

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 run 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 cars 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.

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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 laid 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.