

Hello Mayor Ashcraft and members of the city Council. My name is Jessica, and I'm here on behalf of a number of people that live on the Santa Clara Ave. slow streets that would like to request prompt removal of the barriers. I have statements I'd like to read from them, as they were unable to attend:

For my part, I frequently have to make a right turn onto Santa Clara to get home. With barriers in place, and parked cars obstructing my view of oncoming cars at varying speed, cyclists and pedestrians, forcing my car into oncoming traffic is an accident ^{DUI} accident! waiting to happen. This was supposed to be a temporary setup for COVID, but half a decade is NOT temporary. Please consider removing the Santa Clara + 5th Street barriers.

Submitted by Jessica Schell
under oral communication
3/18/25

MARCH 18, 2025

DEAR CITY COUNCIL,
THE "SLOW STREETS PROGRAM" THAT WAS LAUNCHED
NEARLY 5 YEARS AGO BY THE SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY IN RESPONSE
TO THE COVID 19 PANDEMIC (WHOSE GOAL WAS TO
CREATE MORE SPACE FOR PEOPLE TO WALK, BIKE AND
SOCIAL DISTANCE) HAS NOW CREATED TRAFFIC JAMS,
ARGUMENTS/FIGHTS, HORN HONKING, CARS SPEEDING
DOWN 5TH STREET COMPLETELY IGNORING STOP SIGNS,
AND PEOPLE BEING SO FRUSTRATED WITH THE STREET
BEING BLOCKED OFF THAT THEY ARE POOLING OUT &
SCREAMING AROUND THE SIGNS ALL TOGETHER.

WE SEE IT ALL DAY LONG OUT THE WINDOWS OF OUR
Deli LOCATED AT 5TH & SANTA CLARA, SANTORO'S
ITALIAN MARKET AND DELI. EVERY SINGLE DAY
WE SEE CARS SPEEDING DOWN 5TH STREET RIGHT
THROUGH THE STOP SIGNS AND KIDS ON THEIR & BIKES
ALSO IGNORING THE STOP SIGNS, CROSSING TRAFFIC
WITHOUT STOPPING (BECAUSE OF THE SLOW STREET SIGNS)
IT'S AN ACCIDENT WAITING TO HAPPEN. OUR ELDERLY
CUSTOMERS COMPLAIN ABOUT THE SLOW STREETS SIGNS
TAKING UP PARKING FOR OUR BUSINESS CAUSING THEM TO
HAVE TO WALK LONG DISTANCES.

PLEASE CONSIDER REMOVING THESE BARRIERS
TO RESTORE SOME PEACE TO OUR NEIGHBORHOOD
WE ARE AFRAID THAT WE ARE GOING TO WITNESS
INFANITY. SINCERELY MIKE & HEDI SANTORO

March 17, 2025

Mary Ellen McMuldren
112 Santa Clara Avenue
Alameda, CA 94501-3222

Dear Mayor Ezzy Ashcraft and Members of the City Council:

PLEASE remove the "Slow Street" barrier at the intersection of Santa Clara Avenue and Pacific Avenue.

I live on the 100 block of Santa Clara Avenue which 5 years ago became a "Slow Street". This was never needed. Children do not play in the street on this block. It is an unusually wide residential block near enough to EHS and near enough to Kiddie Kampus co-op preschool that it provides parking for both when needed. This barrier was put in place during Covid quarantine with the concern that it was unsafe for people to gather in public spaces, including the nearby public parks. That rationale is no longer relevant. Several public parks are nearby and that is where children play outside of school or private backyards.

Before there was this idea of "Slow Street" barriers and before the Cross-Alameda Bike Trail was built adjacent to Ralph Appezato Parkway Santa Clara Avenue west of Webster Street had much more bicycle traffic as the main cross-Alameda route. The constant bikes in the roadway were generally respected. The main hazards were the cross traffic at intersections which were either two-way or four-way stops. There is still some bike traffic on Santa Clara Avenue (especially on weekends in fair weather) but less of it is the commuters headed to the ferry as before. The 100 block is wide and safe enough with a "Slow Street" designation. Speed bumps would be a safer option for slowing the speed of cars on these streets.

Construction on Central Avenue began a few weeks ago and will continue for more than a year. High school students and staff parking on our block. Others are impatient with the marked detour that seems to be a one way option to pass by EHS from Main/Pacific/Central to 4th/Central. Aside from the need to actually park on streets near the school there are many ways to drive safely near to EHS to drop off students/staff if these barriers were not in the way.

It is my opinion that the dangers created by these barriers far outweigh any theoretical benefits. I have specifically illustrated here how this one barrier is a serious hazard. I would urge the City Council to evaluate more seriously the safety of forcing two way traffic to share one lane at our residential intersections.