln, the barrier was never installed on the north side of the intersection and trucks speed through regularly. Traffic to Encinal Boat Ramp has also been diverted onto a very narrow portion of Lincoln, and many users blast through the stop sign. It is not a good situation at all.

The drivers do NOT respect this slow street, and drive down it at or above normal speed with no deference to the slow street program.

If you cannot get drivers to slow down (via ticketing or speed bumps) then remove the slow street as it promotes a false sense of safety.

The Santa Clara slow street has made accessing the cross-town bike path easier for me.

The santa clara slow street should connect to TAYLOR Street via 6th Street to avoid the busy Webster intersection. Maya Lin School and and The Child Unique are all accessible from Taylor Street.

the sidewalks are plenty

The slow street has not improved the walkability or sense of community in our neighborhood. Those were already great . Slow street has just made the street dangerous for people who have to drive off the island for a job that can pay for the price of an Alameda home. And deludes small children about the safety of streets in general.

The Slow Street program has been a cause of accidents. People drive crazily and do not watch where they are going in efforts to get around the barriers and get to where they are going on time. The city of Alameda was laid out with residential areas connected by main arteries. City "planners" have restricted traffic on the main arteries, with the result that people in a hurry, aided by various Internet apps, careen through side streets, blow stop signs and endanger walkers and bicyclists. Result: more

The slow street results in increased traffic on adjoining streets and often results in frustrated drivers who take out their frustration on the road. Additionally, the barriers cause near miss events where they cross intersection with people going around the barriers encountering the oncoming traffic head

The streets should be rotated

There dangerous. Cars still speed down the street in between the signs. They give a false set of security to people walking. People should stay on the sidewalk and let the cars have the streets

These barricades make it so that you have to drive in an opposing traffic lane to enter the street. More than once, there has been a near miss because of this.

They make intersections more dangerous for pedestrians and drivers. Too much traffic originates on each block for them to reduce traffic noticeably. They give kids the false impression that it's ok to play in the street.

Things get ambiguous around Webster. It would be nice if the slow street was more delineated close to Webster.

This could be a useful slow street if it connected to another slow steer running perpendicular on the west end like 5th st. I would like to have my middle schooler bike from Crown Beach to NEA. There are 3 schools off of 3rd that could benefit from a slow street pathway.

This creates more conflict. I believe this is a source of road rage

this has created a wonderful sense of community on our street! We have had musical Thursdays which also draw neighbors from other streets

This is a weird street for a slow street as it is the only one that goes through to 9th and has a stop. Blocking this street creates more traffic on streets with schools on the west end

This is fabulous, I have gotten to know my neighbors and I feel much safer with my kids on that street.

This is great but close to "Encinal High School" it's a zoo! People who are not from this area are parking their cars and waiting for their children. Some drivers dropping off are driving really fast on Santa Clara their children and others are so selfish waiting for their children at the end of the class leaving the engine of their car "on" polluting our community. This has to STOP ASAP! This high School should inform parents not to drive and park on Santa Clara Street near the High School.

This is great for the many kids that bike to the West end for school.

This is my home street and it's great for it to be slow. The barricades are kind of ugly, I wish they looked better. And I wish there were better options (maybe painted crosswalks) for crossing busy streets like 3rd. It makes a lot of sense to have a slow street here because lots of kids from Encinal High School walk to school this way.

This is my neighborhood slow street. Walking and biking along it has been very pleasant since the slow street was created. Please make it a permanent slow street!

This is one of the 4 cross-town streets. Keeping it as a "slow street" puts pressure on the parallel streets when any impediment to smooth flow occurs. It's unfair to the residents of the quieter parallel

This is perfect for kids commuting to Paden and other west end schools but cars are still using it for driving through and that makes it more dangerous than if it were jsut a bike lane. Particularly as they enter the street and swerve around the barriers.

This not wanted to begin with by the resident on my block. It was just put in without any input at all from the residents. We do not want it, never have, and want it taken away immediately! People should walk on the sidewalks which is what they are for!

This one has been very useful because Santa Clara is narrow along this stretch with cars parked on both sides-- previous to being a "slow" street it was a difficult stretch to bike on--can't ride to close to either side (because you might get "doored") but impatient drivers would honk or zoom around you, into oncoming lane. This would be a good one to keep as lots of students use this stretch of Santa Clara as part of their route to bike to/from Encinal Jr/Sr High, Academy of Alameda, NEA, and ACLC.

This one is not near my house, but it is really lovely with beautiful trees.

This one makes a big difference in biking from the Shoreline bike path over to the West End.

THIS ONE MAKES DRIVING IN AND OUT OF MY DRIVEWAY DANGEROUS. I HAVE LIVED ON SANTA CLARA AND 6TH FOR 32 YEARS, IT WAS SAFER PULLING INTO AND OUT OF MY DRIVEWAY BEFORE THIS AWFUL UGLY THING WAS INSTALLED

This was a wonderful addition. I feel safe biking from Encinal High to Webster. I see a lot of walkers and bikers here, porch concerts, etc. If the neighbors want it, I think this would be wonderful to be made permanent.

This was created as a temporary program, I don't see pedestrians/bikers/neighbors using them any differently than other streets in town, people use the sidewalks as usual. People on those streets are becoming territorial about the PUBLIC street space, moving barriers to make it harder for the cars that must access and expecting a benefit (less cars) no one else enjoys.

This was never of any practical value and still isn't.

Twice I saw cars backing out of a driveway almost hit a speeding bicyclist and I almost hit a pedestrian talking on a cell phone not watching.

Unsafe

Use it often

Useless and dangerous

Very dangerous to ride a bike now.

Very important for getting across the island via bike

Very inconvenient and disruptive to normal (not heavy) neighborhood traffic

Very nice street as a Slow Street. A good connector street to cross a large part of the town.

Very nice way to access/approach Alameda Point without major traffic and associated noise.

Way better bike route now that there are fewer cars.

Way too long and I never see anyone walking or biking along it.

We are still getting quite a bit of traffic at regular speeds so having to make sure they slow down would be great. Also making the barricades nicer/more permanent or semi-permanent would be wonderful.

We are taxpayers and should be able to travel on any street in Alameda. So, take down the barricades. These are not private streets.

We live nearby

We live on Haight and used this slow street in the beginning of the pandemic to take walks with the kids and not worry about being too close to anyone. Now that there is less foot traffic, we don't find it useful. In addition, cars seem to just ignore the barricades and go right through. Since it already has a bike lane, and being so close to the bay trail and the (future) improved Central Ave, it just doesn't seem necessary. I'd rather see the money be spent to slow traffic down on the Central/Lincoln connectors - especially 5th. There have been a lot of accidents there.

We live on Santa Clara near Sherman. It is a main route across the island. It is not the type if street for a slow street.

We use this a lot! It helps to connect the west side to get to crab cove and that connects to the rest of the island

What social engineering Moron initiated this stupid program? I burn more fuel getting to my home, takes longer, I go around the barricades anyway. Stop trying to impose these Utopian ideas. I pay property taxes, fees, fuel taxes for access to roads. The sideWALKS are for pedestrians and now there are bike lanes. When is it ever enough for you social engineers? Stop it!!!

When I am in the west end I find this slow street a real asset because except for the CAT there isn't a safe way to go westward.

When non-slow streets cross a slow street, there should always be a stop sign for the crossing (non-slow) traffic. For example, for 3rd St.

Why it becomes like their own private street that could only access by few, and it slows down the emergency response

Why not have it on Haight or Taylor. Taylor already has a slow one way section. Santa Clara is a main street crossing Alameda that ends abruptly at 5th when the slow street starts and forces one to turn. This means that those using slow street are then thrown into traffic. Haight or Taylor could run all the way from Webster. Either would make a better slow street.

Wish it connected to a fully protected bike lane along Santa Clara through Fernside

Word on the block is Rob Bonta is using teacher Union kickbacks renovate his new house on San Antonio and received free rent to live on Harvard while his house is being renovated.

Works well

Would be nice to include some kind of indicator on non-Slow Street roads that run perpendicular to Slow Streets letting vehicles know there is a Slow Street intersection.

Versailles Slow Street Comments

You need to add stop signs at Versailles and Gibbons. Please add stop signs there. It would make it so much safer.

Would like a connection to Pacific via dedicated bike lane or other method. Need better visibility when crossing Broadway, Tilden, and Park.

Works well

With our children attending Edison Elementary and commonly biking to school, maintaining slow street status on Versailles is a top priority!

Windsor Drive and Marina which connect to Versailles should be made slow streets.

Why wasn't Pearl St selected instead of Versailles? The street is already limited at Fernside. Seems like you made some thoughtless decisions all aeijnd

Why pick the BUSIEST north/south street in the area to be a slow street? Makes no sense.

Whenever I've been on this slow street when I'm walking or biking, I rarely see anyone else use it. It's just not needed.

When the City announced they would rotate the streets to another street, the residents on the next street complained and it never happened. They apparently didn't like the program. It was wrong for the City to select slow streets without any input from the residents. This could apply to all streets.

When non-slow streets cross a slow street, there should always be a stop sign for the crossing (non-slow) traffic. For example, for Santa Clara Ave and Central Ave.

We walk on the sidewalk when on this street. Too many unpredictable and regular speed cars still on it. See very little use since the lockdown times when the extra space was more well used.

We walk from our house on Windsor to Versailles with our toddler and I feel a lot safer. I wish Windsor was a blocked slow street at the high street bridge so that we could safely walk from Windsor to Versailles and back as one connected street. Especially since her school will be over there and dangerous drivers come from high street all of the time.

We still need to slow cars down on this street. An all-way stop sign at the corner of Versailles and Van Buren would be very useful.

We LOVE this slow street and would like to make it permanent!

We live in the 1300 block of Versailles Ave just up from the hardware store at Encinal Ave. Parking is difficult for the customers there due to the placement of the barrier, but it seems traffic has not been altered too much because of the hardware store. Catch twenty-two situation and I have no suggestions for you. 🙄

I'd like to see traffic diminished more, but don't want to cause the store a loss of business.

We live about 2 blocks from the southern end of this slow street. When it was originally installed, I took my kids to walk and ride their bikes in the middle of it. It was a great feeling of freedom. We still walk in the middle of the road, but no longer ride bikes. There isn't a ton of traffic, but there are just enough cars and larger pickup trucks that I feel obligated to always be watching. It's less stressful to stick to sidewalks and Krusi Park. When my kids are a bit older, we'll probably make more use of the slow street itself. Another small issue is that the road has a somewhat steep crest. It's best to walk or ride a bike in the exact middle, which doesn't help with keeping distance with a passing car. I wish I had 100% positive things to say about this slow street. Some of the details may be worth rethinking for this slow street, but I would very much like this type of project that prioritizes walkers and cyclists and kids to

We like to walk on Versailles and it is a great way to cross the width of the island with less concern about being run over.

We are taxpayers and should be able to travel on any street in Alameda. So, take down the barricades. These are not private streets.

Was already a slow street, seems like nonsense

Very inconvenient and disruptive to normal (not heavy) neighborhood traffic

Very few people use this street anyway since they have put in so many stop signs. Not sure it matters if it is a slow street

Versailles was the wrong street. Pearl would have been better. Pearl gets less traffic normally. The intersection at Pearl and Fernside is hazardous to cross. Versailles and Fernside is way safer. I don't walk much because of foot issues so car is my main way around town

Versailles was never a street that was frequented by walkers so it did not increase the number of people using it. It HAS negatively impacted Pearl Street by causing all to use that street. With summer programs and school open it is now even more of a disaster.

Versailles was a stupid pick. Pearls traffic was already limited due to how the traffic is done at Fernside. It makes it difficult to get off the Fruitvale bridge and get home. You can't turn onto Pearl anyway so it would have hurt that traffic less. Also the surface on Versailles isn't smooth. The block of Buena Vista in front of Edison has a beautiful surface for roller skating that would have been an

Versailles to Encinal should be open but maybe keep the slow street near Edison school central and Buena Vista

Versailles slow street slows down traffic for 5-way intersection with Central + Gibbons

Versailles is often used by cars looking to go fast and avoid Broadway to get across the island. I love the program and would love to see it made permanent. I ride my bike with my daughter in a child seat and feel a lot safer with fewer cars.

Versailles is a needed route for school access and cross island travel.

Versailles between Encinal and Otis is the worst street you could have chosen. The two parallel streets are more appropriate since they are narrower. Versailles is an appropriate street for car traffic between Encinal and Otis, the parallel streets are much less safe...or, you could nominate Park Avenue.

Versailles at Santa Clara needs a safer crossing

Versailles as a slow street and not any of the others is kind of unfair. Rotate the slow street with Pearl and other adjacent streets. The barriers are mobile so it can be done.

Vehicle Traffic near Edison school must be better controlled., especially with in class school starting in the fall. Cars drive down Versailles too fast and twice I was nearly struck in the intersection crossing Versailles at Fernside because of turning traffic. A permanent barrier at that intersection is needed, speed bumps on Versailles also

Useless and dangerous

used this street to drive to Encinal Hardware and also connect to Encinal

Use this street regularly as a walker, biker, and driver. I see minimal use of the slow street as intended. The volume of walkers is only slightly higher than before the street was slowed, and could easily be handled by the existing sidewalks. Vehicle traffic is slightly down overall, but many who use it as a north/south cut-through are still doing it, simply driving around the barriers.

Use it to bike!

Unsafe

Traffic trying to avoid Versailles spills onto neighboring streets and those cars speed even faster.

Traffic on Moreland has seemed to increase 3 to 4 times since the Versailles slow street has been implemented. Several cars a day drive 40 MPH plus. This did not happen before. Several young children walk to & from school along Moreland Drive. Several young children cross across Moreland Drive to & from school. This is a dangerous situation for young children.

Too many drivers simply drove quickly around the barriers and did not modify their driving behavior. I couldn't believe what I saw.

Too many cars still going through on Versailles from Central to Encinal, and going too fast. Not enough was done to make this a slow street. Even though it is permissible for me to walk, bike and play in my street, I feel only a tiny bit safer doing so because drivers continue to drive fast all the way from the freeway exit at the High Street bridge to Gibbons, to Versailles, in order to get across the east end of the island.

People simply ignore the traffic barriers as they are not placed well (especially the one in front of Versailles). This was never of any practical value and still isn't.

This was created as a temporary program, I don't see pedestrians/bikers/neighbors using them any differently than other streets in town, people use the sidewalks as usual. People on those streets are becoming territorial about the PUBLIC street space, moving barriers to make it harder for the cars that must access and expecting a benefit (less cars) no one else enjoys.

This was a really bad choice for everyone who lives in the area you took away the easy way to get to the fruitvale bridge and more importantly nob hill you could have easily closed all of those narrow ass college streets and pearl and done a lot better but instead you closed the one street comfortable to drive on that could get you back from the store the worst part is I'm not sure if I ever saw someone utilizing the "clear" (a bunch of people just drove around the barricades) road ways and walking in the streets as intended long story short Versailles slow streets was a complete disaster for us and I think that bare minimum you should move the slow street to pearl if not shut it down completely

This street should have never been a slow street, since it is a main artery in town. This has diverted traffic to parallel streets not designed for the amount of traffic. PLUS SUPER DANGEROUS TO MAKE A LEFT ON TO FERNSIDE!! Please remove the safe street from this one!!!!

This street is too long to block it off.

This street is too close to vital arteries on and off the island. Keeping it makes traffic on the other streets more difficult to navigate.

This street is generally a thoroughfare for vehicles. I don't feel safe on this as a slow street and there are other adjacent streets that are less utilized for vehicles. Making this a slow street actually makes it feel less safe because families assume they are safe walking/biking but vehicles are continuing to zoom down the street.

This street already was slow. I'm not sure it made it too much slower. I think this one is fine.

This slow street should continue down to Windsor and marina, and make a turn down one or both streets for school safety and neighborhood safety- cars fly off the high street bridge and use these streets to bypass fernside.

this slow street is popular st to go to fruitvale bridge and shopping center. hate it

This shouldn't exist.

This program has brought the neighborhood together. Keep it!

This one is the nearest my house and is convenient to use.

This one is closest to me and I did use it at the beginning of the pandemic, but now we just play in the parks.

This one I think is unnecessary. There is not much traffic there to begin with.

This is the Slow Street I have walked and biked most often. With the passage of time I have found cars don't slow down while driving on this street and it appears that non-resident traffic has increased.

This is the only street with a tricky intersection (at Central) that seems dangerous for cyclists and drivers because it's a three-way intersection. I don't know how this could be fixed. Maybe it should be moved over one street?

This is the only one that has impacted my normal driving routes. I'm fine keeping it as a slow street if other people have been using it, but would like it to return to normal if other people aren't using it.

This is the only one that feels more like a community, the street is narrow, and it's less of a thoroughfare. I would still use this one and I do see the neighborhood using it for kids to bike around.

This is the most ridiculous slow street of all. It was already slow. But now it's become a pretentious children's art show street gallery forced upon everyone who walks near. Their inflated egos must be the size of the moon.

This is still used as a cut through to Fernside by a lot of vehicles. Walking and bike riding on this street has increased significantly whereas it's the only North South slow street so we need to slow traffic down and divert to Pearl etc

This is right next to Edison school, and a lot of parents who drive to school are in a hurry. These barriers are dangerous and you end up going around them because you have they block the school drop-off zone on Versailles (Versailles at Buena Vista). Versailles is used as a "shortcut" to avoid the lights going up/down Broadway, since they run parallel. I really hated having these barriers on Versailles.

This is perfect for kids to bike and walk given it is next to Edison. But it is not always clear this is. Slow street for traffic turning onto the street at various intersections which can make it dangerous with kids biking

This is another Slow Street that we use at least once a week - we like how it's become very friendly for folks just passing through.

This is a street used continually to access some of the major cross streets not to mention Ccess to the achool

This is a school street. Makes things difficult for all

This is a major artery and with traffic resuming... it is unsafe and unrealistic to keep everything on

This is a main way to travel from the Fernside District to Nob Hill. I thg diverts traffic to narrower streets that are less safe. Edison School is smack dab in the middle of this slow street. Please clear from Santa Clara to Fernside. If you were to keep track of those using the slow street you would find few

This is a main thoroughfare traveling from Fernside to Otis and has diverted a lot of traffic onto narrower, quieter streets who I'm sure do not appreciate the additional traffic. If this street we're getting more use by bicyclists and/or pedestrians, or just children/neighbors hanging out, I may feel differently, but at this point it seems like it is not getting any use.

This is a bizarre choice for a slow street since it pushes traffic to Pearl which has much worse crossings of Central, Santa Clara, etc. Get rid of this. Versailles is supposed to be a minor artery.

This has improved the speeding but needs more to slow cars

This has created a very bad situation for Moreland Drive- we have loads of cars speeding up the street. In addition to this we are getting all the delivery people as well. I want this slow street stopped unless you decide to alternate streets.

This has created a great community on the street where children play, July 4th party and is used by lots of people who do not live on this street

This has been fantastic for our neighborhood! There is a better sense of community, more smiling and relaxing. Please keep this one!

This goes by critical intersections near Otis and Edison schools. Kids are safer when this street is slow. It would be great to have a more permanent slow street here, since it already has bike sharrows.

This comment applies to all slow streets: they divert even more traffic to adjacent streets while creating quiet areas for others. Why? where's the net benefit when the burden is just shifted? What wrong did the adjacents community do to deserve this?

This causes a big use of Pearl which doesn't have stop sign to cross main Avenues like Versailles. Almost got in two accidents because Encinal n Central are main thoroughfares to cross!

They make intersections more dangerous for pedestrians and drivers. Too much traffic originates on each block for them to reduce traffic noticeably. They give kids the false impression that it's ok to play in the street.

They Don't work after 2 yrs traffic volume and speeds are back to what they were pre-pandemic. Drivers race across Island at 40 + MPH and drivers have little regard for pedestrian safety. Someone is going to get seriously hurt one of these days.

There should be more than one slow street in this direction.

There needs to be exceptions for the block between Central and Encinal and the block adjacent to Edison School.

There are sections that lack barriers, so cars tend to drive quickly on them. It's so nice to have this right next to Edison.

The Versailles slow street is bisected by a whole bunch of really busy streets. To me, it sort of defeats the purpose. Maybe focusing on another street would be better.

The streets should be rotated

The slow street results in increased traffic on adjoining streets and often results in frustrated drivers who take out their frustration on the road. Additionally, the barriers cause near miss events where they cross intersection with people going around the barriers encountering the oncoming traffic head

The slow street is ill-placed. It blocks a 4 way stop causing cars to use other streets to get across Encinal ave. I know some drivers who are more comfortable using that 4 way stop intersection to get across Encinal ave. Also, I shop at Encinal Hardware and the barricades are a pain to deal with.

The Slow street has nurtured an even more sense of community between the neighbors. Kids are out on the streets playing together/ biking together, NOT cooped up inside in the screens. It's been a wonderful thing. Please please please don't take it away!

the sidewalks are plenty

The markers for slow streets are barely visible and cars still fly through here. It gives you a false sense of safety while walking in the street. I would not let my children run around in a slow street given this danger. It's also incredibly dangerous to cross the slow streets at certain intersections given the lack of stop signs going perpendicular directions (e.g. Central and Santa Clara).

The intersection with Versailles, Central, and Gibbons needs a blinking light for safe crossing. This is a busy intersection.

The city should make every intersection or a four way stop or add small island to make the intersection a round about

The Central Ave intersection is already super dangerous and having cars/bikes turning in unexpectedly when you're trying to get home is very nerve racking.

The amount of traffic that is pushed onto my street (Moreland) which is in same direction as Versailles and is not designed for traffic (single lane with cars parked, I am surprised no one has been hit as they fly down Moreland at 35/40 mph. Un safe not designed for this. Why was Versailles chosen? A better one would be PEARL as less traffic.

The "Slow Streets" should rotated to other streets throughout Alameda

That street is very useful for auto traffic. Use a different street.

Take it away

Stupid

Speed bumps on this street would. Be amazing. Bay view has some great speed

Bumps that make it so no one can speed!

sometimes tough to cross Santa Clara and Encinal

Some intersections need to safer crossing

some barricades need to be move because of traffic

So nice to have, especially walking the kids to school at Edison

So much nicer to use than scary noisy Broadway. More options for bikers going the short way across the island please.

Slow streets do not make the streets safer. Due to the increased traffic people become annoyed and angry which then creates a potential for road rage. Also slow streets promote children to play in the streets which could lead to potential life threatening accidents.

Slow streets are demonstrations of municipally granted privilege for the residents which live on them, offer no real benefit to a city loaded with parks and set-aside fairways for bicycles. That exclusive privilege simply pushes higher traffic on adjacent streets as no one is driving less or slower. Since APD has been gutted, no one is really enforcing them anyway, so the barriers just cause a hazard getting around them. If anything, traffic (cars pumping out carbon while going nowhere) and high-speed stunt driving has only skyrocketed in the past year, despite all the poorly considered "traffic diet" schemes, so this has all been a triple fail for the City.

Sidewalks and streets need work to make flat, even, better signage and occasional APD to slow traffic

Should not be a slow street. It's a main corridor

Should have never been on a business corner.

Should be extended to Otis.

Seems silly to have this slow street here.

See Pacific Slow Street comment.

See pacific

See comments on Pacific.

See above

Santa Clara and Central crossings are dangerous because they are unprotected and people speed on Santa Clara and Central. Please do something about speeding on both Central and Santa Clara.

same as above

same as above

same as above

Same as above

Ridiculous to create a privileged class of residents who can make a public street into a private driveway. The adjacent streets only get more traffic.

Reopen all slow streets

Remove the slow street on Santa Clara privatizing public roads not in the best interest of taxpayers

Remove immediately we have shit to do

Remove barriers

Remove all and choose other ones, let other streets have a chance

Remove

Remove

Reducing traffic, especially around Edison School made it much safer to walk and ride bicycles.

Putting slow street on a business corner is ridiculous when truck access is constantly needed for deliveries and pickups.

Plan better next time an move it to a residential street where it may be better received.

Pull out the barrariers more

Provides a nice safe corridor for kids going to/from Edison but does make it marginally harder to drop off kids and then get on Fruitvale to get to the hwy for work on days we don't walk. Not a deal breaker - still a great thing to have that street be safe.

Privatizing public streets in the name of environmentalism and traffic reduction is absurd. It is not fair.

Prior to slow streets we would see giant commuter buses (google/Apple) use our street to avoid Broadway, and in doing so keeping our children in doors. The slow streets have opened our community in so many ways to our children and neighbors

Plases change Versailles to Pearl!

Please remove

Please make it permanent.

Please make crossing busy intersections easier!

Please keep this a slow street. Too many drivers zip thru here before. It's very nice to have it as a slow street.

Please keep this a slow street! We just need help making sure more cars stay off!

Please connect to Gibbons Dr. to create a network.

Please can we get some law enforcement on the Slow Streets to warn or cite the automobile drivers? They are empowered and now in the habit of ZOOMING a down slow streets, as well as running stop signs. At the beginning of the pandemic and when 'slow streets' started cars were more respectful. NOW, it's like the Wild West on these Slow Streets, and ai have never seen an APD patrol car on them. In particular I find that turning off Versailles onto Santa Clara is a VERY HARD Left turn and hard to get across.

Permanent signage and barrier that is visually appealing should be put in place.

Perfect for walking and biking with kids.

People take no notice of this at Versailles / Encinal it is quite dangerous at this 4 way stop to go around the barrier and miss people. No a good street to use with the business there.

People still drive on it all the time. I almost feel bad being in the street even though my young kids are on a scooter and bike

People still drive down it, especially the part near Edison Elementary. Need a way to really prevent cars from driving down.

People sometimes use this street to speed up to Otis. Please do a traffic sting to get some money for the city and dissuade bad drivers

People literally sit in the middle of the street with lawn chairs and don't allow people who live in Versailles to go through.

People just drive around the barriers and act like it's a regular Street. Pointless.

People are not using them for the intended purpose--I never see bikes, scooters, walkers in the middle of the streets. And, taking public streets for private/limited/localized gains is not equitable. It is inconvenient to the many for the benefit of the few.

Pearl or Mound would be better

Parents dropping kids off at Edison for school activities or summer camp make unsafe decisions to drop kids off at the entrance which is on the closed street. I walk and frequently cross these "Slow Streets" and find this idea a false sense of security. If this street remains closed the drop off location for parents should not be on this slow street side.

Our family and kids love this slow street and we spend hours here every weekend with their friends biking near the school. Having this place to ride safely has been such a gift over the past year, as it is the kids' only way for safe socializing with social distancing. My concern is that over time, the signage and barriers have been removed (especially at the intersections of Buena Vista and Lincoln), making it more dangerous for us to walk and ride here. The thru traffic has increased to normal volumes and drivers go through this street at top speed even with pedestrians and bikers visibly in the road. The neighborhood still needs this street, and we need better barricades and big signage reminding drivers

One of the silliest. There is a park/school playground on Versailles.

One of our kids is learning to ride his bike in a safe way on the street thanks to this Slow Street.

Once Versailles became a slow street people started using Moreland Drive. This street is only 3 blocks long to begin with. This created huge increase in traffic of both cars and delivery vehicles. Most of these vehicles are traveling well over the speed limit. There is going to be an accident and someone is going to get hurt.

Now that school has started, I'm seeing students using this slow street to get to school.

Now that Edison school is back in session, the slow street barriers are creating more hazardous traffic conditions and confusing driving situations.

Not used as much as before. Cars still speed down the street. Very unsafe turning onto street with barricades up.

Not much traffic on this street, so does not make any sense to block it from traffic

Not a community street but rather a street for the high priced homes on the street

Non of the slow streets actually slows down enough cars that do make their way onto the street. It prohibits and restricts ingress and egress but then it doesn't seem to make a difference in terms of automobile speed.

No longer necessary

Nightmare for leaving the island adjacently

Never seen this one.

Never see anyone in the street.....all on side walks...not being used as a slow street

need to maintain current barrier. some have been damaged or shoved to one side. Please keep. it slows down traffic around the area

Need permanent barricades or posts to prevent thru traffic. Cars still cut down this street and drive 30+

Near the intersection of Central, people are parking cars in the traffic lane (just past the barricade) and have added a basketball hoop...never see anyone using it, and personal property should not be placed on a public street

My parents live on this street. Cars still speed down the block - I would not feel comfortable letting my child ride a bike or walk in the street without being ready to jump out and be visible to oncoming traffic.

My home is on Versailles and I love being on a slow street and walk it more because of it. I hope you keep all the slow streets, but know about my own street more than others.

My 6 year old learned to ride his bike here. Please don't close it down!!

Much safer for kids walking/ riding to Edison School. Cars used to barrel down the street from Fernside to Santa Clara. I recommend removing the barriers on Burns Vista and Lincoln to allow parents safer drop off and pickup. Overall it has reduced speeding cars on this street

move this slow street to Pearl Ave and create well designed barriers and signage for all slow streets.

Most experienced with this one as a driver and Encinal Hardware customer. Please keep it.

Maybe a stop sign at busy intersections, like Central

Many people use Versailles as a transition point from Gibbons and Central because Versailles has stop sign's in both directions at Encinal Avenue. Parents use Versailles dropping and picking up their kids at Edison School. Lastly there is a hardware store at the Versailles Encinal corner, the signage makes it hard for costumers to park on Versailles.

Many drivers completely disregard the slow street barriers and signs. There should be enforcement so that slow streets can be safe streets

Makes zero sense to have the main north/south street between Broadway and High closed to thru

Makes driving a nightmare and puts pedestrians at risk of accidents.

Makes a dangerous intersection at Versailles and San Jose even more dangerous. Cars are ignoring the stop signs and speeding on San Jose. Especially treacherous for pedestrians. I live on the corner of Versailles and San Jose and was not even given the courtesy of advance warning that the barricades were going up. It makes backing out of my driveway on Versailles very difficult, if not downright dangerous, because cars turning onto Versailles have to come over to the wrong side of the street because of the barricades where I'm trying to back out. Some blocks have been closed for illegal parties and on 4th of July illegal fireworks.

Make the slow street barriers more permanent like Berkeley ca. Streets

Make the barriers more appealing.

Make it clearer here, and on other slow streets, cars are to avoid the street or at least go slow. Make parallel streets less likely to be race tracks for those off slow streets by creating speed bumps or slow down circles.

Make it a permanent slow street. It's great for the walking/biking community. And stops cars from using it as a direct expressway by Edison school. minimizes and slows cars down. Cars speeding down Versailles when not a slow street makes it dangerous for everyone else.

Make crossing at Santa Clara and central easier, especially important for Edison school and high school

Made sense during the pandemic, but now all traffic goes down Moreland, which is much narrower and not designed as a through street

LOVE the slow street on Versailles. I live on Versailles and walk it daily. Instead of being an expressway, promote a community, safe walking zone, and very beneficial to the community. Keep the slow street on Versailles permanently!

LOVE it. Would be better if cross traffic at intersections were calmed (slowed) where that traffic intersects the slow streets

Love it. Residents drive slow enough, no need for speed bumps. Just the barriers in place at the end of the blocks seem to work.

Love it, although we've had a terrifying close call with a car trying to cut through and swerving around the barrier and barely missing my child riding her bike (on the correct side of the street)

Love it! We have a community of kids playing in the street daily and it has greatly reduced the number of jerks cruising 45 mph down our street as a shortcut across the island (which was the norm, before, and incredibly unsafe - we used to have big trucks and google buses even use it as a shortcut and everyone sped). Now I see people walking and biking all the time up and down the street. It feels so much safer and has created community. More slow streets, please!

Live near this area...it is rarely used for...street parties (?), street gatherings, street wanderings. Not a great idea teaching children unsafe middle-of-the-street biking habits that will not serve them well in the real world of sharing the road with cars! We have seen these very bad habits transfer onto NON slow streets...even the ADULTS are biking incorrectly! Make people register their bikes and pass a test showing they know what they should and should not do when biking ANYWHERE. Unknowledgeable bikers can be as dangerous as unlicensed auto drivers.

less crime

John Knox White needs to get laid rather than think up new ways to screw up Alameda.

I've only used this once or twice because it's not my neighborhood

I've only used that one once or twice, but also agree a little more signage might help.

I've noticed the slow streets are not being used 95% of the time by people. Open it up to back to normal traffic.

I've no doubt that my comment about Pacific Ave is the same for Versailles.

I've never been on this one, but I live on the West End.

It's too long. A slow street makes sense by Edison school but to cut off all of Versailles from through traffic has been a hindrance.

It's such a nice street and again forces me, as a driver, to use streets designed to carry more traffic in and out of Alameda

It's made an already notoriously dangerous interaction more dangerous, there is speeding and a disregard for stop signs. I have witnessed ambulance & other first responder vehicles being impeded by the barriers, which necessitated that a first responder leave their vehicle to move the barrier. There is more noise, trash & vandalism since the barriers went up in addition to parking violations. Large biking parties have loitered and left trash and damaged landscaping while using private properties as rest stops. There has also been more problems with crime, the barriers are used by package & catalytic converter thieves as "blinds" or "hides" to conceal their activities and to stash or discard stolen items. The barriers are taken advantage of by illegal firework violators who block off entire blocks for parties, sideshows and fireworks displays which could all lead to fires in a drought impacted community.

It's been amazing for the kids - for walking, biking and just generally playing in the street. Previously cars would come flying down the street and while still some do, for the most part they now have a place to play. Thanks for doing it!

It's nice for kids and non-auto individuals who walk, bike etc. I think the road blocks can be improved. It should extend to Otis.

It makes no sense to have the busiest car street in the neighborhood be prohibited for cars. It just moves frustrated drivers to adjacent streets that are not designed for it and creates more dangerous traffic making turns because there is not a good alternative that is a straight drive from Fernside to the neighborhoods north of Otis.

It isn't respected. Cars fly through still.

It is not fair to the rest of the people who do not live on this street. This is a long street and there are businesses on Encinal and a person cannot park their cars on Versailles to shop at the stores

It impacts getting to/from businesses.

It has so little traffic, why bother? I've never seen anyone walking or biking on it.

It diverts traffic to other streets which increases congestion on some streets. There is a reason for all the streets to be accessible because they better distribute traffic.

It causes people to drive on other streets at a much higher rate of speed and drivers also ignore the slow street signs anyway

IN NEED OF MAJOR REPAIRS.

Improved look

Improve visibility / safety crossing busy streets

Improve the look and keep them

i'm okay about making these slow streets, but there are far better ways of doing so than putting barriers (which I've noticed that not even the POLICE abide by them, let alone delivery drivers/FedEx/Amazon.). As a resident of Versailles, it's ridiculous to be required to veer off of Versailles, drive down Pearl, and then turn again, when I want to get to Encinal hardware. instead of barriers, I would totally support TWO speed bumps on Versailles (These don't make sense on blocks with two stop signs bookending it. Proposal: one speed bump between the stretch from Calhoun to San Jose, and then one between Buena Vista and Fernside)

I'm not sure how this will work with the elementary school next to it. It might make Pearl traffic too

I'm not seeing any increase in walkers, bikers or runners.

I would like to know if there have been fewer accidents at the Central Ave/ Versailles Ave/ Gibbons Drive intersection because of the slow street on Versailles. It's a terrible intersection with frequent accidents. I live close by and seems like fewer accidents but wondering if anyone had looked into this.?

I witnessed a car nearly hitting people on slow street...the individual lived on a slow street....and paid no mind to the people or the barriers. And it has increased dangerous traffic on nearby streets as people get frustrated navigating /changing course

I wish this was one lane and filled with an avenue of trees and plants.

I wish there was a safe and obvious way to connect Versailles with South Shore. It is one of the few north/south safe streets.

I wish it were safer to cross Central Avenue at Versailles - this is a busy and dangerous intersection where cars come from 5 directions. In fact sometimes I skip this slow street altogether when I'm on a bike ride because I don't want to deal with this intersection.

I walk this street several times each week. I can go several places and run lots of errands on foot by using it. I appreciate being able to avoid busy streets.

I walk on Versailles all the time. It is great to have a quiet street to walk on and allows for more appreciation of the street environment without having to contend with a lot of traffic.

I walk down this street often and it's nice sometimes to be able to walk in the street. Seems like we don't really need the slow streets anymore, but if you keep it just make it more "official" - better

I use this slow street very regularly with my small children. We love a safe place for them to practice bicycling, and it's a great connection between a couple of playgrounds

I use this slow street practically every day with my bicycle commute to work.

I use this one the most and see cars constantly ignore it as a Slow Street. Love it though

I use it regularly but there are plenty of other routes available to get where I want to go.

I use it daily

I think Versailles should continue up through marina Dr, so bikers can use our street to get to the high street bridge. We have a significant number of issues with fast cars using our left turn on Marina to bypass the light at high and fern side. This connection would be a win for everyone!

I think this is the most respected and safest slow street. I often see kids out playing, which is so cool

I simply love it.

I see lots of cars speeding

I see cars using it all the time, signs aren't clear if they are open to all cars or only residents living on that street. I don't feel safe having my kids use the slow streets.

I really do appreciate the Slow Streets, and am so grateful that I've had the opportunity to ride and walk along Versailles without having to feel so worried about cars.

I love this one and want to see it made permanent and do more to discourage drivers from driving on it.

I love this east end pathway and. enjoy seeing all the families (particularly near Edison School) using it. There are not barriers at every intersection, however, which causes problems for users who expect vehicles to be made aware, but do not realize they are negotiating a Safe Street intersection. No barriers above Fernside.

I love the Versailles slow street for its sheer length. It makes a beautiful and SAFE daily skateboard ride.

I love that this reduces the complications for cars at the intersection with Gibbons/Central and the basketball hoop! This is a no brainer. Well done.

I love how I can get all the way from Otis to Nob Hill Foods without dealing with traffic. Would be great if it were easier to get across Central Ave.

I love a block away and as an adult learning to ride a skateboard, it's wonderful!

I live one block from Versailles. I've gotten used to having to take an alternative route- not a big deal. I just don't think the goal is currently being met. I see people go around the barricades for through traffic all the time. I also would not feel safe having my young children bike/walk in the street-- there is still a good amount of car traffic. I think it creates a false sense of security and safety.

I live on Versailles, and we have enjoyed the slow street. My main concern is the number of parents I saw driving to and from Edison. It seems to undermine the whole concept of the slow street to have lots of cars on it during times when kids are going to/coming home from school.

I live on Versailles, and I love this slow street. I would not like to lose parking on the street because I live in an apartment with no garage or driveway, but I think the street traffic could be slowed down and the crossing at Versailles and Central be made safer. I enjoy walking and my boyfriend enjoys skateboarding on the street. It is nice to see families out for walks and rides on Versailles.

I live on Versailles between Encinal and Central. While there are fewer cars, many of the cars using the street speed. The barricades do not have the sign that says "not open to through traffic". The barricade by Encinal gets moved back so more cars use the street and become irritated with children playing or walking on the street.

I live on Versailles Avenue and am in support of the slow Streets Program. This program has fostered a sense of connection and camaraderie in my neighborhood that is good for the overall safety and health of the community.

My experience has been that people are no longer heeding the "closed to through traffic" signs. Because of this, I feel there is a false sense of security among children, bicyclists, and pedestrians using the Slow Streets. Can Slow Streets have a 15 MPH limit, like in a school zone? And/Or can police begin patrolling and enforcing these basic safety laws?

I live on Versailles and work from home, so my observations are very data-rich:

- first observation: I only see people walking/biking down Versailles Ave once every week or two. It certainly is not getting used very much for the slow-street intentions.

- second observation: I have seen at least 3 or 4 "close calls" where cars would be trying to enter Versailles and swing wide to avoid the barricade BUT another car was approaching from the other way and hence some tense head-on situations happen. This is dangerous and just a matter of time before someone is seriously injured.

- three: since I live on Versailles but cannot use Versailles any more, I end up often on College Ave and Moreland Dr (since they are parallel and open), but those streets are much more narrow and harder to spot hazards (such as children playing) not to mention playing chicken with oncoming cars. I certainly would not be happy if I lived on one of those streets and saw traffic increase because Versailles is shut

I live on Versailles and it's tricky making a turn into the street because there are some bikers that come racing through the intersection without slowing down and we both have to go through a narrow opening. Same problem for when a car is coming out of the street and I'm trying to turn into it. I've had a couple close calls where we're both trying to go through a narrow opening at the same time. Also, I've seen cars stop respecting the signs and just blaze on through multiple intersections on Versailles like it's a regular street. Doesn't seem like it's being enforced.

I live on Versailles and I love the slow streets safer for children and adults near Edison. Please keep it

I live on Versailles and have absolutely loved having it as a slow street. I walk on it all the time and it has made the street much safer by slowing and reducing traffic. Please keep it slow!

I live on this street on a block that is very long. People walk down the middle of the street blocking traffic for the people who live here.

I live on this street and it's been a pleasure to see how it brought local residents together and encouraged families to exercise outdoors. The biggest impediment to our using it has been the occasional speeding cars down the street in defiance that can make us feel our kids are not entirely safe. I would be 100% for speed bumps and more aesthetically inviting barriers / signage on this street.

I live on this street and do not see people using it any differently than if it were not a slow street. People rarely walk or do other activities in the street, they mostly stay on the sidewalks like on any other street. Cars still use it as a through street all the time. It is very inconvenient not to be able to drive down this street as it is a common street to use through this part of town. It would make more sense to move this to a smaller street like Moreland or get rid of it completely. Alameda already uses good traffic control and the 25 mph speed limit to keep the community safe. This change has felt

I live on this block of slow streets. My observation is lots of cars ploughing through nothing slow about them. Additionally families letting their kids free movement on the street. I have young kids and want them to run free but it's a slow street not a closed street. I've seen a number of close calls.

I live on 1300 block of Versailles. We have enjoyed less traffic and seeing lots of bikers. However.... 1. Getting to Fernside to access the Fruitvale bridge is now making Pearl the street of access choice, putting more cars on Pearl and making it take longer to cross Fernside because of a line on Pearl to wait your turn. 2. If Versailles and Pearl are the best East End choices for SS, then the streets should trade of years. Even/Odd. 3. Because Gibbons ends at Central, we still observe plenty of non residential drivers using Versailles to access Encinal. 5. Why is Versailles/Central//Gibbons not a 5 way stop sign? Crossing Central is always a dicey situation on bike, walking, or driving. Automobile traffic needs an interruption between the loonnngggg stretch from High St to Broadway. The 5 way is the perfect place. No other 5 way in the city is like this. Please emphasize this change.

I live off of Versailles Avenue. It is the most logical street for me to take to get to work. This makes me go out of my way and a very convoluted path when there's a perfectly good street that I can't use. The barriers make a difficult and dangerous when other cars want to turn while you're turning. I think the slow streets are ridiculous idea.

I live next to the Versailles slow street and can confirm that it's been utilized by all of our neighbors on a daily basis. It's been particularly welcome given the way Lincoln (intersecting with Versailles) can serve as a high speed thruway for some cars. Given the high volume of students walking to Edison, I expect this is having a positive knock-on effect in terms of pedestrian safety.

I have yet to see residents actually "enjoying" the benefits of the slow streets on occasion there is 1-2 pedestrians walking on a Sunday afternoon, but given the minimal usage it becomes dangerous because drivers are not prepared for people to walking down the street.

I have walked down Versailles a lot this past year and a half and find that having this as a slow street is a waste. It is very rare to see anyone playing or out in the middle of the street. All it does, is make it more difficult for people to get to Edison or to other streets because Versailles is closed to thru traffic.

I have seen drivers nearly get into an accident crossing Santa Clara from opposite directions because neither one could signal their intentions to continue straight on Versailles and both had to cross over to the wrong side of the street to do so.

I have never understood the "logic" of redirecting vehicle traffic from main thoroughfares to smaller, narrower streets that were never intended for significant traffic. I'm sure the residents who live on those narrower parallel streets really appreciate all the increased traffic over the last 18 months. Please end this ridiculous program now.

I happen to live in College Ave, which is parallel to Versailles. At first the increase in traffic on my street was very disturbing. We and our kids/pets weren't used to it and it felt dangerous. However, I was enjoying walking/biking down Versailles because it felt so safe. But the traffic on College, and the safe/community feeling on Versailles, died down quickly because people in the neighborhood started completely IGNORING the slow streets signage! Sometimes I see kids playing/biking in the street, with cars speeding past! I can get used to increased traffic on College if I can enjoy a safer/slower/quieter Versailles. It's not really working right now.

I find that more and more cars are ignoring the signs and using Versailles to drive on. I like the idea but think that it is time to change the location

I enjoy that this gives my kids a safer route to get to Lincoln School/Bay Farm island

i dont like it

I don't get there often but I've biked on Versailles and it seems like a nice street.

I don't see any people using the street for recreation activities like it was initiated for.

I don't feel there are enough visual signs on each block to let cars know they are on a slow street.

I detest this slow street as it makes crossing intersections very difficult as a driver and a biker. I feel it pushes car traffic onto other streets that are less able to accommodate the cars as well as Versailles did before the slow street.

I believe this creates confusion and slows traffic flow.

I actually feel very unsafe walking in the slow streets. Cars still zip around the barricades and it is not at all safe to be in the street.

Horrible. Many drivers speed up between barricades. Some drivers swerve along the street now. There is no enforcement. Barricades direct bicycles and pedestrians to deep drain entries at corners.

Horrible idea. Needs to be removed.

Hopefully this will make it safer for Edison School children going to and from school.

Having all of these streets closed off make it difficult to drive around town.

Have not had a chance to enjoy yet.

Hardly ever see this being used for what it was intended. However during school hour drop offs and pickups I'm sure it's safer. Having said that, it results in motor vehicles going on other adjoining streets and results in less spare the air and more gas consumption. The adjacent streets east of Versailles are not through streets and suggest that the safe street be limited to the Edison school Versailles frontage.

Hampers the traffic of auto flow through this area and makes it very difficult for those that use cars as their primary mode of transportation. Have never seem this street used for the reasons the city closed

Great way to get from across the island. Also a nice way to connect to the fernside bike path

Good one.

good access to high street and fernside.

Get rid of it. If you want to slow down traffic, enforce the speed limits. These streets are magnets for muggers.

Get rid of it!

Folks still use the street as a thoroughfare and some that do actually drive pretty fast. I see fewer families using the full street now and I would guess that it's because the streets are not as safe as the promise. You cannot really relax knowing that you and your family are protected.

Folks are in constant violation here. There is no one around to provide enforcement this making walking here dangerous

Feels so much safer for kids and families walking to school

Extend the Versailles slow street to Marina Drive and extend along Marina Drive to High Street. Marina Drive is a one lane street and non-residential vehicles drive too fast.

Extend it across the island, to connect other slow streets. Versailles/Otis and Versailles/Fernside intersections are not ped/bike friendly.

Expand.

Excellent and effective!

Encouraging people to walk down the middle of the street is dangerous.

Easy to walk.

Drivers still use the street even though it's closed off. Some of them are speeding. Speed bumps and more permanent barricades would help significantly.

Drivers just ignore it. It creates only the illusion of safety.
Don't use Versailles that much but it always pretty slow when I drive it I can see that being a slow
Don't use this as much but I'm all for it if the resident like it.
Does not work
Do not support.
diverts too much traffic to other streets
Dangerous to have cars & people both in street. Barriers require traffic to drive on wrong side of road. There WILL be an accident and the City WILL be responsible.
Dangerous situation
Dangerous intersections where cross traffic doesn't stop is a big problem. I was with a child who got hit by a car here.
Dangerous intersection as it is. When you go around the cones it creates more confusion and makes parking harder for businesses.
Dangerous and go through a commercial district
Connect it with the San José slow street
Connect it to San Jose and make network.
Concerned that once slow street distinction is removed that children in my neighborhood will be cautioned and retrained that streets are not a open and free playarea.
closing Versailles, a popular north-south street that drivers use after crossing the Fruitvale Bridge, turning on to Fernside and then right on Versailles, diverts traffic to my street, Moreland, one block away. I have to use Pearl to get across Santa Clara and Central, which is much more dangerous because you simply cannot see around vehicles parked too close to the corners on either street.
Change barriers to be more obvious. Could use Berkeley as a model.
Cars still travel on this street. For children told not to play in the street, the slow street is confusing in practice. Some drivers speed on adjacent street to make up for lost time on slow streets. Road rage is real and dangerous.
Cars regularly speed and run stop signs on Versailles. The barriers have helped greatly, but wish they were more permanent.
Cars don't respect it, the barricades are often moved
Bikers/scooters don't use them. They will instead ride in the middle of the (non-slow) street one block over. So what's the point?!
Believe there were some acts of violence on this slow street. Not sure what to do about this, but there should be some alert.
Barely used, Street is slow anyway without special designation.
Awful!
Awful
Auto traffic is diverted.to Gibbons which is narrower than Versailles, making it more dangerous for drivers and pedestrians alike.
As someone who lives on Versailles, I've enjoyed the decreased car traffic and seeing many more families use it for biking, walking, skateboarding, and playing with their kids.
As I indicated I think it would be reasonable to give other streets the opportunity to become slow streets. This particular street doesn't strike me as one that needs slowing down

As a frequent user of this slow street, the biggest issue is people ignoring the barricades and using it like their personal highway. It's not a large number, but frequent enough that you'll see it pretty much every time you walk the street. The intersection at Santa Clara could use a stop, and the always hazardous 5-way intersection at Central needs to be addressed for pedestrian safety in any event. I've seen complaints that this street forces people to go out of the way (by all of one block), but Versailles was never designed to be a thoroughfare to and from the Fruitvale Bridge, even if people got used to using it that way. Better to have commute traffic on High and Broadway.

Another terrific street to walk, a really great area as well. Hope this remains

Although I don't live at the East End, Versailles is a very obvious and needed north/south pedestrian connection for this part of the Island.

Almost the only north/south slow street. Has conflicting use with businesses that are adversely affected. Has dangerous intersection -- Versailles & Central -- that is made more dangerous with the street barriers. San Jose intersection is also potentially dangerous along with Encinal.

Almost nobody uses this "slow" street. Easily accommodates the few bikes and guess what there are sidewalks which pedestrians used before without any noticeable crowding

Almost got run into another car coming around the corner

Almost been hit by cars speeding through here. The slow street make absolutely no sense any more. Do away with them!

all intersections should have 4 way stop sign, very dangerous without

Add stop signs coming IN to the slow street, and remove stop signs ALONG the slow streets. Consider speed bumps?!

Absolutely love and appreciate it! My kids have learned how to safely ride in the street on Versailles!

A slow street next to Edison school makes zero sense. The cars are all diverted to Moreland and it creates more confusion. Now that school is back in session this should end or get relocated

211 Santa Clara Avenue

1621 San Jose Avemie

1621

1372 Versailles Avenue I live here and really LIKE Versailles as a slow street.

??

.Keep it forever!

.It's old news now. No one uses this. Get rid of them I

Traffic diverted to Moreland Dr. and more often than not comes SPEEDING down the street'

Because intersects with Santa Clara it is dangerous. I was riding with a child who rode out in front of a car and was hit. Luckily he was ok (scrapes and minor concussion).

Additional Comments

3rd St deserves a permanent protected bike lane as the main way to get from Apezatto to Central.

8-year-old daughter loves the idea of Slow Streets. The sense that she is just as entitled to ride her bike in the street as cars are to use most other streets has been helpful and freeing for her.

A potential for adding some more. It is nice to see kids on the street on their bikes, playing while close to home

Absolutely love it! Please get more signs/barricades to make cars slow down.

absolutely love the program! let's get people out of cars and into the community!

Absolutely love the program. Love it more than other initiatives (major investments in bike lanes on other streets).

Add bike lanes to these streets or to other streets instead of shutting them down.

Add Slow Streets in more densely populated areas (ex. on/near Park and Webster

Add Washington Street as a slow street, many families with little ones.

Adding a slow street on 1400 block Bay Street between Santa Clara and central avenue

Adds to traffic on other streets ... not effective.

Again it's terrible. Refer to remark regarding San Jose/morton.

Alameda has a lot of open space, parks and closing streets is ridiculous.

Alameda has enough 2-lane streets going the long way, east-west along the island. We do not need to offer drivers side streets as well to move along the island. Making side streets an option invites dangerous driving when drivers attempt to cut through to avoid traffic.

Alameda is a walker/biker-friendly town and a slow streets network would be ideal!

Alameda is perfectly set up for walking and biking and we need to focus on that. There only needs to be a few ways to traverse the island lengthwise: Buena Vista and Lincoln, for example. Streets like Pacific have no place in transportation. Let's focus on people. Bikes and walking. Not cars! More Slow Alameda needs to stop being Anti car and this is all these streets are doing and so was DESTROYING Otis Dr. I walk Otis every day and have to dodge bicycles on the sidewalk because nobody uses the bicycle lanes that destroyed the street. Stop the hate against cars.

Alameda Slow Streets are a silver lining of the pandemic. My friends and I love walking and biking them. We've even attended Porch Concerts and it's so great to have so little traffic.

All of alameda should be slow streets

There's no law enforcement or ticketing of reckless speeding drivers.

Police need to start ticketing and enforcing traffic laws here is ridiculous.

At this point I'm on board for speed trap and light cameras that mail you a ticket.

Terrified my kid will get run over by some a hole running a stop

All streets should be reevaluated based on additional traffic added by schools and more businesses being open.

All stupid

All you are doing is dumping all the traffic on a "Slow Street" to another street, that makes it less safe. If you make the street I live on a "Slow Street", this would be a great plan. Take the cars off mine and make it someone else problem. MAKE WINDSOR DRIVE a SLOW STREET

Alternate the streets

Although Alameda is overflowing with cars, there seems to be an inclination to add a lot of bike lanes. There are way more cars than bikes. What gives?!?

Although I use Pacific most, I also appreciate using the others occasionally. I don't mind losing a few streets for driving - there are plenty of other options for cars. The slow streets are mostly residential and fairly narrow, so they are not good for auto traffic anyway. I've walked more in my neighborhood, just for pleasure, since they were established. As a result, "my neighborhood" feels much larger than before; they are real community enhancers!

Although the Pandemic is not over, Alameda should return the slow streets to through traffic .
annoying, disrupt traffic flow, visually "trashy",

Anything that calms traffic in the city of Alameda is a good thing. People are driving distractedly and WAY too fast, and unfortunately the lack of enforcement by APD has emboldened those inclined to behave badly. The only thing I would add is, maybe there should be larger, bolder signs at the barriers at either end of a slow street, alerting drivers, something like "SLOW STREET NEXT 5 BLOCKS. REDUCE SPEED. CARS MUST YIELD TO PEDESTRIANS AND CYCLISTS" so that people unfamiliar with the area know what they are getting into, and to remind locals and delivery drivers who act like they are driving in a Mad Max movie are reminded they are not the actual center of the universe.

Anything that promotes making Alameda a great biking-walking city and helps community is great.

Anything you can do to make bicycling safe, especially for children, is important to us.

APD should make their presence known on occasion to enforce safety... we've seen many, many bikers, with their children not stopping at Stop signs, making it even more dangerous.

Appreciate our city's commitment to pedestrian safety

Are we trying to encourage people to play in traffic? Or just ruin our ability to use standard right of way rules at intersections? I don't understand why we're subjecting ourselves to this or why my street has to be the one to suffer. If others like them, they should petition for their own streets to be used.

As a renter & subsequent homeowner in Alameda for more than 54 yrs., I see no advantage to the slow st. program

As a runner I love the slow streets!

Bad idea. It gives people a false sense of security.

Bad idea. No longer useful

Barricades already being tagged with graffiti and becoming an eyesore. The barricades are hard to maneuver around especially when vehicles are parked on the curbside at the corners of the block.

Because I could only select three changes I deselected slow down auto traffic more BUT I think this is a worthy goal/change. After all, it is "slow streets" not drive around barriers and then speed because there are less cars on the street streets.

Bicycles and pedestrians using slow streets should not be allowed to play amplified music.

Big parties of bicycle riders stop on my corner. Heedless of how close the house is to the sidewalk they make a lot of noise, trample the plants and leave trash. When asked to leave they just say they're taking a break and ignore me when I politely tell them they're on private property. I am concerned, too about the way the bicyclists ignore stop signs and other traffic laws especially at this dangerous intersection. I fear there's a bad accident waiting to happen.

block off right turn from High Street to Arina

Building continues and is out of control yet the traffic created by the building is ignored. This is an island. Stop trying to make Alameda one big bike haven and help the majority who have to drive to get where they need to be. Stop ignoring the elderly and handicapped who need access to reliable transportation. They can't bike or walk.

Can you make Lincoln Ave between Oak and Grand a slow street? Or perhaps Walnut and Willow as slow streets?

Car traffic, parking--it all has to go somewhere, it doesn't disappear, so the neighboring streets pick up the burden. San Antonio Ave has become a main outlet for West residents heading to the South Shore Area instead of dispersing fairly with Morton and San Jose. For streets like Versailles and San Jose Ave the pedestrians at nearby schools and parks are adversely affected by increased crowding and traffic. Further, the selection of these streets seems arbitrary and does not reflect how people are actually using the streets. It's time to get back to normal; if we need more public spaces invest in parks, not streets. Streets are for transportation.

Cars are tired of the barriers and just whip around them. There is no enforcement to keep their intended purpose.

Cars have gotten bigger and faster and people drive while using their phones with impunity. It's less expensive and easier to create slow streets than to try and keep people from speeding and/or distracted driving.

Cars ignore the barriers and speed through so it's almost like it gives a false sense of security. Love the idea and wish there were more but not sure how to have cars comply

Cars routinely ignore signs and continue through. A more permanent installation could make this more difficult for cars to do so.

Cars still drive fast but noticeably fewer cars drive down the street who don't live on Versailles

Cars still use these street so only creating a dangerous situation

Clarity on how the slow streets were selected and what options there might be to rotate them quarterly, for example.

Clinton and Sherman is an unsafe speedway. My neighbor's cat was hit. I'm afraid my child will be hit. I don't understand why we can't slow down the traffic on the street.

Closing the street that runs next to busy streets is wrong this town has too much traffic and this makes the problem worse it makes everybody have to use less street I know it's great for those that are on these streets but it makes it worse for the rest

Completely unnecessary. They weren't used and weren't needed to provide social distancing

Connect 1 slow street path to cover the island and use dedicated signage. Make it look nice. Have it lit at night with solar powered post LED lights.

Connect them and have more so a biker/walker can get from the East End to the West (or vice versa) more safely and more peacefully.

Connect them to make for seamless connectivity throughout the island until more permanent bike paths are installed.

Consider closing parts of Park St. and Webster St. off on weekends during the day to promote walk-ins to local business, decrease car traffic and encourage locals to walk and bike.

Continue to balance the slow streets with autos. This is not a war on cars but increasing safety for bikes and pedestrians

Cornell Dr

create well designed barriers and signage for all slow streets.

Creates additional traffic to a city already growing in population but not ways to exit/travel the island

Creating a complete network of slow, traffic-calmed neighborhood streets would be great for reasons beyond social distancing -- they will improve overall livability and help us meet climate goals by making it safer and more enjoyable to get around without a car. I hope we can keep them, but invest more to make them work effectively.

Cute idea but not worth the aggravation for many for the handful of people who use it.

Dangerous to have cars & people both in street. Barriers require traffic to drive on wrong side of road. There WILL be an accident and the City WILL be responsible.

Diverting traffic to other streets is no solution because it unfairly burdens residents of other streets. More streets open means less traffic on all streets than concentrating them on some adjacent streets. In particular, streets adjacent to Versailles are very quiet residential streets that now have to bear more than their fair share of traffic.

Don't allow Fernside traffic to turn onto Versailles

Don't do it again!!!

Drivers are not savvy enough to yield right of way to traffic on the correct side of the street when they need to drive around the barriers to come the other way.

Drivers do not obey slow street rules.

Drivers need more education on what "slow" is when passing pedestrians; i.e. give space and reduce speed. For safety there should be a standard for pedestrians on which side of the street to walk/run. Is it facing traffic while walking/running or travel in the direction of traffic.

Drivers need to move to driving suburbs. Let's keep the slow, island vibe.

Drivers pay for the streets via fuel taxes. The streets need to be open to vehicular traffic.

Eliminate them all.

End it. It is highly intrusive to residents of the street.

Enforce 25 mph and be done with it

Enforce more strictly the speed limit on all streets. It can be dangerous to walk around Alameda.

Enforce the damn traffic laws and drop the Slow Streets, they have done NOTHING to improve

Enforce the traffic laws on the residential areas of Park Street, and stop the double parking on the whole of Park Street

Enough!!!! I pay for street to drive on . They are called streets because people drive on them.

Every time I drive by these Slow streets, they're empty. No people. No bikes. No cars. Just ugly barriers. What's the point?

Every time I ride my bike on San Jose there are at least three cars going straight through from Grand to

Everyone I talk with about the Slow Streets love them and want them to stay.

Expand it to ALL residential neighborhoods

Expanded slow streets seem like a great option for recreation and calm as traffic seems to be picking

Family lives on a slow street which I visit frequently. PLEASE KEEP THEM.

Fantastic program! Let's please expand it. So many dangerous and reckless drivers in Alameda and we need to do something about it.

Feels very calm to walk on and very safe. It's heaven!

Few people even use them. Not worth the disruption and it does not make people drive less. It actually makes them drive more to get around the slow streets instead of just taking the straight shot

Fine for the pandemic and shelter in place, but now they should be removed. I have literally never seen anyone using them (not that people don't use them, but certainly not often), but have had to detour, etc several times.

First, I greatly commend this effort. I am an avid family cyclist living on Weber Street with two young kids who love exploring our part of the bay by bike. After 6 years of commuting and guiding kids around the island, I strongly believe there must be more consideration given to North/South bike/walk access across the island. There are very few safe streets running N/S on the central island or west end. Secondary access roads like Ninth St, Bay Street, Paru and Chestnut are all suitable thruways for cyclists and walkers. Additionally, this may be outside of this effort, but Grand Street needs to be narrowed with protected bike lanes from the estuary to the beach. Thanks!

Focus on our parks

Focus the program on those streets nearest schools or routes to schools so that kids and parents can have more confidence in a safe biking alternative to driving to school.

From my observation, I see people who lack common sense when walking in the street. I thought the rule of thumb was to walk against traffic and not with it. People are suppose to see incoming traffic, not away from it. This applies to all the Slow Streets, if this is approved forever at least give these streets first priority maintenance such a removing bumps, potholes, fix buckled sidewalks(my mom who is elderly tripped on these and wound up with a bloody face), trees trimmed etc.

Get rid of slow streets and fix the fast ones by adding lanes back, remove bollards and street dining.

Get rid of them

Get rid of them all!!!

Get rid of them! It makes no sense now.

Get rid of them. Living close to one diverts traffic to my street.

Get rid of them. They're awful.

Give the streets back to the people who pay for their upkeep, and don't like having to take detours.

Gives people a false sense of security. Do they really reduce cars? Delivery drivers, and garbage truck nightmare

Good for early pandemic, now it's just a nuisance and dangerous

Good idea when literally everything was closed and we couldn't go anywhere. Super annoying now.

good program

Great idea

Great idea. Love connecting them on my bike ride and commute.

Great idea. We could use a "20 is enough" (20 MPH limit) program like Eugene, OR, has citywide on residential streets.

Great program that needs to be expanded to create a safe cycling network for families. Ideally it would connect to local elementary schools and include permanent posts to prevent thru traffic.

Great that the city is doing this.

Guess what almost all the streets in Alameda are slow streets. Due to the slows streets in Alameda I now leave the island to shop, it is faster, easier. I have lived in Alameda for almost 68 years. What a mess the city has generated. There is enough of a mess on the island. Why is the city generating more mess without a measurable advantage?

Haight Avenue, between Webster and 7th is a great candidate for a slow street. Lots of families with young bike riding kids.

Has increased safety for families riding bicycles.

How about a speed limit or time zones for slow streets? Since school started, traffic is again fast at crazy in the morning on my slow street.

How do the residents of Slow Streets feel?

I absolutely LOVE the slow streets! It has so many benefits and no real drawbacks. I want them all to remain permanently.

I actually live within 2 blocks of a slow street.

I admire the deployment. I would like to see a best practices study done that reviews similar strategies nationally and internationally, especially after the almost two years of walk/bike-ability strategies deployed during COVID quarantine

I am a grandmother who walks my grandchildren home from school and rides bikes around Alameda. I LOVE the Slow Streets as they feel much safer. It is a pleasure to be able to ride close to each other and keep an eye on the children, rather than us being in a long line. The children are 7 and 10.

I am an practicing architect who is a big supporter of slow streets. However a lot more could/should be done to make it truly special and more useful for its purpose. Currently, even though the traffic is somewhat slower on these streets it still doesn't feel as safe as it should because at any time a car could cut you off. Why don't we create a protected large lane for pedestrians and bikes. And let the traffic go by as normal. This could be done two ways. One, remove street parking on one side of the roads. Or, two, make the street one way only which is something we definitely should think about implementing on other narrower streets as well. I think this is all doable and wouldn't require a lot resources. I understand removing the street parking might cause some resistance but making the roads

I am wheelchair bound and absolutely love slow streets. Sidewalks even when ada compliant can still be problematic. This is wonderful

I am wondering how the streets were picked and I there a way to have a slow street in my neighborhood (bayport).

I am worried that slow streets may be causing more harm than good.

I appreciate that the city did this! I think it was a very good decision at the time it was made. Whether we keep the streets or not going forward, I'm happy we had them when we needed them.

I believe the Slow Streets program should be permanent and would be fine with incorporating additional network street. A better, more permanent means of designating the Slow Street's signs and barricades does need to be developed. The current versions are too easily moved by wind, vandals, or by cars bumping into them. It might also help to set them back a bit further from the actual corner (maybe a car's length or so) to allow better visibility at the intersection.

I bike along Pacific and Santa Clara almost every day for years. The addition of slow streets has made it MUCH safer (far less near misses from inattentive drivers) and has gotten more neighbors out and about, fostering a larger sense of community. It's especially noticeable along Littlejohn Park! Thank you

I did like the sense of community of people walking around during the Pandemic, and also found that when you were in a car (ie, just me coming home to my residence on a slow street) there can be a sense of... entitlement or inflexibility, when you are in a car by folks benefiting for the slow street nature. There needs to be understanding and flexibility

I didn't really notice any difference on the slow streets. Traffic just went around the barriers and it was not easier to bike or walk on them than any other side streets. The barriers are also very unattractive. I liked the idea early in the pandemic but I don't think in their current form they really work.

I do not live near them so it has had no effect. However, if I decided to ride a bike some where in the city I would definitely use them to feel safer.

I do not see much pedestrian activity on the Slow Streets. From a safety perspective, all streets in the city should be accessible to all vehicles. As a taxpayer, we should have access to all city streets whether we live on them or not.

I do not see the benefit of the program and I believe drivers are still using the streets normal.

I do wish that the barricades could be more visually appealing. And I don't know how you guys can do it but sometimes they can be dangerous to get around but I just assume that's the responsibility of the driver to be very aware.

I don't like the slow streets. They are not safe and when driving resumes to normal it's very likely there will be serious accidents.

I don't live within a block, but within a couple blocks of one, and I used it with my children during the pandemic a lot, and like to run on it now.

I don't think they're very effective. People just go around the barriers and those of us that live on them still drive so I'm not sure what the goal is. If the goal is safer, slow streets then put in bike lanes, police patrols, etc.

I don't understand why we have them. Children shouldn't play in streets. The intersections are made dangerous. They don't rotate, making some residents have to bear the burden of living on them and nobody else. There are at least a hundred cars that park on my block alone. Them coming and going is too much traffic to claim that traffic is being reduced enough to make them safer for other activities. And nobody uses them for recreational purposes who didn't already before. The goal has not been achieved at any point in the pandemic.

I drive daily in Alameda and have not found the Slow Streets to negatively impact my driving; however, I have found the Slow Streets have positively impacted my cycling and walking, so on balance, I'm so grateful for these Slow Streets, for the opportunity to function in a public space that doesn't cater completely to the car. PLEASE keep the Slow Streets so that we have some ways to move through public space in a safe and fun manner--thank you so much!!!

I feel it is sometimes

Unsafe to go around the barricades.

I feel it's time to remove the barriers now.

I feel like the placement of slow streets are not equitable across the island. They seem to cater more towards the well off neighborhood

I feel strongly that the Slow streets Program should be expanded to streets close to school zones. I would like to see one on Fifth Street near Central Ave in the Paden School zone. Our street is having problems with car racing. It's almost daily that they use our street for car racing. I'm concerned about the children going to school, and bikers and walkers on the street. It no longer feels safe.

I feel that the October 31st 2021 date for ending the Slow Streets program is a good one. For safety reasons, I'd like you to address Morton Street to Grand Street along San Jose Avenue for reopening as soon as possible. As the pool reopens and the park and school get back to full capacity I think it will be safer for all to have full access to all the diving options in that area. Thank you

I feel we pay taxes to maintain infrastructure for the common good. Designating 5 streets provides a distinct and obvious benefit to the families that street, while reducing the rest of the city's ability to use that street for its intended purpose: driving and navigating around town.

I find it to be divisive favoring a very few at the expense of the rest of the city.

I find the selection of slow streets to be inequitably choosing certain populations over others. Of course, everyone would like it if the streets they live on were slow and all the others were normal, but it's just not fair.

I find this discussion becomes much simpler when it's framed like this: for non-thoroughfare streets, every street should be a slow street only driven on by the people who live there or visiting there. There shouldn't be through traffic on most blocks. Further, the cars that do take side streets are generally doing so because they're in a rush and drive in way that reflects that: faster and less carefully.

Alameda is special because of it's mixed urban/suburban landscape, wonderful climate, and flat elevation. It is the perfect place for more biking, walking, and outdoor community and commerce. If the people who so loudly complain about traffic anytime anyone attempts to build anything here thought for two seconds about Slow Streets, they'd have to vote yes. For every walker or bicyclist encouraged by Slow Streets is another car off the road.

I don't live on a Slow Street but wish I did.

I generally like making more open space available for pedestrians, skaters, scooters, bicycles, and the

I hate it. It makes it hard to drive around as I am always having to divert to another street. I live on a street that doesn't get a lot of traffic, and while I enjoy it, we didn't buy on a busy street for that reason. I don't like the slow streets, as it made it difficult to get around and to visit friends and family. I am tired of the dirty looks given by people when you do drive 1/2 block on a slow street so that you

I have friends that receive a lot more traffic and disturbance from the cars that can't drive on the closed streets. It is not safe for their kids and families because they have to deal with the additional cars. The city is picking and choosing who lives on a "safe street", we have parks for everyone to use. We should not make public streets a park for those who are lucky to live on that street. Very

I have lived in Alameda since 1969 and the Slow Street blockades need to be removed and allow streets to return to normal; not this new normal.

I have lived in Berkeley where a very aggressive cul-de-sac program was undertaken. Aside from confounding traffic patterns it created little oasis for some, additional annoyance for others.

I have Multiple Sclerosis and utilize a walker. Drivers allow me access to cross Haight and 6th, Taylor and 6th but crossing Santa Clara and Sixth has become more hazardous for me when the slow street program was implemented. It is now as dangerous as crossing 6th and Central and more dangerous then crossing 6th and Lincoln. Please clear the obstruction from the street.

I hope we can keep them all in place. I hadn't thought of creating a network, but that sounds great.

I just moved to San Jose in the past two months but was using it and the others well before moving.

I like it. Great idea. Helps with traffic & speeding. Needs more to slow traffic.

Look needs improvement. Looks like construction zones.

I like that the Slow Street has kept me feeling safer when I go for a walk, and it has encouraged me to choose walking over driving more frequently. I would like to see this program continue beyond the pandemic because of the additional benefits it provides. When I choose walking over driving in general, I like that I'm contributing less to traffic and air pollution. I've also been more likely to notice and shop at local stores when I walk compared to when I drive. I would love it if more streets were included in the program.

I like the concept of slow streets, but Alameda is already pretty congested, so I'd like to see some overall plan to reduce traffic, and in particular, speeding. I know there are some plans in place, but I think we could do a lot better and a lot more. We can't claim to be pedestrian-friendly when we're

I like the idea of slowing traffic down. Wish we could get one on our street, which is a turnaround street for Shoreline where people make illegal turns all the time or look for beach parking and driving quickly down the street. As for other existing slow streets, I never see people using them for walking, biking, etc. And I drive during the day and evening to various locations for work. People have more places to walk now and we have vaccines and people are not as scared. So I'm sure they're getting out to other places than just their neighborhoods.

I like the slow street program. I wish it was implemented better and car traffic was slower. I wish that they are made permanent.

I like the slow streets. Would be nice to add planters at the end of them or something else to improve aesthetics. More pocket parks would also be nice with chairs and other places where people can socialize outside

I like to walk, and since the slow street program started I try to choose a slow street whenever possible because it feels safer. Safety is my main comment about slow streets.

I live on Windsor dr. Drivers come off the high street bridge, fly down our street at 40+ mph trying to avoid street lights and and traffic. I wish the community were able to have a do not turn right off the bridge or speed bumps or a completely blockage of the street from that direction. It unnerving to have cars at top speeds on my extremely small street (hardly big enough for cars to pass) come barreling down the street. We have families with small children playing, older people walking, neighborhood dog walkers and exercisers enjoying the street. What a shame to have to worry about people that don't live in our neighborhood using our neighbor as a thoroughfare.

I live two blocks from a slow street which is pretty close...

I live within a couple blocks of a slow street and prefer it for walking and biking. We need more walking-friendly and bike-friendly corridors throughout Alameda to make it safer for kids. As more people move to the island with all the new higher density development it's going to be important to create networks of low traffic areas and designated bike lanes to make it safer for individuals and families (especially kids) to get around the island on bike and on foot.

I love being able to safely social distance on slow streets while out for walks, runs, and bike rides.

I love how this program makes the streets feel more communal and safer to walk/bike/be with kids!
Thank you!

I love it! Let's beautify and institutionalize them. Really one of the Covid silver linings. Thank you!!

I love slow streets!

I love slow streets. More please!

I love the idea of connecting the streets. I wish there were a street parallel and next to Webster st that could be a slow street connector as Webster st is really terrible to bike ride on. Thank you for the survey! Eve

I love the idea of keeping them on a few streets all over the island. It would be nice if pedestrian crossing was a little easier on them or they were connected. I'm more concerned about slowing down the traffic on the existing ones. The more you can encourage walking, biking, and community, the better the city will feel. That's why we love Alameda. It's meant to be a slow and friendly town full of

I love the number of people walking and biking on the slow streets. In this time of the worsening climate catastrophe it's important to provide non-carcentric alternatives for moving around Alameda

I love the program and would greatly value its expansion to include more dangerous high speed areas that should not be major traffic portals

I love the program. It would be great to see the Slow Streets become more permanent, encourage cross-island trips through the removal of stop signs (while continuing to discourage through vehicle traffic), and connect in a network to other slow streets or bicycle facilities. FYI, my 3-year old daughter refers to Pacific as "the Special Street, the special street for you, and me, and everyone". Pretty much

I love the slow street program and hope it continues permanently. I wish my house was on a slow

i love the slow streets - please keep it up!

I love the slow streets but find that many people just drive around the barriers. That almost makes these slow streets less safe because we expect them to be more safe. Connect them and make them more aesthetically pleasing.

I love the Slow Streets program and think it should be expanded and made more permanent!! Thank

I love the slow streets! Taking back a tiny amount of land for walking/biking safely is a good start. Too much land is dedicated to cars - and this is a time to migrate away from a car culture to mitigate the climate crisis.

I love the slow streets!!!!

I love the Slow Streets, but drivers basically ignore them now so it's like they aren't even there. I never see anyone using the street for their intended purpose anymore, I suspect because they see the car through traffic is back. It's so sad. They either need to be made more permanent or taken down. This in-between status just isn't working.

I love the slow streets. It has created a community that didn't exist and allows families to enjoy a safe place to experience the outdoors and encourages exercise. It will be great to see the slow street signage and appearance improved.

I love the slow streets. We need bike boulevards running north-south to connect slow streets and the wonderful bike facilities we have and will be building that all run east-west.

I love them and feel a lot more safe riding bikes on these streets rather than other streets

I love them. Also, please keep Park and Webster the way they are now!!!

I love this program and hope you expand it :) Would love to see more bike lanes on streets that can support them.

I love this program! It was a highlight of the pandemic solutions Alameda put in place. Thank you!

I LOVE this program!!!! Please keep Slow Streets going. I live on Santa Clara/Caroline. If you need any testimonials about Slow Streets at a meeting, email me at carol.a.scott@gmail.com

I love this program. One of the most wonderful things about Alameda is being able to bike around the island, and the slow streets make it safer. That said, I often only ride between 6-7am because cars and traffic are still so dangerous at other times of day. I'd love to see the Slow Streets expanded, made permanent and connected into a network.

I loved the idea during the pandemic but it has become so frustrating. If someone really wanted to live on a slow street then they should have bought a house on a slower street.

I never see anyone using the slow streets

I oppose private gated communities when I pay the taxes for their maintenance. If I'm paying taxes, I should have access.

Also. I think is very DANGEROUS policy to teach children it is ok to play in the street if they see no cars. VERY BAD!!! Short-sighted to teach bad behavior.

I own a small business that I operate out of my home. I typically used Versailles to get to the post office, bank and other business stops. I drive down neighboring streets which are narrower and carrying the burden that Versailles should be sharing. Perhaps these Slow Streets should not receive tax funding for maintaining them since they are now private streets. Not sure how this solves any COVID challenges. Adds another angst amounts to neighbors. Why these streets? If this program is to continue to would like my street to be the Slow Street.

I Prefer to expand the secure bike lane system around and through town and to make pedestrian crossings better marked and safer, rather than keep the minimally used slow streets.

I primarily bike and walk. I rarely to never see pedestrians walking in the street on slow streets. On my bike, I avoid them because have been almost hit several times by cars turning into slow streets.

I really do hope they remain and we will enjoy them continuously.

I really do love the idea of slow streets, but I don't think this program enforced/encouraged slower driving. Rather, it discouraged driving down a street altogether unless you lived on it. I think speed humps/bumps, roundabouts at intersections, or other means of traffic control would be more effective to slow traffic. I also think the streets chosen for the program should not be main thoroughfares like Versailles unless vehicle traffic will still be allowed to move through in some capacity. A more connected network of slow streets on the smaller streets surrounding the main thoroughfares would

I really hope this is something that can stick around, with greater protections from cars

I really hope we can keep these, they've been a great addition to alameda!

I really like the idea of them, but the only people it seems to benefit are the people who live on the slow streets (reduced traffic for them). I don't know of anyone else who goes out of their way to be on the streets.

I really like the Slow Street program. I think I would like it even if I lived on a show street. I like dethroning the car from its place of unnatural dominance.

I regularly receive packages from UPS, FEDEX and Amazon. Occasionally a larger freight vendor has to deliver an oversized appliance part to my location. Drivers who are infrequent to the area feel blind sided by the slow street barriers that don't appear on driving aps and have to be worked around. The regular drivers comment on the difficulty getting around them or the lack of safety they create as they exit their vehicles. The barriers incentivize impatient drivers to speed around them and cause blind

I ride my bike roughly 350 miles a week. I live and work in Alameda. I ride recreationally all over the city, and make it a point to visit sections of the city I'm not familiar with, while I do like the reduced traffic when I'm on a bike, I find them COMPLETELY annoying and dangerous when I'm in my car. I've had several near hits when people, or myself, are going around barriers while another vehicle is there.

I ride my bike to Alameda to eat and hang out here. I really appreciate the slow streets, as it makes my ride more pleasant. The main problem is that cross-traffic at some intersections barrels through.

I still see a lot of cars using the slow streets so I don't feel comfortable standing and walking in middle of road

I stop going, shopping and dining in Alameda downtown ever since the slow streets are introduced.

I support promoting non-car transportation options and am a big fan of the recent bike and pedestrian improvements, but I just see this further exacerbating the funneling of app-based drivers onto side-streets that are not slow streets. The choice of slow streets is also seemingly random and may lead to more questions that answers (e.g. "why not my street?"). I would support other options such as speed bumps and roundabouts. Lastly, unenforceable laws may lead to an overall lack of respect for law enforcement. What will stop random drivers from driving these roads? Dirty looks or confrontations from "Karens" will not deter drivers and will lead to an unhealthy community.

I support slowing down traffic on most streets in Alameda, including narrowing the massive cross-town streets down and making more green space. If there's enough emergency vehicle access we do not need streets large enough to drive a tank down

I sure would like Haight St between Constitution/8th and Webster

I think a permanent version of the slow streets could serve as a way to make Alameda more friendly to bicyclists and pedestrians. Some of the slow streets are already planned to become bicycle boulevards in the Active Transportation Plan, why not make the slow streets program permanent and jumpstart the changes to make the island more amenable to bicyclists and pedestrians?

I think Alameda Ave should remained closed.

I think creating a network is the single most important thing we could do for safety. My son is commuting by bike from Versailles to ACLC and I wish he could get all the way to the beginning of the bike path at Sweeney Park either via protected bike path or slow street without having to struggle to cross the busy streets.

I think it could be enhanced and be more tangible. That way everyone would understand it more. I often find myself in arguments with folks that honestly don't know how to use it, what its for, complain about seeing people in the street walking etc. More clarity would help

I think it's a wonderful idea! Let's improve it so even more people enjoy it. Better signage etc.

I think its time to get rid of them.

I think it's time to make walking and bike riding much more of a thing. Like Berkeley, some streets are just permanently slow.

I think some use these streets to cut corners knowing there are less cars on them so they can speed through. I would no longer walk in the middle of these streets (santa clara/pacific) since cars just drive on them like normal. Would need some police presence (haha, ya right) to actually make these slow.

I think that the slow streets program should be more equitable so that other Alamedans on other streets in Alameda have an opportunity to be on a slow street.

I think the primary focus for the traffic department should be on slowing traffic through traffic engineering and through enforcing the 25 MPH speed limit on all streets in Alameda and vastly improving the safety at uncontrolled intersections so that all Alamedans can have a higher quality of life and not just those who live on select slow streets. Reducing the lanes on Park Street has diverted traffic to the small parallel streets, such as Walnut Street, which were never intended to have the amount of through traffic that exists currently. There have been 2 fatality pedestrian accidents on Walnut Street at Lincoln and Walnut Street at Encinal in the past year. This is heartbreaking and unacceptable to the residents of Walnut Street, who have been reporting the extremely high number of accidents at the corner of Walnut Street and Lincoln to the Police and Traffic Departments for the past several years, so the issue is well documented. We would be so grateful if your full attention and Action Planning could be focused on our extremely dangerous intersection as well as other similar intersections that exist across the city so that all Alamedans can have a safe and secure quality of life

I think the best thing about the slow street program was that the residents of Santa Clara would have community building parties on Fridays. Instead of making slow streets ALL the time, just close a bunch of streets 1x month so neighbors could have street parties? Or rotate streets? I think it would feel more special and get more people using them again.

I think the choice of streets should be rotated. I think people who live/work on them should have priority opinion. I really don't see any major use of them for biking, playing or walking down the middle of them and in fact I think some of that is dangerous--not everyone slows on a slow street. The barricades are really ugly.

I think the only people they benefit are the people who live on the street. They have reduced traffic and probably b=more parking spots.

I think the program is good but there should be cops giving tickets out for cars speeding, not stopping at stop signs, and illegally parking against the slow street signs.

I think the program served it's purpose and should now be eliminated. The streets should be returned back to normal.

I think the slow streets made sense during the initial part of the pandemic. Now it doesn't. And keeping some slow streets is unfair to those who live on other streets where traffic is now diverted. It's not equitable and they should be removed.

I think the Slow Streets program makes Alameda a nicer place to live. It fosters a more community and walk able feel to neighborhoods. Even though I live on a slow street, I have never found it to be a hindrance to getting somewhere, I can very easily drive on a parallel street.

I think they are a great idea!

I think they made sense during COVID but not anymore.

I think this massively increases the rate of biking in the city and gets people outdoors more. I also think it makes it easier for parents to send their kids outside unsupervised, which is good for the kids and good for the parents. Alameda is small enough that there is almost no value in not having slow streets. Similar to how the 25 mi/hr speed limit on the island can really only add a minute or two to a trip at maximum, but massively increases quality of life.

I walk and ride my bike in Alameda regularly and I find that most residential streets are already SLOW streets because we just don't have a lot of traffic on residential streets. I thought it was silly to block streets. And so I made an effort to observe foot and bike traffic around my adjacent slow street and found that people tend to walk near their residences or other streets when making their way to a specific location, but they did not appear to go an extra few blocks out of their way to get to the slow street. The slow street only appears to benefit those immediately adjacent to it. I often see more people out on streets adjacent to the slow street. Again, most likely because most residential streets in Alameda are slow streets. I walk daily all around Alameda, and I rarely see cyclists take advantage of the SS and I do not and have not see walkers in the street.

I walk every day near or around slow streets and rarely seem them in use. They seem like a hindrance more than anything.

I was skeptical about this at first, but ultimately have really appreciated the program.

I who was born in Alameda 78 years ago. I have lived here most of my adult life, and am still amazed at the intelligence and foresight of Alameda's founders. Oh well, autres temps, autres moeurs.

I wish the city promoted them and available bike routes more. Too many people are riding bikes on sidewalks, particularly on Buena Vista, where cars regularly exceed the speed limit.

I wish the city would consider enhancing the slow street concept and combining it with the bike lane network across the island. Rather than having bike lanes on busy streets and reducing the number of lanes on those streets, designate bike lanes to slow streets. It would be safer for bikes and still allow for more traffic along car/bus routes.

I wish you were making streets easier for people with disabilities.

I work and live near slow streets on both ends of the island and really appreciate them.

I would like Alameda Ave (between Walnut and Willow) to be a slow street.

I would like it to be expanded to others. Would be great to have a network of slow streets.

I would like there to be a barrier on Marina on the High Street bridge side because cars speed over the bridge and then turn right to avoid the traffic light and go extremely fast down our tiny road. I live right at the fork of Marina and Windsor and have two young children- there are many young children right here and the cars are very dangerous.

I would like to add my street, Verdi St, to the list of Slow Streets. Cars use my street all the time to cut over from Lincoln to Santa Clara. Cars come flying down and kids can't play or ride their bikes because of all the traffic. All of my immediate neighbors including myself plus my dogs, have almost been hit from someone turning at full speed without even checking for pedestrians.

I would like to see 5th Street between Lincoln and Central to be turned into a slow street to provide safe walking and bike riding for residents and school traffic to Paden Elementary school.

I would like to see Alameda Avenue from Morton to Walnut made a slow street.

I would like to see what Berkeley has done and make one end of a slow street - bike blvd a dead end for cars but not for bikes or pedestrians. This would be permanent. I would greatly reduce through traffic which still exists and some times speeds up to get through the barriers. Not a good result for

I would love San Antonio Ave to be a slow street.

I would love to see 5th street become a slow street from central to Lincoln. Cars will speed between Lincoln and central at least 60mph we feel unsafe having a small child playing outside. Police never enforce the speed limit here it's lawless.

Taylor Avenue would also benefit there are many children and pets playing and would make for a magical Saturday morning.

I would love to see an expanded network - ideally one that connects the program to create a slow street loop, of sorts, within Alameda. I would focus on trying to connect the N/S routes via 9th street. Having to switch to traditional bike lanes on busy streets is not family friendly.

I would love to see more

I wouldn't want us to stop there! Protected bike lanes along main corridors AND roundabouts at busy intersections should be a priority! Start with Gibbons/Northwood/Southwood/Lincoln and Northwood/Buena Vista/Cambridge!!

I'd recommend placing slow streets on streets wide enough to allow a driver to redirect, there are a lot of 1 car width streets near Park. Also placing the more around schools, parks, and the waterfront makes it safer and the route more visually appealing to families, exercisers, and tourists.

I'm always terrified a bike is going to zip out at me driving home down Willow.

I've loved the slow streets. The slow streets + cross Alameda trail are making Alameda so much more kid, biking, and walking friendly. Thank you!

I'd like to see a rotation of Slow Streets after a few years, so that some different streets can also be designated as Slow Streets, if possible.

I'd like to see a slow street added mid-island to cross the dangerous Lincoln, Santa Clara, Central, and Encinal. Sherman could work, but at present it's not. Still too tempting of a route for car traffic to pile into this narrow street between Encinal and Buena Vista. A bike/ped-only barrier along the southern side of Sherman/Buena Vista intersection might help redirect car traffic to Barton and Bay.

I'd like to see the outdoor dining at restaurants continue. This is a great amenity for residents and, I hope, restaurant owners.

I'd love to see these become more permanent and aesthetically pleasing (like Berkeley's Bike Boulevards)

Completely culling cross-town traffic would be great. Wondering if a couple ideas have been considered:

If a car is stopped at a slow street corner and sees an emergency vehicle coming up an avenue they will stop and block the slow street and keep the emergency vehicles from turning onto the slow street.

Slow streets inhibit emergency vehicles when a few seconds could save a life or save a home!

Slow street are cumbersome and place drivers in jeopardy to oncoming traffic when going around barriers.

If continued, should have local input in decision

If I can't use a street, reduce my taxes!

If making permanent, maybe make the speed limit ~20mph. Also make the barriers more permanent

If slow streets are to continue the city needs to change the way her into a slow straight. Entering into a slow street on the wrong side of the road is dangerous, problematic, and confusing to drivers and walkers and bicyclists.

If the choice were between having some streets be sort of slow sometimes (which is how I would describe the current program) and having a few streets be fully shut down more infrequently (e.g., every Sat or every other Sun or whatever), I'd opt for the latter.

If the decision is made to keep this program, I recommend rotating it to a different set is streets. I'd also decrease the number of blocks (length) devoted to the program.

If we could add a stop sign one car length before the intersection, it would help navigate crossing through the intersection

If we keep them we should move them around, so the negative impact of those around slow streets and the benefits of living on, and negative impacts of those around a slow street are shared by all.

If we want to increase biking and walking in the city, it is critical to have safe ways in place to do that. Slow streets are one option. More dedicated bike lanes could be a great long term option. But let's not lose the Slow Streets until we have other options in place.

If you absolutely need to have slow streets (is there associated grant funding?) then place them on the least trafficked streets in the city. It's not feasible to turn Alameda into a car-free city, despite the claims of the mostly young, white and male bicycle lobby. The vast majority of us with jobs, health issues, children, and other responsibilities need cars since we don't have a BART station (or time to go to city Council meetings or lobby staff). And yes, I did commute for years by bus - it took 4 times as long

If you are keeping slow street give them a smoother surface for skating. It feels like the streets were picked without much thought.

If you cannot get drivers to slow down (via ticketing or speed bumps) then remove the slow street as it promotes a false sense of safety.

I'm a former (and maybe future) island resident. My husband rides his bicycle from our house off-island to his work at a retail store on the island every workday. I worry about him being killed by a driver. Please continue to make the streets safer. It makes my husband safer, and makes us more likely to want to move back.

I'm a property owner in Alameda and as someone who plans to live here for decades, I'd love to see more slow streets.

I'm about three blocks from a slow street, so none of the answers applied to me.

I'm ambivalent about the value of the slow streets, I think the benefits they provide are marginal. But if they are to remain they need to be properly implemented with non-movable barriers and other measures that significantly impede any traffic on the block. As they are today, they're borderline i'm okay about making these slow streets, but there are far better ways of doing so than putting barriers (which I've noticed that not even the POLICE abide by them, let alone delivery drivers/FedEx/Amazon.). Instead of barriers, I would totally support SOME speed bumps. (However, these don't make sense on any block with two stop signs bookending it.)

I'm really tired of traffic being diverted to already busy streets and parking congestion caused by diverting parking away from slow streets. We already live in a town where it's supposedly 25mph. If everything is open, why do we still have slow streets? Their purpose is done.

Implement slow streets for weekends only.

Improves property value on the slow street. Great for them, not for the rest of us.

In a city where egress and ingress was already difficult due to population density, coupled with an intense increase in building, this program makes no sense. While the desired end goal is noble, the practical end result is INCREASED traffic on all other roads and ever more agitated drivers who feel more of a need to speed thus eliminating the goals of the program and putting pedestrians, bikers and

In general I'm in favor of the city making biking easier for everyone, but unless there's a larger network of these streets, then they just seem like a novelty.

Also, I worked for a few months near Page Street in San Francisco and it was so popular. I think that's why I find the slow street near me so underwhelming. Not only was the street in great use by pedestrians and bicyclists, but there's cool art around the barriers. Our barriers are ugly and again, not a huge uptick in bicycle traffic.

In general we need APD to do more work to make traffic safer. People regardless of the slow streets drive well OVER the 25 mph that is the speed limit through most of town and I NEVER see police patrolling traffic. (In fact we see them doing donuts on their motorcycles on Clement rather than managing the speeders and dangerous drivers on Buena Vista).

In general, it would be nice to allow/encourage reclamation of the street further (i.e. now that cars are discouraged, improve the look and functionality of the street by encouraging parklets or something like that along the sides of the street.

In our own experience and within every single people we talked to, the Slow Street Program is an absolute success.

install more roundabouts to encourage slow streets without barricades

It cause more danger for human and animals.

It creates unnecessary frustrations when being diverted

It diverts traffic onto the other side streets. I don't live on one of those other streets, but I'd be upset if

It does not help anything and it is a waste of resources.

It has been a mental health blessing to be able to walk and bike so frequently and more safely during covid and it's something I want to continue to do far past Covid. I have enjoyed seeing many community members using the street for this purpose and, as a driver, have had no negative impacts from the slow streets anywhere on the island.

It has been great to be able to ride my children in our bikes along the slow streets. We usually take the streets with the bike lanes but sometimes go through the slow streets as well. Would like the slow streets to connect to the new streets with protected bike lanes.

It has been problematic at times to get around these closures. The changes you have already made on Webster and Park make it impossible to get down those streets without issues. Who decided THAT was a smart idea? These closures make it more of an issue. I hardly ever saw anyone (children or adult) walking/biking on the closed streets whenever I passed them. What is the point?

It is a pain. Remove them

It is a street. Cars should be able to drive on it.

It is a wonderful program and everyone I know really enjoys the slow streets and we all want to continue them indefinitely.

It is an annoying waste of time that benefits VERY few and inconveniences many. I fail to see how a few blocks here and there helps pedestrians who can walk safely on a sidewalk or a bicyclist who would almost always need to go out of their way to ride on closed street. In addition vehicles must use other streets increasing the traffic on those, sometimes increasing the distance of travel also. Stop this meaningless gesture and go back to normal.

It is disingenuous to push more construction while creating traffic bottlenecks. The lack of police protection has made people fearful of public transportation.

it is unfair to the drivers who pay for the streets and to those that live on the streets where the traffic is diverted

It should rotate streets or else simply unfair. Shunts traffic nearby while residents of slow streets get more traffic. Should focus on areas of high population concentration. Or can just exist around parks etc.

It was a terrible idea. Please end it now.

It was really nice walking on a slow street! reminded me of long ago New York City had some slow streets, charming, and with time those became permanent.

It would be better to have walking districts — like when Park Street and surrounding blocks close for the Art & Wine Festival.

It would be great to have some community events along those streets (similar to Sunday Streets) to activate them with pedestrians, bikers, kids, more.

It would be great to have two smaller barriers instead of the really long barrier that is in use today. That way, bike riders and strollers could more easily enter without having to swerve around the barrier, making it safer for everyone.

It would be nice to have more crosswalks, maybe flashing lights and/r flags to cross both Central and Encinal - I'm always very nervous crossing as a pedestrian and in my car. Or speed bumps or rumble strips on on Encinal and Central. Cars go too fast!!!!

It's a great idea. Add more! And please do more traffic enforcement in Alameda, drivers are crazy out there. Racing on Lincoln, the base, running stop signs, it's bad.

It's easy for cars to go around a slow street. It's silly that the slow streets aren't better connected

It's important to have access for cars to slow streets, so please only block every other intersection, so it doesn't feel like you are breaking the law to get to an address.

It's ok but always have bikers on non slow streets not using the slow streets - what's the point?

It's time to let us use the roads they way it was intended. Drive!

It's a great program and we have so many parallel streets, so I can't see why it would go away.

It's a great program. I've really enjoyed using these streets and hope the City continues the program.

It's been wonderful for bike riding and social distancing.

It's fantastic. I love it.

It's great...keep it up!

It's hard to go one block over to Lincoln Avenue, the exact opposite of an oasis, as it is treated as Alameda's central freeway, especially at rush hour, where the visiting toxic car culture of cruising noisily modified vehicles, speeding excessively, toxic emissions, noise pollution especially from fire engines and ambulances sirens and commercial vehicles building different developments in town all culminate to create Alameda's blight of urban sprawl right in front of the people who have to live in homes on Lincoln Avenue. If there is any street that needs altering in the City of Alameda for a better quality of life, it is on Lincoln Avenue! The only way to mitigate this Avenue of toxic urban sprawl is to narrow this road and widen its sidewalks to accommodate parklets to dampen this toxic car culture that runs through the City of Alameda.... As one who lives on Lincoln Avenue it is a very toxic both in mind and body and a painful Avenue to live on.

It's not a good program and serves no purpose. I have proof. I see nobody on the roadway daily.

It's safer for pet walkers, too.

It's time to move, remove, or change the system.

I've been riding a bike and walking the island the entire 27 years I've lived here and would like to see more improvements like this for peds and bikes, especially near the business districts where it's trickier to ride a bike. If there's a way to make a network of Slow Streets - not just parallel but connected, that would be great. I'm happy to see more people riding bikes on the island but we shouldn't be segregated to the new 'bike paths'.

I've enjoyed strolling the Slow Streets with my friends who have small children. It's safe and enjoyable!

I've lived on the Lincoln Freeway for 50+yrs, and have watched the traffic speed both ways, without police intervention. No one cares & I'm tired of it... traffic is out of control throughout this city. 100% unsafe with crime & no punishment !!! 🤔

I've noticed the slow streets are not being used 95% of the time by people. Open it up to back to normal traffic.

Just get rid of!!!!

Keep fighting for these and other bike/ped improvements. Please consider the Dutch woonerf style of streets.

keep it

Keep it up. Get drivers to slow down. No one is driving 25, not even the police. Go back to ticketing speeders

Including bike riders racing through red lights.

Keep prioritizing safety and comfort of people outside of cars!

keep reminding residents that they are making themselves and children safer, even if they don't have

Keep the program. Expand the program so you can travel all throughout town on safe slow streets

Keep them, make them nicer looking, make more

Keep up the good work!

Kids actually play safely in the street...the street is much quieter...I can see no reason not to continue the program...

Let's get back to "normal" and put this and other programs behind us. I'm not one who is denying the reality or impact of the pandemic but slow streets are not helping.

Lived in Versailles for 4 years and during the slow streets have had property stolen from us 3 different times. Ineffective and the program is being taken advantage of.

Love em.

Love it!

LOVE it! Let's keep it.

Love it, especially on Santa Clara. Either that or make more bike lanes on the west end that connect to the rear of the island.

Love running on Slow Streets.

Love slow streets, barriers need to be better though (they are often run over or knocked down).

Love the program, expand it!

Love the program, makes a bunch of sense for Alameda!

Love the push to make our city more bike and pedestrian friendly. Alameda proclaims to be family friendly but our auto dominated streets say otherwise. (Do love our parks and the new Cross Alameda Trail - thank you!)

Love the slow street program! Wonderful seeing our community walk through our neighborhood. It would be helpful as stated above if the barriers and signage are permanent. With climate change, we should continue to promote/prioritize walking and biking.

Love the slow street. I have gotten to know so many neighbors because of it and feel a greater sense of community.

Love them and want more

Love them but wish cars wouldn't drive on them. Maybe half of the street is for slow the roads and other half could become a one way road for cars?

Love them!

Love this program. Hope to see it continue. We have too many streets devoted to cars, and can sacrifice a handful of them to make better bike and pedestrian access.

LOVE this program...makes biking with our kids so much safer and more fun. Still have to be super careful though - i know a kid who was hit on their bike on Pacific...people drive too fast in general and with all of the stop signs it is confusing! More signage and blockades would be great. Really appreciate the city putting this in place and keeping it, thanks! 300 Block of Haight resident / home owner

Made sense during the pandemic but not now. Please remove them as soon as possible!

Make a network please. Consider adding San Antonio and 9th. But slow cars down and stop the cheaters who ignore the local traffic signs and still fly by. Consider beautification options and allow neighbors to adopt planting zones to beautify permanent barriers.

Make all of Alameda streets slow streets. The increase in speeding cars over the past few years has been absolutely insane. More flashing pedestrian crosswalk lights, More posted speed limit signs as well as painted on the pavement, More digital speed signs like the ones they have in Oakland. They flash white and it grabs your attention - like a photo enforcement device @ intersections.

Make Marina > Windsor Drive a slow street, especially from the direction coming off High Street Bridge. A lot of cars are using it as shortcut to Fernside and especially dangerous to the residents.

Not to mention the neighborhood can use a slow street with minimum impact to businesses!

Make Marina/Windsor a slow street

Make more!

make more!!

Make Otis between Broadway and Park a slow street. Or at least find ways to slow down the cars, people rip through the street, and crossing in the ped cross walks is still dangerous. Me, my wife and my infant baby were almost struck by a car who decided to try and go around a car that stopped for us to cross and they swerved into the suicide lane to go around, and slammed on their brakes once they saw us right in front of them.

Make Pearl a slow street. There are many more apartments and condos on Pearl, with more cars than Versailles, that would be a better fit for a slow street.

Make people slow on Lincoln Avenue like installing Speed Bumps as people are frustrated driving from slower speeds of Pacific and also Santa Clara. There's a lot of speeding in noisy cars that may hit bicyclists, parked cars or pedestrians.

make slow streets into parks with a single lane of car traffic (one way), bike lanes and walking lanes.

I am old and cannot walk more than a block or two, so car access is important to our age group. But I endorse the idea of "park streets."

Make them permanent

Make them permanent!

Make them permanent!

Making something that was done as an emergency "health" program "permanent" is dodgy as hell. Further the one near me is used only periodically and in patches. Having walked the San Jose portion that also seemed under utilized.

Beyond that teaching folks to not be mindful in the street seems... less than ideal.

Many neighbors are not happy with the slow streets. Barriers are unattractive and a hazard.

Many stop signs along Slow Streets make it less appealing on a bike.

Marina Drive and Windsor Drive are both shared one lane streets and should be converted to "Slow Streets". Non-residential traffic travel on these streets at a dangerous speed.

Maybe repave some of the portion to make it safer and skateboard/rollers/ scooters friendly

Maybe the city government should have the people VOTE on this not the communists that make up the council. They are not in touch with reality.

Mixing cars, delivery trucks, firetrucks, police, pedestrians, bikes, etc. on one street is a dangerous combination that's no longer needed. People can walk on any sidewalk, even their own. Bikers can use the trails or streets with bike lanes. What is the point of reconfiguring streets for walkers and bikers when they're all directed to a slow street post pandemic? I also question why those who don't live in Alameda are allowed this survey. Not fair to widen positive responses outside of us who live here and who are directly impacted. I suspect that residents' negative feedback means nothing at all and, therefore, automatically dismissed - please prove me wrong! I also think it unfair that Council Member John White Knox has any say-so to the decision to make slow streets permanent in any form. He's the stated advocate for the Bike/Walk organization that originally and self-servingly petitioned for slow streets in the first place. He and anyone else at City Hall who is a member or supporter of Bike/Walk is obviously biased! One last comment, Pacific Ave was named a Bike Trail only because of its proximity to the Del Monte Plant renovation. Pacific Ave is a residential neighborhood no different than any other in Alameda. Again, no consideration from City Hall for the residents who have to live Model design after Berkeley, making streets one way or dead end to make them clearer to navigate.

More please! People drive too fast here and slow street make the community walk more.

More regular street sweeping will make it nicer for biking and scootering. All bike boulevards should be reviewed for if street paving is needed for safety.

More should be done to actually slow down traffic. Many people just zip around the signs and go faster down the road to make up the time. I have seen much less people walking in the road on Slow Streets

Moving traffic off one street to another only increases traffic for some but makes a negative impact on other streets. Everyone should feel safe on their block and the city should work to make that happen and not only give it to a few.

My comments about San Jose Ave. apply to all the slow streets.

My mom watches my children and lives on Pacific, hence my opinions of that location.

My son lives on Pacific and I often have to go to his house, and it feels unsafe every time. Also, I rarely see pedestrians even using it.

My wife, kids, and I have all been very pleased by the Slow Streets and the Commercial Streets programs. The last 18 months have not been easy for anyone, so some of these small but meaningful improvements close to home have been very welcome. It's also great to see temporary projects being aligned with longer term goals like the overall city bike network. These projects were motivations to me buying a bike and a kid seat earlier this year, and switching to that for taking our daughter to preschool by bike instead of car.

Speaking of kids, please do also consider how interventions similar to the slow streets could be used to improve the experience for kids going to school. For instance, how about closing the three blocks that

N/A

n/a

NA

Nearby streets heavily impacted by slow and commercial streets. Alameda has done nothing to alleviate this in any way shape of form, and nothing to even monitor the increase. The slow streets need to be on a rotating basis and include some of the heavily trafficked streets that have gotten MORE dangerous because of people finding alternate routes.

Need to stop people driving through and speeding on these streets

Needs to be a better way of controlling traffic flow on slow streets. Too confusion at the stop signs.

Needs to be more permanent, rather than a temporary barrier. Would ask the neighborhood to contribute to its development. I would offer up time and money to contributing.

Needs to stop

Nice idea but poorly implemented. No consultation with people affected by the program.

No justification for continuing the program, nor is there an emergency basis for avoid normal

no matter how many streets you block off, cars will still navigate around the barriers and use the streets as they see fit. This is only providing some people the illusion of safety.

No matter when I drive by a slow street, there's never anyone using it. There are no kids playing in the streets, non people walking, etc! A total waste!!

No one uses the slow streets as intended. I have yet to see anyone using a slow street for any activity other than driving a car.

More importantly: The introduction of slow streets forces auto traffic to use adjacent streets. Alameda and other older communities with a uniform grid of two-way streets allow a high number of random traffic patterns. This feels better to pedestrians than more modern suburban cities that have cul-de-sacs and small streets feeding larger streets, which feed larger ones, and none of it feels walkable. Disrupting the existing uniform grid forces traffic to the surrounding streets, which become overloaded. This irritates drivers, and leads to higher speeds on adjacent streets.

Don't turn Alameda into another ugly suburb. Keep the feature that makes Alameda special.

None of the slow streets actually slows down enough cars that do make their way onto the street. It prohibits and restricts ingress and egress but then it doesn't seem to make a difference in terms of automobile speed.

None

None.

Not a fan

Not a fan of these - people hardly use them for walking/biking- they look horrible.

Not all of the intersections have slow street signs and I think that this is confusing to cars and walker/riders. Please make this program permanent. There's been a ton of growth in the city and this keeps it family friendly and safe.

Not fair to other streets to absorb that traffic.

Not fair to the entire community to keep the slow streets only in the areas designated. It is better to move around . Pick 5 new streets to close for a year....

Not happy with many changes the city has made in the city.

Now that life has returned more towards normal, the slow streets seem under utilized and not useful. The slow streets seemed popular for like a month. Their continued use only provide a potential benefit to those on the street as a way to route traffic onto other streets. This seems inequitable and it's time

On Willow within one block of Pacific

Only benefits the people who live on them, difficult when you need to access a business (like Encinal Hardware), people who live on them act like it's their private street and are rude, and streets are not really needed for pedestrians now that we are progressing with vaccinations and being outside without

Open all slow streets,not needed anymore, schools are open as well as athletic programs. They are ugly and a hinderance to the flow of traffic.

Other current slow streets may also want to share being a slow street with other streets in the neighborhood by swapping back and forth on even/odd years. The Versailles slow street is unique in that it is the only one of the 4 streets not on the old naval base that runs south-north therefore crossing major thoroughfares.

Our family uses Slow Streets almost daily since the program was implemented. Please make them permanent!

Paru needs to be replaced due to too much traffic has torn up the road—we are also experiencing more crime in area of Paru and Lincoln

People are speeding through Alameda. My greatest wish is to have radar or speed cameras throughout Alameda to discourage speeding, more speed bumps, and more bike lanes. This way it would be safer for cyclists and kids on the neighborhood streets.

People aren't following the rules anymore anyway. Remove them.

People drive down Pacific as if the slow street signs weren't there. It's totally unsafe to walk in the street there.

People drive way too fast in Alameda. On all streets! And its folks that live in Alameda that are the problem. Not outsiders!! So city officials and APD get you act together and do something about the overall safety of our streets! Stop blaming the people in Oakland for our problems.

People seem to ignore them frequently and still drive through the streets at a high speed. Traffic is less but there are people using them that don't live on them.

Perhaps use rumble strips as a reminder to drive slow at the entrances. I think more slow streets would make sense to improving the community feeling of community. Ive seen parades of bikes and families on these streets and really make the neighborhood feel like home.

Perhaps we can connect the slow street program with more community events. A question was asked about the bandstand at Chochenyo park at a recent facebook post, the city of Alameda account said they would respond, but they never did.

Personally I feel the Slow Street Program has not done much for the city.

Most important is to get the auto traffic to slow down! More police on the streets to give tickets to the speeders!! It is dangerous driving out there!

Please add more! Bay Street would be great.

Please block off the High st bridge and Marina intersection. People use it to avoid the lights at Fernside, and also drive very fast down our very small, family abundant street.

Please consider making Gibbons Drive a slow street. We would welcome that near High street especially! Consider how lovely it would be to safely ride your bike down this beautiful tree lined street!

Please consider removing slow streets around school blocks at least. I am very concerned that there will be a traffic collision or pedestrian incident with the slow streets barriers and confusion around

Please continue and keep this program, it is so helpful and makes so much sense to build community and a more walkable/bikable alameda.

Please continue and make more permanent barriers.

Please do not allow the ardent pro-vehicle contingent to take away these new assets! We should be laser focused on converting more roadways to pedestrian zones!

Please end this program.

Please end this ridiculous program. If you want to focus on slowing down traffic and making roads safer, focus on the hooligans speeding up and down Park and Webster on a daily basis, instead of making it more difficult for residents to get around town. Also, the bike agenda is going nowhere. Alameda is not Berkeley. Hardly anyone utilizes the bike lanes, all they have done is impede traffic flow further on an already congested island. Cars are not going anywhere. Make life easier not harder for
Please enforce the speed limits more in our city. So all streets are slower! This is a stupid, ineffective idea for the overall situation of slowing down traffic. It just creates problems.

Please expand slow streets to Bay St.

Please implement a slow street program on Marina/Windsor streets. Too many crazy drivers are cutting through to avoid traffic on Fernside.

Please keep and enhance the slow streets so more bike riding families can get around the island safely and enjoyably.

Please keep it going!

Please keep our slow streets. There are plenty of other streets to use for cars.

Please keep slow streets

Please keep the slow streets - they make riding bikes with children a much much better experience all over Alameda. They are environmentally friendly and promote social cohesion - I see and meet so many fellow Alamedans on the streets.

Please keep the slow streets and form a better network for walkers and bikers to navigate our great city. The program is far superior and safer to the continuation of taking lanes away from car on busy streets in order to build new bike lanes.

Please keep the slow streets. We have hundreds of children biking to/from school. We have many other community members, with mobility issues, using the streets to walk, scooter, bike. It has been tremendously helpful to have a "safer" space to bike with young kids.

Please keep the streets slow and take additional measures to make them safe

Please keep them and make them connect across the central part of the island we already have White Plains that service the south shore and now the north shore

Please keep them with the addition of all the condos behind Target and on Clement car traffic is getting scarier and scarier. Even with bike lanes it is wonderful to be able to walk/bike safely from Sherman to Park Street. There's no real super safe way to do that right now.

Please keep them! They are fantastic!

Please keep these in place to provide a place for people to move about safely outside of cars. We're in a climate emergency and we need to provide non-car-specific routes.

Please keep this program

Please keep this program and make it permanent!

Please keep this program, expand it if possible and make the barriers more permanent. Please, also, make an effort to deal with increased traffic on streets that neighbor the "Safe" streets to ensure that potential negative impacts there are recognized and responded to.

Please keep this program. I run before dawn each day, and the slow streets -- particularly San Jose/Morton -- give me a safe place for this socially distanced form of exercise.

Please keep this program. We need to keep Alameda livable and build communities and neighborhoods

PLEASE make 5th St a slow street. between Lincoln and Central Ave is used for motorists to speed down. The speeding traffic effectively makes the street a barrier in the neighborhood, undermining the sense of community. It would make a profound impact on the neighborhood, as this stretch of 5th st is one of the primary pedestrian, dog walking and biking routes that people take to access the waterfront (via crown harbor HOA public path towards crab cove).

Please make Bayview Drive on the East End a slow street! People drive way too fast on it and this street is full of little kids. Thanks.

Please make more and make them permanent feeling with things to slow cars!!

Please make slow streets permanent. I would suggest permanent barriers that make it difficult for cars using the street as a shortcut to weave through.

Please please keep and expand the network -it has promoted outdoor healthy exercise for our family bc we feel safe being outside and more protected from through traffic.

PLEASE PLEASE PLEASE add more of these, they are ****amazing**** and have made my experience of Alameda so much better.

Please police the slow streets. Cars are ignoring them. Particularly at rush hour or school drop off

Please reduce the number of lanes on Otis Drive between High Street and Broadway (return it to one lane in each direction), and put a safety island barrier at Otis Drive and Mound Street so that children can safely cross the street to get to Krusi Park and Otis Elementary School (like the safety island recently installed on Otis Drive near Fortress Isle and Lum Elementary School).

Please enforce the 25 mph speed limit on this section of Otis Drive, there is no speed enforcement.

Please hire a crossing guard at Otis Drive and Mound Street, so that children can safely cross the street to get to Krusi Park and Otis Elementary School.

Thank you.

Please reduce the number of lanes on Otis Drive between High Street and Broadway (return it to one lane in each direction), and put a safety island barrier at Otis Drive and Mound Street so that children can safely cross the street to get to Krusi Park and Otis Elementary School (like the safety island recently installed on Otis Drive near Fortress Isle and Lum Elementary School).

Please enforce the 25 mph speed limit on this section of Otis Drive, there is no speed enforcement.

Please hire a crossing guard at Otis Drive and Mound Street, so that children can safely cross the street to get to Krusi Park and Otis Elementary School.

Thank you.

Please reduce the number of lanes on Otis Drive between High Street and Broadway (return it to one lane in each direction), and put a safety island barrier at Otis Drive and Mound Street so that children can safely cross the street to get to Krusi Park and Otis Elementary School (like the safety island recently installed on Otis Drive near Fortress Isle and Lum Elementary School).

Please enforce the 25 mph speed limit on this section of Otis Drive, there is no speed enforcement.

Please hire a crossing guard at Otis Drive and Mound Street, so that children can safely cross the street to get to Krusi Park and Otis Elementary School.

Thank you.

Please remove all slow streets in Alameda. The signs and road blocks look terrible and are a distraction to looking at the beauty of Alameda.

Please remove all slow streets.

Also, your bias is showing in listing possible positive responses before negative ones.

Please remove them all. There is no need to block off entire streets for pedestrians to cross when 1) vaccination rates in Alameda are high 2) most people in Alameda practice mask wearing or actively avoid others if they do not have masks and 3) it's extremely dangerous for car drivers being blindsided to pedestrians who may be nearby. Instead reenforce speed limits by having signs up. This program is an extreme menace to society.

please remove these at once. it is so unsafe.

Please retain Slow Streets and expand/increase them. It's a good way to ride/walk safely, walk with friends and pets, one sees and meets and greets more neighbors on Slow Streets; we really need to develop and enhance our sense of community here in Alameda. We will all benefit, and I truly think Slow Streets contributes to this ideal.

Please seek to control (patrol?) the speed of cars on streets parallel to slow streets. Gibbons between Lincoln and Santa Clara is particularly dangerous, especially for cyclists. rooted streets don't help.

Please select streets that aren't only in affluent neighborhoods. Who wouldn't want the noise of traffic reduced drastically on their street?

Please take it down today! It's so dangerous!!!!

Politically correct, and of obvious benefit to property values for home owners on the street. But consider all users and of more importance the consequences for the already overcrowded streets.

Privatizing public streets in the name of environmentalism and traffic reduction is absurd. It is not fair.

Provide a one block slow street at Marina/Windsor west bound at High Street.

Put more 4 way stop signs on cross streets & stop messing the flow of traffic with these huge bike lanes ! Such as Shoreline... their are not that many bikes in alameda in use as you would like us to think ! Plus...not 1 in 20 stops at a stop sign as the law states...!

Really enhances the quality of life and safety for my family to walk and bike around Alameda. My neighbors and my family enjoy being able to socialize safely with space for children to play on our nearest slow street without the dangers of speeding auto traffic. HUGE quality of life benefit!

Really nice program. Generally Makes me feel safer having my kid play out front.

remove all

Remove all slow streets.

Remove all. Unnecessary.

Remove immediately we have shit to do

Remove it.

Remove them all!!!

Residents on 5th Street are concerned about traffic on 5th especially from Lincoln to Central. The Crossing from one way Taylor across 5th is extremely dangerous for School kids using it twice a day. Making 5th a Slow Street is the Quickest and least expensive way to accomplish this. Protecting our Children must be our TOP Priority.

restore the part of the slow street that was removed by the council member. add more slow streets.

Ridiculous

Rotate slow streets with other lower traffic streets (Versailles vs. Pearl, or other parallel streets). Why should Versailles be the only one that benefits? Don't make them all slow streets though, that would cause worse traffic on the main arteries.

Rotate which streets are slow. Or get rid of the program. It hinders getting around town. And it causes the nearby street to be more busy and traffic faster. Also main corridors should never be slow streets, like most of the current selected slow streets are. Residents should have a say or vote on which streets are selected. For instance, I'd like my street, Liberty Avenue, to be slow, as cars zoom down our street to avoid the light at Santa Clara an High. Maybe rotate my slow street with Garfield a few times a year.

San Jose was made a bike lane a few years ago and it's made it difficult to get out the driveway some days. And then it became a slow street, and now the intersections are hazardous. It has not slowed down the drivers who use this wide street (who don't live on it), they get through the intersection and drive crazy fast still. I would suggest smaller side streets be slow streets. I also suggest that the intersections are clearly marked to keep cars far enough back from the intersection to allow people to have a four way stop - it can be confusing and unnecessarily frustrated the way it's set up now- mostly

See above re adding San Jose from park to Broadway or at least a part of it

See comment about Eagle Avenue above. Alameda needs (1) an ordinance saying that trucks above a certain weight are not allowed on residential streets (or for no more than one block). Alameda needs an ordinance saying that commercial construction work cannot take place Before 8:00 Am, after 6:00 pm, and NOT ON SATURDAY OR SUNDAY. We on the Buena Vista corridor are bombarded with NOISE, DUST, MORE NOISE, TRUCKS at all hours. It's becoming intolerable and is totally unnecessary. If building is going to take place, PROTECT THE QUALITY OF LIFE FOR YOUR RESIDENTS. thank you.

Seems a lot of what is presented as ideas have European design bases. I have travelled extensively in Europe...Alameda and its parklets and slow streets cannot come close to imitating the cobblestone court areas of Europe.

Seems like a great benefit for the people who actually get to live on a slow street, not a great benefit for those who don't and in fact it's a problem because we have more traffic on our on the street. I do like being able to walk down the middle of the street with less traffic, however it seems that this would be better on a commercial Street rather than a residential one.

Set up a police officer on slow street to pull over speeders

shorter streets that intersect with existing slow streets - Gibbons Drive, Chestnut, 9th Street, and Morton would be good to include in the Slow Streets program

Since there is no actual enforcement of slow streets, there are still speeding cars on San Jose as we have witnessed between Oak and Walnut.

Slow street needed on Haight between Webster and 9th street. I live within a block of here.

Slow Street program is a great idea. Please keep. expand when you can. Now that COVID is getting worse, our ability to feel safe with our families on our streets is more important than ever

Slow streets are a good idea--especially during the pandemic. But current means of blocking off streets are confusing for cars which makes it unsafe for EVERYONE as cars may speed to try to cut over to the street at odd angles. There are often better methods at creating safer streets and in general I don't feel that slow streets are the most worthwhile investment.

Slow streets are a powerful, affordable, way to build a viable bike and pedestrian network. Keep them slow, safe, and happy!

Slow streets are being taken advantage of. People living on these streets will sit in the middle of the streets like they own them and give dirty looks if you try to pass by, even if you live on the street.

Slow Streets are crucial to help meet Alameda's goal of reducing car trips across the island. Their success long-term will largely depend on their ability to get people safely and easily walking or biking to useful/interesting places, like grocery stores, restaurants, cafes, etc. We should do everything we can do improve the experience of using a slow street but improvements to crossings AND connecting slow streets into a cohesive network is imperative. It's worth it to slow down traffic at intersections (such as Pacific and Grand which doesn't have a stop sign or any traffic calming measures) in order to prioritize pedestrians/bikes on the slow streets.

Slow streets are great and encourage more walking and biking activity. We also need to do more to make them even friendlier to pedestrians and bikers while limiting the vehicle traffic. Making them one way streets for vehicle traffic would be a step in right direction.

Slow Streets are the best. Thank you, Alameda City! The Slow Street program improves quality of life and makes Alameda a better place to for residents and visitors by reducing noise and air pollution and risk of car accidents. There are plenty of other streets for motor vehicles to use. Keep and expand the Slow Streets please.

Slow streets aren't in fact slow at all. As the pandemic has progressed and people have returned to their normal daily lives all these barriers have done is create a cluster F#*+> for people moving around town. The utopian view of some city staff of turning Alameda into a bike freeway is demented. You are high on yourself if you think Shoreline is improved in its current state. Look at statistics . More pedestrian/vehicle incidents now than before it was ruined. Why repeat the same mistake? Truth... people have to drive for work. A contractor doesn't ride their bike to work. UPS didn't ride a scooter to deliver your package. ACI doesn't love blocking traffic while doing their job. I'm willing to bet AFD loves Slow streets aren't the problem but the building of mega housing is without any infrastructure to get on and off the island. That is absolutely ridiculous.

Slow streets can lull walkers, runners, and cyclists into thinking all cross streets have stop signs but this is not true, e.g. Pacific at Paru. A warning sign would be helpful at the few intersections where this Slow streets create a false and unfounded sense of safety

Slow Streets doesn't work, its the fantasy of SF refugees who love a transit model that works in Denmark, but not here. If you want people to drive less in town, build an electric trolley car loop (no fancy islands like SF's Van Ness, just simple street tracks) running;

Otis>8th>Central>Main>Atlantic>Webster>Lincoln>Park and back to Otis. Use a vintage aesthetic for the street cars and everyone will get behind it. Stop fighting Alameda's love of character and instead Slow streets encourage contact with unrelated people. This goes completely against all logic, common sense, and is in direct conflict with current health guidelines from state, national, and international agencies. The worldwide data has shown over and over and over again that close proximity to large groups of unknown persons accelerates the spread of disease rather than limiting it. Please eliminate this program at once.

Slow streets has nothing to do with COVID . It is just a ploy by people who want to pressure the community to use public transit and bikes. But not everyone who lives on Alameda can find work that is local , or accessible by transit. Side walks are separate from streets for a reason.

slow streets have made it so much easier for me to go biking with my kids (and to teach them how to ride safely!). i'd love to see them stay!

Slow streets increase the daily quality of life for just a select few residents lucky to live there. All surrounding residents will pay with more auto traffic daily and a reduction in their quality of life. This program is ill conceived.

Slow Streets is a great program that was crucial during lockdown. It provides a safe place for adults and children to bike, walk, and run. We don't need to get in the car to get some exercise. I really hope they becoming permanent and get improved into a network.

Slow streets is an attempt that is on the one hand heavy-handed (e.g. totally banning vehicles not just reducing the speed limit) and on the other inadequate. Needed is a network covering the city where people can walk or cycle without intersecting vehicles. That means a lot of work on making road crossings away from intersections -- e.g. ped+cycle crossings 30-50 yards from the intersection, with signal triggers available to cyclists as well as pedestrians -- and I don't see that work in hand or planned or considered.

Slow streets like masks are symbols and consequences of the pandemic. It would be relief to do able to move away from their existence. Slow streets were to ameliorate the consequences of shelter in place and the lack of access to public places. Those provisions and restrictions no longer apply.

Slow streets make Alameda a more livable city. Every city should have them. Beautify the barriers and make them more permanent.

Slow streets near Jean Sweeney park. More deworming od slow streets

Slow streets should be permanent

Slow streets should stay !

Slow/discourage cars more and connect them.

So excited for and absolutely love having this growing pedestrian and bike improvement in our city!
Thank you Alameda!!

So glad that this was implemented! As a parent I really appreciate knowing my kids are biking on slow streets.

Some of the slow streets don't strike me as being ones that need much slowing. The City should look at streets where speed is a problem and consider making them slow streets

Some of us do not have the option of not driving.

Also, beyond the 25mph speed limit, these additional restrictions feel like further attempts to keep "others" out of/make uncomfortable to be in Alameda. History is now showing Alameda to be quite horrible*, this appears to be more of the same. (*"no apartments because of increased traffic," for
Sometimes cars use them for more than one block--those cars usually ignore the Slow Street aim by speeding or being impatient. I haven't encountered angry/otherwise slow-resistant drivers often but it does sometimes happen.

Speed bump studies would be recommended.

Speed bumps are very expensive, but to paint the illusion of a speed bump (wide, diagonal lines about 3' long) would be a cheap way to slow down traffic. Even if someone drives a street every day, that visual of a potential speed bump would likely slow them down.

The roadblocks are dangerous to get around, and sometimes block the view of pedestrians.

What about the changes to Park Street and Webster? Not everyone is young and fit. So much parking has been removed on these streets that it's often difficult to find parking. For me, this means ordering more items online, rather than deal with parking. Many others are doing the same, causing Alameda to lose tax revenue. Also, the reduction of lanes already makes those direct routes to a bridge or tunnel much worse than they were before. Trying to turn onto Park Street from Lincoln often leaves cars blocking the intersection.

Speed bumps would be great!

Speeding off the High St bridge, drivers use the Marina turnoff before the light to fly down Windsor or Marina Drs. They go 40 mph, not even stopping for stop signs before peeling off to access Fernside Blvd, another speedway. So dangerous with so many kids around us in this area of Alameda!!!!

Stop ALL slow streets

Stop cars from zooming down slow streets. And have them honor it's purpose.

Stop screwing around with the streets... Leave them open as they have been for the last 50 years..

Stop signs at the intersections where the slow streets cross so it is safer to cross to the next section.

Strengthen what's already in place and use safety toolbox measures like bulbouts and speed tables to further slow cars and create a slower street for those walking and for families with bicycles.

Stupid

Taxes are paid for use of streets, if they are blocked and drivers are not allowed to use them they should be marked private and the residents on those streets should be financially responsible for the

Taylor avenue should be added from Park Street past Milan School all the way to where it ends at St

Thank you Alameda!!

Thank you for creating this program. It is helping neighbors feel more connected to the neighborhood and each other.

Thank you for doing this. I love everything about it.

Thank you for making this program happen! Alameda is such a uniquely bikeable and walkable city that I hope we can embrace at least some parts of this program permanently.

Thank you for piloting this program. More obvious and clear rules and enforcement would likely improve these valuable additions to our shared community life.

Thank you so much for implementing the Slow Streets program and fielding our input!

Thank you SO MUCH for implementing this program!!

Thank you! When this went up over a year ago it made a difference for the better right away

Thanks again! Please make it permanent. I think the people who live on the streets should have the strongest input. But if you close one street, maybe try another. I'm a journalist and have written about Slow Streets in San Francisco - and I think the long term future is trying different streets to see which ones are used and become hubs for exercise, art and good vibes. THANKS AGAIN!!

Thanks for checking in on this program. I think with a few tweaks it can benefit the community. I would appreciate a bit more monitoring of the barriers to make sure they stay in place, as well as penalizing those who speed which endangers all.

Thanks!

The "slow streets" are barely used for walking and biking and should be opened again for car traffic. Don't keep adding housing and at the same time constantly take away traffic lanes.

The appearance of the barricades could sure be improved - at present they remind me of a construction zone.

The barricades are an eye sore. If the general public opinion is to keep them then make them visually pleasing.

The barricades are ugly and inefficient. The street is not maintained, weeds growing in the street.

The barricades that have been left for the past year have broken bags of sand leaking and making it look very bad and messy

The Barriers need to go please

the building we own is on Alameda Ave and Park St. which is much worse than a slow street. our tenants are fed up with the noise ,dirt, and lack of access

The entire neighbor hood of Windsor dr is really hoping for some type of program on our street.

Numerous amounts of cars coming speeding down our street from high street bridge trying to avoid the traffic light at High st and Fernside . As they sped down Windsor Dr. they almost always run each stop sign. We have a lot of kids in the neighborhood and it's only a matter of time before something

The fact that cars can drive the full length of the street is a problem. Each part should only have one car entrance and be a dead end for cars.

The Franklin School and Franklin Park complexes are extremely busy. All of that traffic is pushed onto adjacent streets, creating unsafe and overcrowded conditions during high usage times.

The intersection of Calhoun and Versailles, and San Jose and Broadway, used to have 'please slow down signs - kid crossing'. These have been struck by cars over and over and have not been replaced. The slow streets are a dramatic and successful traffic calming at the C&V interesection.

The majority of the time they are not is use and I am the only person is view. Crossing intersections is extremely dangerous. People dart out without looking and either run over you or almost get hit by

The marina/Windsor neighborhood off the high street bridge would like to eliminate the right hand turn off the bridge and eliminate high speed drivers coming into a neighborhood full of children.

The need to go!!

The Park Street contraction is causing so many congestion as non-residents drive in and out of South Shore. The street side dining has now just become massive sprawls of bored teens hanging out during the day, and a popular place to ditch classes, as is the Alameda Ave street dining area. Give residents back their two lanes on Park Street. There are just so many clueless off-island movie goers holding up entire lanes so their one car can make a left turn, and traffic backs up for blocks now at all hours of the day. And then there's the fire department trying to navigate this mess. They still insist on using Park Street, they just dangerously weave across lanes wherever there's space.

The people on bicycles DO NOT OBEY THE TRAFFIC RULES. It is disgraceful the abuse of traffic rules. No on cares.

The planet is burning up. We need to get out of our cars. Making streets safer for pedestrians, cyclists, etc., supports this. Teaching the community that streets belong to all forms of transportation is an urgent need. This is no time for incrementalism. Be brave and bold and clear!

The problem is less the neighborhood streets and more the through streets: Webster, Park, Otis, Southshore are all horrible for driving. The changes make these streets more dangerous and more congested and impede the flow of safe driving and drivers

The problem with blocking one lane at an intersection is that sometimes, one encounters traffic going in the opposite direction and both vehicles (whether it's two cars or one car and one bicycle) are aiming for the same lane. The barricades on Pacific have cones on either side that completely block off the lane so that a bicycle cannot go around the barrier to the right if an oncoming car is in the open lane. There's no need to completely close off every inch of the lane. But overall, while I encourage bicycle access over car access, closing off one lane can create some traffic problems in the intersection. It would be pretty awkward if two cars in opposing directions reached the intersection at the same time. Add in cross-traffic and it could get frustrating.

The program served its purpose during the pandemic, but now with people back in their cars and the economy and schools opening up, the street needs to revert back to its original state.

The purpose of this program was to allow proper social distanced exercise when other options weren't available. That condition no longer exists to the extreme as when the slow streets were created. It would be inappropriate for the homeowners along slow streets to have their property conditions changed on an emergency basis and then have it stay. This should receive the same proper process and hearing as if it were to be proposed new from scratch with no pandemic in place. Would Alameda approve this change under those conditions? This should not be framed as a "continuation" as it was never intended to be a fundamental addition to Alameda recreation.

The Santa Clara and Pacific slow streets really enhance my ability to get around the island by bike. I always try to ride on one of these as much as possible on my way to my destination, and always breathe a sigh of relief when I enter a slow street zone knowing there will be reduced and slower car traffic. With more pedestrian and bike friendly infrastructure like these slow streets, Alameda will become safer, healthier and more inviting for everyone, not to mention reducing greenhouse gas emissions and other pollutants. I would love to see the slow streets be expanded into a network and have more permanent barriers to discourage car traffic.

The section of Haight Ave between Webster and 8th, should become a slow street. The street is already closed twice a week for the farmer's market. People come to use the dispensary on Webster and drive very fast down Haight to get to 8th. There are at least 18 children who live on this street. I worry that there will be serious accident.

The sign and the sand bags are untidy and a leaking mess

The signs are blight. Honestly, don't see a ton of benefits to the program.

The Slow Street program has been great for reducing our family's use of a vehicle for longer trips across the island. Having safe, low traffic corridors is a great way to help our kids grow accustomed to biking longer distances, which will help us maintain the practice of biking over driving.

The slow streets are a great concept but don't work. I walk down San Jose everyday from my walk to daycare from my house (almost a mile mostly on San Jose) but I don't even walk in the street because I don't feel safe. Too many cars. Not enough signage. No benefit of walking in the street I just walk on the sidewalk. The only slow street I think would be beneficial is in more of a business corridor where traffic is completely shut down to cars. Just trucks for deliveries in the morning / evening.

The slow streets do not make much sense. People can travel by cars to get to their house anyway, so it does not really make sense to encourage people to walk, bike, or play in the street. The slow streets do not seem very visually appealing either with the barriers set up.

The Slow Streets get very little to no pedestrian or bike traffic. On the rare cases pedestrians walk on the street, they do not yield to cars entering or exiting the slow streets when going to/from a destination (resident) on a slow street

The Slow Streets program is a waste of City money and I'm a taxpayer.

Installing more STOP signs, especially creating more 4-way STOP sign intersection would be cost-effective and actually make Alameda safer.

The slow streets shunt traffic off further burdening neighboring streets and the people who live there at a time when the addition of new housing creates even more traffic that is concentrated and further congested making the existing inadequate public transit system less useful and necessary vehicle trips on the island more time consuming and difficult. Each intersection of a normal access street and slow street has been made more chaotic, unpredictable and hence unsafe. Drivers, apparently frustrated with increased traffic diverted from safe streets, now speed along my street as well as others. On the slow streets the normal expectations/rules of pedestrian, cycle and vehicular behavior for public roadways are not uniformly observed thereby creating a different type of hazard unique to having all those uses share a common area. The slow streets themselves are, from my daily observations driving and cycling, not actually used by many people. Most all the slow streets are in areas with adequate sidewalks, close proximity to recreational spaces, and largely single family residential properties. The opportunities for recreation are not greatly or safely enhanced by large swaths of unmarked asphalt where cars and a myriad assortment of delivery/utility/service vehicles are supposed to coexist with people commuting or otherwise recreating.

A better idea to reduce traffic and foster recreation would be to make more protected and seamless designated bike/pedestrian routes with the right of way at as many intersections as feasible. Of course there would need to be better policing to address the relatively high rate of bike theft and disregard of rules of the road governing intersections where pedestrians and bikes have the right of way.

Personally my family would love to bike more on the island rather than drive but the lack of safe routes and storage for bikes deters us from pursuing the option for most trips. Right now slow streets seem to create the good of semi private streets for those who live on those streets while placing a larger burden on the rest of us who now have busier, more hectic and more unsafe streets and intersections for bikes, pedestrians and vehicles. As put to you above, the slow streets themselves don't seem to be an effective overall solution to promoting safe recreation, non vehicular travel, public transit or traffic.

The street was heavily used by pedestrians and cyclists so it appeared safer.

The time for "Slow Streets" has come and gone.

The time has come. Santa Clara failed where others may have worked better

There are actually very few walkers, bikers or runners that avail themselves of the slow street, with the exception of large biking parties, that leave trash and vandalize landscaping. The people who seem to be availing themselves of the slow streets and barricades are people who do not abide by traffic laws (all vehicles including cyclists) particularly speed limits and stops signs in addition to vandals, and thieves. The most disturbing trend has been the illegal firework and block party activities and the impediments created for the fire department. In addition we were never informed that the barriers were being erected, and our concerns and questions regarding the program were not responded to in a professional, timely, or polite manner. I am also very concerned for the small businesses in our area which have been inconvenienced and have lost parking and delivery access due to the barriers. I would like to reiterate that there are now very few people are using the street for biking or walking.

There are plenty of sidewalks that it defeats the purpose of social distancing to bring a populace to just a few streets. Slow streets aren't used much anymore and not used at all during bad weather months. The hindrance to firetrucks and paramedics is very worrisome. The impact to residences has been completely dismissed.

There are plenty of street related projects that can benefit the community more than these slow streets and benefit more people than just the ones that live on these streets.

There has been no visible effort to enforce the signage barring through traffic. People quickly learned that the sign did not need to apply to them. I would be interested to know if any quantitative study was done on the use of these streets, or a visual survey of the quantity of drivers not obeying the signage. Counting the number of drivers who cross directly past San Jose while on Versailles would be an

There should be crosswalks across all street crossings on slow streets.

There should be more of them! I suggested my street for the program, since we shouldn't get much through traffic, but nothing came of it. They all seem to be on the East side...

The city should be doing everything it can to encourage biking, considering we're in a climate

These programs that inhibit the free movement of tax paying citizens are not in the best interest of the general public. We have been in Alameda since the 1930s and the poor leadership has created a strain on the local infrastructure, an overpopulation of the island and a general sense of a downward spiral. Rather than worry about destroying our streets and right of way, like Shoreline Drive, like Otis Drive, like Broadway which used to be two lanes, and lastly Park Street and Webster Street. The leadership has effectively destroyed the city, and rather than take away resources that keep our community safe and protect our citizens we are worrying about stupid streets

These slow streets are making it more difficult to get around the city which is already congested.

They are a bad idea and don't make sense. I'm very glad that I don't live near one.

They are dangerous and everyone drives down them regardless. Leads to more traffic on other streets and frustrated drivers. Remove them.

They are dangerous as they create a false sense of safety. These are residential streets and residents must drive on them (and others who chose to ignore the signs) So unless they are going to be permanently shut down to ALL cars they should be opened back up. Creating more designated bike lanes throughout the city is a better project.

They are great! But they need to not randomly stop, they need to connect to each other. And there should be more of them.

They are no longer relevant.

They are ugly and dangerous when turning onto a slow street if you have to wait for a car to exit the street you want to enter.

They are unsightly. Very unattractive. No logical reason for them I can see. Silly idea.

They force cars to go down other streets. They aren't needed. We have great outdoor space for people to use closing streets is ridiculous.

They made a lot of sense when we had to keep our distance from each other so much. Now with so many vaccinated the 6' distances aren't that important.

They need to all be removed. It has been long enough!

They served their purpose during the pandemic and now they are a nuisance. The parks and schools are now open, there are plenty of places for kids to play safely. Slow streets only benefit people who live on them.

They served their purpose. It's time to remove them and move on.

They should be more thoughtfully layed out if you want to keep them. Yes, a network makes the most sense. So what if you ride on a slow street then back to traffic.

They should go away as kids return to school. We have parks for a reason to play, walk, ride, explore. Eventually this pandemic will be over. Not many people are using slow streets already as many adults are back to working in person and kids going to school, so they're basically useless from 7AM-5PM.

They should move around quarterly. That is what we thought was the base plan!

They were appropriate during the pandemic but with the state and city fully open, they seem like an excuse for the Progressives and car haters to try to force the rest of us to use public transportation. I have a medical condition as well as a special needs child with sensory processing issues (especially with mechanical noises) and so public transportation is VERY difficult for us to navigate.

They were fine when we were locked down. Time to get back to normal. Park St is a cluster but I guess that is a separate issue.

They were okay for pandemic times but still felt dangerous and difficult to get to houses on them.

They will only work if the town makes a focused effort in enforcing the rules. Traffic limited to local residence and speeds reduced to 25 MPH. I do not see we have the resources to dedicate to this effort. This is an Utopian Idealist concept. It would be nice if every played nice and abided by the rules. Fix the bloody sidewalks instead.

Think about all people, everyone should have an opportunity to enjoy slow street, not single steers non stop. Drivers get used to slows streets and don't pay attention to the intersections anymore (they driving by memory)

Think the current network seems about the right number but a way to connect would be welcomed.

This has been a wonderful program. I live just on the other side of the Park Street Bridge and I hang out in Alameda almost every day. The less cars the better!

This has to be the stupidest program that DPW has copied from other cities. It doesn't work and only serves to make drivers irritable and distracted.

This is a family community. We have sidewalks and plenty of bike lanes. This does nothing for the community but cause confusion and frustration. Families cannot do everything by foot or bike.

This is a great idea to make Alameda safer for kids to gather and bike, as well as families to walk

This is a great program. It should continue and expand. Alameda should be designed for people not cars. Great work.

This is a solution looking for a problem. The few times i had to walk passed someone on the sidewalk, came and went with no problem. People were smart enough to create distance as they walked passed each other. There was no need block streets in the first place.

This is a wonderful program and has made me and my wife frequent visitors to Alameda. We patronize businesses like restaurants and even buy our groceries In Alameda now. We live in Oakland...

This is a wonderful program!!!!

This is a  biased poll with predetermined answers geared towards keeping slow streets even though they are not desirable.

this is not Berkeley, it's bad enough the slow streets and now Park St. a mess with all the barriers.....

This is the best residential change during COVID, we love them, we use them and we tell all our friends and family about them!

This is the best thing that's happened to San Jose Ave! My kids can bike safely now!

This is the best thing to come out of the pandemic, please please keep and expand the Slow Streets in Alameda!

This program has been a very positive experiment. I applaud the flexibility of City staff and the open-mindedness to try something new. Because they match so closely with planned bicycle routes, it seems to make sense to formalize these streets now and work to connect the network and increase pedestrian and bicycle safety.

This program has divided this community!

This program is not needed. I specifically drive to these streets to see if they are being used and they aren't. Open the streets back up!

This program should end now

This slow street program was promised to be temporary at the start of the pandemic, it was then expanded, with little to no warning, but still advertised as only temporary. Now it is being considered to be long-term again with no direct communication to impacted residents outside of a survey. Please publicize survey results, as the public should know what actions are being taken based on genuine public feedback and how many survey responses are being taken into account for major changes that impact an island of 80,000. 500-1000 responses does not clearly represent the majority of the

This was a feel good program that never served any practical value here in Alameda other than allowing the City Council to take credit for doing something in response to the pandemic even if it was useless. Maybe it was helpful in some cities - possibly SF and/or Oakland, but certainly not here.

This was a great program during shelter in place, but now creates increased traffic for cars and the island is only getting more people and cars.

This was a great program during the pandemic that should be kept. We all need exercise and having safer places to walk near home is wonderful.

This was great for the pandemic but either needs to evolve (ie, make a network of streets across the island) or go away.

This was ok for the pandemic. No longer needed. Traffic will continue to get worse in Alameda especially with the new housing underway and planned. The streets already can't handle the load. Think of another way - not this one

To better allow for biking and walking on slow streets all of the cross streets should have stop signs and the slow streets should maintain a right of way and not have to stop at any intersection.

Tons of people still drive down the 'slow street', making dangerous moves around barriers.

Totally against removing traffic lanes in Alameda. It's already hard enough getting around and parking; this is making city life more difficult. With all the new housing being added, and commute traffic returning, we can expect the traffic problem to increase (how many more cars are planned for?). It's not reasonable to force residents to use alternate transportation, which in many cases is not feasible, practical, or safe. Thank you for asking!

Traffic is bad enough and getting more congested already. Making these streets a "slow" street only makes it harder to get around

Traffic is horrible in Alameda due to turning 4 lane streets into 2 lanes with a turning lane in the middle. Also, roadwork due to all the new housing and retail shops being built makes it almost impossible to get across town. All the new housing at the base and near Alameda Landing has increased the number of cars on the road, which translates to more traffic across the island. Then add the slow streets to the mix and you have gridlock all over Alameda. We are an island connected to Oakland by bridges, tubes and one 2 lane road. Get rid of the slow streets. They have served their

Truly like biking on the Slow Streets without many vehicles.

Turn park st into a slow street! It's always been a pain to park/drive on park, and it would be amazing to eat/walk/shop on Park without all the road noise and chaos.

Unnecessary! Difficult to get to the hardware store and pharmacy. Increases poor driving.

Unsafe

Useless project

Very dissatisfied that there is virtually no traffic enforcement in Alameda from the PD. They used to very efficiently enforce the traffic laws, and speeding was not an issue due to their enforcement. As a result, slow streets were unnecessary. Aware that there is more traffic; much of it is constantly speeding. Would prefer more traffic enforcement popping up unexpectedly. And would prefer "temporary" slow streets and not year round.

Very few people use them - seems like a waste of money

Very, very few people actually use Versailles as a slow street, despite what people seem to report on these surveys. I asked a lady who was walking on the pavement on my street (not a slow street) why she wasn't on Versailles, and she said it is too boring to walk on the same street all the time. And obviously she feel safe enough to walk in non-slow streets. Slow streets sounded like a good idea, but it is unfair to people on adjacent streets and the few people who use them do not justify the expense to the city or the inconvenience to anyone in surrounding neighborhoods trying to drive back from errands and the dangerous habits kids will get into thinking that it's safe to be in the middle of a street.

Walking became my form of exercise during the pandemic and I'm so much healthier for it that I plan on continuing. Slow streets are a big part of my daily routine (with my dog).

We appreciate your efforts but a serious error has been made on Otis in front of Rittler Field. Putting the bike lane between parked cars and the side walk is dangerous. We ride down this street on bikes and we practice at the field regularly. There have been many close calls in the short time since you changed the location of the parking.

We are shutting down too many of the traffic corridors in this town. Which is creating congestion on all the streets. This congestion results in traffic and pedestrians sharing the same space. Add impatience, and you'll see an uptick in pedestrian and vehicle contact. Put some lights in around all the Northside schools instead.

We have really appreciated this program and have been utilizing it heavily. This was a great help for our children's wellbeing during quarantine and general feelings of safety on the street.

We like to walk and stroll along the streets with little fear of being run over. Most drivers maneuver easily around the pedestrian traffic.

We live on Grand Street, there is quite a lot of foot and bike traffic but the cars fly through. If Grand can't be an official slow street, maybe it could be a slower street to allow easier crossing.

We love it! We love to see neighbors and kids playing.

We love Slow Streets! They really enhance the quality of life, build community, and make it safer for pedestrians and bicyclists.

We love the slow streets program.

We LOVE these streets! A huge amenity to further improve quality of life here on the Island. We recently bought a house 1 block from Santa Clara SS and walk/bike it almost everyday. My only suggestions is to: 1) Make more permanent/aesthetic with low/no-water planters, 2) Consider possible more/network, 3) In general make slow streets and more importantly bike lanes LESS interrupted by

We love to bike and walk around Alameda, and particularly as our kids are now teenagers, it's nice for them to be able to use these streets to get across the island in a safer way.

We need a safe, connected, high capacity bike network across the Island. We cannot fight climate change while using cars as primary mode share.

We need more of them so family, kids can feel safe biking in this growing little town. We need to promote a safe way to get around especially for those who have kids ride their bikes to school

We need more safe streets. Slow streets are a great first step. there are so many more streets that could be officially slowed. We need to build the network. The climate reports are dire! We need people out of cars and safely and actively transporting themselves in our town.

We need to make 8th street to the entrance of Jean Sweeney at Steward Ct a slow street. We get lots of foot and bike traffic there already and it would help the flow and safety to make it a slow street! It would force Big Blue Plumbing to stop speeding on 8th Street as well!

We often ride San Jose to Versailles then connect back again to Pacific. It would be great if there was another north-south connection like Versailles to make a complete loop. I live on Alameda Ave - you can make that a slow street as well!

We pay taxes in Alameda and have a right to drive down any streets we please. You can keep if you want to lower our taxes.

We remain in a pandemic. Plz do not remove yet. Hmmm....reconsider if accidents rise in winter

We round like a slow steer on Windsor Drive.

We should completely shut down Parks street between Lincoln and Encinal except for cross traffic. No not a "slow" streetthe single lane was a half measure IMO. Just close it down, EU style.

We used the slow street to train our GDB Guide Dog Puppies In Training (as volunteer puppy-raisers for GDB.) It was very safe for us and the dogs to train and also socially distance from the general public. Also, this pandemic is not anywhere near being over yet.

We would love to turn our street into a slow street! Taylor from St Charles MayaLin. There are so many little kids here that use Taylor to walk or bike to school. It would be safer if Taylor was a slow street

We're not through the pandemic yet. Slow Streets allow more room for people to exercise and socialize while keeping their distance and not having to worry about vehicle traffic. Also, I have not observed a noticeable impact on the arterial streets since Slow Street implementation.

What about Willow Street 1500 block? There is a Montessori school here and the street is so narrow and the cars drive so fast, even I'm afraid to cross the street. We desperately need something to slow down cars on the 1500 block of Willow Street. Please help!

What I don't love about Slow Streets is that some children become complacent, while some drivers become aggressive, seeing the Slow Street as a quick shortcut with fewer obstacles. It's a dangerous mix. I don't know the solution. Make the streets too inconvenient to use as throughways with speed bumps and/or complicated barriers?

What made these streets privileged to get slow street status? There are plenty of streets that deserve slow street status. What about Fernside? What about Windsor that people use to avoid the high street bridge when it goes up. The program was established to provide a place for people to recreate during Covid. It seemed like it was used that way initially for a short period but that use has vanished. Now it is just a program that benefits the privileged few and has a negative impact on many more individuals surround these streets because it diverts traffic to the surrounding streets. On top of that it makes it more dangerous because people still drive around the barricades on the wrong side of the street.

What was the criteria for certain streets being chosen? Why weren't residents involved? I think the slow street idea was good at first but they are very under utilized and contribute to traffic and back ups from people not knowing alternate routes, added traffic to other streets, routes are too long and the barriers and signage are visually awful. I am not in favor of continuing the slow streets project.

When I went to the public presentation near Alameda High a few weeks ago, I met up with other people who also opposed the slow streets, but we didn't feel like our points were being heard. As we were raising our concerns, the response was "but in our survey, many people liked the slow street program". Of course people will respond to a survey saying it sounds like a good idea, but when there are realities that need to be addressed, you can't just avoid them by saying that people like the idea.

When we bike with our girls we purposely navigate to a slow street even if it's a little out of the way to bike more safely and avoid cars. Would LOVE a network of Slow Streets that allows navigating around different parts of the Island.

While Alameda has made great progress on its bike network, there's still some really treacherous gaps, and slow streets - optimized as a network with the same priority as motor arterials - are low hanging fruit in addressing these gaps.

I don't live in Alameda, but as an Emeryville resident, your street network directly affects me. Unsafe streets make it dangerous for me as a non-driver visiting Alameda, and Alameda drivers in my area - who lack other transportation options - create danger here as well. Alamedans can't shift from driving if they're forced to leave the island in a car. This all wraps up into an urgent need to shift mode share from cars as the climate crisis accelerates.

While I have used one I rarely see anyone using them for the purpose intended.

While slow streets have benefits to those who live on them, it puts more traffic onto main throughfares, where I live. Traffic should be distributed more equitably.

While this may have been a good idea at the time it has long since outgrown its usefulness. These are PUBLIC STREETS paid for with our tax dollars made for AUTOMOBILES. As you geniuses build more and more housing there's going to be more and more traffic. Surely somebody in this city government has some common sense and can figure this out. Or am I being overly optimistic?

Windsor dr — Windsor/ marina neighborhood

Windsor Drive and Marina which connect to Versailles should be made slow streets. The end of Windsor/Marina should be closed off to High Street that connects to the High Street bridge, it is incredibly dangerous with cars coming off the bridge and speeding down Windsor/Marina.

Wish I lived on a slow street!

With all the new housing developments in Alameda which will mean more people more cars the lost thing we need to be doing is closing down the streets

With slow streets, people are driving faster on nearby streets, making it unsafe walking on other streets where cars are attempting to get around the barriers to drive on the slow streets. Also, two cars passing each other on slow streets, they kinda forget there are passengers on the slow streets. Makes it uncomfortable walking by them, or when someone is double parked on a slow street, especially taller vehicles.

With the closing of these streets it puts more vehicles on the streets surrounding them. And, these vehicles are going faster too!

Would like Haight Ave to be a slow street too!

Would like slow street barriers that prevent cars but allow bikes, so bikes don't have to veer too far to the left(into opposing traffic) to pass

Would love a program that allowed for safer intersection crossing at Broadway & Park

Would love to see a network of slow streets for safer biking and walking around the island.

Would love to see these made permanent with improved landscaping and creative land re-use.

Would love to see traffic calming measures on some of the busier streets in addition to preserving the slow streets. Pacific Ave from Main to 4th would love some speed bumps!

Yes Marina/Windsor dr off high street

YES to anything that reduces the number of cars on the road and prioritizes pedestrian and bike safety. We are a Vision Zero City, and the new IPCC report confirms all the catastrophic impacts of burning fossil fuels. De-prioritize widespread personal vehicle use.

You fucked up Clement and Otis. Now what?

You should ask these neighborhoods if they are ok with having slow streets. You're adding noise to these communities without their opinions as well as foot traffic.

Your question "Describe your relationship to Alameda." has options of "I live on a slow street", "I live within one block of a slow street" and "I live in Alameda but not on or near a slow street".

I live near a slow street but not within one block. Everyone in this category (lives in the neighborhood of a slow street but not within 1 block) doesn't have an option to choose. I suspect this will make the data that comes from that question of limited value.