

San Jose/Morton Slow Street Comments

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

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

Add a stop sign at Paru and San Jose

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

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

Annoying to get from Grand Ave to Park Street .

Another nice street

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

Awful

Awful!

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

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

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

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

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

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

Crazy

Create more visual appeal

create well designed barriers and signage for all slow streets.

dangerous and underutilized

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

Cross street conflicts with speeding vehicles.

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

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

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

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

diverts too much traffic to other streets

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

Do not support.

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

Does not work

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

Expand.

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

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

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

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

Extending this one further would be great!

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

Funnels traffic to other streets

Get rid of it!

Get rid of it.

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

Great because it's connected to Franklin park

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

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

Have not had a chance to enjoy yet.

Have used this one for biking and appreciate it.

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

Huge improvement immediately adjacent to a popular park

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

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

I dislike how traffic is forced onto other streets.

i dont like it

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

I use it frequently

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

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

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

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

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

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

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

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

I'm not familiar with this slow street

I'm sure this is great too

Improve the look and keep them

Improved look

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

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

Increases traffic by the elementary school

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

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

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

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

It just diverts traffic onto other streets

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

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

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

It would be great to make it connect across Park!

It's too long - and very under utilized

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

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

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

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

Just creates more traffic on parallel streets - ridiculous

less crime

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

Likewise ride my bike on this often

Little Free Library is on this street.

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

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

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

Love it!

Love the improvement...much safer!

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

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

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

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

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

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

Move it to San Antonio.

Move San Jose to San Antonio for safety

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

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

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

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

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

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

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

Never see anyone walking or biking on it.

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

No longer necessary

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

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

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

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

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

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

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

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

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

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

Please install permanent barriers

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

Please keep this!

Please make crossing busy intersections easier!

Please remove

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

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

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

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

Remove

Remove

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

Remove barriers

Remove immediately we have shit to do

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

Reopen all slow streets

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

Ride this one often after work with our 1 year old

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

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

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

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

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

same as above

same as above

Same as above

Same as above just not needed

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

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

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

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

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

St. Josephs school routes very heavy school traffic directly onto this route 3 times a day, 5 days a week, totally in violation of the program, and causing severe disruption to residents in the neighborhood. Congestion is made worse because of the all-day vehicle closure on Chestnut St.

Still some cars driving way too fast especially at night.

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

stupid

Stupid

Take it away

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

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

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

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

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

The curve at Morton seems fine.

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

The intersections are confusing to drivers

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

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

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

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

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

The streets should be rotated

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

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

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

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

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

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

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

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

These issues will only get worse with the increase of traffic with schools back in session.

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

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

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

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

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

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

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

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

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

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

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

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

This one is off the main arteries the city

This should be connected to San Antonio and extended

This slow street impedes traffic flow and should be removed

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

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

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

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

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

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

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

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

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

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

Too many cars just drove around the barriers

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

Tough to cross Grand Street

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

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

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

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

Wish it extended to sherman st

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

Wonderful way to stroll across town now!

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

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

Works well

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