

## Pacific Slow Street Comments

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

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

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

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

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

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

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

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

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

Awful

Awful!

Best way to get across town!

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

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

Cars going around barricades have made it very unsafe

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

Cars still drive fast

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

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

Change the sawhorses to something more interesting

Create more visual appeal

create well designed barriers and signage for all slow streets.

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

crosses many large streets; would love some help there.

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

Cross street conflicts.

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

Dangerous situation

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

Definitely need to add stop signs on all cross streets

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

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

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

diverts too much traffic to other streets

Do not support.

Does not work

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

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

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

Expand.

Extend it across the island.

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

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

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

Get rid of it!

Get rid of it.

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

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

Grand Street crossing needs marked crosswalks.

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

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

Happy this happened and hoping it continues.

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

Hard to cross busy streets

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

Have used Pacific for biking and liked the experience.

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

Help with safety at the intersection with Sherman.

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

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

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

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

I dislike how traffic is forced onto other streets.

i dont like it

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

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

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

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

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

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

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

I live here and i feel safer

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

I love it and wish it went further!

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

I love this slow Street. Please keep it.

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

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

I really enjoy it!!

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Improve safety / visibility when crossing Grand St.

Improve the look and keep them

Improved look

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

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

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

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

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

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

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

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

It now makes Buena Vista a motor speedway...

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

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

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

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

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

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

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

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

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

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

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

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

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

less crime

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

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

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

Love it as a cross town option.

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

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

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

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

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



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

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

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

Love this one. The whole family uses it!

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

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

Make barriers more permanent and better signage.

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

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

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

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

Makes for a nice walk

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

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

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

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

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

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

More signs needed to indicate it's a slow street

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

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

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

My street is busier now.

Need enhanced safety at Sherman intersection.

Need more slow down signage

Need more street trees.

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

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

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

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

Never go down this street anyway.

Never see anyone walking or biking on it.

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

No

No longer necessary

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

Not a problem at all.

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

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

Our city council is a bunch of morons.

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

Pacific at Sherman needs a safer crossing

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

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

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

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

Pacific is an important street as it is centrally located

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

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

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

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

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

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

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

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

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

Please can we get some law enforcement on the Slow Streets to warn or cite the automobile drivers? They are empowered and now in the habit of ZOOMING a down slow streets, as well as running stop signs. At the beginning of the pandemic and when 'slow streets' started cars were more respectful. NOW, it's like the Wild West on these Slow Streets, and we have never seen an APD patrol on them.
Please install permanent barriers
Please keep it a slow street, honestly the best idea ever!
Please make crossing busy intersections easier!
Please make crossing Constitution safer for bicycles and walkers
Please make it a permanent slow street. No changes. It's perfect the way it is. I use it almost daily and love seeing people enjoying the streets.
Please makes the signs more aesthetically pleasing.
Please remove
Privatizing public streets in the name of environmentalism and traffic reduction is absurd. It is not fair.
Put Stop sign crossing the slow street and make slow street a continuous drive.
Puts too much traffic onto other east west streets.
Really love it, would like crosswalks painted when it crosses busy streets like Grand, even better if it was one of the crosswalks that you can light up when it is to be used.
Really nice to have a slow street near Littlejohn park for kids to ride or walk on, especially when there are very busy streets on other park borders
Recommend reduced speed limit signage/advertisement/education. Drivers don't slow down or give proper space when passing people walking. Crossing the intersections at Willow is dangerous. Recommend signage to delineate it is a Slow Street crossing and be aware of people crossing on foot/bike.
Reduce the number of car speeding down the street.
Remov
Remove
Remove all and choose other ones, let other streets have a chance
Remove all stop signs and put them in every cross street instead. This is a bicycle throughfare and there should be no stops signs on pacific—that's contemporary bicycle throughfare standards.
Remove barriers
Remove immediately we have shit to do
remove stop signs on Pacific and add stop signs on the perpendicular streets coming into Pacific. Dangerous for cyclists who sometimes think since it is slow street to go by the intersections without stopping.
Remove the slow street on Pacific privatizing public roads is not in the best interest of taxpayers.
Reopen all slow streets
Ridiculous to create a privileged class of residents who can make a public street into a private driveway. The adjacent streets only get more traffic.
Right near my home, and we love it.
Safe way to move east/west across the island with my kids on their bicycles
same as above
Same as above
See above. Park street and Pacific have increased traffic on Buena Vista.
See comment about Versailles.

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

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

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

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

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

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

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

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

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

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

Slow street needs to be removed.

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

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

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

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

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

Some cars drive too fast and makes me feel unsafe.

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

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

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

Stupid

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

Taylor avenue should be used to connect Pacific and Santa Clara

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

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

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

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

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

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

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

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

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

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

the sidewalks are plenty

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

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

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

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

The streets should be rotated

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

This one is great for roller skating!

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

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

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

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



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

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

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

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

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

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

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

Too many crosses where the other street has priority.

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

Too many uncontrolled intersections.

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

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

Useless and dangerous ...

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

very good

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

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

Way too dangerous to navigate as a driver

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

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

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

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

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

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

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

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

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

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

We walk & ride this street weekly, sometimes multiple times

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

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

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

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

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

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

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

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

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

Works well. Frequently use it.

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

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

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

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

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

Almost had two head on collisions thanks to this crap.