

From Slow Streets to Neighborhood Greenways

Community Survey (July 31-August 20, 2024)

Summary (8/21/24)

Total Responses = 1878

Questions 1-4

Should the following treatments be considered for Alameda's neighborhood greenways? [Total responses per treatment]

Treatment Category	Treatment	Yes	No	Not Sure
Slow vehicles	Speed cushions	1,213	487	156
	Reduced speed limit	1,149	522	171
	Neighborhood traffic circles	1,225	514	125
Reduce the number of vehicles	Partial traffic diverters	893	775	189
	Turn restrictions	741	820	287
	Median diverters	862	740	250
Improve crossing safety and comfort	Curb extensions	1023	661	167
	Raised crosswalks	1226	463	168
	Bicyclist/pedestrian-activated signals at major crossings	1579	210	71
	Median refuge island (on wider street crossings)	1240	449	165
Enhance user experience	Wayfinding signs	1121	454	272
	Asphalt art	881	675	299
	Landscaping	1336	356	165
	Pavement markings	1372	334	147

Question 5

Do you have any other ideas for treatments or elements that should be considered for Neighborhood Greenways? Please describe:

[All open-ended responses attached.]

Question 6

Do you prefer that Neighborhood Greenway changes are implemented more quickly with cost-effective, somewhat temporary materials, with the possibility of transitioning to permanent materials in the long term? Or would you rather skip quick-build implementation and wait to implement over the longer term with costlier, permanent materials?

Preference	Total Responses
Prefer quicker implementation with temporary materials	404
Somewhat prefer quicker implementation with temporary materials	355
Neutral	256
Somewhat prefer waiting to implement with costlier, permanent materials	337
Prefer waiting to implement with costlier, permanent materials	432

Question 7

When you walk, bike, or roll, what safety issues do you expect to experience for each of these street segments once the barricades are removed? [Total responses per issue]

	Too many cars	Cars speeding	Feeling unsafe crossing intersections	No safety concerns	Not sure
Pacific Ave, from Ninth St to Oak St	411	792	710	411	245
Versailles Ave, from Fernside Blvd to Calhoun St	334	649	537	446	352
Morton St (from San Jose Ave to San Antonio Ave) and San Jose Ave (from Morton St to Oak St)	361	324	514	429	360

Question 8

Pacific Avenue will be the first Slow Street to be converted to a Neighborhood Greenway. Do you have any specific feedback regarding biking and walking safety concerns or Neighborhood Greenway outcomes for Pacific Avenue (from Ninth to Oak)?

[All open-ended responses attached.]

Questions 9-12

When should the barricades be removed?

Street	Total Responses	
Pacific Avenue	Remove soon/before the street becomes a Neighborhood Greenway	594
	Keep barricades until the street becomes a Greenway	908
	No opinion	299

Versailles Avenue	Remove soon/before the street becomes a Neighborhood Greenway	604
	Keep barricades until the street becomes a Greenway	755
	No opinion	412
Morton Street/San Jose Avenue	Remove soon/before the street becomes a Neighborhood Greenway	548
	Keep barricades until the street becomes a Greenway	740
	No opinion	459
Santa Clara Avenue	Remove soon/before the nearby Central Avenue project is fully constructed (anticipated by early 2026)	576
	Keep barricades until the nearby Central Avenue project is fully constructed	746
	No opinion	425

[All open-ended responses attached regarding why barricades should be removed at a certain time.]

Question 13

Are there specific locations where existing barricades are useful, and they, or something like them, should remain until the Neighborhood Greenway is implemented (by end of 2025 or sooner)? Please list and briefly explain why:

[All open-ended responses attached.]

Question 14

Are there specific locations where barricades are not useful, and they should be removed as soon as possible? Please list and briefly explain why:

[All open-ended responses attached.]

Question 15

Do you have any additional comments about Neighborhood Greenway implementation or the barricades?

[All open-ended responses attached.]

Demographic data coming soon

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

- Planted roundabouts like Berkeley would be great.
- One way streets that intersect at main intersections to prevent through traffic.
- Stop signs on all blocks
- Large bioswales at intersection corners to tighten, beautify and constrict the space

"Keep it simple, stupid"

Making it too complicated...makes for headaches. We already do not have enough police,etc to monitor.

Speed bumps....are what is needed to so slow down...traffic. no to traffic circles.

Thank you!!

#4 - Landscaping - if selected, provide a good budget for long term maintenance - should include existing "" GreenWays ""

. . . priorities and first things first - please! - get the barricade systems down. As for the greenways, leave it all alone, at least for now - if you think that Alameda doesn't have enough to worry about, Alameda's in more trouble than it already was. It seems that Alameda government workers have too much time on their hands and that they're not using their time fairly, wisely, and/or efficiently.

1. Better enforcement of the traffic by police. Tickets hurt in the pocket.
2. All these options cost \$\$ and it's my tax dollar while bicyclists are a clear minority. Bicyclist are not pedestrians. Bicyclists do not pay gas taxes to support these infrastructure plans. There are far more cars but that doesn't make car drivers always wrong. Bicyclist take advantage of the rules.
3. You should enforce and ticket bad behavior of pedestrians and bicyclists. Only cars get ticketed.

1. Alameda's streets are LESS SAFE than 20-25 years ago, due to more speeding cell phone use, driver distraction, and post-pandemic stresses. We need MORE TRAFFIC ENFORCEMENT OFFICERS on ALL of our streets. APD may need 95-100 sworn officers for this.
2. Alameda DRIVERS need more safety education/interventions on "sharing the road," slowing down, etc.
3. All the above streetscape options are good, depending on the street and intersection involved. EVERY street should be a safe street for all!

1. This seems like the key decisions have already been made, antidemocratic.
2. These determinations should be research based, not based on subjective opinions, or at least research informed. Where is the data?

20mph is too fast for vehicles in a shared "slow space" because they will likely travel 10mph over on average. I'd recommend 15mph max for cars on these streets. Create narrow car lanes with steep curbs to force drivers to be careful and slow down.

I love the idea of creating separating bicycle and walking lanes to hopefully let bikes move more safely and faster.

Please make more streets slow!!!

4 way stop sign intersections everywhere. Pedestrian crosswalk lights for major crossings across Grand Street.

4 way stops at every intersection. Traffic light at the end of Grand and shoreline. Move bike lane off Park st to Oak and Park Ave.

4-way stop sign at every block. One way streets and reduce lane for vehicle to 1.

A light at Kitty Hawk and Grand so my child doesn't get hit by a car...again!

Raised crosswalks are difficult for people with mobility issues like myself.

Closed Street signs seem to be working great (I live on Santa Clara) not sure all the upgrade is needed when there when there have been so many injuries and deaths, even Wilma Chan with Zero improvement to the danger present in Shoreline Drive. Priorities! My kids was hit 1 block from where Ms. Chan died. Should fix danger first.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

A lot of European countries have different levels for traffic, bikes and pedestrians. It worked really well and kept every mode of transport in their own "lanes". I would love to see that in Alameda. Also, is Clement ever going to get a full bike path? Why does it just stop?

A permanent Greenway designation on a particular street is unfair to property owners who live on adjacent streets who will now experience more traffic on their streets, lowering their property values, while Greenway Street houses will have less traffic, raising their property values. The only fair way to do this will be to rotate which streets are greenways every year or two. I am strongly opposed to any solution that does not periodically rotate which streets get this valuable status.

Actual little linear parks or pocket parks

Add "Your Speed" signs as seen on Otis.

Paint the street green.

Add greenery where possible

Add more streets! Thompson Avenue (both sides) has become a real problem during Christmas.

Add slow street to Haight ave near Longfellow park

Add stop signs on through streets that cross the greenway.

Adding four way stops at neighborhood intersections such as San Antonio and Oak.

Alameda was way better 25 years ago. Stop thinking you know better and can engineer better future.

All 4 way stops

All of the above are great ideas EXCEPT for the neighborhood traffic circles and the asphalt art. As I witnessed living in Berkeley for many years, people just get confused at traffic circles and they will just add to accidents (likewise asphalt art; too distracting). PS: Any ideas on how to slow traffic on Bayview Drive? People race down this street when Otis is slow or blocked. We already have speed lumps.

All way crosswalks as seen in China town

Allow for some gentle curves in greenways, don't always require them to be straight.

Am I missing the bit about protected bike lanes? It's so bizarre to me that anyone things painting a picture of a bike on the road makes drives any more likely to slow down, or that parked cars won't fling their doors open in front of cyclists who are being overtaken by a car.

Any & all treatments should not affect commerce, commute, cause traffic delays or otherwise clog our traffic arteries more than they recently have been altered. As the City increases density we need more not less traffic options, commerce delivery options & thoroughfares. Rethink Park, Webster & open them back up and get rid of the bumpouts, & lane restrictions and the unsafe pallet dining restrictions to our once navigable streets. No more plastic paint & unnecessary, ugly plastic. Consider \$\$ 2

Any design which deviates from a straight open road reduces speed. Alternating islands and a continuous bike path reduce that. Also a great opportunity for community post boards and art galleries. Picnic areas. Public space outside the house. Doesn't have to be big, but distributed adds value.

Any treatment to slow cars in the Island is welcome. This is, at the moment, one of our biggest problems. It's been years now that I haven't seen any speed limit enforcement by the police, and drivers act like our streets are race tracks.

Anything that evidence proves is safer for all without great expense or hindrance to residents who also drive. I do all - bike, walk, drive -

So I understand all perspectives. Bike Walk Alameda is a trusted go to. I trust the experts

To advise.

Anything that keeps ebikes and other bicycles off the sidewalk. Also, I am concerned about unmaintained medians and traffic circles that become strewn with trash and weeds.

Anything that makes Alameda a safer island community for pedestrians and cyclists should be on the table for consideration. Thanks.

Anything that makes cars move slower - including trees planted in the street

APD enforcement of traffic laws regarding cars exceeding speed limit, scooters and bicyclists driving recklessly on sidewalks. In some cases from my experience while riding a bicycle on Santa Clara west of Webster ST with the Safe Street barrier/warning signs, cars are speeding through intersections making it unsafe for those riding bicycles. I understand when the Central Ave project is completed, the barriers will be removed on Santa Clara Ave.

Appreciate all you do!

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

Are you kidding? These are confusing, distracting and would cause more problems. Also I think you've chose the wrong streets the wide street from Otis to Chichenyo park should be a greenway street. Extend the park to Otis. Stop this other nonsense. Get rid of the slow streets or move them to different streets.

As a bike rider, I think it is important not to make driving too difficult. Reducing both Central and Encinal to one lane plus a bike lane in each direction where they parallel each other seems unnecessary and is already creating resentment. Too many diversions and traffic controls tend, in my experience, to create dangerous conditions -- such as cars double parking in bike lanes, going through blocked off intersections, turning through restrictions, etc. Traffic circles are also dangerous.

As a driver the activates blinking crosswalks are the most noticeable.

As a pedestrian, I mostly want to be able to cross the street safely. So whatever helps with that is great!

Is there any way to make Lincoln less like a drag racing track? People don't seem to pay attention to speed limit signs

As for the pedestrian-activated signals, please consider the push button type, not the step activated one. Those get wrecked easily.

As the climate warms, tree cover is necessary for a safe walking and biking experience. Greenway design should include planting of large shade trees to lower street temperatures on hot days.

Asphalt art is a great idea, Alameda is already known for its chalk art, dedicated "picture frames" for chalk art would be wonderful.

Asphalt art is a proven pedestrian safety tool.

The 2022 Asphalt Art Safety Study, produced by Sam Schwartz Consulting in partnership with Bloomberg Philanthropies, found a 50% drop in crashes involving pedestrians or cyclists and a 37% drop in crashes leading to injuries. It also found a 27% increase in the rate of drivers yielding to pedestrians with the right-of-way as well as a 25% drop in potentially dangerous conflicts between drivers and pedestrians.

Asphalt colors look pretty but seem to look dirty quickly.

Asymmetrical road designs are proven to require automobiles to pay attention and drive slower instead of zoning out and playing on their phones.

Auto lane removal

Avoid using dots/rumble strips - neighbors will not enjoy the noise. The most effective versions of these in other cities include physical diverters and turn restrictions. Anything that requires enforcement to be effective won't be effective.

Ban cars

Barricade and some street prevent speed cars the proyec is taken couple months, to have open the street is dangerous for the speed cars

Barricades in the street to encourage pedestrians and discourage car traffic

Benches and shade structures for family and senior citizen pedestrian use.

Better barriers between bike lanes and streets/parking lanes to discourage people from using bike lanes as loading areas. Along Shoreline and Otis by Rittler Park, this is a huge problem.

Better looking quick build round about, the example below with the flower pots does not look great. Example can be found here: <https://www.sandiego.gov/sites/default/files/bpcagenda211104-item502.pdf>

Bicycle friendly cities are a fantasy and an impediment to working class families who must rely on cars to get to their places of employment, as well as those who come into the city town work.

This is more pandering politics that does nothing to make alameda better in any real way.

Bicyclist need to adhere to the current DMV guidelines. The majority do not. Streets are for vehicles, not play grounds. With traffic being an issue already, adding fuel to the fire is not going to work out that well. Drivers and cyclists blatantly disregard traffic laws with no consequence. Take the barriers down, a covid reminder, fix Park and Webster Street parking and remove extended dining in the street for a better flow of traffic. I think repaving our roads higher priority !

Bicyclist/pedestrian-activated signals at major crossings are very helpful while driving. Especially at night where many people don't wear reflective clothing or have personal lighting. Same with cyclist. Street Lighting at crosswalks would be a help as well.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

Bicyclists should follow the rules that in place already. Paying attention to red lights , stop signs, and to obey the vehicle road laws!

Bike buttons at intersections. Elder buttons do they have longer to cross the street

Bike Lane on Central please.

Bike lane street art or a colored bike lane is needed on Grand Ave for the safety of school kids. Grand is a major street & there should be line marks between Otis & Encinal.

Blocking entry or use of opposite side traffic creates traffic with cars trying to enter the opposite way of the traffic instead. Something that won't create more traffic or confusion

Blocking the streets to make them through for bikes and walking only is the most important. Currently cars drive through the slow streets just to prove their dominance. The slow street near my house has become a gathering place for the neighborhood. A place where people can get together and recreate, taking back a little bit of human space that we lost to cars. Kids ride bikes, play basketball. All neighborhood streets should get the Greenway treatment.

Bollards.

Cameras to catch and tickets reckless drivers.

Cameras to record speed and take photo from front of driver/passenger. Computer to send owner of can notice of (for example) speeding, maybe a ticket. Also to record thieves if vehicle is stolen.

Can the physical barriers please stay from the slow streets? They keep the vehicle speeds down dramatically.

Can we include skating as well as biking and walking? I can't skate on the sidewalks because it's hazardous to pedestrians. Bicyclists get angry if I skate in the bike lane (I've had some rather alarming interactions with hardline bicycle folks)

Can't think of any right now.

check out Oakland's Slow Street pavement markings and signage, along w center line hardening, speed humps, and roundabouts on 8th St for design examples

<https://www.oaklandca.gov/projects/8th-st-project>

Also check out Pleasant Hill's traffic calming treatments at stop controlled intersections for school zones

<https://www.pleasanthillca.gov/1584/2023-Intersection-Crosswalk-Improvement->

Chicanes and steel car-stopping bollards.

Choose throughfare streets and design roads to funnel traffic onto them, and block access off of them into neighborhoods—protect neighborhoods from throwing traffic. AND there should be no stop signs for the bicycle-pedestrian traffic on Slow Streets. Stop signs should only be on the streets crossing the Slow Streets <—SUPER IMPORTANT!!!

Clear enforcement when we decide the new rules and speed limits

Clear signage/indication in the median strip at every intersection along a greenway that you are entering a greenway and rules to follow e.g. "You are entering a neighborhood greenway. Bicycles and pedestrians have right of way throughout this zone."

Close Park street to vehicles, just crossing at encinal, santa clara, lincoln and through north of buena vista

Close the parklets and slow streets.

Closing or slowing streets that diverts traffic to their neighbor's street is unfair!

C'mon people. Streets are for vehicles, be them cars, trucks, bicycles. When bicycles use the streets, they are to be treated the same as other vehicles. If a pedestrian looking at his phone, crosses the street without looking, common sense should take hold and nobody else should be blamed if he is hit. We need to get back to common sense, instead of this crazy woke agenda that is ruining Alameda living!

Community art design should be by schools close by the greenways and paid for by the city

Community Gardens; Planting Native Plants to help create a corridor for migratory animals; Places for neighbors to gather.

Community supported / maintained traffic circle -

Consider anything that acts as an actual barrier to cars. Otherwise, it won't really be a greenway.

Consider normal intersections for cars to commute. Along with traffic signals that bicyclists and pedestrians follow.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

Consider raised sidewalks on other streets...looking at you Park St where people street race and speed all the live long day. SLOW traffic down and allow drivers to actually see pedestrians.

Consider the interconnectedness of our streets and reevaluate the streets chosen for greenways, namely Versailles. Pearl Street is subsidizing the slow street on Versailles and creating a dangerous traffic liability. If Versailles becomes a greenway, traffic calming measures will be needed on Pearl. If someone is hit by a non-local car on Pearl Street, they could sue the city for negligence since the hazards were known.

Consider working with community arts to bring local art installations.

consideration for emergency vehicles should be a part of planning

Coordinating the traffic lights correctly on streets that are not greenways

Corridor treatments to lower auto speeds and volumes WILL reduce emergency vehicle response times. Fire Engines, Trucks and ambulances are ALL wider and longer than the average car. Reducing turning radius, adding speed humps, narrowing lanes and adding fixed objects in the roadway WILL make emergency response more difficult and WILL put 911 callers in danger. Wider streets allow drivers to pull to the right and allow first responders to pass. Bring back traffic cops if you want to reduce speeds

Create barriers using plants and art for existing slow street barriers. I don't think y'all should take them down! People still speed down those streets and the barriers are at least doing a small part to prevent that.

Crossing guards during school commute times at all designated school zones.

Curb bulbs at intersections

Curb extensions make drivers turning right swerve into the opposite lane

Dedicated bicycle lane

Dedicated bike lanes with curb to protect bikers

Design for 15 mph top speeds, primarily with narrowing and chicanes. Speed cushions don't do much for certain vehicles and/or drivers, and can be uncomfortable for people riding bikes.

No intersections without signals should be controlled by stop signs in any direction. Control intersections with yields.

Digital Pedestrian counter like the Emeryville greenway has. Completely car free areas.

Areas for micro businesses like coffee stands.

do a median treatment on Fernside please

Do it fast!

Do not implement greenways. By permanently making there of Alameda's busiest and high traffic streets (Encinal, Park street, and Webster) one-way traffic each direction, has created a serious traffic congestion problem. We do not need more slow streets or greenways.

Less traffic congestion = less chance of vehicle-pedestrian casualties.

Do not make any neighborhood a Greenway without expressed written consent from every resident and property owner on any proposed street.

Do not remove parking!

Don't close or restrict streets, it just pushes traffic on to our neighbor's street.

Don't do it please. Spend money on resurfacing roads and fix potholes.

Don't do this, those are taxpayer roads that you're taking away. These barricades should've been removed along ago.

Don't make them. It's hard enough trying to cross the island and frustrating not being able to find parking after y'all added red curbs on Park and Webster. So many people NEED to drive in the Bay Area. If anything you all should put more money into expanding ferry travel.

Don't puss traffic on to other streets!

Add more police to enforce the laws and speeds that already exist!

Don't remove the slow streets barricades until a project segment is completed.

Don't do it. The MAJORITY of Alameda DOES NOT want this

Don't overstimulate the drivers. It can be too confusing.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

Don't ruin a good thing by trying to please everyone...commit to making these Greenways very clearly *not for cars*, otherwise they'll be treated like any other road and likely lead to less rather than more safety

Each situation is different, so please don't use a formula. In the 2100 block of San Jose Avenue, before the pandemic, parents used to use this block to access St. Joseph's. They would bring both high volume and high speed. Your solution in this block needs to deal with both of these. Diverting the flow away from the block would be the best.

Eliminate the barriers as it causes unnecessary traffic! A LOT of bicyclists drive in the MIDDLE of the street and do not follow rules of sharing the roads. Alameda has made cyclists ENTITLED. The city keeps building and yet they want to make it harder for drivers! Im all for speed bumps or slowing the speed but lets not make it fussy by only accommodating bicyclists who refuse to follow the laws! Many times they are running stop signs at 4 ways. Please make EVERYONE follow the law! Priority #1!

Encourage our speed limit we've had forever.

Encourage all mode of transportation to heed the laws already have.

Enforce existing speed limits.

ENFORCE THE LAW.

- STOP VEHICLES DRIVING 40 MPH ON SLOW STREETS.
- INSTALL AUTOMATIC STOP SIGNS, LIGHTS INFRIGMENTS.
- FINE DRIVERS DRIVING WITH EXPIRED REGISTRATIONS, OUT-OF-STATE PLATES, AND 'NEW VEHICLE' TEMP LICENSES FOR YEARS.
- INSTALL CAMERAS TO FIND THIEFS.

Enforce the no parking curb around the turn (or better yet, use curb extensions to eliminate those blind spots when used for parking); Add Speed limit sign with warnings.

Enforcement of vehicles dangerously driving in the wrong lane to avoid the signs enforcement. existing rules or new rules need enforcement to be effective

Enhancement: lessening traffic noise from loud motorcycles and car mufflers.

Enough of the closed streets. People ignore the barriers. People and those with dogs don't walk dow the middle of the streets anyway. At least on Pacific very few cyclists because of all the stops signs they should observe. I honestly see more bikes on Buena Vista than Pacific. More cars are here now due to all the condos and taking lanes away is simply not helping congestion on other roads. Please stop this nonsense.

Ensure adequate lighting for visibility and safety, especially at night.

Ensure map routing systems do not navigate automobiles through Pacific to help reduce traffic.

Pedestrian crosswalk should be considered for oak and Pacific. Greenway would increase walking and biking traffic and this is already a hazard for pedestrians today.

What is the plan for street parking, will it be impacted?

ensure their is adequate parking on lots for all new/updated construction. Even if the goal is to reduce cars on the island, having appropriate designated parking will prevent people from searching for street parking - which can lead to aggravated drivers.

Ensure there is minimal impact on emergency vehicle response times.

Especially for San Jose Avenue, speed control through these design elements is paramount. Families bicycle on our street now, but we still have vehicle speeding at all times of day and night. I can't speak for the other Slow Streets, but for San Jose it does not make sense to close cross vehicle traffic at major intersections like Grand or Park. Local vehicle access must be maintained as it is now.

Everywhere it says "for wider intersections" put traffic circles. Put traffic circles at every intersection possible. That way bikes and cars share the same space and it is obvious who turns first. Eliminates cars turning in front of bikes. I would put traffic circles at every intersection in a greenway as otherwise you will still have collisions where the greenway crosses the non-greenway street (example Sherman and Pacific). Traffic circles at every intersection of Versailles would be great!

Existing bike lanes (e.g. Oak St) should be priority. Oak St is designated a bike lane, but the street is in disrepair and is very narrow... cars maneuvering each way have to slow down.

Expand the project... across the entire island. Bikes and people over cars. Cars ruin cities for the people who love here.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

Fernside is impossible to cross and many schoolchildren must do so. Please please consider speed bumps and lights to break up the route.

Fix the damn potholes before you screw everything else up. No more of this stuff. Give us our streets back.

Flags at the posts that pedestrians can use to cross like at 9th and Central. A completely connected bike/run route. Mirrors for cars that are turning onto busy streets.

Flashing lights on crosswalks seem to be a really good thing. It really helps because sometimes the walkers can't be seen easily when they're just starting to cross.

Focus on replacing asphalt on current streets that are woefully neglected and need repaving before starting new projects.

Focus on slow speeds, diverting traffic to main roads (and then let them travel without 900 stop signs on the way). I'm all for increased safety, bike paths, pedestrian paths, etc. I am not for trying to reduce the number of cars in Alameda because that is not your job no matter what goal the mayor or governor sets. It's already a debacle in the limited parking available on Webster to use restaurants and shopping so you HAVE to make easy cheap or free parking available to support business!

For landscaping, I would very much love to see the use of native plants. They are more resilient, need less water and care compared to non-natives, making them cost-effective. They also reduce heat islands, improve air quality, and support climate goals. Would love to see Alameda using more natives.

For two way streets being converted from slow streets - keep the end of road barriers that force drivers to enter from the off side. Instead of using cheap plastic barriers - replace the barriers with concrete planter boxes. Berkeley uses these to great effect. This is the only meaningful way to force drivers to slow down on long straights.

For years, I have been trying to get the city to work on traffic slowing on Sherman Street From Encinal to Clinton. People use it as a cut through. I would love to see more traffic, slowing on our residential streets to keep our children and pets safe. Not to mention grown-ups that cross the street and get mowed down

Forced slow speeds are needed. I live on Versailles and there is constant speeding

Fountains and Public Art installations

Four way stops for all vehicles at all 4-way intersections in Alameda. Do not allow one direction to pass through an intersection without stopping. I also think some of these measures should be considered even if the street will not be a "greenway" such as speed cushions on Buena Vista Ave where speed and traffic is a major issue (and this is still a neighborhood for many families and their children).

Four-way stops! A stretch of Pearl Street between Encinal and Otis has pairs of stop signs on every street, alternating on every block. Trying to cross Calhoun Street and San Jose Ave is tricky for pedestrians due to cross traffic. Turning these and other similar thoroughfares into four-way stops would make it safer for pedestrians and cyclists to cross.

Another stop light on Otis between Broadway and High Street—or at least a pedestrian crossing light—would be helpful, too.

Fully separate bike lanes - either elevated or with a divider like a curb

Get it done, remove the barricade

Get rid of slow street barricades and return the streets to original condition pre-covid.

Get rid of the barriers immediately - terrible traffic hazard.

Get rid of the slow streets. They are no longer needed and just push traffic to other streets

Go back to normal streets. The sidewalks are just fine for walking. Biking in normal streets has been safe in this city for a long time now.

Goal should be to deter use of the greenway for transit but allowing residents to navigate

Green painted bike lane in street so it is more clear that it is a shared space

Green painted bike/pedestrian lanes. Elevated bike lanes

Green space is a waste of taxpayer money! Get us more police officers

Greenway barriers, like the ones in place now.

Have lighting at major pedestrian crossings in the city. Most other countries have this so you can see people at crossings.

Have police ticket speeding and unsafe vehicles running stop signs.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

Have stop signs on streets crossing the slow street/greenway. For example, I live on Pacific which should be a slow street but every other block the cross streets don't have a stop sign and cars can cross Pacific without stopping which is dangerous for pedestrians/cyclists. I would like to see my street be one way and closed to non-residential traffic. I've lived in Alameda 35 years and it's wonderful to see so many families using my street. We just need to make it safer. Thanks!

Haven't you bureaucrats ruined the flow of traffic enough in this city with,

#1. Excessive bicycle paths that no one uses

#2 Restaurant outcroppings that remove necessary lanes.

#3 encouraging bicycles to impede traffic by placing bicycle street markings center of streets.

#4 overbuilding high density housing.

This city will soon experience degentrification if you continue this stupidity.

Having separate paths for bikes to be on specifically would be awesome!

How about closing Park St on weekends for autos after 10am till sunset

I would like to know the City's plan for upkeep and care of these landscaped areas. They could quickly become trashy-looking with no care. Also, having so much painted on the street surfaces is just plain confusing. For example -- Grand and Otis is a total mess. And when will the City start citing cyclists for failing to abide by the traffic laws??? I'm talking about the requirements to STOP at stop signs and red lights, and to yield to pedestrians in crosswalks.

I am a home owner on Versailles with no off-street parking. It would SUCK if we couldn't drive two ways down our street (and find parking on both sides of our street easily). Please don't do that!! Honestly anything else would be great. People go 50mph down this street at night and the barriers don't deter anybody from driving down the street.

I am ALL IN for slowing traffic on residential streets. No left turn across Alameda would make traffic flow better and safer for cyclists and pedestrians. Timed traffic lights ensuring speed limit compliance would also improve traffic flow and safety for all!

Curb extensions are confusing and dangerous for drivers and pedestrians out in the road. Asphalt Art is too distracting.

I am concerned that creating neighborhood greenways may increase the speeding on major roads like Buena Vista, Lincoln, and Otis. I would like to see more speeding enforcement

I am extremely enthusiastic about all of these ideas! I would love to see intersections converted into traffic circles with gorgeous community gardens in the center. Please put one in the intersection of San Jose and Walnut!

I am so thrilled that these plans are being considered and desperately want these to happen! I'm going to make a special plug for a traffic circle at our intersection of Saint Charles and San Antonio, which is currently a 4 way stop that people constantly speed through without stopping in a neighborhood that is heavily trafficked by walkers, bikers, joggers, strollers, small children scooting and biking, and older people walking with assistance.

I am totally against the Slow Streets continuing. I live on Clinton and have experienced many additional drivers due to San Jose being a "slow street" Cars race down my street because there is no stop sign. Slow Streets only work (if they work I am not convinced and you have given me no stats that they do) for those on a slow street. (not sure of that either) I understand it was essential during covid. But, all that is in not essential. I have clocked many cars going anywhere from 35 -65

I am unsure why we even need slow street or neighborhood greenways at this point.

I believe the streets that are now designated as "slow" streets should be reverted back to regular streets. The whole "slow" streets project has unfairly benefited people living on those streets while the traffic has increased on neighboring streets. The increased traffic on neighboring streets due to the "slow" streets adversely impacts the residents living on those streets!! Converting the "slow" streets into "Neighborhood Greenways" would also unfairly impact neighboring street residents!!!!

I do not think that the greenway project is a good use of money. Should work on improving public transit like buses rather than making traffic worse on the island.

I drive often but also am a huge supporter of these Greenways to make our Island even better. I live on the West End and would like to see Santa Clara become a permanent greenway too - can you let me know why it was not? Keep up the good work. Best, Justin

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

I greatly dislike the curb extensions, it furthers have pedestrians in the street and parking is already difficult for the island considering how many people are continuing to get more cars per household.

Crosswalk lights for busy streets would be great.

I'm totally against banning all cars from these slow streets. It just puts more cars on the rest of the streets. creates congestion which creates road rage. You seldom see anyone walking in the (slow) streets; that's what sidewalks are for. We need to share the road, not give the road to walkers & bikers. I walk quite a bit in Alameda & use the sidewalk; like Mom taught me. I ride my bike on side streets where I share the road. You want people to slow down; start giving out tickets.

I just Alameda to be fair and equitable in how they determine what streets will be Neighborhood Greenways...San Jose, Versailles, and Pacific have enjoyed no traffic/ cars for years now. Let's ensure that other neighborhoods get the same treatment...please allow other streets to be Greenways and eliminate the BIG 3 that have been spoiled at the expense of others

I like the ideas that are mostly paint and signs and do NOT like the physical barriers. People live on those streets after all and elderly and young drivers should not have to navigate through complex and expensive barriers to return home.

I like the lighted crossings for pedestrians and bicyclists. They seem to be the most visible, easiest for people to understand, and possibly easiest thing to install to help increase awareness/safety. Adding things like curbs are just asking to be hit by cars, and same with landscaping. Either that or the landscaping would become an area of increased discarded garbage taking away the point of putting in nice landscaping in the first place.

I live in a street that will be impacted. I am concerned for the increase in foot traffic. The noise and not in favor of speed cushions, humps and bumps. These make noise when a car goes over them. Ka-thump each time. Too much painting on the sidewalks looks confusing and tacky. I fear my quiet street is going to be turned into a noisy one. I feel less safe in my home now that so many strangers are others not commonly in my neighborhood are walking and riding by. Im not pleased w/ this

I live on a "slow street". Cars, while fewer of them ,fly down the street. speed bumps would really discourage speeding. Would a traffic circle be possible at the intersection of Versailles, Central and Gibbons? It could be beautifully landscaped with Native plants.

I live on a Slow Street and I love them ... and I love being able to park on my block (street parking is the only option I have). So please don't reduce street parking.

I live on Bayview. The curbs and speed signs don't really work. Too many taking a shortcut to Southshore, car speeding, etc. Another problem is from walkers and bikers- waste, lots of it just thrown on yards and driveways. I find some every week.

I live on Versailles and I am concerned about the loss of street parking. Do plan to restrict street parking in front of homes just so bicyclists can have dominance on our street?

I love our Slow Street nearest us on Pacific.

What are the thoughts on adding stop signs on every block?

- This allows local residents the flexibility to make turns as they see fit, but makes driving down it as a thoroughfare cumbersome (and instead shift people to Lincoln / Clement where its better apt for that).

I also like the notion of curb bump outs and mini roundabouts that physically constrict traffic and have a physical and visual take on forcing speed down.

Be AMBITIOUS here.

I love the bicycle boulevards on Berkeley, for which many streets are blocked for non-emergency traffic on one end. It's very clear and creates a parklet.

I love the example of asphalt art shown here and would love to see some of that around town!

I LOVE THESE. ♡ i've had too many close calls.

I love this so much! Alameda is a small community and more walk-ability will also allow for areas with less foot traffic to attract small businesses with a decrease in cars and increase in foot traffic.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

I love this. Please do more to improve the walking and biking options in Alameda! More protected bike lanes, more slow streets! I lived in Manhattan for 7 years and have had more near misses in the 3 years I've lived here.

I moved to Alameda in 2016 and didn't own a bike. Because of your bike accessibility and improvements, plus the ease of commuting with the ferry, I now bike commute to S.F. and use a bike as my primary transportation including groceries, picking up takeout, etc. Thank you!! Your decisions to make Alameda bike-friendly have changed my life for the better.

I never got to vote on the inequitable placement of slow streets in select neighborhoods and they do not benefit the population fairly. Making them permanent was also never a vote. And making them permanent benefits select homeowners while the rest of Alameda's roads become unchecked speedways. Just return to enforcement and none of this nonsense is at all necessary.

I object to the whole program because I live on Pearl Street (parallel to Versailles) and have experienced a marked increase of high-speed traffic in front of my home. The program makes one street "safer" at the cost of another. Also, I have not received public notices, which I assume is because Pearl Street homes are more than 300 feet from Versailles.

I often observe cars speeding along the slow streets because there is less traffic there and they can. They go block after block speeding between the crossings. The only way to prevent that is to do what Berkeley has done and that is to restrict through traffic by making one end of a slow street/greenway a dead end so cars can not pass. This is very effective and leaves the residents of that dead end street with a nice quiet neighborhood. You should check it out.

I personally love the safe streets. I may be biased because I live on one: San Jose Avenue. It seems like all of these engineering suggestions will be extremely expensive and time-consuming to implement. The temporary barriers work. There's already infrastructure on Google Maps saying that the roads are closed. Why spend hundreds of thousands of dollars on fixes when you can put up a \$50 barricade that is already there.

I prefer solutions like curb extensions because someone driving a car may ignore posted speed limits and signs restricting turning. I also like flashing lights when people are crossing the street because that's more likely to get the attention of distracted drivers.

I really like the planters used in slow streets in Berkeley and San Francisco.

Answered yes to everything, because these are all good. Some better than others, but in the end it all comes down to budget.

Could the whole slow street be painted a color?

I really would like all the current slow streets to be converted to Neighborhood Greenways

I recommend that greenways only be installed in areas with acknowledged conflicts. The slow street program is a dangerous experiment, with barriers at intersections and no clear rules. I rarely see bikes on San Jose Ave - maybe 3 or 4 on weekends & none on weekdays. The few I see always ignore stop signs and right of way. Re: greenway, visual blight on neighborhood streets (special crossing signs, pavement markings and lines, bulb-outs like at St. Joe's) is a confusing distraction to drivers.

I remember seeing a treatment where the asphalt would be painted green - is the upkeep on that too expensive?

Also - I also remember seeing a treatment to lower the speed limit to 15 mph. 20 mph isn't going to do much to deter traffic.

I strongly urge you to look at what numerous other European communities are doing in this regard. Dresden, Heidelberg, others have combined pedestrian, cyclist and auto usage without the myriad of options. Co-existence is possible and some assumption must be made regarding good citizen behavior on the roadways. Ratios of cyclists to autos must be considered given Alameda will never be a Zermatt.

I support slowing all traffic around Alameda. The implementation of multiple bike lanes and restricting access to vehicles has not been beneficial to someone like me who does not have the luxury of using a bicycle or public transportation to complete my daily activities for my children and myself. Therefore, enforcing speed regulations like speed bumps, and stricter enforcement throughout the city is something that would be beneficial to all. Additional restrictions for drivers is not.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

I think asphalt art would tend to get dirty and unsightly over time, and there is enough visual noise and distractions that we don't need this too. Also, let's not make Alameda like Berkeley, with so many streets blocked off, causing confusion and cars crowding other streets.

I think its good to keep in mind what drivers may hit/may not see at night as well as pedestrian safety.

I think more streets should be considered for Greenways.

I think police need to focus on speeding cars.

Lots of drivers don't even care about the light that warns about pedestrians crossings.

focus on the red no parking markings, people park there all the time, makes it hard to cross the street safely or to drive around corners when you can't see cars coming from your left.

There is also a huge safety concern with cars using their warning lights and park in the bike lane or in the streets.

I think some of the raised sidewalks and splits, like at Grand and Otis, are extremely confusing- for the turn from Otis to Grand especially. I think the best thing for safety would be to increase parking setbacks from intersections so that vehicles can see oncoming traffic. AND INFORM AND ENFORCE THE DOUBLE-PARKING STATE LAWS!!!!

I think the current slow street dividers work well, so any changes should mimic the present condition. I live off one of the slow streets and am happy with these barriers (though I know many people are not).

I think there should be more pushback about Bayview. My understanding is that the bike bridge was originally approved with the commitment that it would allow a bike path to attach to the Southshore pathway. The homes along Bayview are going to want/need high tide abatement. I understand that the area is a protect bird sanctuary, but if the high tide abatement is allowed than shouldn't the bike path be constructed?

I think these are all great ideas for different situations.

I think this is a great idea! One important thing to consider is the continuity of bike paths on the island - it's important to make sure that bicyclists have somewhere to go when the greenway ends. If the paths could be connected by the cross streets, that could be one option. Otherwise perhaps a bike/walking path through the neighborhoods?

I think this is a horrible idea. You have chosen streets that are used as secondary choice streets. San Jose is a back up street to Otis and Encinal. Now Encinal and Otis are horrible in the morning. Versailles is another poor choice moving traffic closer to Edison Elementary. But these concerns have already come up at meetings, you've said they are valid concerns, and nothing changes. You don't actually listen to the community.

I think traffic circles with traffic diverters will have by far the most impact on safety--not just for pedestrians & bicyclists but also for cars. Berkeley does something similar and it definitely keeps the traffic out of greenways. It lowers vehicle speeds making any crashes less serious.

I think we should make every non-arterial street in Alameda a Safe Street, and block off half the entrance.

I think we should remove all of the slow street barriers and leave the streets how they were! All of this new stuff the city is doing to the streets is just silly to me.

I think, the city by and large should look at adding activated crossing signals to major street crossings. They are safe and good for larger streets where speeding is a major issue with drivers.

I like the idea of landscaping so long as it is not constantly changed based on the whims of the city and, that it does not hinder line of sight of drivers, pedestrians and cyclists. If the foliage grows to large, it could create serious blind spots. Drought friendly plants and foliage are good ideas.

I traveled in Norway, where people were very obedient about their nationwide low speed limits because there were enforcement cameras _everywhere_. It was pretty nice, actually. You still get where you're going, with less severe car crashes and safer streets for everyone, including drivers.

I will be so happy to see the barricades gone after having many near collisions trying to enter my block or exit my block. Please do not restrict street parking! I have off-street parking where I live but many others do not.

I wish San Antonio was a slow street between Grand and 9th or had something to help slow down bad drivers

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

I wish there was more information distributed on how these greenways were selected - even if previously distributed, something like this should be transparent and include reminders on how we got here.

I also believe the true value of these should be critically exhibited. They are not helpful for bicycle transit in most cases (the main streets selected cross non-stopping streets almost every or every-other block. They seem to create quieter streets for residents and more traffic for others

I wonder if we could quick build initially and then transition to more permanent installations over time (which start on the west end and work their way east because equity is always an issue especially in Alameda). Huge fan of traffic circles and feel like above anything else they would have the most impact in slowing drivers and improving the walking/biking experience.

I would like the slow street to be Pearl instead of Versailles. For those of us who live in this area, Pearl AND Versailles are closed to a right turn from Fernside making the first open street Moreland. Moreland is narrow and crowded with vehicles. A hard street to drive down safely. If the slow street is Pearl then it is easier to get across the neighborhood. Honestly I ignore the slow street sign and will continue.

I would like to include things that make the street narrower to enter, drive on, and exit. It should be uncomfortable for cars to use them as a through street.

I would like to see Bayview drive have traffic restricted because it has become a bypass to Otis when there is traffic. As a person who has been a long time bicycle rider many of the issues with road rage have occurred on this street. Painted "sharrows" mean nothing to drivers who just want to go fast. So break the street into 2 and make it so you can't drive through like they do in Berkeley.

I would like to see full roundabouts without stop signs instead of traffic circles with four way stops

I would like to see use of CA Native plants in landscaping design. This is a great opportunity to support our little pollinators in our city!

I would love to see as much greenery as possible used in these designs.

I would LOVE to see major intersections (and intersections near schools) that have traffic lights to implement an ALL CROSSING (horizontal, vertical and diagonal) time period and NO WALKING during car crossings. Like in Oakland. There are times it is almost impossible to turn right on a green light in heavy pedestrian areas. Park St, Central, Santa Clara, Oak St ner High School. I hope this makes sense...

I'd love the idea of the designs giving a nod to craftsman style (like in Berkeley) or Victorian. This could be a neat way to celebrate all the beautiful historic buildings! And definitely love the idea of more thoughtful landscaping. This is a great opportunity to beautify the island as well as make it safer for all! With signs etc I'd love to see them aesthetically pleasing and tied together with a theme like some small towns across the US have (Carmel, etc). Not sure about roundabouts working

I'm curious how these slow streets were chosen in the first place. It seems very elitist with the streets that have been chosen.

I'm old and can't ride a bike anymore and I am reluctant to walk in my neighborhood due to the large number of bikes riding on the sidewalk (despite it being a bike street with prominent markings. This is Oak st by south shore). Don't forget some have to drive (parents with lots of kids, for example and those with bad backs). And local businesses depend on the availability of parking nearby

I'm really excited by this project and think a traffic circle where Gibbons meets Versailles and Central would increase safety and traffic flow.

Id like to no add anymore bike lanes, we create a whole road on Shoreline and its hardly used. We increased traffic, reduced parking for something almost no one uses.

If I am paying for maintenance of all streets in Alameda, I should be able to drive each one in equal comfort. Pushing traffic to other streets is unfair to those homeowners who will see diminished home values and disproportionally higher traffic, thereby, reducing their ability to enjoy their neighborhoods. There are NOT THAT MANY bikers and pedestrian issues that deem it necessary to fundamentally change our community layout. I am STRONGLY AGAINST these projects.

If the goal is to slow traffic and maintain beauty, this can be achieved with speed humps and good landscaping. All the extraneous signage, concrete curbs, bollards/flex post neon sticks, painted asphalt is just distracting and gets ignored anyways or damaged.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

If there was a way to provide a pathway from these new improvements on the Greenways to the protected bike lanes on Clement that would be awesome. Safe ways for bikers and pedestrians to get to other friendly infrastructure.

If they're gonna be Greenways, let's add some green! Water run off gardens, community gardens in the traffic circles, planter boxes with native pollinators!

If you are going to put speed bumps on a Slow Street like Versailles, you should put them on all of the parallel and perpendicular streets. I live on Pearl and San Jose - an intersection that has daily near misses of car accidents. Ever since Versailles was made a slow street, traffic on Pearl has dramatically increased. This is simply not fair. The slow streets were great in the pandemic. We do not need them anymore.

If you do this for certain neighborhoods only how is that fair for all the others to deal with traffic? Why not make all streets like this. There will be a massive lawsuit otherwise.

I'm a huge fan of traffic circles and narrowing roadways as an implicit way to slow traffic. I don't think signage or speed bumps work (in my experience observing the street)

I'm concerned that the use of speed bumps (cushions) or raised crosswalks could be detrimental to emergency vehicles' access and response time, particularly as Pacific Ave is designated as a greenway in the blocks surrounding the fire station there. Also, we do NOT need additional measures to make driving more difficult, especially as more housing is being added to the former base. This is especially true on the West End, where the Webster tube capacity already is so limiting.

Improve the bike lanes and quit building new bike lanes. Most of the city has sidewalks for pedestrians

In Amsterdam and other European cities I have seen bike dominant streets where the bike lanes take up most of the space, with room for one lane of cars in the middle. It's not necessarily a one way street, but requires cars to slow down to pass each other. Just another option for you.

In favor of keeping/utilizing existing infrastructure as much as possible. Why can't we keep existing barricades? Love the slow streets.

In the speed cushions pictured above, similar ones are used in Oakland and don't slow traffic because the car wheel width is wide enough to fit in the flat area width and straddle the bump.

Incorporating art, e.g., Portland that include neighbors so that they feel connected to the greenway.

Increase enforcement with penalty for speed violations, failure to stop/yield lawfully to pedestrians, and rolling stops for bicyclists as well as automobiles

Inside traffic circles, commission statues to honor Ohlone and Chochenyo figures of note, women leaders, black leaders, any underrepresented community leader

Instructions to bicyclists and pedestrians to follow traffic signs, signals, crosswalks. Pedestrians must not walk down streets; must use sidewalks. Bicyclists must respect pedestrians. No more excess curbs, bollards, planters creating a hazardous obstacle course for all users. I oppose the road diet and greenways which clog up streets and increase pollution with cars idling. Where is the question about whether to support this?

Inviting artists to submit proposals for various creativity to beautify the greenway design treatments, elements and the roundabouts on slow streets. Put beauty, playfulness and care into functional things we see every day!

Please reconsider making the west end Santa Clara st into a permanent slow st with a roundabout! This is a high pedestrian, bike and children going to/ from school area as well as a common street for pets to get injured/ killed(when a normal street). Thank you.

Is there a way to have less street parking on these streets?

It does not matter what signs you put up! The biking community will always do what ever it wants! Running stop signs and red lights are very common in Alameda! I talked to the last police chief about it...he said they have to catch them in the act! In other words the police can't do a thing to curb this safety hazard.....!

It makes no sense to do this on Pacific Ave (where I live) because we are so close to the bike lanes on Clement. Alameda would be better served by modifying a different street.

It needs to be physically impossible for cars to use the green ways as a low traffic shortcut

It seems these streets were arbitrarily picked and money on traffic calming could be better used on streets that actually need it. In our neighborhood those streets are San Antonio and Sherman that people fly down, not San Jose. Reevaluation is needed!!

It would be amazing to connect these neighborhood greenways to our neighborhood schools helping create safe ways for our kids to get to school

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

It would be better to first FIX dangerous sidewalks, pot holes and other dilapidated infrastructure. This would help more Alameda citizens than providing beautification/special amenities for just a chosen few.

It would be good if neighborhood greenways can include green features such as bioswales and rain gardens and additional tree planting in the parking lane, median or traffic circle.

It would be more cost effective to turn Lafayette into a Greenway as opposed to Chestnut. Chestnut has a light at Lincoln the slows traffic. Lafayette will soon be the exit to the marina development and have cars heading straight out of the development to get across town. There needs to be a diversion to another street. We bought our houses here with that expectation.

It's always important to consider emergency vehicles into consideration.

It's important to note that pavement markings such as sharrows are only indicating a right that cycles already have. While I like the idea of reminding drivers that the roads are for sharing and that cyclists have legal right to use the rode, I don't believe that sharrows actually go far enough to providing a safe environment for cycling. As a cyclists, driver, and parent, I'm most interested in treatments that slow drivers down and offer cyclists additional protection.

Just create bike highway along the main arteries having their own traffic lights.

Just get rid of the slow streets

Just have more police to make sure people follow the already posted speed limits. clamp down on awful behavior such as cars speeding, cutting around cars turning. And, better education for pedestrians and cyclists! Too often cyclists will switch from behaving as pedestrians and then back to cyclists (as a vehicle) and it's dangerous when you are driving not knowing what they will do. i'm not a fan of speed humps all over. If you happen to live near one, you hear that awful scritchng noise.

Just no. Not needed. Limited funding should be directed to priority issues, not a small neighborhood which is perfectly safe as is,...unless the folks who benefit most from this pay for it out of pocket.

Just open the streets and remove the signs. We are over it.

Just return it to the original street

Just speed cushions. Please please please remove the slow barriers that we have asap! They're dangerous to anyone using the intersection and don't slow traffic between intersections at all. Why is it taking so many years to get this done?

Keep it simple stupid

Keep it simple. Drivers, myself included, get confused by too wide a variety of these options on diff streets/intersections. Seems like every street is diff. I face the same issue on my etrike. Pls use same/similar solutions throughout the City. When driving/biking, it is hard enuf to navigate the roads safely. By simplifying traffic solutions everywhere, you can help us get around more safely - greenways and elsewhere.

Keep slow streets. Enforce speed limits. More digital signs indicating speed traveling.

More 4 ways stops and traffic lights. Left hand turns with timing arrows on Encinal are ridiculous. The next hand turn on Sherman to Atlantic malfunctions when someone is accessing the walk sign. Back up today beyond BV due to walkers crossing.

Keep the no thru traffic signs! It is so nice to have limited traffic on designated roads for bike commuting. I use one everyday and it is significantly better than other non slow streets

Keep the site improvements simple & clean. Do not clutter the streetscape with unnecessary design elements.

Only introduce temporary improvements if there is funding for the corresponding permanent improvements.

Reserve or identify funding for maintenance for all improvements. Create adopt a spot locations for community member involvement. Be sure to apply for Measure B half cent County sales tax transportation fund.

Keep the slow streets. They currently work so well in terms of design. They make kids feel safer and it encourages a lovely walk.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

Landscaping - I love the idea but the reality is as a pedestrian there is too much landscaping encroaching on sidewalks and/or blocking my view of cyclists and traffic. They block vehicle drivers' views, too, but unfortunately, drivers DO NOT give a toss about this and make the turn at top speed anyway. Please make sure these are MAINTAINED.

Asphalt art tends to a) become unmaintained and look poorly, and b) distract drivers, cyclists, and pedestrians from looking out for each other.

Landscaping is fine only if there are no obstruction such as tall plants or trees

Landscaping tends to be over grown and dangerous for visibility.

Too much clutter detracts from attention to driving and pedestrians.

Shoreline has become very dangerous for drivers and pedestrians. Please do not follow that format; especially because of bus and delivery vehicles stopping and blocking a very small driving zone..

I would prefer slow rebuild with evaluation along the way,

Lane deflections to geometrically control and reduce vehicular speeds. Straight lines encourage faster driving.

Large art center pieces inside traffic circles.

Large bumps or precast curb or rigid bollards or planters to create protected bike lanes.

Bike Boxes: At the forefront of cyclist safety, bike boxes provide designated spaces for cyclists at intersections, ensuring visibility and enhancing intersection navigation.

HAWK Beacons at busy intersections.

Leave the barricades up

Leave the streets alone and enforce the laws we already have

Leave the streets as they are

Leave the streets as they were before the pandemic.

Leave the streets as they were before the pandemic. They are public streets and should not have special treatment for redesigning them.

Leaving streets as they were is much better than the few modifications done

Now there are more dangers and slower traffic through the new designed areas. Hate it

Look at the Red Hill Road (San Rafael to Sir Francis Drake Road. They did a Beautiful job using drought tolerant plants and a dry creek making a natural median that elevates the neighborhood rather than becoming an eyesore.

Lots of trees! Questions- will this project eliminate parking on Pacific between Main St. and 4th? Can putting the power lines underground be part of this project?

Love seeing this! I think making traffic one way and not allowing cars to continue straight along greenways through intersections makes a lot of sense.

Low cost improvements that make neighborhoods better (such as landscaped traffic circles),.

main concern is about restricting ease of residents accessing their own driveway / homes with the traffic diverters suggested

Make is sure the bike riders don't go wear the autos. Plus, get rid of the Alameda Ave parklet. It is an eye soar.

make it easier for Car to Drive!

Make Oak and Walnut one-ways from Clinton to Lincoln. Because there is a light at Oak, let cars turn L onto Oak from Lincoln— one way entering commercial then residential Oak st. Walnut one way toward Lincoln. Or add traffic dividers on Walnut at Lincoln to slow traffic entering Walnut. Cars traveling west on Lincoln can speed into Walnut from Lincoln. Cars parked on both sides of Walnut will slow traffic.

Make some greenways cul de sacs, for example Morton street @ San Jose avenue. This would prevent motorists using the greenway as a drive through street

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

Make sure anything being placed in the street to divert vehicles has bright reflective paint or reflectors on them to assist in cars seeing the diverters in low light situations or at night.

San Leandro does not use these at the Marina Exit West from 880 and you can see a LOT of evidence of cars hitting the small cement divider. (Link: <https://maps.app.goo.gl/ELt53TEMbAiiwJo36> - Go to street view and zoom in, you can't miss the evidence of collisions.)

make the streets very narrow so that it discourages cars from going down them.

make the traffic for bikes through (remove stop signs for bike traffic) and car intersection traffic should stop before crossing a greenway

Make them actually green where possible. Beautiful goes a long way. Pretty streets also push up home values and in turn raise property taxes.

making sure people adhere to the speed limit in Alameda would help

Many of the streets in Alameda are too narrow to put these into action. How about fixing potholes and cracks in the roads. That would make it so much safer than anything else you're proposing.

Many of the unobstructed cross streets are the most dangerous part with kids. Adding 'yield to bikes' or stop signs at these (say along pacific between park and grand) may reduce car speed and increase safety for kids biking.

slow street program is great for my kids and I would look forward to any and all of the above potential improvements.

Many victorian's are on "Slow Streets." Most Victorians are either multi-plex or don't have garages/driveways or sufficient street parking. Please do not take away any more parking spaces. Although Alameda is heavy on foot and bicycle use, it seems the average household uses 3 cars with only one parking spot. Unloading children, the elderly or even bags of groceries is difficult when having to park a block away. I am all for encouraging walking and bicycling but not at the expense of safety.

Maximizing native trees and sustainable landscaping and minimizing car traffic are my top priorities. Both have the opportunity to contribute to pedestrian/bike safety and build now for the future in our changing climate.

Maybe I'm in the minority but I notice very few people in bike lanes. Auto lanes are being taken away in favor of bike lanes that are mostly empty. Meanwhile condos are popping up along the estuary. More people, fewer lanes equals traffic jam. Good luck getting across the park street bridge. I live on pacific and hate the barricades! Just my 2 cents

Median diverters, but ones that are permanent, are very effective in shifting drivers (and would-be speeders) to busier streets. Decades ago, Berkeley placed concrete K-barriers diagonally across certain intersections to force cars to turn at intervals, while allowing cyclists to travel through gaps in the barriers. Pacific and Morton/San Jose should no longer be available as through-streets for cars.

Median diverters, please! Prevent through automobile traffic.

Mid-block choke points

More button activated flashing lights. I believe these are the safest method to protect pedestrian traffic.

More enforcement! Speeding continues to be a huge problem in the West End. Ralph Appezato, 3rd St, Central, anywhere you can get up to higher speeds. Where is APD!?

More fully protected bike lane options - Broadway for example.

More green! More landscaping that promotes biodiversity and slows storm water flows to the bay

More greenery please

More landscaping and natural barriers, less concrete and metal.

More landscaping is better than less. Must include irrigation and maintenance (neighborhood input on planting materials and also maintenance?). LOVE the ideas!!

More lights. At night it feels really unsafe as a biker and pedestrian.

More neighborhood traffic circles, especially for intersections where several streets cross (for example Cambridge/Gibbons/Southwood) where there is an issue with speeding and no yield or stop signs. Also, remove merge lanes which encourage speeders and people cutting in (such as Park at Otis going south; make the right lane turn only at the intersection).

More plants and trees!

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

More police officers and tickets handed out for driving violations. The slow streets create dangerous situations. We have a lot of sidewalks and open spaces for people to bike, walk etc... These greenways will just frustrate drivers more and cause more traffic issues.

More roundabouts esp where cars are doing rolling stops frequently.

More slow streets and greenways!

More speed cushions on Central, Santa Clara and other streets that cross the island and prone to speeding abuse.

More stop signs. Extended red curbs near crosswalks so you can see pedestrians.

More trees

More trees along streets

More trees and shade cover for routes. Red no-parking curbs around multi-unit driveways to improve visibility.

Stop signs for cross traffic where it intersects with bike routes instead of activated lights.

More trees planted on neighborhood greenway streets. Widened and updated pedestrian sidewalks - many cracks and crumbling portions on San Jose.

More trees!

most of our streets are narrower than your examples. Plus resident parking along these streets is important (don't make it harder for those of us who must search for a parking spot each night).

Most of the more recent changes/additions to Alameda on Otis, etc., are NOT positive changes. Adding to those poorly designed/implemented changes in other areas is a mistake. I've seen enough of the buses and delivery vans fail to navigate these poor ideas. For any of the selections above where I have indicated "No", I'd like to respectfully say HELL no (sorry)! Let's not make the same changes/mistakes that make Berkeley and Oakland a hassle to navigate.

Most of these streets are fairly narrow. With less traffic on slow streets bulb outs that take up parking spaces really aren't necessary. Alameda is a simple grid lets not complicate it like Berkeley with forced turns and limiting direction of travel. Enforce speed limits like years ago. Stop the drivers that don't obey the laws we already have. Don't make it difficult on everyone because the law breaker will still break the law. Like Park street bike lanes they need 24 hr enforcement.

Most of us on Pacific do NOT have off street parking so the availability to still park in front of our homes is CRUCIAL! Thank you!

Must consider full stop lights at Grand and San Jose and Broadway and San Jose. These are both slow street intersections where there are currently no traffic controls for a long distance allowing vehicles to speed (other than pedestrian push button lights which don't work for bicycles because they're on the sidewalk). PLEASE! my preference is no change to the existing "slow streets"

My family visited Amsterdam, Netherlands over the summer, and we were amazed by how well they manage traffic and pathways for bicyclists, which seem to be the way a majority of residents commute. It would be worth seeing how cities like Amsterdam design and engineer roadways/signs for bicycles and pedestrians. No one biking in Amsterdam even wears helmet, and I even saw a parent biking while wearing a young baby in a sling carrier.

My favorite is landscaping. There are some good landscape designers in Alameda to create butterfly, bee, and bird, habitats.

My main problem with the slow streets is that so many intersections are 2-way stops with non-stopping cross car traffic. It puts riders in a constant swing between relaxed and anxious, constantly entirely halting momentum because of obscured sight-lines from all the parked SUVs.

My mother and in-laws are in their 70s and 80s. They will still need to drive and will not be biking or walking.

Move the red zones to be further from intersections. Even with the new larger distances, I still cannot see past the SUVs, vans, and trucks from my sedan.

Enforce the existing laws. I'm the last person on the island going 25. I've been passed in the turn lane and bike lanes on Otis, against traffic on Buena Vista, across the double yellow on Singleton.

Neighborhood gardens! Create more spaces where residents can grow their own vegetables

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

Neighborhood greenways are discriminatory against those who live on the non-greenway streets where traffic will divert to. Since the slow streets were implemented there has been a huge increase in auto traffic on surrounding streets. I they are neither fair or equitable

Neighborhood traffic circles work controlling speeders and raised crosswalks keep cars and their drivers from blasting through stop signs. I wish our neighborhood had them up and down the street. Windsor dr. gets speeders blowing the stop signs everyday all hours of the day and night.

no

No cars

No center planted area. Now so many are not trimmed and actually blocks vision. Speed bumps are useless people drive around them. Try stop signs at each block, 50% of the drivers will stop. Bump outs are not visible and dangerous, look at Clement.

no curb buildouts!! no left turns

NO GREENWAYS

No more tax's for these projects

Let's put for sports fields

People also need to drive in Alameda

no more, or even fewer, bike lanes--enough is enough.

No neighborhood greenways!

No one way streets

No traffic circles, bulbouts, or other obstructions. Most Alameda East End streets are too narrow for traffic circles, curb extensions, etc., especially for minivans, larger cars. The slow street barrier on Versailles at Encinal Ave. makes it difficult for patrons of Encinal Hardware and Versailles Pharmacy to park, access, and leave the store, especially with the busy 4-way stop at that intersection.

No, I don't appreciate any if this in all honesty. You maker slower streets BUT KEEP BUILDING HOUSING. Stop building housing if you want slow streets. You do realize Alameda has a low rating on Area Vibes right? Stop ruining this city!!

No. I in awe on how many bike lanes are in Alameda. I understand that the goal is to eliminate cars. I am 85 years old resident. I will not be using a bike! Should we be concerned about seniors who can still drive???

No. Its fine the way it is. This only benefits the residents on these streets and no one else. Get rid of the barricades. Has the city even done a visual count of people who use these slow streets from 7 am-7pm. Where's the data? Lets not waste more money and pave our small streets in less wealthy areas of the island.

none

Not everyone rides bicycles and these greenways aren't in every neighborhood. It's very clear where the city focuses its efforts.

Not really but make sure that traffic diverted and medians are robust enough to discourage drivers from simply driving around them.

Not really, but more like a comment. I love the wayfinding idea. Alameda could use consistent wayfinding throughout the cities. Those little things can make a city stand out when done well.

Not saying no to street treatments, but if not maintained, street art/signs become faded and don't look nice. Will cost the city to continually refresh treatments.

Not sure what else we can do, I do know that crossing on a marked crosswalk is not enough. There needs to be better demarcation. There is not an intersection that feels safe here in Alameda. The crosswalk at Lincoln and page is weird, the lights are too high. We definitely better planning and more done for safer crossing

On Bayview Dr, the future Greenway is currently used by beach traffic as a shortcut between Otis and Shoreline. Some kind of signage or other device to indicate Bayview is a residential street and not a thoroughfare would be great. Speed limit lowered and maybe a traffic circle at Bayview and Court? Also, the bike lane connections at Otis and Bayview need a lot of improvement. It's difficult for cyclists and dangerous for pedestrians as bikes squeeze by.

On bike corridors it would be nice if there were occasional bike safety turn outs (eg, no parking areas) where bikes could pull into to let car traffic go by.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

On Greenways, drivers should be discouraged/prevented from driving more than 1 block. There are parallel roads with LOTS of capacity that drivers should be taking if we're serious about giving priority to non-drivers on these roads. Also, if using speed cushions, curbs around them should be red. Bikers won't be able to get around them if there's parking next to them. Children shouldn't have to go into on-coming traffic to go around speed cushions. Do not prioritizing parking on NGs.

On Shoreline drive, there's a beautiful bike lane that's protected by parked cars. As a parent who frequently bikes with young children, I so appreciate that barrier between us and fast moving cars!

One way directionality for auto traffic for some narrower streets that would intersect with likely greenways in alternating pattern, similar to what exists in more urban street designs

One way streets for all cross island roads, Willow, Oak, etc.

One way traffic for segments of shoreline. Or break it into two at Grand so that it is not a thoroughfare. Lots of speeding cars use this as a fast commute option

Open the streets back up for cars. The slow street idea was okay for COVID and then absolutely terrible after that. We aren't Copenhagen. Jamming more people into Alameda while restricting car access is idiotic.

Open the streets back up to cars.

Open up the slow street. The need for the barricades / slow streets are over. People drive past them, they look terrible, and causes traffic problems on surrounding streets.

Our city streets are already quiet and slow compared to other places in the area. If you go and see there are very few bikes and pedestrians. There are more cars. Really, just look.

These things add to visual and behavioral overload. There are too many signs and instructions.

All this clutter is not needed. It is a waste of money. It is a mild form of corruption. Consultants earn this way. The traffic is not a problem. Overall distraction is a problem.

Pacific Slow Street should have 4 way stops the entire way

Paint on the ground doesnt save lives. Protected barriers do. Thank you for your help.

Painting the pavement to make these appear distinct from regular streets.

Pavement smoothness should be a priority. Some small children (3-6) can have difficulty riding over bumps and speed humps.

Pay attention to the other 99% of Alamedans that don't live on quiet streets. Some of us live on loud streets (for example my family & I live on Otis between the bridge & Broadway. Literally a 4 lane highway with too narrow lanes, no bicycle lanes and no center turn lane. And I don't want to hear the city can't do anything because it's route 61 and the state controls. Broadway between Otis & Encinal is route 61 and they have a center turn lane. No traffic control for us & others get parks.

Pedestrian bridge over Broadway and Tilden intersection.

pedestrian lighting at intersections

Penalties for bikers who break the law

People do not pay attention to most of these things. If you want to make things safer for pedestrians and slow drivers you need to be able to physically slow cars down and not "incentivize" them to do it, you'd be surprised at the amount of people driving full blast around or over roundabouts.

Some "walker barriers" give cars a false sense of "no one is on the road" and makes (IME) more dangerous to run/cross.

Perhaps other art installations (sculptures) or something that is 3-dimensional.

Physical barriers are key to reducing car volume and speed. In my extensive experience on Pacific Ave, cars ignore temporary barriers, but e.g. speed cushions force them to slow.

Additionally, Alameda PD needs to plan enforcement actions for the first ~3 months after greenways are ready to demonstrate that the city is serious about prioritizing pedestrian and biker safety.

Physical barriers are proven to be safer for pedestrians and cyclists. Those barriers can be gardens, green infrastructure for stormwater management, and overall solutions that increase greenery, resilience, adaptation to climate change, and overall treatments that provide additional benefits.

Physical barriers between bike lanes and cars to guarantee cyclist safety

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

Physical barriers for bike lanes that can't easily be barreled through by a car or truck

Please add a stop sign at Paru and San Jose. People pick up speed as they enter the slow area and use it as a cut through. Speed bumps around Franklin park as families use the park and access the school

Please add more speed bumps/cushions!

Please avoid raised barriers that make it hard for wheelchairs, walkers and strollers and are a trip hazard for pedestrians walking

Please avoid treatments that require policing to enforce (reduced speed limit, no left turn, etc). Use physical solutions that require compliance (traffic circles, speed cushions, curb extensions, etc.).

Please consider a traffic circle at Monte Vista/Bayo Vista. There are so many close calls there! It's a known cut through for those who get left turn red onto Fernside from the High St Bridge intersection and they're speeding to cut back out on to Fernside. Near misses all the time. Thank you.

Landscaping is #1 element for me. A must have.

Street barricades where you can't enter one side like they have in Berkeley really helps slow traffic.

Please consider alol adjacent streets and the impact they now face when creating your plans. My street, College Avenue is narrow and unable to handle traffic. The Versailles closure between San Jose and Calhoun is a nightmare for us.

Please consider how these greenways will make the already bad traffic in Alameda much worse. Also consider how these efforts improve the property values of some owners and reduce the property values for other home owners and reduce the quality of life for those that must drive.

Please consider ideas for supporting pedestrian and bicyclist safety on all streets throughout Alameda, rather than focusing only on these particular streets. There are many neighborhood streets and intersections that could benefit.

Please consider landscaping that doesn't produce pollen.

Please consider other surfaces than just asphalt and concrete. There are pavers and other friendlier surface treatments. This includes areas in which cars are expected to drive. Such streets are very common in Europe.

Please consider pedestrian and bicycle signals at some of our main road crossings as well. Lincoln and 9th and Pacific and Jean Chan are SO Dangerous!!!

Please consider planting Pollinator Pathways along the greenways. Pollinator Pathways are regular patches of California native plants, which are naturally drought tolerant, hardy and beneficial for humans and the earth. These plants are essential for pollinators and birds. Native trees are effective as street trees, as well. They host pollinators and birds and provide shade, major carbon sequestration, and beauty. Thank you for making Alameda even more living friendly and for inviting ideas.

Please consider redesigning the intersection of 3rd street, Central, and Taylor near Encinal. Living in the apartments on 3rd, I have gone through that intersection countless times as a pedestrian, bicyclist, and driver. It turns my stomach each time due to the poor visibility and confusing right of way. I am not a traffic engineer, but a traffic circle seems like the best option. I realize with the school drop offs that could get kind of messy, but I think the proximity justifies the change.

Please consider reducing on street parking near intersections to improve sight lines

Please consider Santa Clara between 3rd and 5th to become a Greenway. This is a very high pedestrian street used by students from Encinal and Paden daily in the morning, at lunch and in the afternoon.

Please consider using native and drought-tolerant plants in public landscaping.

Please do not close streets to traffic.

Please do not cut back curbside parking spaces! We need places to park!

Please do not remove slow streets!! They are a lifesaver for biking with a baby

Please do something with the big space at the Peach Street and Otis. That space should be used for something. Housing.... A park.

Please don't block any streets permanently. The slow streets already creates traffic and there are bike trails and side walks. The slow streets needs to be removed.

Add speed bumps on Haight between Webster and 8th and actually have cops citing speeders and road ragers. Someone is going to get killed due to the rage on 8th and Lincoln this is a bigger problem than anything

Please don't do anything more

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

PLEASE don't do this! Just remove the barriers and leave it how is was! This is TOO MUCH and an unnecessary waste of tax dollars. Just leave it be.

Please don't do this. The slow streets are terrible and make adjacent roadways more clogged and more prone to accidents and harder to navigate as a pedestrian. Please install raised crosswalks and pedestrian crossing signals on all major thoroughfares and not on this nonsense idea.

Please don't use chicanes, they are largely ignored by half of the drivers, please keep the design simple so bike riders and drivers don't feel like they're in a video game while on the road. I was almost hit by a truck in SF when the driver ignored/couldn't see in the dark the change in the road markings. Keep it simple!

Please end this endeavor

Please get rid of the slow street blockades. They are not useful and only help those who live on the streets. They also divert traffic to the thoroughfares which make my street less safe for my kids and animals (Encinal Ave).

Please get rid of the slow streets. They made sense during the pandemic but not anymore.

Please get rid of the eyesore barricades plaguing our beautiful community. Whoever thought those barricades looked decent and allowed them to stay up needs to be go back to design school.

Please give the tax payers back their streets, COVID is over and the experiment should be ended. This City does not need the "Neighborhood Greenways" experiment to waste our tax dollars on. But apparently your minds are already made up and we are only being asked/informed about what will take place so at the end you can say that "This is what the Citizens of Alameda wanted". I would love to see this fiasco placed on the next Ballot for everyone to vote on (and not on an off election year).

Please just reduce speed limit and add speed bumps...cheap, quick and effective. Save the money from these elaborate fix ideas for something more important. Thank you, your humble, struggling tax payer

Please keep the barricades similar to those on Pacific Ave blocking half of the block for turns. Cars can still turn in, but they're doing it at a much slower speed.

Please keep the existing "bike only" streets as they are. There is finally something that resembles a network starting to grow and relegating these streets back to normal streets with some paint is not acceptable. If anything the barricades should be made bigger. Other traffic calming techniques are also welcome but please keep in mind speed limits and new paint are useless and don't make me feel safer as a bike rider. And PLEASE replace these streets, they are a terrible riding experience now.

Please keep the slow streets! They have greatly impacted our neighborhood and our family directly by allowing communities to enjoy outdoor activities safely. We need our slow streets on Pacific Ave!

Please look to Lincoln Ave.

Please make the slow streets permanent and also make them prettier and safer.

Please make them pedestrian and tricycle friendly. Too many lumps and bumps are bad for disabled pedestrians and tricycles to not ride like bicycles.

Please please PLEASE start putting speed bumps all over the island especially on the slow streets. Some people are taking advantage of the slow streets and using them to race, so messed up when it's meant to be a safe walking space. Speed bumps save lives, are cheap, and don't require a lot of work to install

Please please remove the current barriers on the slow streets. They do not work and are a huge problem for people who live on slow streets.

Please prioritize safe bike routes to schools!

Please put a traffic circle in at the intersection of Wood and Pacific to slow speeders down!

please put more flashing lights for pedestrians on busy streets. We live on by the grocery outlet on Pacific and people speed to the tube so it's dangerous to cross.

Please put speed cushions on all streets that aren't considered a Main Street (Otis, Grand, Encinal, Lincoln, Buena Vista); people fly down the streets like Clinton and San Antonio... if we aren't going to have people out patrolling, we have got to do something slow down drivers. Kids should feel safe outdoors playing without people whizzing by at 50mph.

Please remove the slow streets. I live on Central Ave and have to use Gibbons Drive everyday. Traffic has been diverted to Gibbons because Versailles is a slow street. This is a curved street with giant pot holes at the corner turn and it is extremely dangerous.

Please remove the slow streets. It causes people to speed on the other streets to get around.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

Please rethink this ridiculous idea. Return the streets to normal streets and stop trying to engineer weird new configurations

Please return streets to original (pre-2020) and stop this stupidity! There are bigger issues to spend money on in Alameda. LPRs on the bridges and tubes to stop cars from being stolen. Please stop the madness!!!

Please return to pre-pandemic use. City has a difficult time maintaining existing median plantings. Ralph Appezato way is a mess. How many residents are actively using the references roadways for walking and cycling?

Please stop making Alameda car hostile while pushing for higher density. Nobody wins except the crazy cyclists who believe legislation beats physics and use it as an excuse to not learn the rules of the road.

Please stop with the overuse of color, it's distracting and confusing. I agree that something has to be done, but making the neighborhood look like trash and gaudy is not it. Definitely cushion bumps (the ones that don't destroy tires) are warranted due to speeders. But those poles are just ugly and stupid.

Please take away the slow street at Grand & San Jose, there have been over 10 fender benders there since the installation of slow street & access to a two way turning lane was taken away. Two motorists have to use the same lane, to get in and out. Motorist get confused and have been hitting each other's cars. Also it's Dangerous! Please take away the slow streets As Soon As Possible.

Please take down the barriers quickly, they have outlived their usefulness.

Please use a roundabout. And place more stop signs

Please use wildlife-supporting native plants wherever possible.

More trees have been shown to slow traffic due to making the road appear narrower.

Law enforcement for serious offenders is necessary (drivers going 40+ mph in a 25, parking/driving in bike lane on Park St, etc).

More efficient public transit is necessary; bus-only lanes/turns might help.

Ferry from Bay Farm to the old Navy base would be nice.

Please, please implement these speed reductions measures as soon as possible. We live by, often bike and walk on these "slow streets" but the cars, probably irritate by the barricades, often speed up, bringing increase risks of horrible tragedies.

Please, Please Please consider implementing some of these changes at Alameda Point, especially along W. Atlantic. Speeding, ignoring crosswalks and stop signs has led to dangerous conditions for the many cyclists, pedestrians and pets in the neighborhood. Many of whom are parents strolling their babies, walking their dogs or biking with their children. We have close calls daily with wreckless drivers.

Please, please, do NOT GET RID OF STREET PARKING IN PACIFIC. Many houses, like mine, do not have any off-street parking at all. I cannot park my car blocks away from my house and have it broken into and vandalized which happen here regularly.

Promotion of public transit with signs, or busses that can change lights

Protected bike lanes

Protected bike lanes and enforcement for violations.

Protected bike line with a raised curb like in Amsterdam.

Public Art

Publish the Bicycle Rules and Regulations for Roadways. They seem to think they have no requirements when riding. If this is going to be forced upon us then was there discussion on using Reuse materials and Low maintenance materials, drive around and see all the weeds and lack of maintenance. Also the use of Contractors and not the City Of Alameda Workers

Pushing traffic off the streets that were designated slow streets just pushed the traffic onto other neighborhood streets. Much of these plans will just do more of the same.

Put some speed bumps on more streets

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

Put traffic circles but don't put the stop signs where the traffic circles are. This is not how traffic circles work. Berkeley really messed this one up. Follow Carmel Indiana for a good example of how traffic circles should be installed.

Put traffic signal crossing buttons in places where bicyclists can get to them. Most currently require the cyclist to go up a handicap ramp to get to the button, then leave the cyclist in the middle of the crosswalk.

Quick Build planters work well as a speed deterrent

Quit building more housing

Raised bike lane if it's to be a busy biking route. Consider Haight Ave or Taylor Ave (West End) as there's no easy West End corridor to access the Greenway.

Raised cross walks are not accessible for disabled people, specifically people using wheelchairs and wheeled mobility aids. Please consult disabled wayfinding professionals to counsel you on design. You can reach out to me Lucky Maxwell via email lmaxwell@thecil.org. I work at the Center for Independent Living in Berkeley and can advise.

Raised crosswalks make a big different for visibility with children and should be used more often on the island

Raised planter beds

Raised road areas must be properly marked as they can be hard to see and cause cyclist accidents. Greenery and artistic enhancements are preferred.

Really need to do a study/survey on how much traffic has increased in last five years. Traffic very congested at this time, would these ideas be increasing to our traffic issues. Sounds like monies involved for this project could be used more usefully improving our roadway that are now showing horrible wear and tear due to the increased traffic being experienced in Alameda.

Reduce Central Av in Alameda to a 2lane road with a bike lane on each side

Reduce road width using curb extensions mid-block

Reduce the speed from 20 to 15 for the reduction. 20 does not seem like enough of a reduction or deterrent to reduce speed.

Traffic speeding ticket cameras in the reduced speed areas to deter traffic and breaking the law.

reduced speed is fine but diverting traffic will make main thoroughfares more dangerous. I live on a main street and we have multiple accidents on my block alone every month including fatalities. I feel that making these slow streets greenways reduces equity and endangers pedestrians.

Reduced speed limit signs are not effective when people drive 40-50 mph all over the island.

Speed cushions need to be installed frequently to deter drivers from speeding up in between.

Reducing the traffic speed and flow on residential streets is a great idea but actually impeding drivers and not allowing them to drive through an intersection or make turns is a bad idea. It will make properties less desirable to most people who rely on cars and lower property values in my opinion, having spent the last twenty five years selling real estate here

Reflectors or reflective paint as indicators on the road. Also more cross walk buttons that light up for main streets.

Remove all slow streets and not impede traffic flow.

Remove slow street barricades and do nothing! Put it back the way it used to be.

REMOVE SLOW STREETS. They cause absolutely hectic and dangerous stops at the intersections / streets where they are located when there is more than one car near.

Remove the "slow streets" barricades installed during the COVID pandemic. They are PTSD triggering of that horrible situation. The pandemic is over, they were a nice thought, but they are now an ineffective relic. The streets are slow, it's time to go.

Remove the barriers - make all streets and neighborhoods equal

Remove the existing barricades. They are very dangerous and I've almost been in many accidents and seen dangerous activities from other drivers as a result of making traffic one way next to the barricades. The barricades were a dumb idea started with covid and now you want to save face.

Remove the slow street, causing traffic and issues

Remove two way cycling on the same of the roadway.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

Restricting double parking in heavily trafficked areas or reversing location of bike lane and street parking so that there is nowhere for double parking to take place without impeding the roadway (i.e. Southline Dr bike lanes). New bike lanes on Park are often blocked by several cars picking up orders. A reversal will also create a barrier between moving traffic and cyclists providing more safety which will promote more biking on the island - safety is a huge barrier to entry for cyclists

Return the slow streets to regular streets

Revert some of the slow streets back to normal. Especially on Santa Clara ave. Many times there are close car accidents due to one car entering the slow street and another car exiting and both have to share the same lane. And drivers DO NOT slow down. This does nothing to slow traffic but only frustrates residents who live there.

Rework stop signs to minimize cross traffic that does not stop (to prioritize bike travel); lots of daylighting (for visibility); 15mph warning signs (like we have on streets with speed humps like Bayview); "bike-friendly" speed cushions.

Right now Pacific is a "bicycle boulevard" that is impossible for bikes because it has stop signs while cross streets do not. Changing every intersection to 4-way stops would slow traffic down. Bicycles could be further helped by passing a local law allowing bikes to do rolling stops at 4-way stop signs.

Rigorous enforcement!

Road narrowings: create another sidewalk where the existing curbs exist, creating narrower roads that are more difficult to speed down. Plus the enhanced pedestrian/bike focus would make drivers less likely to go around traffic diversions and the "cramped" feeling of the road could give drivers further reason to slow down.

Round about like in Europe it's everywhere.

Safety should be #1. And the walkability and bikability of Alameda is one of the best things about the island. I'm all for investing in pedestrian safety and not more automobile infrastructure.

Safety should be the highest priority, but also, let's not go OVERBOARD and be prudent on the cost for development and maintenance for unnecessary "cosmetic" details...I prefer it to "BE safe" rather than "LOOK pretty", if it means savings THOUSANDS of taxpayer dollars that can be better spent...!!!

San Jose shouldn't be a greenway. With barriers it is difficult to turn into the st. as cars or people block the 1 lane opening. It is also dangerous to cross at SJ & Grand for the same reason. A car trying to cross or turn onto SJ can block Grand St. traffic which is busy, plus the 1 lane can be blocked by bikes or people in the middle of the st. Sidewalks for peds& runners& leave the st. for cars & bikes obeying the same rules i.e. in the correct lane & direction. No bulbouts or planters.

Save our money. We don't need greenways. Hire more cops, that will improve safety

School zones need special attention.

Seems like it would be more cost effective to just keep our slow streets. Not sure what the point of this is.

Question 6 below is unfair because it doesn't identify if slow street barricades will be left up in the interim. I would prefer the slower more expensive approach if they will be left up.

Share The Road signs for vehicles. Or signs that say Bicycles and Pedestrians have the right of way on these streets.

Showcasing local artists

Signage indicating to drivers that bikes and pedestrians are allowed to ride and walk in the street (if indeed that's what the greenway is meant for).

Signage throughout the street that is clear to car traffic that they are entering a "greenway street" which emphasizes bike/walk/slow.

Signs/reminders for all users (bicyclists, pedestrians, etc), to share the pathways. I use my bike daily and encounter a lot of entitled behavior from folks who either block others or doesn't pay attention, creating obstacles and challenges for others trying to use the space safely.

Slow streets & greenways divert traffic, thought should be given to the effect on adjacent parallel streets which see an increase in traffic, often at a higher rate of speed to compensate for the route change. Consistent diversions from greenways to a single alternate route (making that alternate route an artery?). Making San Jose a Greenway forces extra traffic onto San Antonio so efforts to push those cars to Encinal & making Encinal a more effective cross island route would be preferred.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

Slow streets are NOT needed. Hardly anyone uses them and some, such as San Jose Ave should be a regular street again.

Slow streets push traffic to near by streets where more stops signs will be needed....

Slow streets should be retained. Or some form of st that is bicycle only - they are crucial for kids biking safely. Absent that, all forms of traffic exclusion and calming measures should be taken. Kids need safe ways to traverse the island.

Slow streets were randomly chosen and should not be continued. The negatively impact other streets

Slowing down traffic will depend on actual design features - especially on the long, straight Ave (like Santa Clara) simple posted limits will not increase safety.

So the two streets slated for "Neighborhood Greenways" in the middle of a pandemic without communitywide publicity and consent during the middle of a life disrupting pandemic with which I am most familiar are San Jose Avenue - the street I live on and pay taxes on - and Versailles. Neither of these streets are terribly busy and most people are not speeding. And people cycle just as much on Clinton & Pearl. I don't think this needs to be done. Simple things like crosswalks would make it safer.

Some creative approaches needs to be taken to remedy the 5 way crossing at Versailles Ave. and Central, like stop signs on Central, because crossing Central in a car, on bike, or on foot is fear inducing.

Some drivers just don't "get it", so some physical barriers are critical to ensure safety. As a parent teaching 5 and 7 year olds how to bicycle and walk to school or the park safely, I beg you to not remove the barriers and leave only signage that is too easy to ignore.

A good portion of local traffic that needs to access blocks are delivery drivers -- how can we ensure they have safe + slow access while discouraging through traffic?

Some kind of automatic traffic speed limit enforcement would be appreciated - like cameras that automatically send tickets.

Somehow fix sidewalks that have been disturbed by tree roots

speed bumps, really would help so much especially on the beach south shore around it. Franciscan Way has people speeding to get to South Shore the back way, and they can go really fast and it is not safe on that street.

Speed cameras

Speed cushions like on Bayview Drive

Speed humps, get rid of that slow street barricade

Speed humps. Currently we have speeding down Versailles Ave. Between Encinal and Central

Speed limit enforcement on all streets should be strict like it once was. The Greenway streets will push cars on other streets.

Speed limit red light cameras should be installed , this would definitely deter any vehicle to exceed the speed limit, and if they do, the city will collect the fines, besides there is never anyone around catching these speedsters. This would save a lot of unnecessary work to be done.

Start on this asap

Stop closing off streets

STOP DEVELOPING FOR YIUR FRIENDS

STOP limiting more and more parking signs around Alameda. Wish we gave this much courtesy for drivers and not just to bikers who (for the most part) do not even follow sharing the road rules. ENOUGH with this. People WITH CARS have to live here too. Can we pls give this much attention to detail on finding parking around Alameda. Parking is literally one of the main issues we have here and no one from the city seems to ever be listening.

Stop making a mess out of our streets!

Stop messing up the streets making them unusable for cars and unsafe for pedestrians and cyclists because the cars can't get anywhere. It's frustrating driving around Berkeley that already has dead end or one way streets. The bicycles and pedestrians will never be safe no matter what you do until you have enforcement of traffic laws by APD.

Stop putting in curb extenders. They are ridiculous and make driver pay less attention to pedestrians and more to not curbing their cars wheels

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

Stop spend money needlessly on things adding to taxpayer burden, plastics particulate in the Bay, millions in ongoing maintenance items that will just deteriorate and fall apart.

Keep traffic flowing and prevent gridlock!

All this additional doesn't make Alameda safer. It just spends our money on fancy stuff that creates more financial, future burden. Build more bridges, less high occupancy boxes, and keep our charm.

Quit making us more like Oakland, SF, LA and Berkley. It makes them come here!!

stop spending money on this type of stuff until the infrastructure is budgetted

Stop taking surveys and engineering evaluation and DO THE WORK to support green bike usage. REPAVE the ENTIRE Harbor Bay Trail!!!! DO NOT REMOVE SLOW STREETS UNTIL OTHER MEASURES ARE IN PLACE.

Stop the delay of climate and street safety projects. This project is years behind schedule because of political shenanigans, get it done.

Safety and climate change are more important than parking.... Always

Stop the homeless coming in and the block the pedestrian bridges.

Stop this nonsense. Leave the streets alone. You are wasting money

Stop wasting tax payer dollars whether federal state or local. Teach pedestrians and BIKERS how to obey traffic laws and cross streets

Stop wasting taxpayer money on these greenways that nobody who already owns or rents here wants. You are not going to hear from the majority b/c this survey is hidden online. OPEN THE STREETS. Remove the barriers.

Striping to indicate neighborhood parking would be cool.

Such "improvements" tend to divert traffic to parallel streets to their detriment. Existing "slow streets" are unsafe at intersections where a bicycle often meets up with a vehicle head-on.

Support the overall concept, AND would caution that we be careful of unintended consequences. For example, diverting a diverse, dispersed auto traffic pattern into a concentrated one, making those roads worse for everyone.

Take it back to 2019, everywhere.

Take out the lame barriers that were from Covid times.

Take the slow streets out or at the very least repeat the study that was done on neighboring streets again now that more cars are on the road.

Thank you so much for focusing on this! It's really important to feel safe while getting around town on bikes / walking!

Thank you. I love having Pacific as a slow street for walking, running, and bike riding. I hope it continues the art should be nautical / alameda island themed!

The asphalt art looks nice for awhile but then it tends to look dirty. Not sure about wayfinding signs. Also, if you put slow streets in one area, you may need to see where the speeders make a detour and slow that street as well. Re: Franklin Park, I wonder if there is a safe way to keep bicycles off the sidewalk on onto a special lane around the park instead. Kids love biking but walkers love walking..

The barriers on today's slow streets have often just diverted cars to other streets (see Clinton between Sherman and Grand for example). You should consider those streets that have increased traffic as candidates for slowing.

The biggest obstacle for a successful greenway is the crossings with busy/wide streets (Otis, Park, etc), but also the most important to include. Current plans seem to avoid these streets, which defeats the point. In addition, the treatments are inadequate. User crossing buttons still prioritize car traffic, since they have precedence until the button is pressed. Please include more crossings at major streets and give users default/right-of-way, something even 5 yr old bikers could use.

The center lane turn option is a big improvement in conjunction with single lane each way. Putting a bike lane in between right turn and continuous lane is dangerous for both cyclists and drivers.

The city has already spent millions and screwed up Park and Shoreline. Stop it already. You are trying to make it better and actually making it worse. In particular you ended up killing business.

The city needs more traffic officers, not roundabouts or distractions with the influx in population and lack of infrastructure. Stop wasting taxpayer money on shit that doesn't work!

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

The city needs to remove the slow streets and abandon the Neighborhood Greenways idea until it has adequately focused on enforcing the current traffic and parking rules.

At that point the council members and city manager need to balance use (bicycle riders vs cars per hour), rather than just follow the demands of a vocal minority. In the end the city needs to work for everyone not just the loud ones.

The current slow streets are so ugly that they need to be removed. The bike lanes you have created already are great, but enough is enough. There are other needs for public money in Alameda. 1700 kids signed up for soccer this season, as well as over a thousand for baseball and softball - not to mention all the other field sports. However, there are not enough fields for these kids to play. Do better Alameda.

The current slow streets don't make sense to me. I do not think we should be encouraging people to walk in the middle of the street. Bicycle lanes are good. Improving the sidewalks for walking is good. Slowing traffic is good.

The design treatments must discourage car use and speeding on the slow streets. They must be physical separators or barriers (or raised crosswalks, medians, etc). Painted bike lanes are routinely ignored by drivers (see Park St and Webster St bike lanes).

The existing slow streets have already led to neighboring streets becoming FAST and UNSAFE. Until APD can handle reducing the number of people speeding on these other streets, it makes no sense to add even more restrictions that the APD still can't/won't enforce

The Greenways proposed should be scrapped

The landscaping that exists on Fernside barriers are weed patches most of the time. A waste of taxes. What gives the right of a few streets to become greenway streets? They clog adjacent streets with more traffic. Not fair. The barricades on Pacific are a total waste. There are stop signs every block, so no thru traffic ever goes thru on Pacific.

The majority of people I see violating slow streets today seem to be in a mission to prove their disdain for them. They just drive many many blocks, going around the barriers. I believe an emphasis on making greenways a *clearly welcoming environment* for pedestrians and cyclists and *foreign* to vehicles (traffic circles with gardens, fountains, community library?), rather than clearly 'anti-vehicle' (speed humps), would be a longer term strategy. People in the streets will deter the drivers.

The more greenery the better. Berkeley has some of the most beautiful traffic circles. I think the large round intersection at Versailles and San Jose would be a perfect traffic circle.

The overall speed enforcement throughout the entire City of Alameda and general intersection safety should be implemented first, as this will have a greater impact on both pedestrian and bicycle safety rather than these micro projects.

The Pacific Ave greenway has been a vital route for us getting to/from Park. Sometimes cars seem to ignore restrictions, so more infrastructure to limit speeds would be welcome.

The pedestrian activated crossing should be more obvious, for example a flashing red versus flashing yellow. Drivers tend to ignore the flashing yellow.

The plastic (quick built) cones around intersections and crosswalks give a false sense of safety to pedestrians. They would fold if a car hit them. They also make the streets look junky and unkept, especially after they've been run over a few times (as most of them do). Furthermore, speed limits should be enforced around Alameda by policing, no need to create artificial bottle necks for residents.

The police need to actively patrol for speeding. Once again, we are almost getting hit crossing Lincoln at Ninth heading to Maya Lin. Safety for school children should also be a concern for street markings and improvements

The possibility of planting more trees to provide more shade for walkers and bikers.

The process has been way too obscure. The staff's notices are poorly designed and are so piecemeal piecemeal that it's virtually impossible for the majority of residents to grasp the complexity of staff's plans for redesigning the entire City. They don't seem to understand the wisdom of: if it isn't broken don't "Fix" it, especially if using OPM. (OTHER PEOPLE'S MONEY) ie. Taxpayers.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

The simple fact is that a person driving a car has literally seconds to figure out what they're going to do when they're entering an intersection. they don't need beautiful street artwork. They don't need landscaping they don't need all the other crap. It's extremely dangerous. traffic systems developed as they have over The last hundred years for a reason and most of these new proposals are not adding anything, but in fact, they're making everything more dangerous for everyone.

The streets as currently designed to meet the transportation needs of the citizens. Streets are designed to assist folks to efficiently get around town. Alameda does not need Greenways it needs police enforcement of speeding and stop sign runners. Greenways will never solve the traffic scofflaw problem. I am a daily walker around town and can attest to the need for traffic law enforcement.

The suggestions in question #2 are too Berkeleyish. The others are reasonable as long as the landscaping in #4 doesn't turn into the partial diverters in question #2 (the photos are the same). I also think the people who live on the affected streets should have a larger vote than those of us who don't.

The temporary barriers are a road hazard and have cause near miss accidents. There is no enforcement on slow streets. Driver continue to speed and use versaille avecas an Island cross street ignoring slow street rules . The current solutions is all but a failure.

The traffic in the island is horrendous. It's been extremely frustrating and the inefficiency seem to have the opposite effect of safety. Turning the slow streets into greenways is a terrible idea there is no where for drivers to drive. The slow streets need to go. The parklets need to go especially the ones that are not being used. The lights need to be synced. Get better please!

There are intersections that are hard to cross for pedestrians because they are so wide. An island and traffic lights would be helpful here: Gibbons @ Southwood/Northwood (near Lincoln) and Buena Vista @ Tilden.

There has been an over - commitment to leftist policies that will strangle the city if the pendulum doesn't swing back.

There has been success in using median dividers with landscaping - they do not need to be very wide - and they can be at irregular intervals. See Dale Ave SE in Vinton, VA:

<https://www.google.com/maps/place/Vinton,+VA+24179/@37.2740774,-79.9116059,402m/data=!3m1!1e3!4m6!3m5!1s0x884d1239a0c7e803:0x370cdc35fdf6adf0!8m2!3d37.2809707!4d-79.8969819!16zL20vMDEwbnR2?entry=ttu>

There is NO need for these Greenways. The streets indicated are slow enough. The existing slow barriers cause more frustration and confusion, and there isn't enough traffic to warrant them. The reason to install them originally was flawed and pointless, and keeping them is not helping to make the streets any safer.

There should be dedicated bike and pedestrian only paths throughout the neighborhoods that are protected by raised curbs and shrubbery.

There should be easy access for the vehicles of people who reside on those streets.

These all look like Berkeley & that is a hellscape to navigate for cyclists and cars. Focus on making the area around Encinal safer. This doesn't need to happen at all.

These are great. Thanks so much. Alameda is actually less safe than Oakland (!) on a bike. Oakland has thick bright separated green bike lanes. Alameda is a frightening city to bike on unless taking Jean Sweeney/off road. Thanks!

These are public streets and the greenways will only divert more traffic to parallel streets. I have a property on what would be a greenway.

These roads should not be restricted. get rid of the "no through traffic" restrictions. Parking should be allowed on these streets.

They are a waste of taxpayer money and the barricades are a traffic hazard. This adds to the traffic on other streets. Not everyone had the ability to ride a bike . Removing all the parking on Park st is going to hurt local business and is age discrimination

They are fine the way they were before. The changes make traffic worse on other streets and we keep building more houses as we should but it brings more cars. It is a car community unless you live a few blocks from Webster or Park. Keep it simple.

Things that you can put landscaping or art on is good.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

This is a great idea overall, but this can be done without making driving on these streets completely impracticable. Some of the "solutions" that have been implemented elsewhere on Alameda such as the revamp of the Otis/Grand and Sherman/Atlantic intersections make things more difficult and confusing for everyone involved drivers/cyclists. Things can be improved without making crazy changes that no one understands and installing more streetlights ala Encinal is not a great solution either.

This is a great list of ideas and I want them all yesterday! I have little hope that lower speed limits alone will change behavior, so I prefer the methods that physically slow cars down. We bike these streets with our young kids often. One common experience is that cars act annoyed and aggressive when stuck behind us. Any way to express that cars should act less entitled is welcome.

This is a land grab by a few lucky homeowners who happen to live on these streets and is incredibly unfair to neighboring streets. Speeding was never an issue in Alameda until police funding was cut and we have fewer officers on the road. Stop speeding with police pull overs

This is a waste of taxpayer funds.

This is for other streets in the city, especially Otis and Broadway - please add something to reduce speed. Late at night many cars speed through the intersection; we even had a car doing donuts at 4:30 in the morning a few days ago. Would love to see speed bumps or cushions along Broadway between Otis and the beach.

this is great!! Please add more light signals to Lincoln Ave. at 9th St -- it is not safe for walkers or bikers.

This is ridiculous!! Stop building all the housing, impose bridge tunnel fee for non residents, decongest the island!!!

This is such a fantastic intuitive! Thank you for pursuing it. Our kids love to play outside in their neighborhood but speeding and safety is a huge problem.

This is too much obstacle for average people. It is a costly distraction.

The problem is drivers going too fast. they get tickets and then drive without a license. They are the problem. Average people should not be bothered.

This whole thing is a bad idea. Expensive and creates confusing roadways. What was so wrong in 2019? Has anyone considered the inhibition of emergency vehicle access?

Though expensive, it would be great to expand parking strips to allow for more trees and landscaping along these routes.

Too many bike lanes

Total closure to any vehicle traffic for one Sunday a month

Traffic circle at San Jose and Regent, please. Need to break-up the three-block straightaway from Broadway to Park Street that currently encourages speeding to make the Park Street light.

Traffic circles may put headlights into people's houses. I don't think this is a good idea.

Traffic circles would overall slow the traffic so people don't go speeding through. Also makes it safer for cyclists to cross where the greenways cross other streets. A traffic circle where Thompson, Fairview, and Southwood converge for example.

Traffic signs or recommendations for cyclists and those using skateboards, motorized skate boards/bikes. They can be seen speeding, not making it comfortable for pedestrians.

Treat all streets the same for fairness to everyone.

Ultimately while I like the idea of the slow street, for me they're not particularly safe as a pedestrian or bike rider. The main issue is that I often get stuck in situations where a vehicle is trying to turn from a slow street and I'm approaching the opposite direction. Pacific, especially, lacks a lot of 4 way stops so it's not the ideal street for a slow street. I'd like a solution where cross traffic is controlled.

Underground utilities and install more and bigger trees, pedestrian level lighting and public art. Create points of interest to encourage slower movement to enjoy views.

Use as many roundabouts as possible

Use concrete blocks for quick build and physically protecting people walking / biking. Also deterrent to drivers who don't want to damage their cars.

Use greenery whenever you can. It looks better than plastic and concrete

Use landscaping if possible as much as you can to achieve your goals. Extending curbs to make landscape area. Raised sidewalk where able ,good idea ,also soft speed bumps with 20 mile a hour signs on street.

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

Use of median/barrier/planter-box separate bicycle lanes

Use stop signs at intersections. This definitely slows traffic.

Speed bumps should not be used, especially in residential areas. The adverse effects of them are very much increased noise, primarily from delivery trucks and landscaper trucks when they go over the speed bumps. Also speed bumps will reduce existing street parking - this is in addition to the increased housing density being encouraged by the city by infill and small house building.

Vegetation can soften the appearance of many traffic calming/safety features; however, landscaping can also significantly impair visibility when approaching intersections, blind curves, etc. An example is the median along Lincoln Avenue just north of Sherman, which has made it difficult to see crossing pedestrians when driving. If landscaping is used, please ensure the traffic engineers/landscape architects select plantings with visibility of pedestrians and cyclists in mind.

Vehicles (especially trucks/suvs) parked on the curb at the very end of a street closest to intersection make it challenging to safely clear an intersection. I notice very few streets in Alameda painted the curbs red giving drivers room to safely and better clear an intersection for hazards while being able to stop behind the double white lines and stop signage. Please consider implementing more of these. Thank you!

Vehicular speed can be psychologically conditioned through design - perhaps more effectively than through hard limits. Can narrowing right of way be an option — whether in actuality or through perceptual tricks?

Warnings for bike riders about busy intersections coming up & notice to drivers that they are entering roads designed for them to share with bikes... drivers do not always understand....

We are not all bikers and walkers. While I am definitely not against making the streets safer for EVERYONE, there seems to be an unreasonable push to make everything a biker or walker "friendly" street. We have side walks so I really see these changes mainly for bikers and I think there is an unreasonable amount of resources and funding being spent on this. I do not think the Park or Webster bike lanes make the street safer, I think they make them more unsafe to both drivers and bikers.

We don't need more signs in our residential areas. All streets signs should be up.

We already have red, white yellow, green and blue colors, please don't add to confusion by adding art.

We have bike lanes on all major streets. We don't need more bike lanes in residential neighborhoods. Please don't turn Alameda into Berkeley.

We have parks and bicycle paths. Screwing up actual roadways within the city is ridiculous. Get rid of the slow streets and leave it be!!!

We must move past the status quo of maintaining a car centered city. Plan for and Invest in wheelchair And bike accessible transportation on Main St, Webster St, Sherman, Grand, Park, Broadway, High, Clement, Lincoln, Central and Encinal. Include a light rail loop from the Ferry Terminal to the BART at Fruitvale.

We need smooth surface on bike lanes so no potholes and broken asphalt.

Bike lanes should be continuous and not interrupted by stops and intersections. We need bike boulevards to make Alameda more bike friendly.

We need these elements on Bay Farm, too!

We need to make it safe for cars to also pass, but slow down traffic and make it safer for pedestrians. I love all the improve safety and comfort for crossing and pedestrian ideas. My child's daycare is on one of these streets and a friend lives on this streets, it's not possible for me to bike to these occasions and parking and walking would add so much time to my daily commute, so hate to say it but i have to drive. I think we should encourage cars to take other routes by adding speed bumps

We need to plant trees whenever and wherever we can. It's good for climate change and it provides shade when riding a bike or walking. It also helps cutting glare from the sun when riding a bike just when the sun is low.

What about other busy streets that will be even more busy bc cars are diverted. Make the whole alameda slow again

What about the streets that will now handle the extra traffic? Now those streets become much more dangerous. How will you mitigate the flow changes on already crowded streets of an island that keeps increasing it's population? The laws to provide housing and ensure safety are not on the same page when you have an island with limited ways off. Park street has become so dangerous and congested!!

What do you door for the increased traffic on other streets now that this will divert some drivers to uninhibited street flow?

Do not instll things that drivers will hit and the city will be sued for!

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

What is the actual usage of these Greenways? I only see cars driving down them and rarely people using it as intended.

Can you implement these kinda of things on Shoreline? People drive entirety too fast, cut people off that are stopped at cross walks, and don't stop for people at crosswalks. We need deterrents to speeding cars and to entirely mitigate people even wanting to go down shoreline just so they can go fast. Please. I fear for my life every time I drive or cross the street there.

What you're doing without putting it first to a vote is preposterous. We should be part of this process since we have to live with your decisions to completely transform Alameda. I'm tired of getting emails about what we think about changes when you do what you want anyway. It's very unsafe when trying to make a righthand turn on narrow streets with crosswalk extensions and being forced to cross over to oncoming traffic. Put more crosswalk lights and leave the streets alone.

Whatever can be done to stop speeders from using slow streets as their personal express road. The ideas in the survey are good

Whatever is implemented needs to come with a priority on enforcement - see the constant double parking in the bike lane on Park Street and parking encroachment on Shoreline. I've also had a See Click Fix for dumpsters permanently blocking the bike lane on Grand open for weeks now. Just to name a few.

Whatever slow speed barrier implementation is used, PLEASE make it an aesthetic improvement with landscaping and flowers. As of now, barriers and refuge islands and other changes create an alley of litter and weeds -- and street sweepers do not clean this. I live near Pacific Ave and the street looks like a 3rd world country without maintenance of city-owned greenways.

When the 999 other streets are congested with the TONS of traffic due to the OVER population of this tiny island EVERY street is important for traveling within town. These suggestions if implemented will only accelerate the already rapid decline of what used to be one of the bay areas most hidden gems.

While I applaud the greenway concept, I wonder why the priority for resources goes to already slow and safe streets and not to the high injury/accident corridors. For the past 10 years we have made official requests of the city for speed cushions, 4 way stops and right turn only at the intersection of Walnut and Lincoln and were told it was not possible. High speed accidents continue at this intersection with vehicles crashing into properties at all 4 corners multiple times and with 1 fatality.

Who is going to pay for this upgrades?

Why do we need to do any of this? Everybody has at lease one car these days, and with all the housing being built, why do you insist that we need more bike lanes and car free streets? I live very close to a slow street, and all it does is send people down my street faster. Stop wasting money on this crap. Bike lanes on Park St? What a stupid idea! Why should bikes be on one of the busiest streets in town?

Why is Santa Clara past 6th street no longer going to be a slow street? This is a commonly used bike path for kids on the way to Encinal. Seems a logical preservation for a slow street, but the plan doesn't show this?

Why isn't Santa Clara a greenway? Lists of cars zoom down Santa Clara as they avoid Encinal High. Very annoying and dangerous.

Widened sidewalks and park strips, and reduced vehicle travel lane widths.

Willie Stargell Ave is not a great idea for a shared path; too narrow for cars and bikes, and cane be problematic with traffic as one of the major access points towards Alameda Point when entering Alameda. Note that Ralph Appezato already has designated bike paths. If another is needed, consider Singleton Ave.

With all the housing, shouldn't we looking at more we to accommodate more traffic, thus, less road rage.

With all the new development/housing happening on the base, please DO NOT narrow or restrict car traffic further.

It is already extremely difficult to get to and through the Webster tube! Those of us on the west end are already very limited with options to get on and off the the island. A little "estuary shuttle" just doesn't do it!

With the runaway desire to force more people to live on this finite island, please don't also make it increasingly difficult to make reasonable travel across town. I already use side streets to avoid those time-wasting left turn signals on Encinal. Or one could consider replacing those with the eminently sensible Oregon flashing yellow arrow alternative.

Would love diverters every few blocks to discourage drivers seeking to speed and cut through neighborhoods.

Ya lets consider the amount of new housing development and the amount of extra people now and soon to be living in this small island that need the roads for there cars closing down the streets so 5 people a month can ride there bike down the middle of the road is the last thing we should be doing

5. Do you have any other ideas for design treatments or elements that should be considered for Neighborhood Greenways? Please describe:

Yes - eliminate them. WHAT A PAIN IN THE NECK it is having to drive around barriers - no one drives more slowly because of them and they create more problems than they solve

Yes -- make High Street one! It's one of the main bike thoroughfares on the island, including many kids riding to three nearby schools, and it's a narrow, local street. However, it currently has no bike lanes, minimal traffic signals or stop signs to slow cars (there's none between Encinal and Otis, for example), on-street parking, heavy local and corporate bus traffic, unenforced truck weight regulations and minimal police presence. It's very dangerous. This could make it much safer.

Yes make all intersections a 4 way stop

Yes, don't do it! I have yet to see any increase in foot traffic or bikes on the slow streets and I live next to one. I have seen more accidents and close calls by drivers trying to negotiate the barricades and more traffic on adjacent streets. Alameda streets are doing just fine. Leave them alone. As for safety of the few bicyclist and walkers how about educate them to obey existing traffic signage, remove ear buds, stop looking at your phone when crossing a street. PAY ATTENTION. BTW, we walk.

Yes, my idea is to find ways to move the cars through the city faster, so they can get into/out of the city...this will remove more cars from the equation more quickly and reduce the number of interactions between vehicles and bikes/pedestrians.

Yes. Get rid of slow streets. I live in one and cars keep being stolen and broken into. Also, no one is walking in the street. It's not safe. Cars drove in them all the time.

Your changing Alameda to much.

Your ideas require more signage and markings all of which take away from the feeling of natural peace and serenity. My idea is don't do anything. Save money, more peaceful.

8. Pacific Avenue will be the first Slow Street to be converted to a Neighborhood Greenway. Do you have any specific feedback regarding biking and walking safety concerns or Neighborhood Greenway outcomes for Pacific Avenue (from Ninth St to Oak St)?

- Be Ambitious.
- Make it LOOK beautiful (plastic barriers and bollards and paint look assy over time)
- Pay attention to cross streets too like Willow / Grand / Oak and where they meet Pacific - slow things dramatically in those major crossings please!

DELIVER! We've been talking about this for a while now, lets see results.

1. How to cross Grand? I don't believe this is a controlled intersection.
2. I live in the East End and typically try to ride to Alameda Point and back. When biking this route I tend to avoid Pacific because at either end there is a problem of getting to another thru street. On the west, I don't believe Pacific at 8th is a controlled intersection. On the east, there aren't any good options for getting across Park. I've tried to use Oak Street, but it's narrow and trucks use this street as well.

A lot of children play/bike on the street.

A permanent Greenway designation on a particular street is unfair to property owners who live on adjacent streets who will now experience more traffic on their streets, lowering their property values, while Greenway Street houses will have less traffic, raising their property values. The only fair way to do this will be to rotate which streets are greenways every year or two. I am strongly opposed to any solution that does not periodically rotate which streets Access in/out and parking for people who live in this Greenway.

Add a crossing signal at Pacific and Grand please, or at minimum a cross walk.

Add more police to enforce the laws!

Add stop sign around all intersections of Longfellow parl

Again monies should be used to improve streets that are in need of repair first. More cop patrols on the streets for careless and unlawfully inconsiderate drivers!

Again, don't do this.

again, I ask you to look at the other neighboring streets for additional unsafe traffic.

Alameda is not pedestrian friendly in general, anything that can enhance pedestrian safety would be greatly

Alameda is the prefect city to prove to the world that bikes are better than cars

All of these are preferential treatment. This just forces traffic to adjacent streets while one street gets all the

All of these recommendations will lead to more traffic, especially on the west end.

All slow streets need to be reopened to regular traffic as they were pre COVID!

All the intersections along the Pacific bike Greenway should be 4 way or converted that the stops are at the streets perpendicular to Pacific Ave.

Almost every intersection requires bikes to stop while cross traffic has no restriction. This makes for an

Anything that makes Alameda a safer island community for pedestrians and cyclists should be on the table for consideration. Thanks.

Anything to slow cars down is appreciated. As a person who bikes to work everyday, I would also like to see right hand turns outlawed for cars. That is where I feel most unsafe as a pedestrian and biker.

As a cyclist, the only truly safe bike lanes are enclosed bike lanes that are designed to not allow vehicles to enter the bike land for any reason.

As a resident of this street there are many cars that double park for two pre-schools that causes traffic congestion.

As a resident on Pacific, please extend the slow street from 9th to Wilma Chan. The intersection at Pacific and Wilma Chan is extremely dangerous due to low visibility (cars rarely slow or stop at the crosswalk).

I believe safety for pedestrians and bikers will be improved in general. Also, visits to Webster St shops would increase if this is implemented. Schoolchildren biking especially will have less anxiety crossing, and drivers simply passing through will hopefully avoid pacific entirely.

As mentioned, permanent green structures are preferred

As noted above, this street should no longer be available to through-drivers. Installing concrete K-barriers diagonally across several intersections, forcing drivers to turn but allowing cyclists to pass between the barriers, is the single

most effective solution. A marked, controlled crossing (timed traffic light, not a "beg button" and flashers that

8. Pacific Avenue will be the first Slow Street to be converted to a Neighborhood Greenway. Do you have any specific feedback regarding biking and walking safety concerns or Neighborhood Greenway outcomes for Pacific Avenue (from Ninth St to Oak St)?

Barricades need to be removed for the following reasons

1. They serve to cut off and isolate neighborhoods from one another. We should be building bridges not barriers between neighborhoods.

2. Barriers do not slow traffic, motorists still exceed the speed limit of 25 MPH. A more effective measure would be to install speed cushions similar to the ones in Berkeley.

3. Barriers cause confusion. Making a turn into oncoming traffic can be difficult and sometimes hazardous.

Before COVID I used Pacific as my go to street due to the low traffic and I was so happy that this was selected a slow street. It's much safer now.

Bicycle riders, people walking or whatever still need to be aware vehicles still are allowed on street

Bike lane painted on asphalt

Bike lanes and pedestrian signals are all that are needed.

Bike lanes that are protected from cars.

Bikers need to adhere to traffic and safety laws, they have to be held accountable and children should be taught bike safety laws in school as they aren't getting it at home

Bikes and pedestrians also abiding with traffic rules and stop signs.

Bikes need a bicycle stop sign at Pacific and Willow. People speed down Willow to get to South Shore.

Bikes should have the right away at crossings

Block it off entirely, Berkeley style

Cannot wait for this to happen!

cant wait to get rid of the present barrier which blocks entrance to street--they make it more unsafe as cars try to get around barrier. No one is using the streets as intended originally during pandemic. Very annoying.

Cars already drive all the way down Pacific to avoid driving on Buena Vista.

Need paint and active methods of slowing cars down.

Cars are still speeding down the cross streets.

Please add more stop signs and cross walks to allow safer travel.

Cars can't safely turn onto pacific ave. Consider opening the intersections to previous normal use for everyone.

Cars do not come to full stops when crossing intersections in this area, so more help with keeping them in check would be great.

Cars go around the barriers for many blocks and they speed.

Its very hard to cross Buena Vista to get to Pacific. Too many cars and the run the stop signs

Cars need to be kept from using Pacific as a through street. Also, the major intersection at Grand needs daylighting, and controls to force cars to stop for peds.

Cars often Ignore the stop sign and cross Pacific Ave. I have been almost run over by them so many times.

When converting to a greenway, please consider physical barrier that makes it difficult for cars to speed through

Cars running red light is a plague.

Cars running stop signs (both partially slowing or not slowing at all) is a major hazard on Pacific Ave. Lafayette between Lincoln and Buena Vista is an example of a speed zone. Consider speed reducers in tandem with stop signs for streets crossing Slow Streets.

Cars use it to cut around congestion so speed is again a factor

Cars using the opposite lane to enter the street because it's blocked off, causing more traffic concerns. Clear signs of no entry or one way street.

Cars will often pull out in front of my on my bike. Also, crossing grand and Sherman can be difficult.

Central Ave has a lot of speeding...I live on that street. I also see plenty of bicyclists that come very close to causing accidents by not stopping at stop signs and making turns in front of cars....its not all cars that cause the problems.... Speeding is an issue however!!

Completely support this change. Even with the temporary barriers, vehicles still use it as a through street.

Speeding occurs but that's not unique to Alameda streets. I live off of Lincoln and cars rip down that street at speeds easily exceeding 45mph, so I hope some of these traffic control measures extend to the busier streets in

Concern about traffic. Traffic has increased on Buena Vista since the start of slow streets on Pacific. B. Vista was already a busy street and now with Pacific blocked off its even worse. Some days it is hard just to pull out of my driveway because of the traffic and speeders going by. The pandemic is over for the most part, and I think slow streets just needs to go away. It was put in to allow for room for people to distance during covid, so why make it

8. Pacific Avenue will be the first Slow Street to be converted to a Neighborhood Greenway. Do you have any specific feedback regarding biking and walking safety concerns or Neighborhood Greenway outcomes for Pacific Avenue (from Ninth St to Oak St)?

Consider switching the stop signs from Pacific Avenue to the intersecting streets so that cyclists don't need to stop. Construction vehicles like East Bay MUD trucks used Slow Streets to get around more quickly. This should be discouraged in every way possible.

Could make some streets cul de sac like Morton St to San Jose.

Could there be bike specific crossing button at grand?

Cross streets need stop signs to make it safer and more convenient for people biking

Cross traffic control is my biggest issue with Pacific. If you look at it, I feel like most cross streets do not need to stop and it makes it more dangerous on a bike or on foot so I generally avoid it for longer trips. The Grand Ave intersection in particular is real rough!

Crossing at 8th street. Without improving the safety of this crossing, the Pacific Greenway is not very useful.

Crossing at Grand is the biggest safety concern for me.

Crossing at Grand needs flashing strobes at cross walks.

Crossing Grand could use a crossing signal for pedestrians if this is to be designed to be the preferred street for pedestrians and bikes.

Crossing Grand is always the most dangerous part of this slow street. Creating a crossing that prioritizes Pacific Ave. will be key.

Crossing Grand is terrible.

Crossing Grand with no crosswalk is the primary concern. Second concern is daylighting of intersections and poor parking enforcement, making it hard for smaller riders (like children trying to get to school) to see oncoming traffic and for traffic to see them.

Crossing intersections is quite hazardous at times. Even though it is a designated corner and cars should yield to crossing pedestrians, the smaller side streets are even more prone to people speeding, blowing stop signs, and otherwise intimidating pedestrians and rollers than on the larger thoroughfares.

Crossing intersections, especially major intersections, can be difficult when there is not pedestrian signal.

Incorporation of bicycle/pedestrian activated signals and/or raised crosswalks should be considered at all

Crossing main streets is the most dangerous part. Slowing down cross traffic and increasing sightlines by preventing parking would be the most meaningful changes for me.

Crossing Sherman Street while on Pacific is often very dicey. Cars want to speed right by and not stop for pedestrians.

I walk there a lot and It is unsafe.

I would like a stop sign or I would like a lot of thought put into slowing cars down on Sherman so that people stop

Currently I feel safer taking a lane on Lincoln.

Currently, Pacific has too many stop signs between Grand and Oak for comfortable biking.

Definitely prioritize mid-block and intersection safety improvements for bikes and scooters - there's quite a few very dangerous drivers that regularly use Pacific.

Definitely speeding cars and cars rilling through stop signs instead of coming to full stops

Deprioritize Pacific Ave and focus on the Crown Beach (8th & Central). There's no good way to get from Shore Line Dr to the point toward the west end aside from taking your life into your hands on Central.

Did the city vote on this

Wast of taxes, money

Difficult to cross Grand, Sherman, and Wilma Chan Way. Traffic lights or traffic circles are needed at all 3 of these intersections.

Disagree

Divide the streets because the bike people don't know what's up

Do it ASAP

Do it quick! Improve on it later!

do it!

Do it!

Do not create any traffic barriers what so ever.

Do not cut back on on road size for cars and do not cut back on curbside parking space!

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Do not remove barricades until permanent infrastructure ready

Do not remove the barricades

Do not support greenways . Where is survey question about whether want any of these greenways? Why can't public be asked if want any greenways? Greenways create more hazards for all users.

Do not take away street parking on Pacific.

Does fucked up traffic in Berkeley feel good to our City. This is the first step to gridlock, pissed off working people trying to get to work, more unnecessary expense and feeding the greedy property conglomerate wishlist for high density town growth and property value seekers greedy dreams.

We all pay taxes to keep these streets streets, not to make them into bike, ped dreams and parks. Answer me a question: are the residences on these now basically private streets going to pay for this hocus

Don't convert it until you get all comments and if the Police would target vehicle code violations you might not need them. Also, just because the safe streets have had restrictions for a couple years maybe other streets should be

Don't do it please.

Don't do it!

Don't do it.

Don't do it.

dont do it

Don't do it

Don't do it idiots

Don't do it please. The neighborhood prefers the Slow Streets to stay.

DON'T DO IT

Waste of money for vanity project.

Still trying to force people out of cars in your stuck up little city?

dont do it.

Don't do it.

Don't do this work. It is not needed and complete overkill. The residents of Alameda should be allowed to vote on substantial changes like this.

Drivers don't respect the "no through traffic" rules of slow streets. I think more permanent physical infrastructure would disincentivize driving through.

Driving on this island is tough. We should be doing more to help car traffic, not taking away from it. I think this could be good if adding these green streets means removal of bike lanes and pedestrian crossings on main roads. If not, we're just making it too difficult to drive

enforcement...current rules aren't being enforced so why would they follow new rules. pinching traffic (cars and bikes) and pedestrians together is crazy

Enhancements are needed at busy crossings (Sherman and Grand, particularly).

Ensure there is minimal impact on emergency vehicle response times.

Evaluate the crossing at Pacific and Grand. There should be some kind of official pedestrian safe crossing to cross Grand at Pacific

Every cross street must have a stop sign at Pacific because the cross traffic is often going quickly to get to Clement/Blanding in order to exit the island. Without stop signs, people blast through making the walkers/bikers on

Excited to have more safe streets to bike on

Excited!

Expedite!

Fernside needs attention more than any other street. Are you blind? What a scary street to cross. I feel so afraid for the children going to school and having to cross or ride a bike on.

There are streets that need more attention for all of us to walk bike and attempt to cross.

Focus on replacing current streets that need to be fixed for safer driving!

Focus on safety of cross street intersections.

For me the biggest thing is biking safety when crossing Willow and Walnut due to lack of stop signs and oncoming cars going around the existing barriers.

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Fully support!

Get rid of slow street barricades and return the streets to original condition pre-covid.

Get speed bumps

Get with the people who live on this Avenue.

Going to miss it! It has been my go-to street for cross town biking with my kids and I really like the experience!

Good luck. I think this is a waste of taxpayer money.

Good. Make Versailles Avenue the next one.

Grand and Sherman and other major cross streets to Pacific will be unsafe intersections if we do not require traffic on those streets to yield or at least slow down when approaching Pacific or other Slow Streets.

Grand st is a terrifying road to cross. Second scary spot is on Pacific at the Grocery Outlet, visibility is bad and drivers go very fast

Grand Street and Willow intersections of Pacific are notable issues in my mind. Grand should get a stop sign.

Great idea to start here. it would provide a wonderful non-auto experience for getting from one CBD to the other great option!

I would like to see bikes and walkers protected along Pacific. Car traffic intersecting/crossing Pacific should have stop signs to provide safe through traffic on Pacific

Great! I live on Benton Street between Pacific & Lincoln.

Greenways seem like a wonderful way to keep pedestrians, bikers, kids, and other citizens safe. Having this initiative only impact streets east of Webster perpetuates a legacy of lesser investment in the West End of Alameda! Would love to see this expanded to the West End, especially with so many schools, businesses on the

Haven't you bureaucrats ruined the flow of traffic enough in this city with,

#1. Excessive bicycle paths that no one uses

#2 Restaurant outcroppings that remove necessary lanes.

#3 encouraging bicycles to impede traffic by placing bicycle street markings center of streets.

#4 overbuilding high density housing.

This city will soon experience degentrification if you continue this stupidity.

Historically, because Pacific had a train running down the middle, it has the potential space to naturally accommodate a landscaped median, which would contribute to increased shade and creative and mutually beneficial ways of reducing traffic increasing pedestrian safety and accessibility.

Hope law enforcement is stepped up

How did you decide on Pacific? Was there any public input before you decided to do this? The stop signs you installed years ago seem like a cheaper and more effective option. Where are the cars now on Pacific going to go? Buena Vista and Lincoln? But you narrowed Lincoln to one lane by the library. So you divert traffic to other streets without mentioning the affect.

How do the residents on Pacific get in and out from their home for work & how to make it safer for everyone.

Hurray, please make this happen!

I am much more concerned about crime on the street. Biking is easy - I pay attention and let cars pass. I strongly recommend against greenway improvements, esp. on San Jose Ave, where I live. With fewer vehicles, I don't feel safe walking because there are fewer witnesses to deter crime.

I am opposed to reducing cars. Our streets are already congested. We need to spread vehicle traffic as evenly as possible to avoid congestions on other streets, which leads to accidents.

It is unfair to advantage residents of slow streets to have unequitable, favorable traffic in addition to the 4 years already obtained since the onset of slow streets.

I am VERY excited about this! Thank you for all of your hard work!

I am very excited about this. Pacific benefits from having parallel routes in Lincoln and Buena Vista for cross island traffic, but some use Pacific to speed excessively. Please strongly consider hardscape diverters!

I am very pleased Alameda is moving forward with this initiative. I will bike many extra blocks to take Pacific and now in the future it will be even better!

I believe these projects are being driven by a very vocal minority who have been able to somehow drive ridiculously self-serving accommodations. Cars are not going anywhere and to push traffic to other streets will increase congestion and, ultimately, accidents. Please step back and consider ramifications to all citizens, not just

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I bike this route from Park - Naval Base often to get to and from my gym. Overall, through traffic on the street is minimal and it has been a very safe route for cycling. Crossing intersections hasn't been a huge issue as long as you follow traffic rules and slow down or stop to check for cross traffic, but I know cyclists won't always take these precautions as Pacific goes towards full Slow Street - focus on crossing intersections (especially at Grand) will be

I can't comment on any other street it's up for my own: San Jose. That said, see my previous comment. I would like the safe streets to remain the way they are. I would also like the city not to spend an unreasonable amount of money or time achieving the same effect already achieved with \$50 barriers that are already there and people are used to. My proposal would just be to make the barriers permanent since there are current problems with them I can't recall where they are, but there are a few streets where a 4-way stop would be helpful (versus a 2-way stop that exists now).

I can't wait for the barricades to be removed from Pacific Ave. We live near an intersection and witness a few close calls EACH DAY as cars swerve wide around the barricades to turn onto our street. The danger of car collisions far outweighs the number of pedestrians and bikes that use the road on Pacific. Most pedestrians just use the I do not live near any of the above listed slow streets, but hope to see improvements made city-wide.

I don't want either. Forces traffic onto other streets. It does not solve any problems.

I don't necessarily see that many more bikers or walkers so I'm not sure why this is being done.

I don't use Pacific Avenue and probably never will. So it's of zero consequence or concern for me

I don't use Pacific Avenue much but do use San Jose often. I hope that the whole project will be completed, regardless of any pushback at the initial stages of implementation.

I feel that living on Pacific Ave that having it as a greenway will not change much. We have cars speeding from 30-60- mph down our street everyday from Benton to Paru. This will not change so don't bother with Greenways and just open the street back up.

I feel that the barricades have been nothing but very dangerous and unsightly, including life-threatening. . . . Keep in mind that I'm an Alameda resident who utilizes such streets via vehicles, bicycling, and walking . . . walking more in Alameda than perhaps any other person. Again - priorities - please! - get the barricade systems down.

I frequently jog on Pacific from Ninth to Grand. Outside of a few observations of drivers using the blockades as a slalom course, for the most part, the slow street has been a positive experience. My suggestions above reflect my thoughts for Pacific. Now, if the city can just move forward on the Lincoln Ave project. That's where the speeding vehicles and dangerous crossings occur.

I have lived off of Pacific Ave for my entire life and have generally felt very safe, Lincoln and Buena Vista are of much greater concern to me. I really like roundabouts so would be happy to see something like that but since I have always driven slow on Pacific I'd really prefer not to have speed bumps put in. Thanks!

I have safety concerns about the current barricades. People continuously drive around them and nearly crash. They appear informal and arbitrary. I hope creating a more formal greenway will change that.

I highly enjoy running on the asphalt of Pacific Ave knowing there are few / slower cars currently and I hope the new design can afford space to runners without having to dodge between sidewalk and bike lane.

I hope you up police presence.

I like the current "home made" touches: landscaping, signage, etc. Let's build on that when designing effective signage for temporary and permanent structures.

I like the existing barriers. They are very cheap and do a great job of discouraging cars. Why change?

I like the ideas that are mostly paint and signs and do NOT like the physical barriers. People live on those streets after all and elderly and young drivers should not have to navigate through complex and expensive barriers to

I like the slow streets

I like the stop signs (on more of the streets) by San Jose as I then have to worry less about my daughter biking through an intersection when on the slow street. She is still small and hard to see for an inattentive driver.

I like using Pacific Ave. to get from my home near Webster St. to Park St. It has less automobile traffic than many other East/West street and feels safer to me when I'm on my bike. I occasionally use San Jose Avenue for the same purpose, and feel safe on it, too.

I live a block away from Pacific and walk along that street almost every day. The only time I ever drive on Pacific is on days I deliver Meals on Wheels, since I have some clients who live on that street. So I'm not against driving on slow streets -- sometimes it's necessary! But I do enjoy the quiet and the minimal traffic. It definitely feels safer, especially compared to Buena Vista & Lincoln.

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I live in this area, stop wasting our tax payer resources on these ridiculous ideas.

I live off of Pacific on Paru. How will this affect the already difficult parking situation, if at all? The city already took multiple spots away by painting the spots closer to the corners red. When there's street sweeping on Pacific, it's really hard to find parking. I just don't want this to affect parking which is already challenged.

I live on Pacific and hate the idea.

I live on Pacific and have been wanting changes to the slow streets for a long time. I do walk Pacific often, and feel the most unsafe crossing at Grand, and Sherman. Also from Chestnut toward Oak, those streets crossing are busier and crossing traffic doesn't stop so it also doesn't feel as safe. I'm looking forward to changes, especially taking the barriers down. Every time I pull on or off our street it's stressful because of oncoming

I live on Pacific and have thoroughly enjoyed my Slow Street. But now the speeding is out of control and would need to be seriously addressed. The corner of Chestnut and Pacific is especially dangerous due to drivers on Chestnut not stopping for pedestrians.

I live on Pacific Avenue and am thrilled to hear that we're slated to become a neighborhood Greenway!

I live on Pacific in-between Bay and St Charles. Some cars crossing over Pacific from Lincoln or Buena Vista are reluctant to stop for bike and pedestrian traffic, maybe signage on the cross streets calling out bike/roll/walk right of way. I also hear plenty of cars speed around the barriers at all times of day, but especially at night. Speed humps and radar speed limit signs that show your speed might help

I live on Pacific, right near Willow, and I support this totally. The slower the street the better. I love bicycling, walking the dog and skateboarding with my kids on the street.

Also, I was recently wheelchair bound for 3 months and found the street much easier to negotiate than the bumpy

I live on Pacific. Just make it pretty and make it happen fast. Thanks, Craig

I live on the 800 block of Pacific and I think that the slow street should continue to 8th or Constitution. People don't stop using the slow street at Ninth. They keep going to get to Webster, the farmers market, Crown Beach and the path to the base. The city should extend the slow street another 3 blocks for safety. The route folks take to the farmers market, Crown Beach and Webster is Pacific to 8th then across Lincoln. It's not safe to cross Constitution at

I live on the corner of Pacific and St. Charles. People are not slowing down. Bicyclists are running stop signs, and the street sweepers are not sweeping the streets because of the barricades. Parents are encouraging their children to walk in the streets and not abide by the laws while walking or riding their bikes. Bicyclists need to get permits. They do not have the right of way. I almost ran over a bicyclist this afternoon because she went sailing

I lived here and used this street to bike and walk all the time. It's great as is. I would not make any significant changes other than signage and small changes marked above. It is already a quiet street and I don't think it

I look forward to the implementation of best practices for making streets safer for pedestrians and bicyclists.

I love biking down Pacific and it is my preferred way to get from West to East but the stretch from Atlantic to Pacific on Sherman is DANGEROUS to bike. The lane abruptly ends to speeding and it's hard to turn onto Pacific. The road is narrow so cars will often try to dodge bikes that try to take the lane

I love biking on Pacific and look forward to these improvements. Anything we can do to encourage more bike and fewer cars is a win for the island.

I love greenways but again please put flashing lights on pedestrians on Pacific and Wilma Chan. It's incredibly dangerous for pedestrians and with the Grocery Outlet there there is even more traffic

I love that this is being done but hope it is limited to a few streets around town (ie. existing slow streets). In Berkeley it is every street and somewhat maddening to navigate.

I love the Pacific Ave Slow Street, but crossing at intersections feels dangerous because of parked cars at intersections blocking view cones. As cars cross Pacific heading to Lincoln or Clement, they speed. Combined with cars parked directly up to the intersection on Pacific, people using the slow street have to get out into the intersection to be seen. Please expand bulbouts to prevent parking next to the intersection, and use bolted curbs.

I love this one particularly; will be great to have it and I can imagine it raising property values

I love walking and biking this street, please keep it slow and low traffic!

I never use Pacific Ave so don't know.

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I often see drivers ignore the "no through traffic" restriction. Whatever gets built must include something to physically block through traffic in places where it is not allowed. Signs alone are inadequate.

I prefer Pacific Ave stay a "slow street"

I rarely use the existing bike boulevard because it currently gives a false sense of safety mostly at cross-traffic intersections. Thus I distrust that the designers who think they have created an already safe design will further think they are building a better Bay Area.

I realize the city is trying to make it safer for walking and biking. I agree with slowing of traffic, but please realize and be accepting of people who need to travel by car. It can be very necessary, and making changes which require drivers to limiting turning or only go one way makes them very frustrated and that's when I notice drivers speeding and driving unsafely. Please take that into consideration.

I really can't stand all the 'no thru traffic' streets and hope what you are proposing isn't all of the permanently! It doesn't help the biker nor the driver.

I really hate that there are intersections where the cross street has no stop signs and Pacific does. This should either be reversed so Pacific users have priority, or all converted to ALL WAY stops. Additional sharrows or something in the intersections to help alert drivers to people walking/biking would help.

I repeat, slowing down cars on Fernside is the greater need.

I ride my bicycle on the Pacific slow street multiple times per week to work, and at least twice a week with my 9 year old. I'm really sad that the barricades are being taken down and that we'll have to deal with cars while we ride. Please make sure that you build the new greenway changes *BEFORE* you take the barricades down (instead of taking the barricades down and then starting to build the greenway)

I think bikes and cars should be allowed but in a safe way.

I think intersection treatments are most important for this greenway based on my use. Safer crossings and preventing too many cars from using the street are both benefits of treatments at j tersections.

I think it is important to make sure cars travel in straight lines; no zigzags, speed bumps that they can go around by traveling into the bike lane or other lane, avoid speed circles that drivers don't know how to navigate, or that require bikes having to merge into the lane of traffic. Both cars and bikes need consistency and predictability from

I think it's a great street to start with!

I think Pacific is a necessary side street and a necessary path for all types of traffic. It is adequate for bicycle, ped and vehicles as is! Don't spend tax dollars on a bunch of plastic, permanent, bollards or other Berkeley type traffic jam causing, fancy stuff. Rather add only what is necessary & work towards expanding bridges & access/flow enhancements & roads on and off the Island Vs. further clogging. Consider the cradle to grave, long term costs of I think ped signals that light up are really effective

I think speeding is the biggest problem in this area. As a cyclist this is my number one concern. However as a driver, it is not always easy to see pedestrians, even when being cautious. This is my general sentiment with safety across Alameda. While being hit by a car is my biggest fear, hitting someone with my car is something I also worry

I think this is a good screen to convert since not many people use this street to go from west end to east end.

I thoroughly approve of making Pacific Avenue slower and safer for bicycles, pedestrians and children

I understand that you are creating a safety area for pedestrians and bicyclists, but with all the changes to the streets, removing parking, narrowing lanes, etc. it will cause drivers to take alternate routes and possibly increase speeds due to frustration, etc. caused by the other improvements.

I use Pacific walking and biking multiple times a week. Please keep the temporary barricades until the conversion

I use this for biking and appreciate it feeling safer right now, though it still seems to get a lot of car traffic.

I use this street all the time and it's already pretty good! However, it's crucial that we correctly implement treatments at Sherman and Grand. Crossing these streets is always unpleasant and unsafe. If we do choose the quick build option, it would be worth it to install permanent, high-quality treatments at these intersections first and

I walk on pacific slow street daily with my two toddlers and legally blind husband who doesn't drive. We often go from our house to shop at businesses on Park street. intersections at both walnut and oak street are tricky to cross safely. Cars speed down Oak. Drivers often don't stop for pedestrians crossing. what about continuing pacific slow street all the way to Park street? Pedestrian friendly travel all the way to the heart of the business district would be

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I walk with my baby in the street down Pacific, from Union to Park St every day, and currently very few cars treat it as a Slow anything! People zoom past us without slowing down or moving over much at all, so either enforcement of good Slow Street etiquette or mitigation of bad Slow Street manners are hugely important to me, now and in the future. Thank you so much for working to improve this infrastructure, I'm so happy and thankful!

I want to feel safer walking and biking with my children to parks and other destinations but currently don't because of vehicle speeds, and poor sight lines, and absence of a buffer.

I wasn't sure how to answer question 6, as I prefer to go straight to the permanent solutions. However, temporary solutions would be great to feel out any issues that come up and be able to change them prior to permanent implementation. Therefore, the first conversion would be a good opportunity to use some of the quick and

I would be concerned that drivers may use it as an alternative to Lincoln.

I would like there to be enough of a deterrent so that drivers will stay on the main roads of Lincoln and Buena Vista, especially when the new housing comes on line and even more vehicles are in the area. As it is now, hundreds of cars still bypass the barriers daily and strong measures to minimize this would be appreciated.

I would LOVE to see a traffic light across Lincoln at Ninth St to safely access Pacific Ave. Maya Lin Kids (and Adults) find it difficult to cross if a Crossing Guard is not there and Eighth Street doesn't have great line of sight for right turns for shorter ones.

Don't know if there will be a chance to add this later--THANK YOU for doing this!!

I'm always concerned about traffic crossing Pacific when I bike there.

With the alternating stop signs, I feel it would be easy for an impatient driver to overlook an oncoming bicycle.

I'm excited to keep this street mostly for bikes, walkers and neighbor access. This should not be treated as a cross-town street.

I'm just glad you will do away with slow streets. So hard on drivers!

I'm mostly concerned about the intersection between Pacific and Wilma Chan, it is hard for both cyclists and drivers to cross, and I want to see if there is a solution for it.

I'm not super familiar with this stretch. I recall a lot of the intersections are sketchy because cross traffic doesn't stop. I wonder if these could become four way, or roundabouts. I usually bike Santa Clara instead because it's

I'd prefer if there is no point in time when Slow Streets are converted to regular streets before becoming a greenway.

If a separated bike lane is implemented, please consider providing a bike lane that provided a physical barrier between parking cars and bikes. For example, the bike lane along Shoreline, and the more recently installed bike lane along Grand, west of Otis, provide little protection to cyclists who may be unseen by parking cars (or cars that pull into the spot and into the bike lane in order to wiggle into the parking spot.

If all crosswalks had indicator lights this would mitigate many of the safety issues and concerns.

If cars can be there, they will be there. This conversion needs to physically prevent cars from using Pacific as a shortcut or higher-speed (because lower traffic) option to the main streets alongside it.

If temp solutions are tested, the pls schedule time-frame for review and further decision-making. I see plastic bollards folded down that way for weeks before something is done.

If you take down the slow streets without immediately adding street treatments the use of the street by non cars

I'm curious about this choice. I regularly commute across the island to the sea plane ferry terminal from Broadway. This includes a jaunt on Santa Clara starting on 6th. In my opinion this is the most high risk rode because you have both children commuting to school and drivers trying to get around the traffic speeding down this road. This seems like an accident waiting to happen. There are way too many cars on Santa Clara during the commuter

I'm glad you are doing this. I bike my 1st grader to and from school. You run into a mix of courteous drivers, distracted, all the way down to arrogantly dangerous drivers. I regularly have cars drift into unprotected bike lanes and it's unusual to have a day go by where I don't see at least one questionable choice. Slow streets have been great. The people who tend to use them as through streets usually fall into the dangerous driver category but I'm in I'm lucky I don't live on Pacific. This mayor is gonna do what she wants, as will the city council, so spend all the money you want on it

I'm thrilled! Crossing at Sherman will need careful attention.

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I'm very worried that diverting traffic off Pacific will just shift it to Lincoln where traffic and speed have increased significantly in the past 5 years. We need to do something about Lincoln! I'm on Mozart and there have been lots of accidents - not all reported to police.

Improvement to crossing park and Tilden is important.

Install more speed bumps! A lot of drivers don't care about signs and speed limits so speed bumps can help slow their vehicles

Intersection of 8TH st and Pacific Ave has no traffic signal making it somewhat risky crossing that intersection. Bike lanes on Webster terminates at Lincoln Ave. Possibly dedicated bike lanes on Lincoln between 9th st and Webster, then 9th to Pacific would result in a safer path for those biking from Lincoln and Webster then joining intersections seem 'blind' to the pedestrians ... hard to see if there is oncoming traffic from streets that cross Pacific.

Is the expense worth the benefit? These slow streets are underutilized as it is and there are more pressing safety issues to be addressed.

it is difficult to cross at Grand street right now, and often cars don't stop for the crosswalk at Sherman street

It is our route to preschool (and many other preschools) it would be amazing to create a space younger riders can

It is important to enhance safety at Pacific Ave North South throughway intersections Willow and Sherman

It was already safe! We have sidewalks and bicycling is safe if you pay attention. Stop wasting taxpayer money inventing new problems.

It would be beneficial to add stop signs where streets cross Pacific Ave. Where Sherman crosses Pacific is a particularly dangerous area at the moment.

It would be great to have blinking lights a cyclist could trigger for the streets where there is not a 4 way stop.

It would be nice to have a north-south route to connect Pacific Ave to Shoreline that is safe. Currently, Webster and Park are congested for bikers to cross between the northern and southern bike routes.

It's about time those barricades come down. Drivers go through them anyway!

It's narrow enough. If we are going to inhibit vehicles even more, just close it off altogether. Block off one end to vehicles but porous to bikes.

It's about time.

It's all very well and fine for taking care of safety of bikers, rollers, walkers, but my issue is that bikers DO NOT EVEN CARE ABOUT PEDESTRIANS, will swing right around people, cross across cars all the time. They give no courtesy towards anyone. Bikers do not care.

It's best to focus on speed enforcement v physical barriers so as to maintain access for police, fire and EMT

It's good seeing these streets opened back up to cars. 4+ years is an outrage.

I've seen too many DoorDash/Uber/Lyft drivers bypassing the barriers and tearing down Pacific.

Just do it!!

Just get rid of the slow streets

Just look both ways before you cross the street and stop looking at your phone when you are walking cross streets or riding on your bike.

Just make sure it has easy connections to the bike trail at Jean Sweeney.

Just please please please get rid of the signs currently blocking intersections, they're incredibly unsafe for drivers both incoming and oncoming.

Just speed bumps and reduce speed limit please. Speeding cars will be remedied by speed bumps and reduced speed limit. Speeding cars are an issue across the island. Why the select few streets? Unfair to adjacent streets taking all the surplus. These were installed for Covid so people could get out and walk/bike at a safe distance.

Keep it as it was before they put up the barriers

Keep slow streets.

Keep the barriers, don't add speed cushions they affect the fire trucks speed to emergencies.

use plants and art to enhance current barriers.

Please don't turn any of Pacific into a one way or anything. We live on this street and it is safe to bike, walk, and take our baby on.

8. Pacific Avenue will be the first Slow Street to be converted to a Neighborhood Greenway. Do you have any specific feedback regarding biking and walking safety concerns or Neighborhood Greenway outcomes for Pacific Avenue (from Ninth St to Oak St)?

Keep the site improvements simple & clean. Do not clutter the streetscape with unnecessary design elements. Only introduce temporary improvements if there is funding for the corresponding permanent improvements. Reserve or identify funding for maintenance for all improvements. Create adopt a spot locations for community member involvement. Be sure to apply for Measure B half cent County sales tax transportation fund.

Leave alameda streets alone! We are already experiencing longer traffic times in the streets and tunnel.

Leave it alone

Leave it alone, people are tired of navigating this nonsense already and need to drive to their homes without more walkers etc in the roadway.

Leave it the way it is, people with Cars need to get in and out.

Leave the streets the way they were. The city has already ruined the business districts. VERY FEW people ever use the outdoor parklets.

Let's go

Lets get it done.

Living near San Jose/Regent intersection, and witnessing daily accidents and near accidents, I view it as a higher Looking forward to it!

Looking forward to safer streets due to speed reduction measures are implemented.

Lots of kids (of all ages: preschool, elementary, middle, and high school ages) use Pacific Avenue to get to school via bike and on foot. Thanks for prioritizing it!

We also see a ton of senior citizens walking on Pacific Avenue.

Pre-pandemic a lot of cars used Pacific Avenue to get around busy intersections, zooming unexpected around corners and going way too fast. The Slow Street has been a wonderful change for everyone on Pacific, and we

Lots of people speed down Sherman at Pacific, frequently see and hear near-crashes

Love it!

love it, my closest slow street!

Love it. Put in roundabouts

Love it. Even though we live in Fernside we bike Pacific all the time when we're headed across the island. Do Versailles next! And in the meantime get the APD to start enforcing speed limits on Fernside again.

Love Pacific Avenue Slow Street, I use it very often when bicycling across town. It feels safe and comfortable and allows me to enjoy the scenery of Alameda neighborhoods. The concerns with going down Pacific today is biking through busier intersections, such as Grand where visibility and car speed requires more caution, especially at night/evening. Biking momentum also has to slow down when anticipating car traffic towards these cross streets.

Lowering speed limits and painting the street does not deter dangerous driving if not heavily policed. Even on the slow street section of Pacific, I see speeding cars, cars continuing across slow street intersections, etc. Physical barriers, restrictors, and the like need to be implemented for real impact, otherwise you are relying on drivers to follow the rules or police to catch rulebreakers, which isn't currently happening and won't continue to happen

Main streets like chestnut, willow should not be slowed down.

Major intersections are problems - Pacific and Grand is one example. Pacific and Stanton is another. People regularly run stop signs driving across Pacific between Grand and Oak. Without enforcement, it's unlikely to

Make all stop signs 4 way. These would be safer than any of the suggested solutions.

Make it clear that cars need to go slow and divert them from overriding bicycles especially at intersections. Even on the slow street I've had cars come too close (within the 3 ft required) and speed past me or come at my bike directly from the intersection.

Make it easier to see cars coming in and out of this area as it's a busy street

Make it happen!

Make it pretty

Make it temporary so that "improvements" can be removed if they are not helpful and can be fully constructed if

Make pedestrian crossings more visible so they are not hidden by parked cars.

Flashing lights in pedestrian crossing are helpful especially at night

Make permanent concrete planter replacements for the current "slow street" barriers

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Make sure crossing intersections that car can drive are well marked and that pedestrians/bikers are as visible as possible to cross traffic

Make sure the stop signs are not blocked; red curb marking from corners. Many bicyclist and runners ignore the stop signs. We've seen many near misses, including a few where little children were involved. On one occasion the adults were a half block ahead. The child tried catching up with the parent and zoomed across the intersection nearly getting hit.

Make the intersections 4 way stops so that walkers and bikers can cross non-greenway streets.

Making all stop signs 4-way stops on Pacific Ave would do more for safety than any of the proposed solutions. Not a fan of the Neighborhood Greenways proposed. There are cheaper and more effective solutions, such as ENFORCING the speed limit (that used to be done much more frequently in Alameda). Remove the Slow Street

Making sure that the larger crossings (eg. Grand St.) have enough safety features to protect bikers and

Making this area safer is good for the community.

Many cars use Walnut Street as a pass-through street and speed through the Pacific/Walnut Street intersection. With McKinley Park and many nearby schools, a traffic circle at the Pacific/ Walnut intersection would further ensure the safety of all pedestrians and bikers as they use the both Greenway and the park.

More 4 way stops (need traffic crossing Pacific to stop at every intersection with Pacific)

More permanent protection is the best solution. No more paint or signs that can simply be ignored.

More police officers to enforce current traffic laws.

More police presence on our Slow Streets and these new Greenways. I live near the Pacific Slow Street and cars traveling east on Buena Vista approaching Grand use the Slow Street as a shortcut. Very dangerous. And I've never seen a police car parked there.

I'd also like to see some kind of signage/warning on the Slow Street intersections where cars can pass through without a stop sign. Ideally they should stop but if not I'd love to see signage so they know to be careful.

Thank you!!

More traffic will now drive on more residential streets. Very few will stop driving like you hope. Too many have to commute to jobs so can afford to live here and bay area public transportation is minimal at best. Need high paying jobs in alameda so people can afford to be here and walk everywhere. Stop wasting money on the wrong things. Every home as 1, but most 2+ cars, and I guarantee less than half even own bikes. Middle class can't live like that Most cars do not come to a complete stop crossing slow street at the stop sign. Half of the cars going down Pacific are speeding.

most of our streets are narrower than your examples. Plus resident parking along these streets is important (don't make it harder for those of us who must search for a parking spot each night).

multiple intersections are dangerous because cross-traffic does not stop

My concern about quick vs. permanent build is that a) "quick" tends to become "permanent" so I'm cautious about accepting promises that it'll truly be a stepping stone, and b) the flex posts quickly get run over so defeating the purpose (for two examples look at the recent extreme case of International Blvd in Oakland, and Ron Cowen

My primary concerns on Pacific have always been around intersections. There are two way intersections that do not favor the slow street, and I always feel like I am taking a risk when crossing.

My primary problems on Slow Streets have been 1) turners, and 2) drivers ignoring signs and using the street as a thru-way, which has typically resulted in speeding.

My son has daycare on Pacific between Oak & Walnut. We try to walk or bike often but drive more in the colder and darker winter months. Please make sure to consider businesses when building these. Having some driving restrictions would make pickup & dropoff much more difficult for him & his classmates. The barriers in place now already cause unneeded traffic congestion.

N/A

N/A

N/a

Nasty traffic issues and not being able to use the streets that I pay taxes for.

Need license plate readers surveillance cameras, traffic lights at the busiest street intersections that do not have traffic lights, blinking yellow lights on all the pedestrian crosswalks.

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Need more discouragement for drivers who still drive the whole length of P. because there are so few stop signs to slow them down. Need to make it much more painful or impossible to drive more than one block. A driver should not be able to pass a cyclist on a NG. They should be encouraged to take another street.

Need more visibility at intersection of Pacific and Oak Streets. Cars driving along Oak Street are numerous and fast, and don't stop or slow down at Pacific Ave. Car and bicycles on Pacific Ave have difficulty crossing Oak St or
Need to make accommodations on the cross-streets with 2-way stops as these will be the riskiest to cross when going down Pacific.

Needs wayfinding signs from Park St; and from Oak at Lincoln, Santa Clara, Central, and Encinal (so people know where to get there from downtown); and wayfinding signs from Webster St (although I'm not clear what the safe route is to get there from Webster St or Alameda Landing or Alameda Point or the many schools on the west end).

Needs safety improvements to cross Grand. Needs wayfinding signs to/from Jean Sweeny Open Space. Needs

No

No

no

No

No

No

No

No

No

No

No

No

no

No comment. I think slow streets are a neusance.

No concerns, we love this slow street

No Greenway. Pacific residents and property owners have not accepted any proposal for a greenway.

NO GREENWAYS

No one even drives down pacific tbh when I walk down it there are no cars.

No safety concerns at all. Return the street to prior pandemic. It is a public street

No specific feedback

No specific feedback for Pacific Ave.

Future feedback: will there be a Neighborhood Greenway at Eagle and St. Charles? Very unsafe street with speeding cars, accidents, and small children living in the area who could become victims of our unsafe street.

no two way stops; traffic circles are significantly better. related, no narrow, one car wide entrances that literally force collisions to enter/exit segments

No we love that Pacific is going to be the first as a pacific resident.

No, as a pedestrian and driver (not so much cyclist because of theft concerns, not safety) I think the slow street thing was a colossal waste of time

No, as I am rarely in that area.

No, but greatly appreciate the efforts to make it safe for bikes and pedestrians making it possible to be car-free

No.

No.

No. But the Versailles street restrictions have been sending through traffic down Moreland & Cambridge which are more narrow. Why wait any longer to open it? Why spend any money on any of these changes? Speed bumps on streets where people speed make sense but the rest of it sounds wasteful and bad for our environment.

No. I just want to see those in control of improving our traffic safety actually implement these tactics.

No. Street worked fine before covid and majority of people on the island doesnt bike or ride on pacific since we have dedicated bike lanes 1-2 blocks away.

None

None

None

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none

None

None

None for Pacific Avenue.

None! I love these ideas.

Clement Ave, Buena Vista, and Lincoln has many fast cars too. Many go at 35MPH.

None, need a similar greenway south along san antonio or san jose

None. Cars are used to no driving down that street for the past 4 years. There won't be an increased amount of traffic on that street once the barriers are removed.

None. I support it!

Nope

Nope

Nope, love it. Please expand slow streets across all of Alameda

Nope. Pacific Ave is as good a place to start as any. I find it very pleasant to walk there and in to the parks.

Not all 4 way stops. It's hard to slow down and speed up crossing a street, especially when the visibility is low because of parked cars. You have to be in the middle of the crossing to see if cars are coming and if you can go.

Not all the cross streets have stop signs and people drive too fast

Not needed

Nothing other than excitement. As a resident on Pacific with young children, having a safer place to walk and bike would be a game changer

Notifying neighbors on what prioritizing pedestrians and bikes means. I've had a car threaten to run my over bc I was walking down pacific.

Obstruction free. Must be able to clearly see in all directions. I've seen roundabouts in Berkeley where trees are planted which make no sense when the driver view is obstructed.

On the current Slow Street (which has been great!), I feel a little nervous crossing intersections, because there are no stop signs for oncoming cars, and the parked cars on the shoulders impair visibility, making it difficult to see

Once again lets give other streets a chance at this wonderful novel idea..why only Pacific Versailles and San Jose? Is it because council members and Alameda elite live on them? Everyone deserves slow safe

Once conversion is done, It NEEDS to be maintained! Do not do any projects unless the city plans on maintaining these projects

Once the barricades are down, I anticipate drivers who realize they are gone will speed b/c the street will have overall less traffic until people realize it's open and pedestrians will be surprised to see cars - I worry about people esp. kids who aren't used to looking for cars.

Only that it can't happen fast enough! Thank you!

Open up our streets. In the 2021 survey, about = numbers said get rid of the barricades & keep them forever & a 3rd groups said, "well, OK you can keep them 1 more year". So city council was going to vote for 1 more year when Knox White said, "It will only be 18 months, so let's vote to keep the barriers until we convert the streets".

The mayor cast the 3rd vote for that...in Nov 2021. Almost 3 YEARS AGO. Whatever you do, do it NOW. People

Our family uses Pacific almost daily - walking, biking, scooting. My 9 year old has been biking up and down Pacific since he was 3. We are looking forward to the conversion, hoping that will continue to provide a safe route for kids to use to get around school, parks, library, visiting friends, etc.

Our kids are enrolled in a preschool on Pacific and even with slow street measures, we sometimes see speeders around the preschool. We want to ensure extra signage and safety measures are placed in front of these care

Overall concern is that getting to and from these greenways still requires using other busier cross streets which limits the routes I feel comfortable traveling with kids. Still these are great improvements, really looking forward to implementation. Thank you!

Pacific and Scherman is very scary to cross and has many speeders.

Pacific at Sherman is a challenge for bikes and Pacific at Wilma Chan is especially dangerous because of the line-of-site challenge as the road curves to Lincoln.

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Pacific at Stanton is very dangerous because of the long blocks on Pacific east/west of Stanton, with no stop signs. This leads to cars speeding from Paru to Benton, made worse since Pacific has a bend that reduces the line of sight. Also, Stanton being the only through north/south street on Pacific for this long stretch, many pedestrians travel to and from the Northern Waterfront on Stanton, particularly to access the AC Transit stop at Santa Clara. Pacific needs stop signs at Stanton.

Pacific Ave has been much better as a slow street. There is less traffic and cars go slower. It's been a nice contrast to Lincoln Ave which is not safe for walkers (including all the kids who use Lincoln Ave when getting home from aftercare when it is dark and there is no crossing guard. We learned to wear bright colors and use our phone lights so that cars can see us when it gets dark at 5pm).

Appreciate active efforts to make Alameda safer and greener. Safety is high priority to our family.

Pacific Ave is a major thoroughfare for students of Maya Linn elementary. Please time the removal of barriers closely to new installations because cars will immediately start using Pacific at elevated speeds. Again, I'd also request that APD officers who are not otherwise occupied to park along the Pacific intersections as a warning to

Pacific Ave is behind my home, it was a great idea during the pandemic. It is now a safety hazard. We can't safely get into the street, cars do not drive slow despite the intent. Please step outside and observe the traffic conditions throughout the day. Share the data. Please reconsider this idea we need ways to alleviate traffic.

Pacific ave is currently a great slow street to bike down from one end of the island to the other. I'd encourage you to look at how removing the barricades changes the way cars behave and perhaps consider returning them. Let's learn from the food things that happened in the pandemic and keep them!

Pacific Ave is mainly accessible through very unsafe adjacent streets at Lincoln, Buena Vista, and Webster. Sherman is slightly better due to the traffic signals.

Pacific Ave. Greenway should extend to Park St. Many cars traveling south on Park st. currently turn onto Pacific to avoid the Park St. lane reduction, speeding for one short block to access Oak St., resulting in a dangerous, busy intersection at Pacific and Oak for pedestrians, bikers and cars

Pacific Avenue is a route for children commuting by bike/scooter to and from school. Removing the barriers will impact the quality of this commute or even make it difficult/impossible

Pacific Avenue is an Oasis of a Greenway and a model for other Streets in Alameda. The Slow Street effort for Pacific Avenue must be kept as it has been appreciated by most all of its residents and visitors using the this

Pacific Avenue is the main bypass for vehicles if there is an accident or congestion on Buena Vista or Lincoln. It has heavy traffic at times. It is also highly populated with parked cars due to interspersed apartment buildings between homes. Visibility pulling out of a driveway is currently problematic watching for bikers, walkers, and cars..

Pacific avenue is unsafe street take action the more dangerous streets, Encinal Lincoln Taylor high street

Pacific between Sherman and Benton at Little John park needs better traffic control. There is no safe way for families to cross Pacific here. People occasionally drive extremely fast on this stretch of road since it is a two block stretch of road with no controls. Speed humps would be good. Better yet, a stop sign on Pacific and a marked crosswalk with pedestrian crossing lights.

Pacific feels like the slow street with the least safe intersections - I would ask that the design strongly emphasize bike/ped safety at these intersections - flashing lights, raised crosswalks, etc

Pacific has always been a chill street to bike, skate, or drive down. It used to be a great side street to drive down. I think we should literally leave it how it was and there will be no problems. The barriers are super inconvenient to

Pacific has multiple streets that cross without a stop sign. These intersections need to be addressed so that Pacific is safe for cyclists. Grand is a larger challenge for a safe crossing.

Pacific is a major residential that

Should be opened and not left closed!

Pacific is already quite safe, but some of the crossings need to be looked at for safety. Definitely needs daylighted corners at the very least for visibility.

Pacific is my go-to street for walking from Webster to Park, but I still see the occasional speeding vehicle using it for throughways as they simply drive around the existing barriers. Perhaps installing 20MPH speed signs should go in before the barriers are removed.

Pacific Slow Street should have 4 way stops the entire way

Paint high visibility crosswalks. Then see how they work before spending taxpayer money on a problem that doesn't exist. Lucky people who live in these streets get benefits the rest of us don't!

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Park Street crossing is criminal.

Parking is already very tight on Pacific. Try not to remove parking spots.

Pedestrian crosswalk warning lights at Pacific and Grand. Additional police enforcement on all slow streets is needed. In many cases, cars are totally failing to stop or even slow down at current stop signs.

Pedestrians can use the sidewalks. Alameda seems to have no respect for senior citizens who need to get about

Penalties for bikers who break the law

People already drive fast and don't check cross walks. Not gonna change much. Taking down the barriers is GOOD but don't pretend like it'll make it safer for people traveling on foot/bike, etc.

People are going to continue to drive and you are just creating frustrated drivers who do crazy things. The middle lanes you have created on what were 4 lane streets are being used to pass traffic. I've had motorcycles pass me in the bike lanes. Please just leave things alone.

People are not using the bike lanes. They are riding on sidewalks- all ages from kids to adults. Focus on education!!! We have spent enough money and you can walk on the sidewalk before schools start in a
Or pm

People roll through stop signs

People speed because 2 lanes make it easy and it's hard to see when someone is trying to use the crosswalk. Implement one lane like Otis St with middle lane for turning if needed. Prevent drivers from going across all lanes and install roundabouts as an alternative. Raised crosswalks to deter speeders and better visibility. No left turns allowed unless designated middle lane or signal.

People swerve among the signs and treat Pacific like Lincoln!!!

People think they are made of steel and go head to head with vehicles. Mark car space and people space.

People use this as a speedway. the issue is constant about bike riding on the sidewalks. I walk with a dog and I have a broken wrist where should I go on Pacific Ave. These people need to be ticketed. Even on Webster where it says no bikes or skates, there are constantly bikes. It is a problem!

Perform a survey using door to door, mail letter, or another form of communication to all residents on Pacific Ave where it will be implemented. To include elderly and those who are not up to date on technology surveys.

Please also add a stop sign at Buena Vista and Willow, need to cross that dangerous intersection to reach Pacific please be realistic on what can be managed to stay healthy - seeing the palm trees looking tired and not watered properly is a disappointing effort. Something that's shows successful performance like the New Zealand Christmas trees is preferred. Something with planned maintenance to prevent hosting invasive weeds makes a huge difference to the gardens in the community.

Please consider the crossings to the preschool at Littlejohn Park, and the crossings at Sherman and on Grand.

Please consider the likelihood that people will speed on the streets parallel to the slow streets - drivers are impatient, do not heed traffic signs, or drive fast from one end of the island to the other or trying to get off the island. It's already problematic and congested near the bridges. People speed on Lincoln, drive unsafely on Park, and do not stop at many intersections such as Central and Walnut and all along Santa Clara between Broadway

Please convert all of these for a prettier and more permanent solution.

Please do a good job. This area of town has been neglected for decades

Please do not close the slow street program. Please keep the designated slow streets slow!

Please do not convert to a Greenway. Just reopen the streets and make all pedestrian crossings safer across the

Please do not restrict street parking! I have off-street parking but many residents in this area do not.

Please do what you can to connect it to the existing bike network. It'd also be great if the intersections East of Grand had crosswalks or bulbouts so it's safer to cross.

Please don't add the neighborhood traffic circles to the entirety of the street.

Please don't do this. Your solutions cause other problems

Please don't do it!

please dont do this. put in stop signs but dont create greenways.

Please expand treatments beyond speed cushions in these next rounds. Especially on San Jose Ave, between Broadway and Park

Please get it done soon!

Please include the Greenway barriers that are currently in place. San Francisco has implemented greenway streets with permanent barriers to clearly indicate no through traffic, enhancing street safety.

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Please keep Pacific as a slow street!

Please keep Pacific street slow! Our neighborhood children often play, walk, roll, bike to/from on Pacific with Love Elementary so close by. Please keep our children safe first and foremost by keeping traffic slow and regulated on

Please keep the barricades in place until we have the Greenway.

Please keep the current barricades to reduce car speed or put flex posts in place of where the barricades currently sit. This allows half the street available for cars to go in and out and slows down cars.

I almost got ran over by an impatient driver on Pacific and Walnut. I was already half way through crossing the street and the driver speed up to drove right in front of me and passed me. More 4 way stop signs are also welcome in the slow streets. Thank you

PLEASE KEEP THE CURRENT BARRICADES UP WHILE YOU IMPLEMENT AT ALL LOCATIONS

please keep the slow street and the barricades in Pacific Avenue. many people are using it and kids are using it to ride to school. my son and daughters are part of the bikers using the slow street everyday.

Please leave the barricades until the conversion is complete!

There are many intersections on this route where there is no stop sign in the other direction. Those always feel

Please leave the barriers up until greenway solutions are in place

Please make it safe even for the youngest of us. Alameda could be a pioneer in the USA. I moved here from Finland and miss the infra a lot. I don't like feeling unsafe personally or fearing for my children.

Please make sure pedestrians and bicyclists are protected!!

Please no bollards or flex rods. Those things look like garbage in short time (and I was thrilled when Park St was finally revamped and those mostly gone).

Please place stop signs at intersections that lead into Pacific, so that bicyclists riding on Pacific do not have to stop, except for at bigger intersections such as Chestnut.

Please please please consider the impact on neighboring streets - both Lincoln and Buena Vista are highways for speeders, it will likely become worse once the Pacific greenway becomes formal. Both Buena Vista and Lincoln need significant traffic calming right away. It is not safe for pedestrians to walk along, or cross either street.

Please put a quick build traffic circle in the intersection of Wood and Pacific to forcibly slow down speeders blasting down Pacific from Martha Chan/Constitution and it would also deter speeders seeking to blast through from Lincoln Speedway to Buena Vista trying to avoid the stop lights.

The addition of speed humps - temporary or permanent placed on each block of Pacific would definitely curb

Please remove the slow street barriers and find a better solution

Please repave it. Too many potholes

PLEASE tell me "neighborhood Greenway" is not just a way to get rid of the barriers. Bikes finally have priority for like 5 streets now, cars can keep the other 600 streets in Alameda but PLEASE PLEASE PLEASE do not remove the barriers unless it is to do something much more drastic, like shutting it off to public cars for good. Maybe install lower able bollards so residents and emergency vehicles can still pass but PLEASE don't remove them IM

plenty of intersection crossing needs - minor crossings need all-way stops or 2-way stops favoring the bikeway - major crossings need signal or beacon controls

prioritize safety at intersections. It's really hard to bike across Pacific while crossing major intersections with no crosswalks. Many vehicles don't stop.

Proceed as quickly as possible. The sooner Alameda is made more bike and pedestrian friendly, the better!

Put a crosswalk going across PARK AVE otherwise what's the point

Put police to work doing traffic stops. It worked well years ago to keep people driving slow. For whatever reason we are discouraging our officers from enforcing the law. Stop trying to reinvent the wheel. These measures make emergency response and commercial delivery for small businesses extremely difficult.

Put some ALAMEDA PD detail out there to PATROL and watch for traffic violations and unsafe motor vehicles during the build up and after- just doing the greenway will not be enough especially as car drivers adjust (like

Quick build solutions are much more cost effective. Just take a look at the roundabouts in Berkeley which comply with your quick-build descriptions, and have been around for many years, eg Shafter Ave and others.

Quick build curb outs appear as efficient as permanent, more costly builds.

Why don't you consider more stop signs to slow traffic. They will also move some traffic onto other streets.

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Raised cross walks are not accessible for disabled people, specifically people using wheelchairs and wheeled mobility aids. Please consult disabled wayfinding professionals to counsel you on design. You can reach out to me Lucky Maxwell via email lmaxwell@thecil.org. I work at the Center for Independent Living in Berkeley and can Rarely encounter walkers or riders on Pacific. These planned changes are an embarrassment.

Really excited for this initiative. Thank you for making Alameda more bike friendly.

Really happy to hear Pacific is at the top of the list. Adding stop signs on crossing traffic and "wiggling" lanes on Pacific to geometrically reduce vehicular speeds would really help promote bike/ped centric travel along Pacific.

Regarding Pacific Ave. section between Benton and Paru is several blocks long without a stop sign. Drivers often take advantage of this by speeding through this stretch of Pacific. A stop sign is needed at Stanton and Pacific.

Remember cars need safety protections too so they don't hit the kids who use the street like a playground, winding side to side in the street or not stopping at intersections. The slow streets give cyclists a false sense of security to act without looking.

Removal of the current intersection barriers will immediately improve the safety of the neighborhood after years of inept management by the city.

remove the barriers allow transportation to resume un-incumbered

Remove the slow streer

Remove the slow street

Remove the slow street barriers and leave the streets alone. No additional changes are needed.

Residents on Pacific and other slow streets will have to deal with more noise, foot and bike traffic, dog poop, and will loose their quiet. It unfairly destroys peace on a slow street block while giving other non slow blocks peace. It's turned Versailles into what feels like Broadway. I'm experiencing my dog poop on the tree lawn because of increased traffic. I'm not in favor of slow streets. This is Not making my street, Versailles, slow. It's making it

Restricting car access to allow traffic to flow properly through the city.

Return it to the original street.

Ridiculous also take down all the outside seating at restaurants on Park street it looks terrible and dirty.

Ridiculous!! Stop building more housing and decongest the island!!

Riding Pacific the way it is now is easy except to cross at intersections. Just install flashing lights at intersections and it will be fine. Where will the people that love there park?

Safe pedestrian crossing infrastructure is needed at Oak St,

Safer street crossing for kids on bikes at all intersections, especially the major cross streets (Grand, Sherman, etc).

Putting Stop signs on all the cross streets would be a major safety upgrade. For example, cars on Wood and

Same comment as above - if the new Pacific infrastructure could provide a safe path to the great bike / ped infrastructure on Clement that'd be awesome.

See above

See above comments. Prioritize pedestrian FATALITY zones, and put in traffic safety measures there. LIKE A STOP SIGN at the end of Kitty Hawk at Shoreline Dr. with a flasher. It is very difficult to see pedestrians when sun is low, with numerous cars/trucks double parked and folk who are unfamiliar with the area leaving the beach. So many pedestrians hit and nothing done ever. My kid was hit and thrown 15 ft while crossing in the crosswalk,

See my comment above, we didn't ask for green streets and stop changing our streets because one person in city council likes to ride bikes

See note above.

Seriously, please do NOT do this to Pacific Ave.

Several busy intersections need attention with signals and raised crosswalks. Even with the existing barricades, the higher volume intersections can be very tricky to cross.

Several intersections on Pacific are dangerous with cars at curb and other issues limiting view of pedestrians.

Willow at Pacific is a good example.

Sherman /Pacific Ave intersection very dangerous

Sherman and Grand Street intersections will need a lot of attention.

Sherman and pacific and that small stretch there where Sherman narrows feels the worst to me

Should make this a one way street the street is so small

Shut it down

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Since it is removed from where I go, you are welcome to mess it up.

Your survey allows no opposition to greenways, slow streets, or any thing involving other than ramming your asinine ideas down everyone else's throats.

Versailles should be replaced with Pearl Street. One block over and it avoids a lot a traffic conflict and confusion. It is suspected that this suggestion is opposed by a City Staff Member and that is why it is not considered.

Since there are stop signs every two streets, this seems silly except for looks/

Slow street barricades haven't been very effective. I'm really looking forward these more effective solutions being Slow street barricades were the worst implementation. Caused major jams when multiple cars and pedestrians try to make headway. Having 4 way stops would have been more useful

Slow street barriers mean well but are dangerous. Cars swerve into oncoming traffic to get around the barriers. They should all be removed.

Slow Streets originated during the pandemic. In general, "Slow Streets" have made little sense. Walking or biking have been seldom. They should be returned to their normal use.

So glad this will be made into a greenway.

I hope it will continue to keep traffic low, slow, and crosswalk safe.

So looks like your going to do it anyway

Some of the cross streets don't have stop signs for the traffic perpendicular to pacific. To be consistent for the bicyclists, it seems that we should addd stop signs to all cross streets.

Sometimes cars speed up going around the park. I sometimes feel unsafe when kids enjoy biking around Franklin Park using the sidewalk. I don't know if there is a safe way to create a lane for them around the park without

Special intersection moments at Little John Park, Walnut (to McKinley) and Oak (bike parking for Park Street

Special people get special benefits

Speed bumps and lighted crossings at major intersections

Speed bumps are very needed!!! With little John park and the connect so many cars fly down this street to avoid burns vista or Lincoln. Since Covid enacted the slow street it has still been anything but slow!!! We've almost been hit with cars over 5 times when walking or biking. Card speed so crazy on pacific! Also the cross over grand is extremely dangerous with no white designated cross walks in this busy intersection or blinking lights for

Speed bumps for cars.

Speed c

Speed cameras to target cars violating slow street rules

Speed cushions, traffic circles, and signs should help. I don't like the idea of restricting access and no-turn signs, since that can cause frustration and speeding around looking for the alternative.

Speeding cars. All slow streets need speed humps.

Speeding ebikes and scooters, low quality improvements that are not maintained over time. For example, Park Street looks like a disaster with cheap plastic k-rails, dilapidated parklets and people just parking anywhere they want and bicyclists riding on the sidewalk. Please involve the neighborhood residents in the design and don't go with ideas that look like some kind of undergraduate civil engineering term project by a student who has never

Speeding, even with cyclist. Cyclist and those using motorized bikes/skate boards should adhere to speed limit and caution since kids are often playing outside.

And please allow residents to park on the street.

Still going to drive down it like we do on EVERY street in town.

Stop all greenway projects. Where was that option to vote on!!!

Stop it

STOP limiting more and more parking signs around Alameda. Wish we gave this much courtesy for drivers and not just to bikers who (for the most part) do not even follow sharing the road rules. ENOUGH with this. People WITH CARS have to live here too. This is especially the case for residents who live in the West End and Park Street. How come there aren't any limits to parking in places like Grand where the wide streets can make bike

Stop messing up our streets you guys destroyed shoreline.

Stop signs at each intersection for cars. Almost ran over multiple times biking to maya lin

8. Pacific Avenue will be the first Slow Street to be converted to a Neighborhood Greenway. Do you have any specific feedback regarding biking and walking safety concerns or Neighborhood Greenway outcomes for Pacific Avenue (from Ninth St to Oak St)?

Stop signs at intersections would be very beneficial for north/south vehicles. Cars don't think it's a pedestrian crossing because there's no crosswalks or stop signs.

Stop signs for all intersections for the cross traffic.

Stop signs need to be added to streets that cross Pacific.

STOP SPENDING PORK MONEY ON SURVEYS AND ENGINEERING AND IMPLEMENT MEASURES BEFORE

Stop this insane idea.

Not needed or wanted!

Stop this! This is absolutely nonsense

Stops signs are need at every intersection that crosses pacific

Street cleaning it too frequent. It is twice a week, every week on my street. Would this plan make it less frequent, like every other week?

Super excited! I live on Pacific and LOVE the slow street. The crossings at Sherman and Grand are tough, I'd love to see a lot of thought on how to make them safer.

Tax \$ should go to other projects. If you're going to do this, do it on Park and High to slow down the main streets, and hopefully the high-ish speed chases/exits happening after thefts.

Those areas have the most pedestrians and fastest traffic. Honestly, who is forcing this through that live on these streets that already barely have traffic (your survey even says low volume)? Spend more \$ on lessening traffic on the already low traffic streets while the one I live on is a highway? Um, no.

Tell cyclists and pedestrians that the laws of man do not trump the laws of physics. $KE = 1/2MV^2$ cannot be repealed and bad drivers will continue to be bad drivers regardless.

Thank you for making these changes and continuing to work on Alameda's transportation infrastructure to make it a city that is not solely based around automobile travel!

Thank you for working on this!!

That section of Pacific Ave has a stop sign about every other block so speed bumps would be an too much. A pedestrian crossing light. at the intersection. of Sherman & Pacific is definitely needed. A pedestrian crossing light at Pacific and Constitution Way (which is not on your survey) is definitely needed as cars pick up speed rounding

The survey erased all my previous responses when I answer a new question so the questionnaire is useless.

The 2-way stops need to be VERY CLEAR when cross traffic does not stop.

The biggest problem is speeding. There are also more cars that there are parking places for and people park too close to the edges of driveways, Imparing sight lines when leaving the driveway

The busy streets that cross Pacific need stop signs. Many of them are shortcuts that make dangerous traffic, especially around Park street, Love school, Grand, Sherman

The corner of Walnut and Lincoln is quite dangerous and I have found that many cars continue on Pacific to Oak where they turn right instead of turning on Walnut. Safety crossing intersections is a concern even though most of the streets have stop signs.

The cross streets of Sherman, Grand, Chestnut, Willow, Walnut, and Oak. Crossing Pacific on these streets as a car can be tricky. Make sure any improvements include how car/ped/bike traffic on the busy cross street is affected as it crosses the slow street.

The current barricades are the biggest safety issue. We need safe access to all streets. Without proper signage or speed bumps etc.. the temporary barricades provide false sense of security . Remove them all asap. All neighborhoods streets should be "Greenways" or safe for all.

The intersection of Oak and Pacific Street have low visibility, high traffic, and traffic traveling at excessive speeds.

The intersection with Sherman is dangerous and needs to be addressed asap. It has very high pedestrian and bicycle traffic on Pacific and lacks even a crosswalk.

The intersection with Sherman needs particular attention since Sherman has become a throughway. I'm not sure what the solution is, perhaps a bike/ped crossing light, or a stop sign for Sherman traffic, or both.

The only real problem are the intersections. Many of the cross-streets don't have stop signs making them challenging to cross. If we are going to prioritize and encourage bikers, we need to make the experience pleasant.

The planet and the street and neighborhood do not want or need you to waste money and resources on the incredibly ugly we quick build materials nor the just as ugly permanent materials. The South shore bike lane is a perfect example of how signage and street markings and etc took a beautiful shoreline and made it butt ugly.

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The preschool on Pacific (near the Walnut crossing) causes a lot of congestion. That area could use lots of extra walkways and space for parents picking up their kids.

Also: Visibility can be difficult at the cross streets of Pacific - which is a concern because cars on the cross streets don't stop. Perhaps putting stop signs there or creating larger curbs on the corner would create more visibility and a safer environment.

The quick build examples look like a total eye sore. I rather wait for something more aesthetically pleasing.

The safety concerns I have are to make sure that emergency vehicles can get where they need to get to or from without being impeded by Berkeley style lane closures that force you to turn one way only, or dangerous bulb outs that force you to slow way down and swing way out to make a simple right turn like we now have at Grand/Otis.

The Slow Street has been great for tranquil biking. I hope that doesn't change when converted to Neighborhood the slow streets SUCK, just pushing more traffic onto the nearby streets making them less safe. and the one way entrances have been total traffic headaches.

The stop signs seem random and can be confusing to kids.

The street widens so much, and the weird fork with the flashing light is confusing because of the stop sign placement. Bike specific lanes would help greatly alongside the other suggestions in this survey.

The two way stop ● signs currently in place do not make this route safe or easy for East-west movement regardless of travel mode.

There are a few intersections where the crossing traffic doesn't stop, and I worry about crossing those specific intersections (especially if a vehicle is speeding on the cross street)

There are a few streets that are really hard to cross. I use that route to bike from the west end over to park Ave shops and I'm so excited for this new development!

There are intersections where roads pass through pacific where traffic does not have to stop. Stop signs should be added at those locations. Stop signs on pacific shouldn't apply to bikes.

There are sooo many crossing where cross traffic does not stop . This makes Atlantic a slow option for biking.

There are too many two way stop signs prioritizing cars vs. the slow street. This is a pain in the neck for cyclists who have to come to a complete stop at every intersection to make sure that cars don't come plowing into us at full

There are very few bikes or walkers and a lot more cars. I challenge you to tell me a single place with a lot of bikes or walkers!

There is NO need for this. Remove the barriers tomorrow, and do not add a Greenway.

There needs to be a way to reduce the number of stops bikes need to make when they use it. When I ride Pacific, I feel like I have to spend all my time accelerating and decelerating to handle the intersections which makes it less safe and less pleasant.

There seem to be more pedestrians (esp. children) adjacent to parks. They might be candidates for more aggressive safety methods.

There should be NO stop signs on Pacific Avenue. All stop signs should be on cross streets only. And where Pacific meets Wilma Chan, the east pacific road should be blocked off. That intersection is too dangerous!

There's no need for added preventives. Pacific Ave was always a safe street for cyclists and pedestrians. What's needed is Police patrol to ensure cyclists and pedestrians adhere to the laws. A police presence would also discourage thieves who use the anomaly of a slow street to scope out neighborhoods and commit crimes which

These particular intersections are not ones I frequent.

This area of streets are not and should not be a priority. Now from Grand Avenue to Sherman on central Ave is a Main Street and vehicles are passing others in the other lanes. The section is a high priority section of street. If APD would put a motorcycle officer there he / she would see people speeding and should issue hundreds of tickets in one day, that are well over 25mph!

This conversion is unnecessary. It clearly is being implemented to benefit the value of the homes on these streets with no benefit to the community. Nobody goes to these streets to just walk around there. It's absurd

This is a bad idea. It wastes money and bothers average people.

This is a really bad idea.

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This is a waste of time and resources. The street already has a stop sign at almost every intersection, so no one was using it to traverse the island prior to the slow streets... it does have a small vocal minority who live on Pacific and demand special consideration. The city needs to serve everyone not just the small vocal minorities. Same

This is great news. Just last week I had a car intentionally drive out of its lane speeding to come close to me while riding my bike.

This is great!

This is my street. It's fine. It doesn't need any of this stuff. Please, please, don't change it. It's a beautiful street as it is and this would completely ruin it.

This is unfair to all Alameda taxpayers except those owning property on these streets.

This is wonderful news! The conversion will make this a safer area and bring out more neighbors, yay!

This should be put on a ballot and let Alameda voters vote on this issue

This should never happen! They don't work! There needs to be more stop signs, crosswalks on EVERY street and the occasional speed bump is all that is needed

This sounds amazing! I am so excited!

This street is already calmed. Prioritizing it is silly. Given this decision, making it work for people on bikes by removing E/W stop signs and calling heavily to protect from traffic increases should be prioritized. Else, why

To make Pacific safer you need to control the traffic from side streets more. People come whipping out of those narrow sides streets unable to see around them. Just red-curb the corners for 10 ft would give a lot more

Too many cars travel all the way down Pacific and impact bikers and walkers. We definitely need traffic diversions to reduce traffic on this street

Touching on equity, why do certain streets get to become greenways and not others? How were they qualified? I'm willing to wager most folks would want THEIR street to become a greenway, so it's quiet w/ no through traffic. If we're looking for value prop, it should be the densest streets so it gets the most use.

Traffic is already bad as Alameda is getting too big for itself but restricting more streets may cause more back ups. Understandable to slow traffic going through the streets with speed bumps.

Traffic is too fast, need cushions or barriers to slow traffic.

Turn it back into a normal road.

Unnecessary with the bikeway on Clement already there or under construction for cross town travel. Versailles and Morton- kindly fuck off with that,...those neighborhoods are perfectly safe as is,...none of this will help people who Versailles is a wider street that should be used for regular traffic. With is a slow or Greenway it causes vehicles to use narrower streets that are less safe for two way traffic. Please rethink using this street and use another street on the east end for the greenway.

Versailles meets central is hard to cross because Gibbons adds 5th entry.

Waste of money

wasting our tax dollars here- covid overreaction

We already have a lot of speeding cars with the slow street barrier.. please post police officers during the transition

We are a family of four living on Pacific Ave just a few blocks up from park.

Some concerns we have:

Oak Street/pacific cross walk does not exist. Many folks around here cross that intersection to get to park. Vehicles don't have to stop and it can feel very unsafe to cross at times.

We are a family of 4 and experience speeding vehicles regularly on Pacific making us feel very unsafe, would love to see something in place to restrict speeds.

We are installing bike lanes all over town, why are treating these special streets, well special? Unfair to the streets around that must accept the increased traffic.

We do not need a Greenway. Just stop already with building thousands of residences while removing lanes be real not this many are riding bikes everywhere. Change only one like Versailles and turn Pacific and San Jose back to regular roads. This greenway talk on all current slow streets is overkill.

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We go out of our way to use this Slow Street daily because of the extra safety it provides. There are very few routes on Alameda that we feel comfortable taking our young kids on via bike and this (was) one of them. The #1 priority for us is to IMMEDIATELY implement traffic slowing mechanisms and make the street less appealing as a driving route for anyone who doesn't live on the street. This city desperately needs more safe routes for alternative transit and we can't loose any we already have.

We live close to Pacific at oak, and it can be difficult for a car exiting Pacific on to oak to see the traffic traveling on oak due to the cars parked along oak. Please consider painting curbs to allow better view going into turns on busy streets from slow streets.

We live half a block from Pacific. Even though it's t's a relatively quiet block on Saint Charles with stop signs we still have people speeding down Pacific 40-50mph at all hours. I hope you implement west end to east end (equity). We feel traffic circles would do the trick to slow traffic and improve walking/biking/rolling experience.

We live on Wood St. near Pacific Ave. Cars use Wood St. to get to Lincoln from Buena Vista and vice versa as a shortcut. Wood is a wider than average street and has no stop signs at Pacific, which I believe should be implemented. Or, that is the PERFECT intersection for a traffic circle. That way cars would slow down on Wood St. but it also makes a natural slow way to proceed onto Pacific Ave. (either westbound or eastbound). In general, We mostly park on the street. May of us do not have driveways. Anything that interferes with street parking would not be successful.

We MUST figure out a way to get it to extend all the way from Park street on the east end to 4th street on the west end. 9th to Webster in particular is a huge gap.

We need a light controlled crossing or a stop sign for traffic on Sherman where it crosses pacific. Traffic doesn't stop and they can't see pedestrians due to parked cars.

We need more traffic slowing on Buena Vista to support this. There aren't enough places to cross between Sherman and Wilma Chan and cars already speed.

We need to find a way to prohibit cars from turning on to Pacific from Wilma Chan way.

We regularly have speeding cars go by even tho it's a slow street.

We share space with dangerous automotive traffic

We stop signs at Pacific and Chapin until traffic circle is implemented.

We use this greenway to bike from our home in the Grand Marina to Maya Lin Elementary School. The Greenway has been really helpful to reduce the number of cars on Pacific Ave. Barricades should NOT be removed since they help a lot to make the Greenway safer. Even with the barricades we've had a few close calls with cars, so I'm concerned that with them removed it would be more dangerous. This year we're thinking of allowing our 4th grader to bike alone to school, so this is important to us.

We would all like slow and safe streets throughout Alameda on an equitable basis for our families. Narrow Walnut St. has become the default roadway north and south through Alameda, with high speed cars and huge trucks barreling down the street at all times. The speeds on Lincoln Ave. are so high that when an accident occurs at this intersection, cars are propelled onto the sidewalks and properties. How will the city reach its Zero Vision goals

What is the reason for the neighborhood greenway?

What is the estimated cost for each neighborhood greenway?

As a result of the installation of a neighborhood greenway, what is estimated travel time for streets that have neighborhod greenways?

Where do the funds come from to pay for neighborhood greenways?

What a waste of money.

What about Fernside Blvd? This is a very short sighted project with much bigger needs other places

What are you planning to do for the extra traffic in the streets next to it?

The whole green ways is just elitist and putting the burden on neighbor streets

What do the residents of Pacific want?

What happened to turning San Antonio into a bicycle boulevard? There are so many cars speeding thru our neighborhood past parks and elementary schools. Hoping to see this asap.

What happens to young bikers after Oak Street? They intent should be to provide families with an alternative to driving a car to Park Street.

Grand Street crossing is a safety issue.

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When I've biked on Pacific, the issue has always been speeding cars. The street feels wide and I've been passed on my bike by people who are trying to beat traffic on another street toward Park. This has only happened a small number of times, but it has made me cautious during commute times.

Where does the traffic go, to other streets? Are you going to take away cars so other streets are not killing zones for frustrated and hurried drivers on their cell phones?

Where was the public vote for any of this? And now more expenditure for select streets and the benefit of select homeowners. I'll be voting for people who show greater attention to equity and enforcement of all traffic laws across not just random assortments of slow streets and greenways that don't even connect.

While I appreciate the slow-streets network being improved, it's already pretty nice to ride on there. What is terrifying is going from Pacific to the businesses on Lincoln (like West Side Joes, a bike shop).

I wouldn't oppose this work, but keeping the current temporary barricades and turning your attention to dangerous car sewers like Lincoln would be my priority.

Why are you ruining Alameda like this? I mean, did you even ASK the people who live on these streets, specifically BY BLOCK, if they want this or not? We on Santa Clara, have NEVER wanted to be SLOW STREET, but it was forced upon us. We are still living with the crazy barricades. Alameda has been ruined since Trish Spencer and Dizzy Izzy Ashcraft have been in office!

Why is it automatically assumed that slow streets are to be converted to anything other than the regular streets that they once were? No everyone is happy with the slow streets. Not all of us have the option to walk or bike to where they need to go. It's not like we have bus system

WHY IS SANTA CLARA NOT CONSIDERED !?

SANTA CLARA IS THE MOST BUSY AND SHOULD BE SAFIER!!

Why Pacific. It has very little traffic therefore no changes needed

Why was this street chosen? Were studies done on other streets that would be better and make more sense?

Will residents be able to touch plantings?

Will street lights be added for visibility at night?

Willow crossing is especially problematic.

Wish it was not going to happen at all. Too many cars parked on street and people drive too fast. Also don't get streets swept against curbs because of parking. Lots of trash

With all the other biking lanes being put on various major streets in Alameda, loss of parking, major streets to one lane of traffic, all these changes forced on us by the city, its making every street a slow street in Alameda! I don't see the need for these slow streets to even be implemented with all the protected single bike lanes out there now. Why spend even more money on this! Where's the survey to not have every street in Alameda become a bike lane without physical barriers, I'm afraid it will be treated like a shortcut for delivery drivers.

Wonderful idea!

Would love to see all these greenway ideas implemented there

Would love to see an art component, maybe with local schools?

Would love to see any pilots tests from Pacific studied for lessons before racing on to the next street.

Would there be any affect on parking on Pacific and Oak if people are spilling over from the downtown Park St area

Ya lets consider the amount of new housing development and the amount of extra people now and soon to be living in this small island that need the roads for there cars closing down the streets so 5 people a month can ride there bike down the middle of the road is the last thing we should be doing

Yay!

Yay! I love slower streets and use Pacific to get to the East End by bike since I am a West Ender.

Yes! Pacific is where I almost got creamed 2 x on my bike by drivers while commuting home from work. One driver actually passed me slowly before she turned right just in front of me so she must have known I was there, bright sunny day going eastward to southward. I would put traffic circles at EVERY INTERSECTION on Pacific greenway. Temporary is fine as long as there is something more solid than cones to designate it. Brightly painted

Yes! That's the slow street near our house. We love how quiet and protected it is, and want to keep it that way.

Ensuring cars that go back are going slow, prioritizing walking and biking.

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YES!! As a pedestrian, I am so tired of having to dodge bicycles on the sidewalks and in the intersections (where I have the right of way). And when will you start enforcing the traffic laws, which bicyclists routinely violate??? As for Pacific specifically, why not just install a few stop signs, instead of spending all this money needlessly on planter boxes and speed bumps??? Stop signs would slow down the cars quite a bit. Of course they would not slow the bicycles, because (see above).

Yes, I live adjacent to Pacific Ave - I walk and bike on this street - and the City needs to foresee problems with continued speeding and unsafe driving regardless of any type of barrier. Sometimes when a car get past the barriers, the driver speeds up to make up for the need to slow down.

Yes, lack of shade on Pacific Ave from Grand to Park St's. It is scorching hot even in cooler months due to lack of shade on properties and sidewalk strips.

Yes, pacific avenue is a critical st for kids crossing the island for school and activities and it should remain as bikes and pedestrians ONLY. Absent that all forms of traffic exclusion and calming measures should be pursued.

Yes, please turn all intersections into 4 way stops

Yes. There'll be more cars and so more risks for pedestrian and cyclists

You are doing things in a gentrifying, unjust way. You are increasing home values for limited number of residents who will live on quieter streets while diverting traffic on to surrounding streets. You are also making it harder for the majority of residents to move around the city, a classic "tail wagging the dog" situation.

You cannot continue to build housing and take away space on the road for cars. I get all you rich oblivious hippies just love to ride bikes but please get your heads out of your asses and start fixing and repaving ALL city roads

You have already decided this is happening. Why do a survey? Why are you pretending to want the public's opinion. Concern yourself with all the vehicle traffic and how to get people off this island and avoid gridlocks. You are trying to make it into a bike town when in fact it is not. Where is there a safe place to park a bike? I agree make it safe for pedestrians but you have gone too far. This pleases a select few, not masses. Put all these

You know what you could do starting tomorrow and is free, is have the police write warnings then tickets. I'm all for a first chance but cops are already on duty and speeding cars should be #1 which reduces the desire of miscreants being in our town causing trouble. Locals should know better.

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	<ol style="list-style-type: none"> 1. They serve to cut off and isolate neighborhoods from one another. We should be building bridges not barriers between neighborhoods. 2. Barriers do not slow traffic, motorists still exceed the speed limit of 25 MPH. A more effective measure would be to install speed cushions similar to the ones in Berkeley. 3. Barriers cause confusion. Making a turn into oncoming traffic can be difficult and hazardous. 4. Barricades don't prevent drivers from using the road as a thoroughfare.
[be removed soon]	ugly and ineffective
[be removed soon]	Again, you have done things to benefit a small subsection of wealthy residents that get to have quieter streets and have pushed traffic on to surrounding streets instead.
[be removed soon]	All slow streets need to go back to accommodate regular traffic as before COVID. Parents need to be able to use the street to drive their kids to and from school
[be removed soon]	All such barricades are currently unsafe for bike/on-coming vehicles.
[be removed soon]	All the barricades did was move the traffic to another street, that are not designed for that amount and f traffic. Great example is Buena Vista. Almost every day most street going west to east are backed up from Park to at least Grand and beyond. What about safety for n those streets
[be removed soon]	APD told me that if a vehicle hit a pedestrian while walking on these city barricaded streets it would likely be the pedestrians fault. Very few bikes/ pedestrians/skaters use these streets. I walk routinely and use the sidewalk as cars drive these streets like every other street in town. As a pedestrian I can walk on the sidewalk.
[be removed soon]	Are residents really using the road for walking and cycling post-pandemic? This project seems unnecessary.
[be removed soon]	As a cyclist, I've had several close calls with cars due to them turning into the lane where I'm already located. I find these complicate traffic flow.
[be removed soon]	As a resident of alameda for over 25 years i know hate living here because of this slow street greenway crap that is being forced on us. Find another cause ware your decisions aren't negatively effecting other people that have to use these roads to commute to and from wrk
[be removed soon]	As a Tesla owner, these baracades confuse the FSD Autopilot.
[be removed soon]	At least when I've encountered them on my bike, I've seen dangerous driving behavior as cars swoop around the barriers against the flow of traffic and I have to yield.
[be removed soon]	Barricades are a safety hazard
[be removed soon]	Barricades are just that, barricades. I see both cars and cyclists detour around them in a hazardous manner. Either allow full access or restrict the street using traffic calming measures discussed.
[be removed soon]	Barricades are unsightly-all over Alameda. A recent visitor commented how bad they look and when I explained their purpose, her response was "how stupid".
[be removed soon]	Barricades cause more traffic on neighboring streets
[be removed soon]	Barricades force drivers onto the wrong side of the road, lead to confusion about right-of-way when a car is exiting a slow street, and don't provide a meaningful benefit.
[be removed soon]	barricades have outlived their usefulness. Most cars don't pay any attention to them.
[be removed soon]	Barricades make it difficult (dangerous) for local traffic to enter/exit Pacific Ave.
[be removed soon]	barriers also pose risks to bicyclists entering and exiting proximal intersections.
[be removed soon]	Barricades make it hard for bike to go around and aggressive drivers swerve around them.
[be removed soon]	Barricades make no sense.
[be removed soon]	Barricades pose a hazard when vehicles are turning into and from them due to poor visibility and turning. Just sit on Pacific & Walnut for 1/2 day and observe.
[be removed soon]	Be ause they are a traffic hazard. Apparently all'z yall'z don't get out much to see the chaos these things cause. Also, Stop the social engineering. I didn't consent to this and I don't know anyone else who did either.
[be removed soon]	Because hardly anyone is using these slow streets for their intended purposes, cars are ignoring the barricades and driving through, which causes unsafe conditions at the intersections when one car attempts to leave the street while another is turning onto the street.
[be removed soon]	Because it causes major traffic disruptions already, you people don't get it
[be removed soon]	Because it is unfair to home owners and neighborhood businesses.

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	Because of the barrier, I've nearly had two car accidents when trying to leave the block at the same time someone is trying to get onto the block. I've also had to drive out of my way to get to my house because of another car using the only way in/out of the street.
[be removed soon]	Because people don't use them as they were intended for during the pandemic.
[be removed soon]	Because they are unsightly and they ineffective.
[be removed soon]	Because they are useless and ridiculous and cause safety concerns when people go around them into the wrong lane of traffic. They restrict and slow nothing
[be removed soon]	Been there long enough.
[be removed soon]	Car need to get in and out
[be removed soon]	Cars are driving into incoming traffic to go around the barriers, which is extremely dangerous. Nobody is using the slow streets anymore for its intended purpose, which was to slow people to walk in the middle of the street for social distancing. I really do not even know what the barriers are there for anymore.
[be removed soon]	Cars are using the slow streets. Pedestrians and bikes are barely using them. Let's get rid of the eyesore signs
[be removed soon]	Cars can't safely turn onto or off the street without facing a head on collision or crash with a pedestrian or bicycle. The barricades should be permanently removed for safety of everyone.
[be removed soon]	Cars disregard the signage already. Other streets are affected by this closure. City should direct funds to making existing bike lanes safer.
[be removed soon]	Cars go through them anyway. It's a hazard.
[be removed soon]	cars have been driving thru these safe streets for many many months now. Just remove them.
[be removed soon]	Cars need more route options to improve the flow of traffic.
[be removed soon]	Causes car confusion.
[be removed soon]	causes excess driving
[be removed soon]	Causes issues at junctions when turning.
[be removed soon]	Causing traffic jam. Unsafe to keep.
[be removed soon]	Confusing and distributing hazard elsewhere increasing density of traffic in other areas.
[be removed soon]	Covid has been over for years. We have many parks to ride or walk in. Please set our streets back to pre Covid
[be removed soon]	COVID is over please return the streets back to their intended use!
[be removed soon]	Creates inequity by diverting traffic to parallel streets.
[be removed soon]	Currently it creates increased risk of auto collision and auto vs pedestrian collisions as cars traveling in both directions are funneled through the barricades that are only wide enough for one vehicle.
[be removed soon]	Dangerous for cars needing to enter lane that is barricaded.
[be removed soon]	Dangerous to drive around
[be removed soon]	Dangerous. Drivers ignore them and instead swerve into oncoming traffic to get around them. There is no enforcement of the rules.
[be removed soon]	Disagree with neighborhood greenways
[be removed soon]	Do it right and permanently. Maybe reinstalling temp items a month before work begins.
[be removed soon]	Don't like them
[be removed soon]	Drivers have rights to that thoroughfare.
[be removed soon]	Due to the fact that more and more people are driving and streets in alameda are becoming less and less car friendly, pushing people onto one or two streets, creating traffic conditions where non previously existed
[be removed soon]	during the lockdowns, when people were encouraged to play in the streets, you could make a rationale for the barricades. However, now they make it harder for both pedestrians and cars. Stupid.
[be removed soon]	Ease of traffic
[be removed soon]	Emergency response speed is critical
[be removed soon]	Equal out the traffic from other streets.
[be removed soon]	Eyesore
[be removed soon]	Eyesore
[be removed soon]	Eyesore with minimal result.
[be removed soon]	Eyesore, ineffective
[be removed soon]	fair to all streets - no preferences to some neighborhood and not others

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	Fix Park Street before spending more money on other streets. It seems the city does not have a cohesive policy about traffic. You made Park one lane in each direction. It looks pretty. It makes traffic more difficult. One day last week I counted nine cars double parked in one block of Park. Figure out what to do with the Door Dash cars.
[be removed soon]	Get rid of slow street barricades and return the streets to original condition pre-covid.
[be removed soon]	Giving some resident parks in front of their homes is unfair to the rest of us who have to deal with speeding & incessant traffic.
[be removed soon]	Hard on drivers
[be removed soon]	Hate this slow street and it is dangerous, can cause head on collision
[be removed soon]	Have a friend that lives on Pacific Ave so when I go to pick her up it is hard to turn onto her street safely.
[be removed soon]	Having them there is a major inconvenience!!!
[be removed soon]	Honestly, they are an eyesore, and a traffic issue. I have seen more near miss accidents when people are trying to avoid people on bicycles, or when one car is exiting and another car is trying to enter, you can't see each other and people almost get into car accidents.
[be removed soon]	I am against barricades. No where do you talk about there success. Need more statistics as to how it affects neighborhood.
[be removed soon]	I believe the Pacific ave barricades are more dangerous than not having them. People drive around them. Personally, I don't feel like this is a the best street to start with but my information is only anecdotal. I assume you have done the research to identify the best street.
[be removed soon]	I can't stand these barricades. They are unsightly and I don't think they have any effect on reducing traffic.
[be removed soon]	I do a carpool regularly to stop kids off there and the barricade makes the turning more dangerous.
[be removed soon]	I do not think the barricades have been useful. Cause of driver confusion. More confusion when if fact the area goes Greenway.
[be removed soon]	I don't notice that the slow streets are being used as intended anymore.
[be removed soon]	I don't see why some streets should get little to no traffic when it just means adding traffic on other streets. Seems unfair.
[be removed soon]	I don't think the barricades discourage people. The streets parallel to the slow streets are like race courses. People don't stop at the stop signs on those streets either.
[be removed soon]	I don't like the barricades.
[be removed soon]	I don't see a need for the barriers now or in the past. The "slow" streets only benefit a few of Alameda residents lucky enough to live on one of them. I feel they should be removed immediately.
[be removed soon]	I don't think the traffic was that bad before the barricades. The slow street barricades benefit one group of residents over other who don't have them and thus get extra traffic.
[be removed soon]	I doubt think it's necessary as the general area is always slow with less traffic.
[be removed soon]	I feel like the barricades pose a safety hazard when you are forced to enter the oncoming lane to go around the barricades. I liked that they were put in during the shut down, but, it's been too long.
[be removed soon]	I feel like the barriers cause additional safety issues with cars going around them causing potential head on issues with bikes.
[be removed soon]	I feel that the barricades continue to be nothing but very dangerous and unsightly, including life-threatening. . . . Keep in mind that I'm an Alameda resident who utilizes such streets via vehicles, bicycling, and walking . . . walking more in Alameda than perhaps any other person. Again - priorities - paleeze! - get the barricade systems down.
[be removed soon]	I feel that these barricades cause more wrecklessness with bicycles and scooterists. There's not a stop sign by the barricade but I can't count how many times I a moving vehicle had the right of way and a bicyclist blew through the intersection and I had to brake hard (this is for the barricade on sherman st/ pacific ave).
[be removed soon]	I feel the street is a publically maintained street and shall continue to serve all the community
[be removed soon]	I find the slow street barricades annoying and dangerous to maneuver around in a vehicle, I also vary rarely see these slow streets being utilized and the barricades all over town are a bit of an eyesore
[be removed soon]	I find these barriers dangerous when cars go around them into the opposite lane to get on the street.
[be removed soon]	I have found that the barriers on Pacific particularly in the immediate blocks near Chestnut force cars and cyclists to make some unpredictable moves when approaching cross streets, and generally do not feel as safe on a bike near these intersections.
[be removed soon]	I have had many near collisions trying to enter and exit my block on Pacific Avenue.

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	I honestly feel like alameda is trying to push people out of cars and my 84 year old mother can't bike or walk far distances so you are not thinking about all residents when making too many changes to restrict driving. I feel like we have enough bike lanes and walking paths already. I myself prefer to walk most of the time but not everyone can and I respect that and don't want to make it more difficult for them
[be removed soon]	I just don't like the barricades.
[be removed soon]	I live off Pacific Ave, one block off the Slow Street barricade. Its easier for me to drive home driving on 1 block of the Slow Street and not have to go around the barricade.
[be removed soon]	I live on a street parallel to a safe street, we now have much more traffic and our street is much less safe. Plus the roadblocks are a traffic hazard.
[be removed soon]	I live on Lincoln Ave and have lived here for 11 years. The amount of traffic, number of accidents (especially deadly accidents), and hazardous pedestrian street crossing has been nuts since the slow streets were implemented and SIP lifted. Please reopen the streets to relieve the congestion on the main throughfares and make the road diet improvements to Lincoln so our children can safely cross to school.
[be removed soon]	I live on Pacific and am sick of the barricades.
[be removed soon]	I live on pacific and hate the barricades
[be removed soon]	I live on Pacific and I constantly see cars conflicting in the single open lane at the intersections of Willow and Chestnut. It causes all traffic (pedestrians, bikes and cars) to filter into a single lane. I have seen this cause near misses with bikes, pedestrians and cars.
[be removed soon]	I live on Pacific, and many times speeders have turned into my lane nearly hitting me. I would love the speed cushions to come up as soon after the barricades are removed.
[be removed soon]	I never see children playing in the streets. This is effectively a street closure.
[be removed soon]	I never supported the "slow" street concept and never saw them being used that way either. They were just empty.
[be removed soon]	I often have to get onto these streets to get to a friends house, the park, or a dog sitter. I find they make left turns really confusing and I'm surprised there hasn't been an accident at them yet. I also don't understand why some streets get to be barricades while others have to pick up the slack in traffic.
[be removed soon]	I pay for these streets so I should be able to use them.
[be removed soon]	I think the barricades are unsafe and as someone who lives on Pacific, it doesn't reduce speed or car traffic but instead makes it hard to clearing see oncoming traffic and to safely turn on and off already somewhat dangerous intersections with low visibility.
[be removed soon]	I think they are a nuisance and unsafe.
[be removed soon]	I think they make the streets less safe
[be removed soon]	I want it removed and no greenway is needed.
[be removed soon]	I would like the streets to go back to normal. They cause even more danger for us that live near them because we have to go into on coming traffic multiple times just to get home.
[be removed soon]	I'm tired of them
[be removed soon]	Impedes traffic, reduces safety by requiring vehicles to drive into on-coming lane.
[be removed soon]	Incredibly unsafe and unneeded.
[be removed soon]	Inhibits traffic flow
[be removed soon]	It causes more harm
[be removed soon]	It impedes traffic on the cross streets if two cars meet at that intersection: one leaving the slow street and one needing to enter.
[be removed soon]	It interferes with cars going in. Cause us to enter on the wrong direction of on coming cars if they're coming out at the same time.
[be removed soon]	It is absurd to still have slow streets. Almost nobody uses them
[be removed soon]	It is inconvenient
[be removed soon]	It is unfair to have barricades, because the streets without barricades get extra traffic that would normally flow on the barricaded streets.
[be removed soon]	It is unsafe for drivers who NEED to get through.
[be removed soon]	It makes no sense
[be removed soon]	It puts cars and bikes into the same pathway if going in opposite directions. Both "vehicles" have to somewhat merge together to go around the barrier.
[be removed soon]	It shouldn't be a slow street.
[be removed soon]	It unfairly redirects traffic flow to only one or two routes instead of spreading the flow widely.
[be removed soon]	It was not a busy street to begin with.

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	It's a hindrance and disrupts the normal flow of traffic. Having to avoid a slow street just to go to the other side of the block is such a nuisance.
[be removed soon]	It's a road taxpayers are paying for it, it's a public road and it should be open to vehicular traffic. This is ridiculous, take these things down. What are you waiting for?
[be removed soon]	It's an eyesore and unnecessary. Also unsafe when turning onto streets with the barricades when an on coming car is approaching.
[be removed soon]	It's annoying how every street has these barricades. Alamedas speed limit is already slow and these barricades makes it even longer to get home with all the blocking of cars trying to get through. Worry about the tunnel always being jam packed with all these new homes being built!!!!
[be removed soon]	It's been an issue with incoming neighborhood traffic
[be removed soon]	It's creating traffic and blind spots for leaving street and entering. Increased crossing risk for both pedestrians and bikes because of the blind spots and pedestrians often don't try to make eye contact with the drivers, vise versa, before crossing. This comment applies on the crossing of Pacific and Grand (I live in the block). Grand can get crazy during "rush hours."
[be removed soon]	It's hard making turns and it's unnessary now
[be removed soon]	It's just annoying and it doesn't slow the cars down, not the solution and not even a temporary one.
[be removed soon]	It's just in the way whether you are a cyclist, pedestrian or car.
[be removed soon]	It's not needed
[be removed soon]	It's time..other streets have been unfairly burdened with more cars and traffic due to these exceptions
[be removed soon]	Just remove it now
[be removed soon]	Keep traffic flowing and predictable
[be removed soon]	Living on a street that has been barricaded causes cars to enter in on the wrong side and increases chance of accidents for those who live on the street and are trying to exit.
[be removed soon]	Makes it dangerous when driving. See almost accidents as people have to drive around them to get off the street
[be removed soon]	Motorists do not always adhere to the concept.
[be removed soon]	My opinion is that people ignore them anyway, so they don't really help protect pedestrians and bicyclists and may make it more hazardous as cars go around them on the wrong side of the street.
[be removed soon]	My true answer to this is I would like the barriers to be removed and the streets to be left as they were with no greenways.
[be removed soon]	No
[be removed soon]	NO GREENWAYS
[be removed soon]	No Need
[be removed soon]	No one respect them and it makes situations more dangerous
[be removed soon]	no one respects them and they create more problems than they solve - holding up traffic ESPECIALLY at San Jose/Willow and Encinal/Versailles
[be removed soon]	No one uses slow streets. Never any additional bikers or pedestrians
[be removed soon]	Same for each of the other streets
[be removed soon]	No reason for them
[be removed soon]	No reason to leave them up. Ugly, safety hazard.
[be removed soon]	No traffic problems there
[be removed soon]	no value
[be removed soon]	Nobody cares, as everyone ignore these barricades.
[be removed soon]	Not fair.
[be removed soon]	NOT NEEDED
[be removed soon]	Not needed
[be removed soon]	Not needed and already ignored by almost everyone. Unenforceable, so what is the point?
[be removed soon]	Not needed and they push additional traffic to neighboring streets
[be removed soon]	Not needed and very unattractive
[be removed soon]	Only then will you be able to track what if any difference it makes on the flow of traffic.
[be removed soon]	OPEN THE STREETS
[be removed soon]	Pandemic is mostly over, that is why they were put up in the first place, remove them.. They should have been removed two years ago in my opinion. Especially on Pacific as it has increased the traffic on Buena Vista.
[be removed soon]	People (us) go around them making them less safe and give people a false sense of security.

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	people aren't really following them and it's unfair to those on adjacent streets having to absorb other traffic.
[be removed soon]	People dont follow anyways
[be removed soon]	People don't pay attention to them anyway. It is harder to turn onto those streets when do you need to.
[be removed soon]	People drive fast and can cause a serious accident
[be removed soon]	People drive past barricades anyways- look dumpy.
[be removed soon]	People ignore the barricades and they are not effective.
[be removed soon]	People just drive around them making car/bike interactions more dangerous
[be removed soon]	People just go around them and create a hazard.
[be removed soon]	People just go around them anyway.
[be removed soon]	people living on that street feel entitled that it is a private street, affects traffic flow
[be removed soon]	People speed around the barriers and have caused crashes (I have seen this happen on Santa Clara where I live).
[be removed soon]	People still turn so it's just a nuisance than actually reducing traffic it seems
[be removed soon]	People zoom around them creating a greater hazard when they don't realize a car is approaching the stop sign from the open lane. Especially at Grand and Pacific and Chestnut and Pacific.
[be removed soon]	Please remove as soon as possible. It has already been four years, and this is unfair to the surrounding streets, which are doubly burdened with traffic.
[be removed soon]	Please remove permanently and leave alone. Don't add greenway. Create Danger and shift traffic elsewhere so other streets are overwhelmed with cars. Not fair to streets that have to absorb additional traffic.
[be removed soon]	Quicker implementation of solutions.
[be removed soon]	red light camers
[be removed soon]	Reduce danger inherent in the current intersection design.
[be removed soon]	Remove asap so driving can resume as usual
[be removed soon]	Remove NOW
[be removed soon]	Remove the barricades and be done with it.
[be removed soon]	Remove the existing barricades. They are very dangerous and I've almost been in many accidents and seen dangerous activities from other drivers as a result of making traffic one way next to the barricades. The barricades were a dumb idea started with covid and now you want to save face.
[be removed soon]	Remove these! Worst idea I've ever seen and I've also seen over a dozen people nearly fighting in the street over right of way! Whoever made this decision should be fired!
[be removed soon]	Return it to the original street.
[be removed soon]	Return the street back to how it was. People drive around the barriers anyway and they are hazard now. Just let the street be a street
[be removed soon]	Revert and abort Greenway plan. There was never a vote.
[be removed soon]	Right now, they don't serve a purpose except divert traffic to neighboring streets.
[be removed soon]	Safety
[be removed soon]	see 12b
[be removed soon]	See previous comment box.
[be removed soon]	see response to a question above
[be removed soon]	Simply put, the barricades have been a failure and a political waste of taxpayer's money.
[be removed soon]	Since the pandemic ended these are a traffic hazard. Almost daily there is a standoff between delivery trucks, pedestrians, bikes, and vehicles trying to cross intersections with only one lane available. GET RID OF THEM.
[be removed soon]	Slow street barricades adds too much confusion to out of town drivers or drivers with limited skill. I have had nothing but problems at San Jose and willow
[be removed soon]	Get rid of them. I'm sure they have caused a few accidents
[be removed soon]	Slow street doesn't mean people shouldn't have access to it. Makes it even less safe when trying to gain access
[be removed soon]	Slow Streets are not being utilized by a large enough percentage of individuals that they justify the roads being closed to thou traffic. Alameda has a growing population with limited streets, and although I fully support walking, biking and other alternative transportation modes, closing streets to cars only adds to our traffic congestion. It raises the question of why these specific streets were chosen as Slow Streets and who lives on them as to justify their closure to thru traffic.
[be removed soon]	Slow streets do not benefit all the citizens of Alameda
[be removed soon]	Slow streets is a bad program. It favors specific streets rather than being more diffuse.

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	Slow streets should have been removed when Covid restrictions were removed....
[be removed soon]	So people can drive a vehicle on the street
[be removed soon]	So the transition to the Greenway style is not a sudden change to vehicle traffic.
[be removed soon]	Stop limiting cars which takes away business
[be removed soon]	STOP limiting more and more parking signs around Alameda. Wish we gave this much courtesy for drivers and not just to bikers who (for the most part) do not even follow sharing the road rules. ENOUGH with this. People WITH CARS have to live here too. This is especially the case for residents who live in the West End and Park Street. How come there aren't any limits to parking in places like Grand where the wide streets can make bike safety more ideal. Will the city ever address this!!!!!!!!!!!!!!
[be removed soon]	Street barricades are lunacy. It actually encourages more dangerous conditions and put cars in a position to hit each other head on.
[be removed soon]	Street never swept though tickets given on sweeping days. Hard to complete turns. Confusing
[be removed soon]	Streets are streets! Let us USE THEM for VEHICLES!!!
[be removed soon]	Take them down permanently.
[be removed soon]	Tesla cars can't navigate.
[be removed soon]	The barricade at Grand and Pacific is a safety hazard. I live there and I witness several near head on misses because of it. It's just a matter of time before there is a tragic accident at that spot. Grand and Pacific is not a good place for barricades or greenway due to there only being a small area for 2 way traffic to turn in and out of.
[be removed soon]	The barricaded streets are dangerous as cars try to circumnavigate anyway and can get t-boned while stuck waiting for a car coming from the other side of the barricade to pass through.
[be removed soon]	The barricades are a nuisance and create more problems.
[be removed soon]	The barricades are a nuisance.
[be removed soon]	The barricades are creating more havoc for both cars and pedestrian travel.
[be removed soon]	The barricades are dangerous
[be removed soon]	The barricades are generally useless
[be removed soon]	The barricades are inconvenient, a hazard when having two cars arrive at a corner at the same time. Amazon trucks double parked and a barricade make maneuvering onto Pacific Ave very challenging.
[be removed soon]	The barricades are largely ignored and seem to cause more traffic problems
[be removed soon]	The barricades are more of a hinderance and not respected. They seem to have been placed on wealthy streets as well (public perception issue). Lastly they must be causing traffic and speeding vehicles on other neighboring streets (away from the wealthier street).
[be removed soon]	The barricades are no longer needed and obstruct the "normal" flow of traffic diverting problems to other streets.
[be removed soon]	The barricades are ugly and do no good. Only benefits those on the slow street. Not fair to other tax paying residents who would like slow street on their block.
[be removed soon]	The barricades are ugly and most motorists go around them anyway; useless
[be removed soon]	The barricades are ugly, and EVERYONE IGNORES THEM. They serve no purpose.
[be removed soon]	The barricades are useless.
[be removed soon]	The barricades are very dangerous when two cars reach the intersection at the same time. They barricades should be removed and not have the streets become greenways
[be removed soon]	The barricades destroy the functionality of the streets to be used as streets.
[be removed soon]	The barricades do not improve safety- they merely force the traffic to speed down adjacent streets. Further cars speed around the barricades making crosswalks unsafe
[be removed soon]	The barricades force diversions onto other roads, creating more traffic in the process. There's not a logical reason for them currently. (Kids playing, doesn't count. That's what parks are for.). If they're put in place because traffic is noisy or too many people use that street, it's the same argument for any street. Why are some street approved travel corridors and others aren't?
[be removed soon]	the barricades force single lane traffic which literally forces head to head collisions at segment entrances
[be removed soon]	The barricades just cause other streets to get speeders. Remove them
[be removed soon]	The barricades make it difficult to turn onto the street for residents.
[be removed soon]	The barricades make it more dangerous for pedestrians, cyclists and motorists. They should have been removed 4 years ago.

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	The barricades make it unsafe. I live on a slow street and have to swerve into incoming traffic when entering a slow street. Most of the time a car is parked near the corner and when turning into a slow street, it's a tight squeeze, like threading a needle during the turn. Visually, it's blight. Barricades are dirty, broken, defaced and trashy. Uber drivers have a challenging time getting to my home to pick me up as GPS shows it barricaded. Stop all this unnecessary Greenway project.
[be removed soon]	The barricades themselves are a safety hazard near Oak street -- they force cars to make awkward maneuvers while looking for parking and making drop-offs in the area, which distracts them from pedestrians and bicyclists who are also in the area.
[be removed soon]	The barrier put more pressure on the main streets.....thus more accidents and more confusion!
[be removed soon]	The barriers are no longer needed to create "extra space" for people to walk; they disrupt the natural flow of traffic and push cars towards streets not built for higher volume, and they create more hazardous conditions for cars and pedestrians trying to navigate the partially barricaded intersections
[be removed soon]	The current barricades are not observed and cause almost collisions.
[be removed soon]	The intention behind the barricades is good but it feels like they create a false sense of security for cyclists and pedestrians, and particularly children. I see cars driving erratically to get around the barriers and cutting through these slow streets to get around traffic. Moreover there does not appear to be any enforcement of who can drive on these slow streets and so as a result, some people drive on them and others don't. This feels unsafe.
[be removed soon]	The number of times I've nearly been hit as a pedestrian, or head on as a driver when a car has to drive on the wrong side of the road to get around the barrier is in the dozens now. There are better ways to slow down the cars than forcing people to drive on the wrong side of the road
[be removed soon]	The pandemic is over!! The barriers privatize a public street.
[be removed soon]	The slow streets are unoccupied. Cars go around the barricades.
[be removed soon]	The slow streets was for the pandemic, it's over now. The green belts are going to cause problems Just like the slow streets. The slow street barricades needed removed two years ago
[be removed soon]	The streets are not being used as designed. Not very many people use them. Why is the whole town catering to bikes if they aren't using them!!!
[be removed soon]	The streets ARE slow, it's time to go.
[be removed soon]	The streets should be open to everyone. Not just those living on the street.
[be removed soon]	There are other East West options that are safer so there is not an urgent need for barricades until it is a permanent greenway.
[be removed soon]	There are too many near-accidents because people turning into the street swing wide and into oncoming traffic while cars on the street already approach the intersection. This has happened to me numerous times.
[be removed soon]	There is no need for these anymore. It also feels unsafe if you need access to the street but there is a car exiting. You have to wait until that car has the right way, which can be unsafe when crossing a main street such as Grand. This happens to me at least once a week.
[be removed soon]	There is nothing that implies "slow street" except for these ugly barriers. They are ugly and confuse people.
[be removed soon]	There is very little current use of Pacific Avenue by walkers or bicycle riders even on the weekends. I would love to see evidence of use before we spend money on the project.
[be removed soon]	There usefulness is over. It has created other streets to be busier i.e. Grove st.
[be removed soon]	There's nothing more NIMBY than saying "you can't drive here unless you live here." They're a disgusting manifestation of local wealthy landowners doing everything they can to carve a gated community out of public roadways while still absorbing public maintenance budget.
[be removed soon]	These are shared public streets and it is inappropriate to block them to through traffic. We are all paying property (even indirectly through rent) and sales taxes here. They should never have been implemented.
[be removed soon]	These barricades are a safety hazard remove them
[be removed soon]	these barricades are often ignored and when they are not they divert traffic making it more dangerous
[be removed soon]	These barricades are total BS
[be removed soon]	These barriers causing traffic hazards.
[be removed soon]	These have been a nuisance and unnecessary. They push traffic from already „slow“ streets into neighboring streets which creates problems and causing more traffic there. These particular streets are not the issue in Alameda. The larger, more traffic heavy streets are where people are speeding. Also, pedestrian and bike visibility are a big issue at night due to extremely poor lighting in crosswalks, but this is not helped by slow streets.

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	These have extended well past any COVID emergency requirements for additional separation needs. They create what feels like entirely private streets which increases burdens on other roads. The greenways ideas are much much better than the barricades .
[be removed soon]	These traffic barricades are a significant danger to pedestrians and cyclists. When cars take a turn onto a slow street from a non-slow street, they can hit a cyclist head on. This has nearly happened to me on more than one occasion.
[be removed soon]	These were implemented during covid to allow pedestrians to distance themselves. We no longer need this.
[be removed soon]	They actually make traffic and negotiation more difficult. People do not know what to do with them and how to safely proceed around them
[be removed soon]	They are a hazard
[be removed soon]	They are a hazard for both cars and people. A horrible reminder of covid.
[be removed soon]	They are a hazard to traffic, pedestrians and bike riders when wanting to leave the street.
[be removed soon]	They are a hazard.
[be removed soon]	They are a major safety concern when turning right. Many accidents have almost happened on Versailles due to having to make a blind right turn due to barricades. It's also a pedestrian hazard.
[be removed soon]	They are a menace in the neighborhood and cause backup during rush hour.
[be removed soon]	They are a nuisance! Cars go around them at full speed, they fall over and it takes days to get them put back and they look worn out and tacky. Remove them
[be removed soon]	They are a safety issue for cars entering the street and provide an artificial sense of security for bicyclists. It's a public street. Open it up.
[be removed soon]	They are a traffic hazard
[be removed soon]	They are a traffic hazard with cars and bikes entering and exiting on one lane.
[be removed soon]	They are a waste of time!
[be removed soon]	they are an eyesore and cause speeding on surrounding streets
[be removed soon]	They are an eyesore, a pain and not effective. Get rid of it! Please
[be removed soon]	They are annoying
[be removed soon]	They are annoying
[be removed soon]	They are annoying and there is NO need for the Greenways. Remove the barriers and do not add a greenway.
[be removed soon]	They are any eye sore. They confuse drivers who need to enter the street and cause potentially dangerous situations where entering and exiting vehicles need to use the small entry space. It would also be a good opportunity to understand if the removal of the temporary barricades put in during COVID will actually have a negative impact on how people use the streets as slow streets.
[be removed soon]	They are awful!!! They cause confusion, congestion and FRUSTRATION! Also bicyclists barrel through and NEVER abide by the stop signs which creates more danger for both driver and pedestrians!
[be removed soon]	They are beyond tedious and pointless.
[be removed soon]	They are broken down and look nothing like this photo as anymore.
[be removed soon]	They are completely useless at this point and are ignored and run over.
[be removed soon]	They are confusing to newer residents and tourists besides being ugly.
[be removed soon]	They are create a safety hazard at intersection by requiring driving on the wrong side of the street risking head on collisions and they are ugly.
[be removed soon]	They are creating traffic hazards and are obnoxious.
[be removed soon]	They are dangerous for drivers and therefore pedestrians. If there is anymore than a single car at these intersections, it is very hectic and difficult to get around each other
[be removed soon]	They are difficult to navigate and ugly.
[be removed soon]	They are eyesores and dangerous to street traffic. Remove them immediately.
[be removed soon]	They are hideous
[be removed soon]	they are ignored and cause traffic if two cars are using same intersection
[be removed soon]	They are ignored by drivers anyway and are in poor shape with weeds and debris collecting around them.
[be removed soon]	They are ignored.
[be removed soon]	They are in the way and ignored anyway. It would be safer without them!
[be removed soon]	They are lame
[be removed soon]	They are no longer being observed and I've witnessed near collisions of cars either trying to enter or exit slow streets.
[be removed soon]	They are no longer messed. Lease shut them down.

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	They are not effective and actually cause a collision risk as people drive into the opposite lane to go around them.
[be removed soon]	They are obnoxious looking
[be removed soon]	They are obstructive, especially when cars are trying to turn on to the street with only one lane. Aggravated when pedestrians there too - most people just drive around the barricades
[be removed soon]	They are restricting access to all and creating additional traffic. They are also not a private street yet treated as such
[be removed soon]	They are serving no practical purpose re safety while unconvincing motorists.
[be removed soon]	They are ugly
[be removed soon]	They are ugly
[be removed soon]	They are ugly
[be removed soon]	They are ugly, annoying for both cyclists and cars to navigate and in my view do not keep cars off of the streets and therefore don't substantially improve the cycling and walking experience. They were useful during the peak of covid when citizens needed additional spaces to walk while keeping adequate separation from fellow walkers. Those days are thankfully over. I think the barriers have outlived their usefulness.
[be removed soon]	They are ugly, they are ineffective, nobody cares - except for the people that live on those streets.
[be removed soon]	They are ugly.
[be removed soon]	They are unattractive and motorists mostly ignore them, which creates a separate safety issue.
[be removed soon]	They are unnecessary
[be removed soon]	They are unnecessary and dangerous to turning. Nobody asked for them. They were forced on every neighborhood under the guise of covid and being essential. Nobody agreed or voted for them. Nobody asked for them in the first place, or were given a choice.
[be removed soon]	They are unnecessary because persons walking and biking are already safe on this quiet street. Vehicle use isn't reduced by the barricades, it's just diverted to nearby streets. Allowing vehicular traffic to spread out over our existing streets is safer for everyone.
[be removed soon]	They are unsafe! Crossing that intersection is dangerous with the barricades in the way! Total hazard!
[be removed soon]	They are unsightly and ineffective
[be removed soon]	They are unsightly and looks like the street is forever under construction.
[be removed soon]	They are unsightly and remind us of COVID lockdowns.
[be removed soon]	They cause additional traffic congestion at some intersections, making it more dangerous for pedestrians and bikers
[be removed soon]	They create a driving hazard. Makes it difficult to see cross-traffic.
[be removed soon]	They create issues at points of entry and exit for both bikes and cars
[be removed soon]	They divert traffic and cause more congestion
[be removed soon]	They do not work. People still drive on these streets and only slow down long enough to get around the barricade. And then they speed down the street.
[be removed soon]	They do nothing. Nobody walks or rides and cars have ignored these for years. They are useless and ugly
[be removed soon]	They don't do shit, people just speed around them and make it less safe. Making them "greenways" is a good idea, but people will be people (read ass holes). If you want to make side streets safe you need physical obstacles to slow cars down.
[be removed soon]	They don't seem to appreciably improve anything as-is, other than minor traffic diversions.
[be removed soon]	They have been in place for far too long. Why does the City feel it's OK to remove streets from public use? Turning onto these streets can be dangerous.
[be removed soon]	They have no effect. Cars are still speeding.
[be removed soon]	They have outlived their usefulness
[be removed soon]	They have served their purpose. Time to move on
[be removed soon]	They just push traffic over to neighboring streets plus people drive around them anyway.
[be removed soon]	They look bad and people drive around them anyway. I live on Chapin St. and often drive east on Pacific, then south on Sherman so that I have a light to turn left on Lincoln. The barricade at Sherman makes it dangerous to turn out if another car is trying to turn from Sherman onto Pacific.
[be removed soon]	They look horrible and divert more traffic to the parallel streets.
[be removed soon]	They make it hard for cars to turn safely, and make it seem safer for bikes to cross without looking for traffic.
[be removed soon]	They make the streets hard to turn into and out of and I think they distract drivers, who are trying to figure out if the road is open, has construction, etc.

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	They make traffic more hazardous when two cars need to pass at the same time.
[be removed soon]	They often create confusion for vehicles trying to turn from or onto a slow street, specifically residents of the slow street. The barricades themselves just look tacky, temporary and not serious.
[be removed soon]	They were dangerous and very inconvenient for my daily commute (car and bicycle).
[be removed soon]	They were installed for Covid safe distancing. It's not fair for some streets to have restricted traffic and others near by increased. Use speed bumps and speed reduced speed limit in all residential areas. Fair for all. Cheap and easy.
[be removed soon]	They were put up for Covid. Covid is over take them down.
[be removed soon]	They're annoying and just cause cars to speed on the other streets trying to get around them. Our streets are too narrow as is.
[be removed soon]	They're useless
[be removed soon]	They're a traffic hazard. I have witnessed multiple almost head-on collisions
[be removed soon]	They're annoying.
[be removed soon]	they're fucking annoying
[be removed soon]	They're HIDEOUS. You do not keep them up. Plus, Pacific did not have a lot of traffic before you installed them in March 2020. You only did it to please the bicyclists (who put together a fake survey that included many people from outside Alameda, and used it, with John Knox White's connivance, to do an end run around the City Council). You claimed it was for covid safety - baloney! You never asked the residents around Pacific what they wanted. As always, you only listen to the bicyclists.
[be removed soon]	They're ugly! The street sweeper doesn't clean Pacific. There are weeds everywhere. I think Grand should be made a slow street, so Ms Ezzy can see how the rest of the city lives.
[be removed soon]	This is a residential neighborhood, many cars parked on the street. There are weeds growing all around the gutters as street sweepers can't get past the barricades to clean the streets.
[be removed soon]	This is a street with stop signs every block or two. There is no point to the barricades aside from placating the small number of homeowners on the street.
[be removed soon]	This is not slowing people down. Barricades have been up since Covid. I live on the corner of Pacific and St Charles and see cars and bicyclists running through the barricade constantly, maybe thinking that there is no cross traffic because of the barricade? I don't know, but it is not slowing down traffic and people are not heeding the "not a through street" sign. Take the barricades down. They are not working. Please spend your time giving out speeding tickets on Central.
[be removed soon]	This is stupid.
[be removed soon]	This only benefits the people that live there and they block the road for people to drive through
[be removed soon]	This was a temporary item for during Covid. No longer needed.
[be removed soon]	This was a great idea during Covid but, all I see is these barricades being pushed down and people parking in the street thinking that's OK
[be removed soon]	This whole project is a waste of tax payer dollars.
[be removed soon]	Thru don't help anyway
[be removed soon]	Traffic hazard
[be removed soon]	Traffic is being push to other streets and that's not fair. It's simply, more streets open less traffic.
[be removed soon]	Traffic issues
[be removed soon]	Traffic jams caused by turning cars onto slow streets unsafe for drivers and pedestrians alike
[be removed soon]	Traffic needs to move better on the island.
[be removed soon]	Traffic on other streets has grown a lot since it was diverted away from slow streets. Now people speed down the slow streets to get around traffic on the other streets. The idea was great, but slow streets aren't safer as people use them for shortcuts to avoid traffic.
[be removed soon]	Turning into this street is extremely difficult both ways. It's actually inconvenient. It is already difficult to find parking and seems like this idea is going to make it worse.
[be removed soon]	Ugly and no longer useful for original purpose.
[be removed soon]	Ugly and people go around anyway
[be removed soon]	Ugly and tired of going around them. People leave garbage there too
[be removed soon]	Ugly
[be removed soon]	Traffic hazard
[be removed soon]	Ugly. And not useful anymore. This was a COVID thing (or so we were told)
[be removed soon]	Unfair to property owners on parallel streets to send more cars their way. Looks bad. Prefer safer "real" bike lines and pedestrian crossings.
[be removed soon]	Unnecessary
[be removed soon]	unnecessary I never encountered any problems

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	Unnecessary. Hardly ever see pedestrians or bike use.
[be removed soon]	Unightly
[be removed soon]	Unightly and difficult to go around. Don't feel safe when having to turn onto the wrong side of the road with ongoing traffic.
[be removed soon]	Unightly and hazard
[be removed soon]	Vehicles have a hard time getting around the signs
[be removed soon]	Versailles alternative routes are not safe for cars! Use another street for greenway. Bike and walk are important but so are safe lanes for cars.
[be removed soon]	We don't red them and going around them makes it more unsafe
[be removed soon]	We weren't asked about them to begin with. People don't like them. Most people. The ones who don't go to city council meetings. I have suggested to a dozen people who were angry about them that they speak up and they tell me that you don't listen or that they just ignore the barricades. And in fact, people are just ignoring them all the time now. But getting onto and off of a barricaded section now takes cooperation and frankly it's just dangerous. For cyclists and pedestrians too.
[be removed soon]	When a car is at the stop sign and others are waiting to enter, it restricts flow in a dangerous way. I have personally witnessed several dangerous traffic impacts from the barriers at Versailles and Central ave, including a near-collision, and another case where a pedestrian was almost hit. These barricades were put up during COVID "temporarily" in order "to give folks more space to conduct their essential activities while maintaining a safe distance of six feet or more from one another"
[be removed soon]	When drivers turning onto the street where there is a barricade, oftentimes another car is approaching--and one can get "stuck" waiting for the other car to move back, and allow you to complete turn, or car turning gets "stuck" in mid-street because the other car is already too far out.
[be removed soon]	Why Pacific Avenue?
[be removed soon]	Worthless & make it more dangerous.
[be removed soon]	You didn't ask for a public vote on the slow streets or the decision to make them permanent greenways to nowhere.
[to stay]	1. People of all ages depend on these routes to walk and roll to work, school, and other destinations safely. Removing the barricades without replacing them with other traffic calming measures will leave those people to have to change their routines to more driving, or risk unsafe conditions. 2. It will be easier for everyone to adapt from one street modification to another, without adjusting to "normal" streets then again to a new greenway.
[to stay]	A smoother and less confusing transition from a slow street to a greenway.
[to stay]	Above people drive down Pacific Ave really fast. The barricades slow them down.
[to stay]	adds just enough reminder to cars that bikes and peds are there for slow street usage
[to stay]	All users of the streets need to continue with their new-ish habits. Removing barricades until street has been changed into a Greenway seems like a sure pathway to frustration, especially for drivers.
[to stay]	Although the signage is poor for occasional drivers on Pacific, I think the barricades DO help to deter and slow vehicle traffic.
[to stay]	Although they are inefficient they slow some of the traffic. Unfortunately other traffic speeds up around the barricades, They do get some drivers to pay more attention to what is immediately ahead.
[to stay]	An extra layer to notify the city to slow down here.
[to stay]	Any additional signage will help remind drivers to be safe and hopefully protect people not in cars.
[to stay]	Anything that could help slow speeding cars would be appreciated. Also less cars for bike and ped safety
[to stay]	Anything to slow cars down some
[to stay]	As a car driver, it will help remind me to watch out and be careful.
[to stay]	As a recumbent tricycle rider with a disability, I believe the barriers make cars more aware of other users that they might not be looking for otherwise.
[to stay]	As I said earlier, cars already tend to ignore these. Removing them without the Greenway infrastructure will lead to more cars speeding down these streets when Pacific is a major thoroughfare for Maya Linn Elementary.
[to stay]	As it is, cars still barrel around barricades and speed down slow streets. Keep the cars from speeding!
[to stay]	As mentioned on the last page, I walk Pacific with my baby every day, from Union to Park St, and being able to safely walk in the nice smooth street with the stroller is hugely important to me. Without the barricades, I fear that Pacific will become a busy cross-island artery again and our beloved peaceful walks will no longer feel safe!

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	As soon as the barricades are gone the cars will return and speeds will increase. Keep it safe!
[to stay]	As soon as the barricades are taken away, cars will begin using the streets as they did pre-pandemic. I've had cars honk, slow down to say something, and give me and my kid the finger because we were riding our bike on the slow street part of Pacific. The barricades are THE greatest deterrent from drivers using those streets.
[to stay]	Barricades are cheap and effective. Biking on Versailles is a pleasure with 3 kids. Why changing a winning formula?
[to stay]	Barricades are helpful in slowing vehicle traffic and clearly identifying the presence of cyclists.
[to stay]	Barricades are mostly effective, should keep Pacific as a Slow Street until permanent conversion.
[to stay]	Barricades help most drivers to slow down, others need reminders from the police.
[to stay]	Barricades make a big difference on number of cars and speed of cars. I feel much safer with them in place until other measures are ready.
[to stay]	Barricades reduce the speed and number of vehicles on the street.
[to stay]	Barricades slow down auto traffic near intersections—without them, drivers blow right through stop signs at high speed
[to stay]	Barricades slow down traffic.
[to stay]	Barricades work to discourage people from driving on those streets. Without them, it would seem to be a slow street in name only.
[to stay]	Barriers change driver behavior. Vibes, hopes and dreams leave a body count.
[to stay]	Because everyone is accustomed to these already being slow streets. If you take the barricade and then later make it slow again it's only going to make them unsafe in the interim
[to stay]	Because I feel safer and more comfortable biking here with them in place.
[to stay]	Because I ride my bike down this street almost daily and it makes me feel safer.
[to stay]	Because I want the completely expensive permanent solution installed that will take extensive time because of the enormous expense.
[to stay]	Because if you remove them before driver habits will revert back to treating the street like a normal street. Best to keep traffic low until the change is permanent.
[to stay]	Because it slows and minimizes traffic.
[to stay]	because it works! less traffic, less speeding.
[to stay]	It also keeps the street culture and expectations consistent and reduces confusion.
[to stay]	Safety is more important to me than temporary convenience.
[to stay]	Because once they are removed I suspect new efforts will be made to return the street with out the greenway proposal taking effect.
[to stay]	Because opening up to traffic in the interim means driver will revert to unrestricted traffic behaviors
[to stay]	Because people driving cars are making unsafe choices for themselves and those around them. These barriers are a reminder to not speed through the neighborhood and maybe even deter people from driving through the neighborhood at all. I fear that habit will disappear with the removal of the barricades.
[to stay]	Because people get used to what's there - if you remove and then go "back" to less traffic, people will have to relearn and it will be hard. This is the same thing for all three options
[to stay]	Because that's the direction Council gave staff? Just because staff hasn't make the improvements to the SS's as directed by Council doesn't mean we should give up on them. Keep them in place until you can get the project DONE. Vulnerable road users shouldn't pay with their lives because staff didn't do what was directed THREE YEARS AGO by Council.
[to stay]	Because the barricades are better than nothing.
[to stay]	Because the barricades protect kids on bikes using the street.
[to stay]	Because the barricades slow down traffic so people can walk and bike.
[to stay]	Because they do work to deter traffic and speeding
[to stay]	Because they help reduce the number of cars on the road.
[to stay]	Because they slow traffic and make drivers more mindful.
[to stay]	Because this provides local pedestrian and bicyclist safety.
[to stay]	Because this street is critical for our children to get where they need to go safely.
[to stay]	Better for bicycle riders
[to stay]	Better for pedestrian & cyclist safety
[to stay]	better than nothing in the interim
[to stay]	Better transition - cars continue to abide bike sharing - kids riding to school
[to stay]	Better transition for drivers from slow street to greenway

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	<p>Bicyclists and pedestrians rely on the barricades to slow down cars on Pacific. It's vital for school kids commuting to and from school.</p> <p>We live on Pacific and our kids play in front of our houses/apartments. Lots of basketball hoops right by the curb here! The barricades help with safety.</p> <p>If you remove the barricades before Pacific becomes a Greenway, we will definitely see increased reckless driving and more traffic.</p>
[to stay]	Capital Improvement Projects are often delayed (i.e. Central Avenue, Grand Street) for many years. We need to keep some protections in the mean time.
[to stay]	Cars already speed heavily down pacific.
[to stay]	Cars are already driving fast around them. Removing will just give cars more of a sense of righteousness to rule the road
[to stay]	cars are much slower with the barricades and many people are enjoying to use it for biking, running and walking everyday
[to stay]	Cars are still able to pass with no problem and it causes cars to slow down on the street. It feels so much safer biking than streets with the barricades.
[to stay]	Cars find it hassle to go in and out of the street, so less cars on the street makes me feel safer walking on the street
[to stay]	Cars need to be reminded it is a slow street.
[to stay]	Cars speed down our street all the time. There are no barricades at pacific and Chapin and it's ridiculous how fast cars and commercial vehicle fly through.
[to stay]	Cars will ignore the designation and I will remain unsafe on my bicycle
[to stay]	Cars will start speeding down Pacific to avoid Buena Vista and Lincoln. Keep the barricades until you can permanently slow them
[to stay]	Changing back and forth will be confusing
[to stay]	Changing behaviors and patterns will confuse drivers and introduce new challenges. Furthermore, those who oppose slow streets will misinterpret removal as approval of removing all slow streets.
[to stay]	Choosing to spend money on these already "slow streets" to create boutique ones in some neighborhoods while high incident corridors get nothing is wrong.
[to stay]	Clear indication that street is becoming a greenway. Sick of nimbys in alameda complaining about street improvements. If it goes back to looking like a regular street they will complain more.
[to stay]	Consistency of traffic flows over time. Preference to the immediate residents
[to stay]	continue biking and walking in slow streets until greenways
[to stay]	continued safety
[to stay]	continues to reinforce slower traffic behavior on these streets.
[to stay]	Continuity. I think the transition would be easier if the barricades stayed up to establish this as an official slow street.
[to stay]	Continuous protection for bikes and pedestrians
[to stay]	Could be confusing to have three states of the traffic patterns vs. two
[to stay]	Currently the only way to let drivers know streets are only to be used for local traffic. May also wish to add a speed limit sign to the barricades.
[to stay]	Deter traffic
[to stay]	Discourage through travel
[to stay]	Discourages some drivers from going down the streets
[to stay]	Discourages speeding vehicles
[to stay]	DO NOT REMOVE THE BARRICADES WITHOUT DRASTIC TRAFFIC CALMING ACTION.
[to stay]	Doesn't let people get used to "the old way" again, can't complain as much when it transitions to final design
[to stay]	Don't let folks forget the plan! Stay slow.
[to stay]	Don't let people get used to traveling on the roads as normal. Drivers (and map apps) have learned to avoid these roads. Keep it that way.
[to stay]	Don't let people adjust to the idea or driving there again.
[to stay]	Don't remove barriers because the street will revert to normal traffic patterns. Memories are short and implementing any slow street tactics after barriers are removed will anger drivers.

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	don't want to get hit and it'll slow cars down. I want streets that are bike only for the most part so I don't have to constantly wonder what cars are speeding behind me
[to stay]	Drivers already smash the barricades, move them, or simply speed around. Any delay between removal of barricades and installation of real traffic calming improvements means that these streets will be forever lost as slow streets, based on driver behavior. Also, the fate of bicycle and pedestrian safety improvements in Alameda often rests on a single swing vote in City Council, with Daysog always opposed and Spencer often now opposed. If barriers go, there may not be votes for pedestrian safety.
[to stay]	Drivers and pedestrians are used to the current state. Making it worse for peds again before improving it doesn't make sense to me.
[to stay]	Drivers appear to misunderstand the Slow Streets and future Greenways projects, so as few changes as possible will minimize future confusion
[to stay]	drivers are habituated to slow down and reroute themselves. if you remove the barrier without putting another in, and you can lose that habit very quickly. cars will start rerouting themselves onto the slow street if there isnt a barrier of some kind.
[to stay]	Drivers are hopefully used to these streets being slow at this point, and removing the barriers before the greenway is installed could undo that.
[to stay]	Drivers are less likely to get back in the habit of driving down those streets if the barricades stay up. Why make drivers think they're "normal" streets if they won't be once the greenway infra goes in?
[to stay]	Drivers need to understand these streets are still blocked off
[to stay]	Drivers speeding despite being on a slow street is becoming worse. Removing the barriers will make the problem worse.
[to stay]	drivers will assume the street is like any other and drive that way. There needs to be signage telling drivers it is being converted to a greenway and all changes made before barricades removed.
[to stay]	Drivers will drive through if there is not an obvious physical barrier, the barriers should be kept or upgraded into planters or something more visually appealing.
[to stay]	Drivers will revert to usual speeds unless the street is changed with the improvements
[to stay]	Drivers will speed through
[to stay]	easy to take them away the day of completion?
[to stay]	Enjoy the added safety even if often ignored.
[to stay]	Establishes consistency
[to stay]	Even though the barricades are temporary, they have already created a lower stress bicycle route that is highly utilized by all ages. Since development happens slowly and people are already using this route as a resource, it is best to keep up the temporary use to avoid traffic incidents along the corridor and prevent a gap in usage.
[to stay]	Even with the barricades in place, there are still speeders and rule breakers. Removing the barricades now will only encourage a more dangerous street.
[to stay]	Feels more logical.
[to stay]	Feels safer when riding.
[to stay]	For continuity
[to stay]	For now, the barricades are somewhat effective for those motorists who comply with the signs.
[to stay]	For safety of cyclists, walkers, etc.
[to stay]	For safety reasons
[to stay]	Get cars in the habit of adhering to the rules
[to stay]	Get everyone used to not driving like maniacs
[to stay]	Getting too many cars off the crowded roads is priority one. Keep all built environment nudges until we have permanent structures to reduce the car load on the street.
[to stay]	Good for bicycles and pedestrians
[to stay]	Good for kids in the streets and bike riding
[to stay]	Great way to bike across town.
[to stay]	Have people get used it it.
[to stay]	Having slower traffic in residential neighborbor hoods is a good idea
[to stay]	Helps maintain the status quo until the greenway is established.
[to stay]	I am concerned about bike safety without the barricades
[to stay]	I am terrified of my kids biking on the streets and i love them having a safe option
[to stay]	I and my young child commute to school daily as pedestrians on this route. Eliminating the barricades will only increase traffic.
[to stay]	I appreciate biking to work without managing automotive traffic

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	I believe they are effective at deterring vehicles. If they are removed, the road will go back to its normal usage. I would actually prefer permanent slow streets to greenways, but I understand it's not for everyone.
[to stay]	I bicycle at least 3 days a week on this street. More, faster vehicles are a concern if the barricade are removed before Pacific becomes a Greenway.
[to stay]	I bike it with my kid
[to stay]	I do not want the barricades removed. I live on Pacific and they do a great job of discouraging traffic.
[to stay]	I do think they discourage driving down Pacific except when necessary, and worry that removing the barricades would make it "open season" for speeding drivers.
[to stay]	I don't know why you would remove them early.
[to stay]	I don't want drivers to revert back to treating pacific like a cross town through way.
[to stay]	I don't want the barricades removed
[to stay]	I enjoy using Pacific to bike with my kids to Jean Sweeney in the absence of a dedicated bike lane along that stretch.
[to stay]	I feel like the second those come down the streets will become speedways again.
[to stay]	I frequently bike Pacific across the island. I feel safe and it is enjoyable.
[to stay]	I frequently use the slow streets, and the barricades reduce the number of speeding cars that come through.
[to stay]	I have no evidence to back this up, but it feels like the barricades limit vehicle traffic, making it nice to ride.
[to stay]	I have two little ones. It helps reduce speeding cars when they are crossing the streets or riding their bike. They have time to move to one side before passing. It seems safer for kids who are riding bike to and from home.
[to stay]	I like having a street with fewer cars to walk and bike.
[to stay]	I like optimizing the streets for local residents, pets and children to play and move and explore without having to worry about cars.
[to stay]	I like the barricades and am also excited for the Greenway!
[to stay]	I like the barricades, I think they should stay
[to stay]	I like the barriers in place as it slows traffic
[to stay]	I like the inconvenience to lazy drivers.
[to stay]	I like the reduction of cars on Pacific, and with the barrier removed car traffic will increase. I walk on Pacific all the time. It is my cross street
[to stay]	I like the slow street, it's great for walkers and bikers
[to stay]	I like using Pacific Avenue to ride my bike, and I'll take all the safety help I can get.
[to stay]	I live on and i bike and walk Pacific regularly as do children and parents on their way to school and others without cars.t My front window looks out onto Pacific so we can see the many people not in cars who regularly use the street. Without barricades or a completed Greenway I feel certain cars moving faster will return and the street will not be as safe for bikes, walkers, boaders etc. Keep the barricades until the street becomes a Greenway.
[to stay]	I live on Pacific Ave between Oak and Walnut with my partner and two small children. The safety factor of Slow Streets was a major reason we chose to live on this street. There are several families with small children and a daycare on this block, and Slow Streets are an important safety measure to keep our kids safe. Please keep the barricades!
[to stay]	I live on Pacific. We often have people frequently walking, playing, biking, jogging on Pacific. These barricades deter the speed of traffic and keep these people safe.
[to stay]	I live on the corner of Pacific and my children play outside daily. Even though it is a slow street, there are still a significant number of cars that use Pacific as a thoroughfare. Keeping the barriers in place will help maintain the integrity of the slow street during the transition.
[to stay]	I love the barricades and having them there has been a real positive experience. Removing them before the improvements are done may result in allowing the driver types who we are attempting to compensate for do do harm in the short term.
[to stay]	I love the slow streets!
[to stay]	I noticed that they do provide some deterrent. But as one can note from the instagram comments, some people purposefully ignore them. That should not take away from their partial effectiveness.
[to stay]	I only bike (I don't drive) and the barricades make me feel safer. They reduce traffic and slow car speeds.
[to stay]	I prefer adding permanent barricades. San Francisco has implemented greenway streets with permanent barriers to clearly indicate no through traffic, enhancing street safety.

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	I prefer Pacific Ave remain a "slow street"
[to stay]	I really like the barricades and think they are effective.
[to stay]	I ride down Pacific and find I like the barricades because cars avoid those streest
[to stay]	I ride my bicycle on the Pacific slow street most days to and from work. Twice a week I ride in the evening with my 9 year old. I'd be very sad if the barricades came down before the greenway controls were added as it would mean that we wouldn't feel safe while riding on Pacific (and honestly we'd probably have to stop and I'd have to find another way to get to work)
[to stay]	I ride my bike on this street a lot since it became a slow street. It feels safer. It won't if the barricades go.
[to stay]	I ride on this street with my bike often. It would be nice to keep it slow until other options are implemented.
[to stay]	I ride these streets with my kid in the back seat of my bike, and the reduced traffic on these streets makes it much safer.
[to stay]	I ride this path from 9th to park street and the library at least once a week with my 2 year old in the front of my bike and I'm always nervous crossing the streets with no 4 way stops. Especially since recently there was a death on 9th and Lincoln and there are often big crashes on Haight and Constitution way (our cross streets). Scary to see blood all over the sidewalks and streets.
[to stay]	I see drivers ignoring the barricades (not local traffic), and unfortunately the police are not enforcing the signage. However, I think they should remain until a permanent greenway is installed as a reminder that the street should not be used as a shortcut. Hopefully the police will eventually have the capacity to monitor these streets for violators.
[to stay]	I see no reason to prematurely remove them. Doing so would lead to an increase in vehicle traffic and decrease in safety for all street users.
[to stay]	I specifically walk over to Pacific street to safely walk with my two toddlers. My toddlers go to daycare on Pacific and we use pacific to walk to park street (instead of Lincoln) My legally blind husband does the same. Without the barricade there is no safe place for them to walk.
[to stay]	I still use the Pacific slow street multiple times a week for walking and biking. It is the best low-stress E-W option, especially during these times with the paving/restriping of Central and construction of the Clement bikeway.
[to stay]	I think every little bit of prevention helps keep pedestrians /cyclists safer
[to stay]	I think having them stay permanently is a great solution that is minimal cost and highly effective. There are pressing transportation and and pedestrian safety issues that have been ignored for a decade. This is a luxury when we are not meeting our basic needs.
[to stay]	I think it prevents too many cars from coming down the street and there has been less speeding.
[to stay]	I think it slows down cars and ensures they are looking for bikes, pedestrians and not just other cars.
[to stay]	I think it will be an easier transition for people if the streets are never fully reopened for regular traffic
[to stay]	I think it will help people mentally prepare for the changes to come.
[to stay]	I think it's smart to continue the behavior so drivers don't get reacclimated to the old way only for it to change when more permanent infrastructure is put in place.
[to stay]	I think once traffic increases on those streets after the barricades are removed, it will be hard to lower the amount of traffic again when the street becomes a Neighborhood Greenway.
[to stay]	I think removing baracades will encourage cars to use that road which is not the point.
[to stay]	I think removing the barricades will change driver habits which will then have to be re-established whenever the greenway is built.
[to stay]	I think removing them before the full installation comes in places gives a confusing message about the use of the street.
[to stay]	I think the barricades are the primary way people know it is a slow street
[to stay]	I think the barricades have set a great precedent for how our neighborhood streets should be used and that drivers should look for major roadways (Lincoln, among others) to travel across the island. I ride my bike from Lea Ct - naval base multiple times a week via Pacific and know that it is enjoyed and trusted by many to be safe and virtually free from through traffic. What has been created for the people of Alameda and beyond shouldn't be taken away, it's great for community
[to stay]	I think the barricades increase safety and would like them in place until the more permanent solution is finalized
[to stay]	I think they slow cars down and deter folks from using our street as a thruway.
[to stay]	I think this is a learned behavior for drivers and opening it back up will set habits back
[to stay]	I think we should maintain these if not i believe people will misuse and start speeding again
[to stay]	I use all these streets when I bike and will miss them when they are gone

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	I use it all the time to go from West to East. It increases the likelihood of me going to park street businesses
[to stay]	I use these slow streets for biking with my 9mo baby. Without them, I do not feel comfortable biking in Alameda. Please keep these slow streets.
[to stay]	I use this to bike my kid to daycare everyday, there are already cars that ignore this, without blockades it will become more dangerous
[to stay]	I view it as a short term solution, and this short term solution would still serve a purpose. It would continue to help reduce vehicle traffic and encourage biking until more long term solution is in place.
[to stay]	I walk alot! I want to feel safe from cars! Sometime when I drive I don't see person or child immediately when they trying to cross ! However I easily see signs-barriers etc.
[to stay]	I walk and bike here a lot and would like the barricades to stay up while the work is being done. This should make the transition more seamless, especially before car drivers get used to the removed barricades.
[to stay]	I walk on this street daily as do so many others. Cars still drive down frequently but I do believe the barriers help somewhat
[to stay]	I walk on this street regularly and feel that because it is a slightly wider street, it will get more traffic as soon as the barricades are removed.
[to stay]	I walk this street nearly every day and cars are completely reckless
[to stay]	I want less cars in alameda
[to stay]	I want people to remain conditioned to these being slow streets. Removing the barricades before alternatives are in place could be counterproductive.
[to stay]	I want this route to remain a safe cycling route in the interim, especially while the work on Clement for the bicycle thoroughway is incomplete.
[to stay]	I would like to reduce the number of cars on the street.
[to stay]	I'd rather it become a cull de sac
[to stay]	I'm not really liking the barriers because they cause cars to swerve into the wrong lane when entering, causing a safety hazard. But until the greenways are built, I suppose they are a necessary evil.
[to stay]	I'm worried that when the barricades are removed, some folks (us included) will continue to use the street as slow streets and may end up getting hurt. I like the slow streets and don't want a period of time where they are gone
[to stay]	If the barricades are removed before the Greenway infrastructure is in place, drivers are likely to return to using the street in a manner that is unsafe for bikers and pedestrians.
[to stay]	If the barricades are removed, cars may get used to right of way again and pedestrians and bikes would avoid the area. We want the neighborhood to be used to the traffic flow before conversion to greenway.
[to stay]	If the barricades are taken away, I fear more cars will use this street.
[to stay]	If the barriers are removed before other action is taken, drivers may feel more emboldened to drive faster, creating safety concerns.
[to stay]	If the barriers are removed, all progress for pedestrians and cyclists will be lost.
[to stay]	If they are gone, people will not give bikes priority.
[to stay]	If they are removed before work is complete the street will be a speedway again!
[to stay]	If they are removed now, people will get used to them Not being slow streets. They should stay protected.
[to stay]	If they are removed with no other mitigation they will defacto revert to normal streets with all the traffic
[to stay]	If they're removed, before anything new goes in, people will think it's back to normal, aka driving only road
[to stay]	If you remove the solution before putting any fixes in place first, the traffic safety hazards will remain a problem
[to stay]	If you take down the barricades before improvements are in place, the street will revert to its previous state. Why would you do that?
[to stay]	If you take out the barricades, many drivers will just treat the street as a normal street and ignore the traffic restrictions.
[to stay]	I'm afraid people will start speeding again, then they will be mad to have to change back again.
[to stay]	Improves walkability of area
[to stay]	It allows for seamless transition otherwise without them cars take the opportunity to go back to speeding down Pacific.
[to stay]	It brings awareness to drivers and slows traffic slightly
[to stay]	It does help somewhat to slow people down since they need to go around the barricades.
[to stay]	it helps create safety for my kids walking and cycling

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	It helps deter traffic congestion
[to stay]	it is not great to have an interim phase with no barriers slowing cars. there needs to be a direct transition to the greenway infrastructure.
[to stay]	It is not so safe otherwise and dissuades through traffic
[to stay]	It is so pleasant having some mindfulness around speed and this keeps people from using Pacific like a less-trafficked version of Lincoln or Buena Vista.
[to stay]	It is the only peaceful neighborhood walking route in the area.
[to stay]	It let's the community know that a more permanent solution is coming soon. It still gives us the added safety.
[to stay]	It maintains the consistent message that these streets are special, and helps remind motorists that they should find different routes.
[to stay]	It makes being a pedestrian safer. I walk a lot.
[to stay]	It makes it easier to drive down Willow with less traffic at the Pacific intersection
[to stay]	It makes it more difficult for cars to speed and discourages traffic.
[to stay]	It makes sense to keep the barricades up to protect public safety until the permanent safety infrastructure is installed— particularly if costlier, longer term fixes are the path ultimately chosen through the city's process.
[to stay]	It provides at least a marginal disincentive for cars
[to stay]	It reduces traffic
[to stay]	It reinforces the intent of the street use and helps with vehicular behavior
[to stay]	It reinforces driver behavior that they should drive more carefully on Pacific
[to stay]	It saves 50% of autos using the street people are walking.
[to stay]	It seems counterproductive to allow people to become reliant on using Pacific as a thoroughfare again if goal is to permanently reduce speed and volume.
[to stay]	It seems leaving the barricades up might help with the transition to a Greenway, rather than letting traffic resume its normal flow and then implement greenway changes.
[to stay]	It seems like there needs to be a way of slowing people in cars.
[to stay]	It seems more seamless for the neighborhood and safer
[to stay]	It seems to help remind cars to share with pedestrians and bikers. We often stick to barricaded streets whenever possible because we are biking with small children and feel safer on them.
[to stay]	It sends a consistent message that this has been and always will be a bike/ped priority corridor—going back and forth could confuse motorists and deter cyclists from returning once improvements are made.
[to stay]	It serves as a visual reminder to vehicle drivers that this street prioritizes pedestrians and cyclists. Every little bit helps.
[to stay]	It should be easier to make drivers transition from the current solution to the Neighborhood Greenway; having an intermediate phase would create confusion.
[to stay]	It slows down cars.
[to stay]	It slows down traffic and gently encourages cars to use a different route.
[to stay]	It will allow drivers to see the street developments and not think that the road has simply been reopened.
[to stay]	It will be a smoother adjustment from Slow Street to Greenway vs Slow Street to normal street to Greenway.
[to stay]	It will keep people slow, if that is the point of it all.
[to stay]	It will make the transition more natural
[to stay]	It won't stay bike/pedestrian forward without any protection
[to stay]	It works so keep it and transition versus flip-flop.
[to stay]	It would help with the transition for the barricades to remain until a permanent solution is provided.
[to stay]	It'll be great to keep the function/mental model for these slow streets consistent and persistent. Removing the barricades without updated structures may revert it back to regular car traffic and cause confusion. Most Alamedians are probably not paying attention to city planning updates and will use these slow streets more readily again.
[to stay]	It's a deterrent to thru traffic
[to stay]	It's a VISIBLE warning as to what the street is for and the rules;
[to stay]	If you take away the signage and barricades it will be open game/ a rodeo again. Car drivers will quickly resume unsafe safe ways.
[to stay]	It's important to maintain continuity with Slow Streets as a policy priority. Removing the barricades before the Neighborhood Greenways are implemented would imply a break in the policy

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	It's just safer for bikes and people
[to stay]	It's just safer.
[to stay]	It's nice, but not as nice as a permanent solution
[to stay]	It's not safe without them. There are too many kids and pups ...
[to stay]	It's safer and encourages more people to bike there
[to stay]	It's an attempt to slow people down, and make them consider alternate streets.
[to stay]	It's been so much quieter and safer since these have been up.
[to stay]	It's better than nothing
[to stay]	Just for consistency, so people don't get use to driving on the street again.
[to stay]	Keep cars going slower
[to stay]	Keep conditioning drivers to use other streets when available.
[to stay]	keep continuity in the prioritization of low traffic and slow speed.
[to stay]	Keep drivers from relearning to use it as a racetrack
[to stay]	Keep it a slow street, good for kids and bikes
[to stay]	Keep it safe for bikes in the meantime
[to stay]	Keep it safer with slower traffic
[to stay]	Keep reinforcing the visual representation of traffic patterns need to be accounted for by drivers going perpendicular.
[to stay]	Keep the barricades so it is safe to use the street!
[to stay]	Keep the barricades to ensure people know it's a slow street and we can continue to use it as so.
[to stay]	Keep the street slow until improvements are in place. Teach drivers to use other routes.
[to stay]	Keep traffic calmed
[to stay]	keep traffic down
[to stay]	Keeping the barricades is necessary to let cars know it's a slow street (how would they know otherwise?)
[to stay]	Keeping the barricades until the conversion means there will be no confusing interim period where no one is sure what the rules are on the street.
[to stay]	Keeping the street safer for cyclists and pedestrians.
[to stay]	Keeping them will maintain traffic behavior until the next design solution is in place.
[to stay]	Keeps cars from speeding down the street endangering pedestrians
[to stay]	Keeps cars from speeding down the street. Crossing Sherman recklessly
[to stay]	Keeps cars from speeding through intersections and reduces cars better served by main thoroughfares like Lincoln and Buena Vista
[to stay]	Keeps it a slow Street
[to stay]	Keeps many car off which is needed
[to stay]	Keeps people used to not turning on that street.
[to stay]	Keeps the place safe.
[to stay]	Keeps the street safe until more permanent solutions are implemented
[to stay]	Keeps the streets safe and slow.
[to stay]	Keeps traffic low and slows traffic
[to stay]	Kids play on my block a lot
[to stay]	Learning how the traffic behaves is critical. Try something and learn per "Confessions of a recovering engineer" By Marohn Jr. who as a traffic engineer stopped believing in the engineering rule book regarding traffic in cities. He states that do something simple and learn how traffic responds and as you learn more - harden the design. As an engineer myself I agree with this approach. Don't over engineer - be inventive and learn before making a commitment.
[to stay]	leave for safety
[to stay]	Leave the barricades to slow traffic - should help with keeping drivers from speeding in construction zones as well
[to stay]	Leaving them will be a better conversation to the greenway for regular drivers. If you take it away it will be used more and then harder to convert to a greenway.
[to stay]	Less traffic and more careful turning. Harder for someone to cut the corner and hit a stopped kid.
[to stay]	Lets see how it / if it works before anything permanent
[to stay]	Limit cars
[to stay]	Lowering the barricades too early will encourage drivers to use those roads as throughways instead of finding alternative routes
[to stay]	Maintain safety while conversion happens

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	Maintain slow streets
[to stay]	maintain what is there, because some sort of funding issue will arise then no one will replace the barricades
[to stay]	Make it easier to transition from slow street to greenway. Taking down barricades prior to implementation would lead drivers to assume the street is "back to normal".
[to stay]	Make me feel safer during my runnings in the morning.
[to stay]	Make people slow down and consider alternate routes
[to stay]	Many children play on Pacific.
[to stay]	Marked clearly for drivers
[to stay]	Memories are short - better to make transition fast before drivers forget it's a slow street which they sometimes forget now
[to stay]	Might as well keep the barricades until Greenway.
[to stay]	Might as well keep the streets slow until the permanent solution is in place. Same behaviors and patterns will be used
[to stay]	Mild deterrent to speeding
[to stay]	Motorists and pedestrians should anticipate consistency or gradual change not drastic swings.
[to stay]	My family uses the Pacific Avenue safe street to traverse Alameda on a regular basis. The sense of safety that the barriers provide make us significantly more comfortable and serve to increase the amount of time that we spend outdoors as a family and decrease the use of our car.
[to stay]	No barricades equals more cars. Even with the barricades people will go around them as a short cut to avoid the signals. Especially on Sherman
[to stay]	No need to reduce safety for bikers/pedestrians until the construction is complete.
[to stay]	No need to re-educate drivers.
[to stay]	Non-local cars already drive around the barricades and speed around bicyclists on the slow streets. It would most likely be more prevalent if the barricades were removed with no other traffic calming measures in place.
[to stay]	Once barricade down will no longer be a slow street while waiting the geenway/slowdown measures
[to stay]	Once its gone, the momentum is gone
[to stay]	Once the barricades go, car culture comes back in force
[to stay]	Once they're down, people will revert to speeding down these roads and using them to avoid main roads.
[to stay]	Once those barricades are removed drivers will be returning to the habit of driving to fast and not looking for bikers or pedestrians. Those wide streets without the barricades make it to easy to speed and make right turns without looking
[to stay]	Once those barricades are removed people act like it's a normal street and drive as fast as they can.
[to stay]	One less transition.
[to stay]	Oops thought this was for Franklin Park
[to stay]	Open season on bikers and pedestrians as soon as removed.
[to stay]	Opening before construction is done, is likely going to create heavy traffic and speeding habits that will have to be broken again once the greenway is built. It would be an easier transition to open them with the new use guides in place than to try to give people an open road and take it partially away from them again. Additionally, the community can still continue to enjoy the use of the slow streets while the construction is underway rather than losing them until construction begins.
[to stay]	Opening the street will encourage cars to travel the street again.
[to stay]	Otherwise drivers will think the street is no longer a slow street
[to stay]	Otherwise people will start thinking this is a regular street again- best to keep it feeling as a restricted street
[to stay]	Our family uses Pacific Slow Street everyday to bike to school, appointments and restaurants. Pacific would no longer feel safe without barricades (until it becomes a Greenway).
[to stay]	Our neighbors have kids playing in the streets and concerned for their safety until new greenway is installed.
[to stay]	Over the years traffic has increased and so have vehicle speeds. Removing temporary barricades would just encourage these unfortunate trends.
[to stay]	Pacific Ave has a lot of cars running through and they are often coming at a high speed. Due to a lot of apartments being located a long Pacific, the amount of cars seem inevitable. I think the barriers would help reduce their speed in the meantime.
[to stay]	Pacific Avenue is one of my regular bike routes. I would feel less safe on this street without the barricades because I think it would allow more people to speed and come around the turns too quickly.

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	Pacific is a really nice biking street. It's mellow and safe. The barriers help reduce the number of cars, mostly.
[to stay]	Pedestrian safety
[to stay]	Pedestrians come first! Cars are not the priority
[to stay]	People are already used to it, I think it won't change much if we decide to remove it after the Greenways are built.
[to stay]	People are already used to it. No reason to let them cut through the neighborhoods for a little during the project
[to stay]	People are used to having them there already
[to stay]	People are used to not use those roads
[to stay]	People are used to the slow streets, converting back to normal streets and then greenways will just require more re-learning vs keeping it a slow street until greenway implementation
[to stay]	People don't generally respect the concept of slow streets even with the barricades. But at least it's something that should make folks realize it's not a normal street and they should look for pedestrians/bikers/kids in the street.
[to stay]	People have formed new habits for their regular driving routes. Removing the barriers will result in drivers again using these streets as before. They'll have to change their habits again once the street becomes a Greenway.
[to stay]	People need to know "slow streets in not over".
[to stay]	People need to slow down and use Lincoln or burns vista while in their cars
[to stay]	People really zoom down that street and it feels scary and unsafe as a pedestrian or cyclist when that happens.
[to stay]	People will cut through then retrain to not cut through again
[to stay]	People will fast drive and get used to fast driving. It will be harder for them to adapt to a slow street again.
[to stay]	People will follow the path of least resistance and will take the side roads as soon as they can. You also create a hostile neighbor versus speeding car environment as they have had slow streets for a couple of years. Stop spending money on consultants and get on with it already.
[to stay]	People will not respect the greenways until slowing measures have been in place
[to stay]	People will return to speeding and using it as alternate routes for Lincoln and Buena Vista. The barricades will deter this activity until the Greenway structures are in place.
[to stay]	Performing the function, but ugly
[to stay]	Personally, I think the barricades should just stay permanently. Other solutions create unforeseen problems that people will no doubt have problems with. And that's after spending tons of money and city time doing planning and infrastructure construction.
[to stay]	A greenway is nice, but these barriers achieve a large part of the goal without doing anything new. Regardless, I want these to stay
[to stay]	Please keep a slow street!
[to stay]	Please keep traffic limited.
[to stay]	preserve safe walking & biking.
[to stay]	Reduce traffic speed
[to stay]	Reduces # of cars, less speeding cars & car drivers anticipate other road users more.
[to stay]	Reduces traffic on street
[to stay]	Reducing traffic on those streets reduces cars driving down that street and makes it safer to bike
[to stay]	Remind cars to drive slow. I find cars tailgate me when I'm on my bike. They are annoyed that I'm riding in the street
[to stay]	Remind drivers to slow down
[to stay]	Remind people it's a slow street.
[to stay]	Remind the cars that this is a slow street. Even if it imperfect, it slows cars down
[to stay]	Reminder for drivers.
[to stay]	Removing barricades without traffic calming methods only encourages drivers to drive more, speed more, disregarding vulnerable users of the road. We should not take a step back in promoting safety, and discouraging people from using other forms of transportation. See induce demands.

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	Removing it then having a period where there is nothing to indicate to drivers (or others) that this will soon be a neighborhood greenway would just confuse people. Traffic would return to normal, cars would speed on Pacific, and there would likely be an increased possibility of accidents when you do make it a greenway. Keep the barricades up until you're able to complete the transition.
[to stay]	Removing the barricades before greenway work is complete will encourage more car traffic in the interim.
[to stay]	Removing the barricades BEFORE Q-build or permanent replacements go up puts walkers, cyclists, and kids in strollers, and families playing in the street at risk. There is ZERO safety value in removing the barriers before replacement fixtures (either temporary or permanent) are installed. STOP thinking about removing them before replacements go up!
[to stay]	<p>Removing the barricades prior to construction would be a serious mistake. It will send an ambiguous message. It could easily be misinterpreted as saying the "Slow Streets" program is over. Cars are now able to increase their speed to pre pandemic levels. There is no Neighborhood Greenways in the near future.</p> <p>Don't do it.</p>
[to stay]	Removing the barricades will add to the auto traffic on Pacific where there are already a large number of drivers who are going too fast and driving unsafely around bicyclists and pedestrians.
[to stay]	Removing the barricades will mean a return to unsafe driving practices on these streets before permanent infrastructure changes. Don't sacrifice our slow street temporarily while permanent improvements are made!
[to stay]	Removing the barricades will return us to pre-pandemic vehicular speeding and feeling unsafe crossing the street.
[to stay]	Removing the temporary barricades will just confuse the traveling public and work against the longer term goal of converting to permanent greenways.
[to stay]	Removing the will encourage drivers to take Pacific and reverting to neighborhood greenways will be delayed.
[to stay]	Removing them early would be stupid. They are doing a job right now, just ugly. Cars would start using this as a thoroughfare again
[to stay]	Removing them early would endanger the lives of cyclists and pedestrians until the street becomes a neighborhood greenway. This is made worse by the city's poor record at building on time, meaning the dangerous period can last a lot longer than promised
[to stay]	Removing them opens the door to drivers getting used to not having these restrictions.
[to stay]	removing them then adding back will only be too confusing.
[to stay]	Retain the use of Pacific Avenue as a slow street
[to stay]	Safer
[to stay]	Safer biking for kids
[to stay]	Safer for children
[to stay]	Safer places for bikers
[to stay]	safer that way
[to stay]	Safety
[to stay]	Safety
[to stay]	Safety
[to stay]	Safety
[to stay]	Safety
[to stay]	Safety
[to stay]	safety
[to stay]	Safety
[to stay]	Safety
[to stay]	Safety
[to stay]	Safety
[to stay]	Safety
[to stay]	Safety
[to stay]	safety and consistency
[to stay]	Safety and continued expectation of safe environment for bikers, pedestrians and cars. Less change to public perception of road use.
[to stay]	Safety concerns

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	Safety factors, reduce speeding cars!
[to stay]	Safety for children and adults walking or riding bikes.
[to stay]	Safety is a priority
[to stay]	Safety is paramount
[to stay]	Safety of bicyclists, and to reduce car traffic
[to stay]	Safety of the children, bicyclists, pedestrians
[to stay]	Safety of the public.
[to stay]	Safety until even better safety
[to stay]	Safety! It helps to slow traffic.
[to stay]	Safety, pedestrian first community
[to stay]	Safety. Kids are used to it now so could result in accidents with kids on bikes and speeding teens and young adults in cars.
[to stay]	Safety. No downside to keeping barricades.
[to stay]	Safety. Slow cars down. Also allows neighborhood senior residents to go on walks that are safe.
[to stay]	seems logical, Pacific is first on the list and folks already think of it as a slow street.
[to stay]	Seems that people mostly ignore barricades and speed on slow streets regardless. But way that folks take the removal as a sign that they can now speed freely.
[to stay]	Sets consistent expectations for motorists to slow down and/or avoid driving through
[to stay]	Several preschools/daycares on the street. Want to ensure safety measures are upheld until project can be completed.
[to stay]	Signal to drivers pedestrian priority
[to stay]	Since the barricades have been up less Uber and Lyft drivers on Pacific ad GPS no longer directs them there. And accidents at the corner of Pacific and Sherman have ceased.
[to stay]	slow streets are great to walk and bike on
[to stay]	Slow streets are safer
[to stay]	Slow streets have been beneficial to the community
[to stay]	Slowing traffic on Pacific makes it safe for kids to play and for us to walk in the street. It's easy to just drive on Lincoln.
[to stay]	Slows cars down.
[to stay]	Slows down traffic and keeps kids safe.
[to stay]	So cars are used to the closure without any gaps in implementation
[to stay]	So driver's habits remain intact and they understand that safety is a priority for residents - pedestrians, bicyclists included.
[to stay]	So it's as safe as possible while construction takes place.
[to stay]	So it's still a slow street until it's a neighborhood greenway.
[to stay]	So it's still safe to ride my bike. When the barriers were removed on Santa Clara cars just sped right through with no thought to people walking or cycling.
[to stay]	so much safer the way it is now
[to stay]	So people continue to get used to the slow street concept.
[to stay]	So people don't forget
[to stay]	So people don't get used to driving on it as much
[to stay]	So people don't lose the safety of the travel between implementation.
[to stay]	So people don't treat it as a regular street
[to stay]	So that drivers don't have the expectation that the street is no longer considered a slow street
[to stay]	So that it reminds driver that it is a "slow street" until the Greenway infrastructure enforces it.
[to stay]	So that it stays safe for bikes and walking until the Greenway is implemented
[to stay]	so that people will be reminded that this is still a slow street.
[to stay]	So that the messaging from the city around the use of that road is consistent. The mentality around the street remains focused on cyclists and pedestrians from here on out.
[to stay]	So we can continue to bike with our young children with the reduced car traffic of a slow street until greenway safety is in place.
[to stay]	So we can continue to use it as a slow street!
[to stay]	So we don't have cars speeding down the street
[to stay]	Something is better than nothing
[to stay]	Speeding cars

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	Speeding cars ignore the barricade already. Families and bikers use this as the west in safe through way. Please keep them up for our safety until the greenway is up! Speed bumps are desperately needed!!!
[to stay]	Speeding cars.
[to stay]	Speeding seems to be the status quo, and I'd prefer any speed calming measure to none
[to stay]	Speeding will resume without enforcement and/or other measures like traffic circles
[to stay]	Start building the behavior we want to see
[to stay]	Start habits now. These are a great thing and let's not lose them before a permanent solution
[to stay]	Taking it away even temporarily means taking away the slow street and any momentum to the concept. Keep the momentum!
[to stay]	That allows cyclists and pedestrians to continue to use the street until is done. Similarly, cars are used to going slow.
[to stay]	The barricades are a deterrent for cars that make the road safer for cyclists and pedestrians
[to stay]	The barricades are critical to maintain the benefits Of a slow street. Without them, traffic and speed will increase which will make the street less safe
[to stay]	The barricades are doing their job, for the most part. I don't want to go backwards.
[to stay]	The barricades are gone on many blocks and cars are speeding through. We need the barricades returned for safety
[to stay]	The barricades are great ways to slow cars down. They are not a huge inconvenience when I'm driving, and they encourage me to slow down and respect pedestrians right away.
[to stay]	The barricades are on low-use streets. Prefer to direct traffic to major streets
[to stay]	The barricades are only reason some drivers dont' entirely treat it as a normal street
[to stay]	The barricades discourage speeding and result in fewer cars on the street.
[to stay]	the barricades do a lot for street safety and if removed prematurely could re-form a habit for drivers to take over these streets again
[to stay]	The barricades force drivers to slow down. Without them, it would create more challenges for kids crossing those intersections.
[to stay]	The barricades have already created a "good habit" for drivers from the perspective of the larger safe streets plan. In light of the longer-term plans to create safe streets, it makes sense to maintain the "good habits" rather than break them.
[to stay]	The barricades have an enormously positive effect on reducing speeding on the street (I live on San Jose Ave). I would like to see the barricades retained until other measures are in place.
[to stay]	The barricades have been tremendously effective in reducing car traffic (and fast traffic) on Pacific. It's a pleasure to walk and bike on Pacific, and I know I can rely on that route for safety and comfort.
[to stay]	The barricades have made the street safer for cyclists and pedestrians...and they're not a significant inconvenience for local traffic.
[to stay]	The barricades help manage the volume and speed of traffic; if they are removed prior to the dev of greenbelt volume/speed of cars will increase
[to stay]	The barricades help remind cars to go slow
[to stay]	The barricades help slow down traffic
[to stay]	The barricades keep fast drivers from using these streets as shortcuts and make it easier to traverse the island stress free. Removing them before implementing the new plans will make the street less bike and walk friendly.
[to stay]	The barricades keep traffic slow and remind drivers to be careful and watch for other users (bikes and pedestrians).
[to stay]	The barricades make it difficult for cars to speed down Pacific.
[to stay]	The barricades prevent cars from speeding down the street.
[to stay]	The barricades reduce the amount of road traffic there. It pushes cars to drive on Lincoln or Buena Vista. Pacific is a great street for cross town bicycle commuting. We need to help improve the safety of this corridor.
[to stay]	the barricades reduce traffic and slow cars, especially close to intersections (when I feel least safe)
[to stay]	The barricades remind drivers that slow streets shouldn't be used for through traffic. They make streets safer. Until streets become Greenways, they should keep this safety measure.
[to stay]	The barricades serve a purpose. They slow down cars.
[to stay]	The barricades serve as a reminder that the street is still a slow street/greenway. If barricades are removed and greenway isn't "installed" right away, people will start using the street as a thoroughfare once again.

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	The barricades set expectations
[to stay]	The barricades slow down cars at intersections, which makes it safer to be on the slow streets.
[to stay]	The barricades slow the traffic a bit.
[to stay]	The barricades will keep the street safer in the meantime, less traffic noise, I see a lot of children biking to school on slow street
[to stay]	The community is accustomed to the barricades in place. If they disappear and then the Neighborhood Greenway improvements are installed, or subject to further approval, it will be perceived more strongly as a "loss" to those who oppose the safe streets goals and the projects could be suspended indefinitely.
[to stay]	The cross traffic will be less aware of bikes and pedestrians using Pacific as a slow street and would increase the chance for a fatal collision
[to stay]	The existing barricades do not seriously impede drivers now. Neighborhood safety and calm streets should take priority over driver convenience.
[to stay]	The existing barriers do reduce vehicle usage of the road; no point in getting drivers used to driving on it again just to discourage them again later.
[to stay]	The open street is a wonderful way for my kids to walk and bike to school
[to stay]	The Pacific Avenue as a slow street is a bike/walk commute route for children going to/from school. These Alameda residents would be affected
[to stay]	The second these barricades come down, cars will resume speeding. Slow Streets are the only part of Alameda where the 25 MPH speed limit is actually respected.
[to stay]	The slow streets are great. They shouldn't go away until there is another solution to keeping low car traffic.
[to stay]	The slow streets are much more safe and pleasant to bike and walk on. Opening the streets would severely diminish the calm nature of the neighborhood.
[to stay]	The slow streets barricades have enhanced safety for bikers and walkers significantly and leaving them in place will ease the transition to greenway. Taking them away before the greenway solutions are in place will jeopardize safety and drivers may become confused if the restrictions are taken away for a long period before new solutions are implemented.
[to stay]	The street should remain protected until permanent measures are installed. Removing the barriers is a step backwards and pedestrians/bicyclists won't have the protection they enjoy now until made permanent.
[to stay]	The temporary barricades offer some protection
[to stay]	The work well to tell people that you t is a biking and walking priority street
[to stay]	There has been a very positive reduction in traffic and a huge increase in bike and pedestrian traffic on Pacific since the barricades were installed. We have been residents on Pacific for 30 years. Removing the temporary barricades before a more permanent solution is installed seems like a step backwards.
[to stay]	There is no reason to open the street up again.
[to stay]	There is no reason to remove and later replace. What if replace is stalled for years.
[to stay]	There is still a high volume of car traffic on Pacific even with the barricades.
[to stay]	There will be no reminder for drivers to slow down, and it will effectively no longer be a "slow street", and will lead to more injuries for bicyclists and pedestrians.
[to stay]	There will be too much traffic to use safely.
[to stay]	There's some sort of protection
[to stay]	These are the single best mechanism for limited the number of cars and keeping vehicular speed low. Please do not hang us out to dry while the long-term measures are implemented.
[to stay]	These do help slow people down for now and get used to taking other routes.
[to stay]	These feed into school routes for many different schools all close together. We need to continue to keep the children safe coming g and going from school
[to stay]	These help slow cars (sometimes) and divert through traffic (sometimes) and make biking and walking safer. Removing them prior to adding additional permanent biking and pedestrian safety measures will put bikers and walkers at risk.
[to stay]	These work to inhibit crazy drivers. Leave them until the other improvements are in place
[to stay]	They alert drivers to the presence of cyclists and walkers and cause cars to slow down when entering the block with a barricade.
[to stay]	they are at least partially effective I believe. I live on pacific and I never use it to go more than a block due to the barrier reminder.
[to stay]	They are better than nothing

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	They are better than nothing to slow calm traffic
[to stay]	They are definitely working as is...I live on Versailles.
[to stay]	They are effective at reducing car traffic and I feel more comfortable biking with them in place.
[to stay]	They are effective in keeping cars driving slowly and reduce traffic on Pacific.
[to stay]	They are needed for continued safety until permanent work is completed.
[to stay]	They are really annoying but help get it into drivers' heads that this street is different.
[to stay]	They are unsightly however prefer them to detour the traffic until the permanent solution is complete
[to stay]	They are useful for keeping thru cars off the street
[to stay]	They are very effective in reducing traffic and improving bicycle use experience
[to stay]	They continue to dissuade many cars from driving down these side streets.
[to stay]	They create quieter safer streets, and island traffic does not warrant removing them.
[to stay]	They deter cars
[to stay]	They discourage cars, so it's comfortable to use for biking.
[to stay]	They discourage most speeding cars from coming onto the street. Most drivers want to avoid these streets with barricades. That's why the barricades have been working!!!
[to stay]	They divert traffic and I feel safer biking with less cars on the road
[to stay]	They do divert some auto traffic and keep the street quieter for bikes and walking
[to stay]	They do their job and keep cars from blowing through all the intersections
[to stay]	They have been effective in reducing the traffic on the streets and if they are removed that might be partly undone.
[to stay]	They have created a safe space for kids to walk, bike, and play. They have also created a safe place for adults to walk, bike, etc. They seemingly encourage drivers to slow down and be more thoughtful and aware of their surroundings.
[to stay]	They have helped reduce traffic.
[to stay]	They help divert cars away
[to stay]	They help reduce traffic's volume. The city needs to start chalking cars that are parked on the street. Some cars haven't been moved in months or years... it shouldn't be my responsibility to be a Karen and constantly report abandoned vehicles
[to stay]	They help slow and reduce traffic! Why would you remove something that keeps pedestrians and bikes safer when you haven't replaced it with something else? Don't go backwards!! It will only make "car people" more angry when restrictions are reinstated
[to stay]	They help slow traffic down.
[to stay]	They help to slow traffic.
[to stay]	They keep traffic slow
[to stay]	They make it safer for cyclists and non drivers.
[to stay]	They make me feel safe when i walk around.
[to stay]	They make the street safer
[to stay]	They need to be navigated around when continuing down the street and are cumbersome.
[to stay]	they promote safer driving
[to stay]	They provide a bit of disincentive for cars to use these streets. People already drive through them at normal speed and removal will encourage more of that.
[to stay]	They provide some temporary safety.
[to stay]	They reduce the traffic on those streets substantially.
[to stay]	They send a clear message to drivers and keep pedestrians safer.
[to stay]	They serve as a good reminder for people interested in following the rules.
[to stay]	they slow the cars down and keep them on the busier roads
[to stay]	They slow the traffic and make drivers a bit more cautious. Anything to improve safety without additional cost should remain in place.
[to stay]	they work
[to stay]	They work and have helped slow people and remain safer!
[to stay]	They work.
[to stay]	They're not great at discouraging cars, but they're better than nothing.
[to stay]	They've been there for so long already, might as well keep them until the new set up is ready.
[to stay]	They've been set up as no/low traffic for four years. keep it that way until the permanent solution is made.
[to stay]	This has some limited impact on traffic which is a good transition to the greenway.

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	<p>This is a major safe route to schools, and it is aligned perfectly for sun to be in drivers' eyes during school commute times.</p> <p>It's been 4 years with the barricades in place and the neighborhood has not fallen into chaos. Clearly the users can stand a few more months of the current state, rather than having to change traffic patterns twice.</p>
[to stay]	This is a vital connection to schools and parks. Please don't remove the barricades before they are replaced with something permanent, it will make the roadway less safe.
[to stay]	This is an idiotic question.
[to stay]	This is essential in order to use the street to bike on while waiting for safety improvements
[to stay]	This is one of the streets I feel safe using as a cyclist / pedestrian and would love to continue to have this pathway since the other streets surrounding it are very car-dominated.
[to stay]	This is where I live. A lot of people bike and walk here, I think it's safer to keep them up for now.
[to stay]	This town is full of speeding cars with no police enforcement, so we need these measures to feel safe.
[to stay]	<p>this wasn't a listed option, but I would like the barricades to stay in until *and after* the street becomes a greenway</p> <p>they've been fine for 4 years, no reason to change it now</p>
[to stay]	Through traffic already goes around the barricades and drive as if it's a regular street. Any reminder to slow down is appreciated.
[to stay]	To avoid more use
[to stay]	To discourage extra traffic and remind people to proceed with caution.
[to stay]	To discourage speeding
[to stay]	to encourage traffic to take alternative routes unless accessing a house on that block
[to stay]	To ensure that they are used as slow streets
[to stay]	To help "train" and remind drivers that this is a slow street
[to stay]	To help calm and restrict traffic before greenway implementation.
[to stay]	to help drivers remember there may be kids, bikers and walkers on the street.
[to stay]	To hopefully maintain additional safety until the greenway can be built.
[to stay]	To keep drivers aware that this street is to be kept as a slow street.
[to stay]	To keep drivers mentality that it's not a primary auto way.
[to stay]	To keep it safe until Greenway is installed
[to stay]	To keep it safer
[to stay]	To keep reminding everyone that there is eventually a change coming.
[to stay]	To keep the safety of the barricades until conversion is completed
[to stay]	to keep the street as a slow street
[to stay]	To keep the streets slow and safe in the interim.
[to stay]	To keep things safer for PEDS/cyclists until greenways installed.
[to stay]	To minimize the amount of cars, I ride across the island on pacific
[to stay]	To not allow slow street habits to be lost
[to stay]	To prevent speeding cars.
[to stay]	To slow traffic and for slow street identification.
[to stay]	too confusing to have strict guidelines (barricades) to no guidelines to mild guidelines when it become a greenway. Better to step down appropriately than confusing people with more "Versions" of the street.
[to stay]	Traffic on the avenues is too voluminous and high-speed to realistically expect drivers will maintain a slow street without the barricades.
[to stay]	Transitioning from barricades immediately to Greenways will maintain expectations of the driving experience on these streets. If the barricades are removed before the Greenways are installed, driving speeds and other unsafe practices will resume right away.
[to stay]	Ultimately these barricades still act as a deterrence to speeding cars. I think these barricades have properly enabled these streets to be slow streets and reduce car traffic without compromising cars ability to travel on the street.
[to stay]	Unless residents living on Pacific have strong opinions, the barricades slow what traffic is not discouraged from using the street. I frequently job on this street.
[to stay]	Unless we need more proof that people speed on these streets, please don't remove barriers.
[to stay]	Until it is a Greenway, it needs to be protected for use by the people that live there, not the people driving through there

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	Until the street becomes a greenway, this will offer some protection for pedestrians and cyclists
[to stay]	Visual reminder of work in progress in these areas + keeps the same driving culture in the area.
[to stay]	We already have a lot of speeding cars with the barriers.. I'd like to keep them up so that people are still used to having to drive slow
[to stay]	We can still take advantage of the slow street quality until it actually transitions
[to stay]	We can't let the street go back to the old configuration
[to stay]	We enjoy walking and feel safer with the barricades. Went take them down and get people thinking it's a hidden speed street between Lincoln and BV just to have to retain them?
[to stay]	We have more accidents ,dead innocent people for speed drivers and special around high school Alameda high and Encinal
[to stay]	We have plenty of roads to drive on, these streets aren't major thoroughfares, keep them for pedestrians and cyclists as long as possible
[to stay]	We live on this stretch of Pacific. The road is heavily used by pedestrians, bikers, children and families. Removing the barricades before the street becomes a greenway would cause serious safety concerns and take away a wonderful community resource.
[to stay]	We love that Pacific is a slow street. It would be great to see it stay this way until a Greenway is ready
[to stay]	We love the slow streets, keep as many as possible!
[to stay]	We need something to show it's still slow streets and a little bit of a deterrent for cars so our kids can be a little safer walking down/crossing the street.
[to stay]	We should continue to remind drivers that this is a slow street.
[to stay]	We use it to commute to school
[to stay]	We use the slow street everyday for walking
[to stay]	We use the street regularly to teach our kids safe biking practices (on a safe street), especially in good weather, so the longer the better.
[to stay]	We use this greenway to bike from our home in the Grand Marina to Maya Lin Elementary School. The Greenway has been really helpful to reduce the number of cars on Pacific Ave. Barricades should NOT be removed since they help a lot to make the Greenway safer. Even with the barricades we've had a few close calls with cars, so I'm concerned that with them removed it would be more dangerous. This year we're thinking of allowing our 4th grader to bike alone to school, so this is important to us.
[to stay]	We've already agreed the street needs to be a Greenway. Removing the Slow Streets makes a street we know needs traffic calmly open to high numbers of fast autos.
[to stay]	We've come to rely on these quieter streets to safely bike through the city. The barricades currently act as the only intervention to reduce or calm traffic on these corridors, removing them without new traffic calming elements to replace their function may cause unnecessary safety issues for us bikers/pedestrians.
[to stay]	When they are gone, even more speeding and unsafe behavior will happen. I live a few blocks from Pacific and there are already too many drivers trying to intimidate people with their cars. Removing the barricades will give drivers the wrong idea, and will only make them angrier when the Greenway finally gets implemented. There are tons of neighborhood kids that currently gather on Pacific every afternoon to ride bikes and play together. It's great sense of community, if hate if it was lost.
[to stay]	While not perfect, they do a good job of slowing cars down and making them think twice about turning down the streets. These streets are better when protected.
[to stay]	While often ignored, they are effective at reducing speeds and may persuade some drivers to use other parallel routes. When there is a conflict with a bike and car attempting to pass on the same side of a sign, at least it happens at a low speed.
[to stay]	While the barricades are often ignored by the most aggressive drivers, most people show some level of respect for slow streets because the barricades remind them that it exists! Without the barricades, drivers will treat these as regular streets again. I use the slow streets a lot biking with small children. They are a valuable part of our city's transportation infrastructure, helping to keep cars off the road and people who choose active transportation safe.
[to stay]	why confuse folks by taking them down. Drivers already speed through the barricades. keep them until permanent solutions are built
[to stay]	Why remove them and temporarily increase safety issues when you're trying to improve safety? Isn't that backwards?
[to stay]	Why remove them? They aren't causing problems apart from making a few people irrationally annoyed.
[to stay]	Why remove them? Just keep them until the street becomes a Greenway.

9. Regarding the PACIFIC AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	Why take them down before having a safety measure in place?
[to stay]	why would you remove them early?
[to stay]	Why would you want some weird gap where there will be surprising and unpredictable behavior? Keep the experience of that street as consistent as possible.
[to stay]	With the barricades removed and no improvements, many drivers will simply use Pacific for speeding.
[to stay]	Without barricades the street would become unsafe as a bike route.
[to stay]	Without barricades, cars ignore that it's a slow street. There is a lot of traffic that isn't local (people that live on that block) and many cars speed through.
[to stay]	Without the barricade cars try to use Pacific Ave as an alternative route to main streets Buena Vista and Lincoln. With Love Elementary so close many of our neighborhood children walk, bike, roll to/from on Pacific as a main are route. Please keep the barricades up!
[to stay]	Without the barricades, cars will go back to speeding through neighborhoods. We had the barricades briefly removed while the street was repaved, and it was like the Alameda 500 for a week until they went back up. Without signage, people visiting or making deliveries will treat it like a normal street, which can be dangerous.
[to stay]	Without the barricades, there's nothing but signage to calm traffic on the slow streets. Removing the barricades before the greenways are implemented would increase vehicular speeds and volumes, reducing the number of multimodal users on the slow streets. Design is the most effective lever to change driver behavior on the street; why would we temporarily encourage the very behavior we're trying to reduce?
[to stay]	Without them, cars would go speeding down the streets
[to stay]	would like to continue to socialize and normalize the use of these streets as slow streets, whether a specific greenway or not
[to stay]	Would like to maintain sense that these are pedestrian/bike centered streets and not car centered. These barricades help to send that message
[to stay]	Yes, they're ugly! But removing the barricades too early seems to defeat the good functioning of the greenways.
[to stay]	You are continuing to train drivers, peds and cyclists for the future changes.
[to stay]	You must be joking that you are considering removing the barricades on the primary street to become a greenway until the street becomes a greenway. Many people already ignore them, but it still deters some. Removing them will reverse everything this great project has achieved to date and throw doubt on why we need to make Pacific a greenway in the future.
[to stay]	You should actually beef up these barriers by putting jersey walls, water-filled barriers, or the concrete ones. Removing the barricades would be stupid if these streets are going to be greenways.
[to stay]	You tell me why they should be removed. They are currently keeping people safe, why would you remove them before you make improvements.

9. Regarding the VERSAILLES AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	1. They are a safety concern by forcing 2-way traffic into one lane. 2. Since Versailles is wider than adjacent parallel streets and previously was the higher traffic street, the Slow Street barricades have created additional traffic on the slower narrower streets.
[be removed soon]	Again!!!! No greenways and NO barriers! Remove them immediately. They were installed because 1 person requested them. This is NOT a reason to add anything. Remove the barriers tomorrow
[be removed soon]	Again, useless
[be removed soon]	Again. Try to park near encinal hardware without upsetting another driver trying to commute to work
[be removed soon]	All slow streets need to go back to accommodate regular traffic as before COVID. Parents need to be able to use the street to drive their kids to and from school.
[be removed soon]	All such barricades are currently unsafe for bike/on-coming vehicles. Also, any work on Versailles diverts traffic to parallel streets such as Pearl.
[be removed soon]	Annoying
[be removed soon]	As a resident of Alameda for over 25 years I know hate living here because of this slow street greenway crap that is being forced on us. Find another cause where your decisions aren't negatively affecting other people that have to use these roads to commute to and from work
[be removed soon]	Barricades are a nuisance, we live on Versailles Ave., we do not like Versailles to be a green street. - too many cars use the street as a main corridor. The green street should be Pearl Street instead. Thanks for asking.
[be removed soon]	Barricades are a safety hazard
[be removed soon]	Barricades are ignored now. Motorists go around them.
[be removed soon]	Barricades are just that, barricades. I see both cars and cyclists detour around them in a hazardous manner. Either allow full access or restrict the street using traffic calming measures discussed.
[be removed soon]	Barricades are mostly effective, should keep Versailles as a Slow Street until permanent conversion.
[be removed soon]	Barricades force drivers onto the wrong side of the road, lead to confusion about right-of-way when a car is exiting a slow street, and don't provide a meaningful benefit.
[be removed soon]	Barricades make it difficult (dangerous) for local traffic to enter/exit Versailles. barriers also pose risks to bicyclists entering and exiting proximal intersections.
[be removed soon]	Barricades pose a hazard when vehicles are turning into and from them due to poor visibility and turning.
[be removed soon]	Because hardly anyone is using these slow streets for their intended purposes, cars are ignoring the barricades and driving through, which causes unsafe conditions at the intersections when one car attempts to leave the street while another is turning onto the street.
[be removed soon]	Because people don't use them as they were intended for during the pandemic.
[be removed soon]	Because they are unsightly and they are ineffective.
[be removed soon]	Because they are useless and ridiculous and cause safety concerns when cars go around them into the wrong lane of traffic. They slow and restrict nothing.
[be removed soon]	Been there long enough.
[be removed soon]	Cars are using the slow streets. Pedestrians and bikes are barely using them. Let's get rid of the eyesore signs
[be removed soon]	Cars disregard the signage already. Other streets are affected by this closure. City should direct funds to making existing bike lanes safer.
[be removed soon]	Cars ignore them and pull into oncoming traffic in opposite direction to go around the barriers. They are a hazard.
[be removed soon]	Causes car accidents
[be removed soon]	Causes issues at junctions when turning
[be removed soon]	causes unnecessary extra driving
[be removed soon]	Coming off the Fruitvale bridge I have to drive around to get to Pearl St instead of driving down Versailles.
[be removed soon]	Confusing and distributing hazard elsewhere increasing density of traffic in other areas.
[be removed soon]	COVID is over please return the streets back to their intended use!
[be removed soon]	Creates inequity by diverting traffic to parallel streets

9. Regarding the VERSAILLES AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	Currently, barricades are largely ignored, increasing risks for pedestrians and vehicular traffic. Without consistent, rigorous enforcement, they're a waste of time and money.
[be removed soon]	Danger to local traffic turning in and out of neighborhood
[be removed soon]	Dangerous
[be removed soon]	Dangerous at Versailles and central if you are trying to pull in or out and someone else is trying to do the opposite. It is dangerous to only have one lane for both in and out.
[be removed soon]	Dangerous for cars needing to enter lane that is barricaded. Versailles should not be barricaded ever as it has shops on the corner.
[be removed soon]	Dangerous, no enforcement.
[be removed soon]	Difficult to get to the pharmacy
[be removed soon]	Disagree with neighborhood greenways
[be removed soon]	Do it right and permanently. Maybe reinstalling temp items a month before work begins.
[be removed soon]	Don't like them
[be removed soon]	Don't make it harder to get to Encinal Hardware or the pharmacy. Give these fine local businesses a break.
[be removed soon]	Drivers have rights to that thoroughfare.
[be removed soon]	Due to the fact that more and more people are driving and streets in alameda are becoming less and less car friendly, pushing people onto one or two streets, creating traffic conditions where non previously existed
[be removed soon]	during the lockdowns, when people were encouraged to play in the streets, you could make a rationale for the barricades. However, now they make it harder for both pedestrians and cars. Stupid.
[be removed soon]	Ease of traffic
[be removed soon]	Emergency response speed is critical
[be removed soon]	Everyone is ignoring the barricades and being a menace going around them.
[be removed soon]	eyesore and original purpose is no longer achieved or warranted.
[be removed soon]	Eyesore with minimal result.
[be removed soon]	Eyesore, ineffective
[be removed soon]	fair to all streets - no preferences to some neighborhood and not others
[be removed soon]	Get rid of slow street barricades and return the streets to original condition pre-covid. This is a major thoroughfare between High street and Broadway. More accidents will occur if the street is not returned back to normal.
[be removed soon]	Get this garbage out of the road!
[be removed soon]	Hate the barricades.
[be removed soon]	Hate this slow street and it is dangerous, can cause head on collision
[be removed soon]	Having them there is a major inconvenience!!!
[be removed soon]	Hazardous. Remove and leave alone. Responsible for a death by shifting traffic to not well designed street. Versailles was chosen because a city employee lives on it.
[be removed soon]	Honestly, they are an eyesore, and a traffic issue. I have seen more near miss accidents when people are trying to avoid people on bicycles, or when one car is exiting and another car is trying to enter, you can't see each other and people almost get into car accidents.
[be removed soon]	I believe Encinal Hardware's customers have a more difficult time parking because of the barricades. The four way stop sign is a good way to slow traffic.
[be removed soon]	I do a carpool regularly to stop kids off there and the barricade makes the turning more dangerous.
[be removed soon]	I don't think the slow streets are being used as intended anymore. So they may as well reopen to regular travel.
[be removed soon]	I don't like the barricades.
[be removed soon]	I dont see why this is a slow street unless someone that lives on the street is in charge of slow streets. Make no sense
[be removed soon]	I don't think the traffic was that bad before the barricades. The slow street barricades benefit one group of residents over other who don't have them and thus get extra traffic.

9. Regarding the VERSAILLES AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	I drive on Gibbons drive every day on my way home from work because I cannot drive down Versailles. There is a Lot of traffic on this street because of the slow street closure. This results in heavy traffic on this street. This is a curved street with a pot hole in the shape of a speed bump. It is very dangerous when there are multiple cars. Please relook at this.
[be removed soon]	I feel that the barricades continue to be nothing but very dangerous and unsightly, including life-threatening. . . . Keep in mind that I'm an Alameda resident who utilizes such streets via vehicles, bicycling, and walking . . . walking more in Alameda than perhaps any other person. Again - priorities - paleeze! - get the barricade systems down.
[be removed soon]	i feel the are a hazard to cars crossing the road at the same time
[be removed soon]	I find these barriers dangerous when cars go around them into the opposite lane to get on the street.
[be removed soon]	I frequently use Versailles. I have seen no use of the street by walking or biking.
[be removed soon]	I have nearly hit it twice by being forced to squeeze by as a car comes the other direction and is not paying attention.
[be removed soon]	I have witnessed 3 accidents at the intersection of Versailles and Encinal in the last 4 months. I believe the slow streets barricades are the cause.
[be removed soon]	I just don't like the barricades.
[be removed soon]	I live around the corner and have to go out of my way to drive to/from home
[be removed soon]	I live here and the barricades are unsafe when we need to drive around them. They are also really ugly.
[be removed soon]	I live in this neighborhood.
[be removed soon]	I live on a street parallel to a safe street, we now have much more traffic and our street is much less safe. Plus the roadblocks are a traffic hazard.
[be removed soon]	I live on Versailles. They dot make it a better street.
[be removed soon]	I live there; they don't add any value
[be removed soon]	I lived on this street and since it started in 2020 there has been MINIMAL use the way it was intended. Even during peak of covid and social distancing there was only at most maybe 20 people who walked the street. AND NOW NO ONE DOES!!! No one has for +2 years even. Stop spending money catering to the few when the majority wants that money spent elsewhere. Use money to help with rising sea level instead. None of this matters if Alameda floods in 15-20 years
[be removed soon]	I need to park to go to the Versailles pharmacy. Like everyone else, I ignore the barriers
[be removed soon]	I never see children playing in the streets. This is effectively a street closure.
[be removed soon]	I think the current barricades look bad and force too many cars down other streets which create issues at the other street.
[be removed soon]	I think they make the streets less safe
[be removed soon]	I turn onto Versailles from Santa Clara (busier street) and it's a hazard. Busy with cars coming and going to school at the same time. With kids walking and biking and crossing the streets. Takes forever to turn and right of way becomes confusing when crowded.
[be removed soon]	I use this street to get from blanding shopping to home and when the barricades are there and you can't turn right onto Versailles bc oncoming traffic... not safe
[be removed soon]	I want it removed and no greenway is needed.
[be removed soon]	I want you to change it to Pearl.
[be removed soon]	I would like the streets to go back to normal. They cause even more danger for us that live near them because we have to go into on coming traffic multiple times just to get home.
[be removed soon]	I would love for Versailles Avenue between Encinal and San Jose to be accessible to safe car traffic in both directions. The current road closure at Versailles and San Jose forces drivers on San Jose headed towards Park Street to turn right onto or cross Broadway. Broadway is a very busy street with car, bicycle, and pedestrian traffic. There is low visibility when turning right or crossing Broadway from San Jose due to parked cars. Other routes face the same issue.
[be removed soon]	I'd like you to fix the other problems you've created before adding more.
[be removed soon]	Impedes traffic, reduces safety by requiring vehicles to drive into on-coming lane.
[be removed soon]	Incredibly unsafe and unneeded.

9. Regarding the VERSAILLES AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	It causes more harm
[be removed soon]	It impedes traffic on the cross streets if two cars meet at that intersection: one leaving the slow street and one needing to enter.
[be removed soon]	It is already a residential street that most cars travel slowly. They are old and worn out. The street has good sidewalks on either side, and the Edison block is already a school zone.
[be removed soon]	It is dangerous having two cars try to enter a one lane opening
[be removed soon]	It is unfair to have barricades, because the streets without barricades get extra traffic that would normally flow on the barricaded streets.
[be removed soon]	It shouldn't be a slow street
[be removed soon]	It's an eyesore and unnecessary. Also unsafe when turning onto streets with the barricades when an on coming car is approaching
[be removed soon]	It's changed the car traffic to a trickle. Kids and folks exercise way more.
[be removed soon]	It's not needed
[be removed soon]	It's the most straightforward route to and from my house to 880. I support slowing down the street, but the current barricades are ugly.
[be removed soon]	It's been a pain to drive down the street. Making turns to get onto other streets. Plus the businesses located on Encinal & Versailles needed both lanes open to get customers to park & get in to the stores. The barricades hurt the local businesses in the area. No thought was given to this!!!
[be removed soon]	Keep traffic flowing and predictable
[be removed soon]	Little traffic.
[be removed soon]	Living on a street that has been barricaded causes cars to enter in on the wrong side and increases chance of accidents for those who live on the street and are trying to exit.
[be removed soon]	Living right next to Versailles, it limits my ability to travel to my home.
[be removed soon]	But ultimately I am OK either way, it's not too much trouble to go over 1-2 blocks, just annoying. It's probably safer for some of the blocks to have the barricades up.
[be removed soon]	I'm looking forward to having the speed bumps installed but the barricades down.
[be removed soon]	Makes for unsafe right turn onto Versailles with oncoming traffic when I am heading home because I live on Versailles.
[be removed soon]	Makes it dangerous when driving. See almost accidents as people have to drive around them to get off the street
[be removed soon]	My opinion is that people ignore them anyway, so they don't really help protect pedestrians and bicyclists and may make it more hazardous as cars go around them on the wrong side of the street.
[be removed soon]	My true answer to this is I would like the barriers to be removed and the streets to be left as they were with no greenways.
[be removed soon]	No
[be removed soon]	NO GREENWAYS
[be removed soon]	No longer feel it's necessary.
[be removed soon]	No longer necessary
[be removed soon]	No Need
[be removed soon]	No one cares about this being a "slow street". Cars still go down this street.
[be removed soon]	No one currently uses Versailles for walking/biking. Cars are being kept off this street for no reason but just for support of a concept.
[be removed soon]	No reason for them
[be removed soon]	no value
[be removed soon]	Nobody asked for them in the first place, or were given a choice.
[be removed soon]	Nobody cares, as everyone ignore these barricades.
[be removed soon]	Normalcy. Fairness for all
[be removed soon]	Not a serious bicyclist or pedestrian safety issue. Has created heavier traffic issues for nearby streets.
[be removed soon]	Not fair.
[be removed soon]	Not necessary.
[be removed soon]	NOT NEEDED

9. Regarding the VERSAILLES AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	Not needed
[be removed soon]	Not needed and already ignored by almost everyone. Unenforceable, so what is the point?
[be removed soon]	Now that they have been installed for a period of time the novelty has wandered to a different direction.
[be removed soon]	Nuisance!
[be removed soon]	One of the intersections is near a school and parents needs access to that side of Versailles to park.
[be removed soon]	OPEN THE STREETS
[be removed soon]	Parents of cross-district students at Edison and local parents routinely disregard barricade as they rush about dropping off or picking up their children. Do a survey of vehicles coming off Miller-Sweeney bridge and making a right turn onto Versailles in the afternoon.
[be removed soon]	Parking issues
[be removed soon]	People (us) go around them making them less safe and give people a false sense of security.
[be removed soon]	People dont follow
[be removed soon]	People ignore the barricades and they are not effective.
[be removed soon]	People just drive around the barriers, streets don't get swept and cars just get diverted to the neighboring streets. If any east end street should be a slow street it should be Pearl street. The slow street concept is flawed and not used as intended in Alameda especially on Versailles
[be removed soon]	People just go around them and create a hazard.
[be removed soon]	People speed around the barriers and have caused crashes (I have seen this happen on Santa Clara where I live).
[be removed soon]	People still turn so it's just a nuisance than actually reducing traffic it seems
[be removed soon]	People will not respect the greenways until slowing measures have been in place
[be removed soon]	Please remove as soon as possible. It has already been four years, and this is unfair to the surrounding streets, which are doubly burdened with traffic.
[be removed soon]	Please remove the barricade at Central and Versailles, where you used to be able to turn onto versailles from Gibbons. Now there is a basketball hoop, and cars parked there. It is STILL a public street, not someones personal space
[be removed soon]	Please see 10a
[be removed soon]	Please see 9b.
[be removed soon]	Post-Covid, there's no good reason to limit traffic to locals who live on the street. People are no longer spending time on the street because they can't socialize indoors. Cars are ignoring the barricades, and going around them is more dangerous than letting cars drive on the road.
[be removed soon]	Quicker implementation of solutions.
[be removed soon]	red light cameras
[be removed soon]	Reduce danger inherent in the current intersection design.
[be removed soon]	Refer above
[be removed soon]	Remove all slow street barricades
[be removed soon]	Remove asap so driving can resume as usual
[be removed soon]	Remove it
[be removed soon]	Remove it!
[be removed soon]	Remove it, cause issues with on coming issues
[be removed soon]	Remove the barricades and be done with it.
[be removed soon]	Remove the barricades asap! Especially on Versailles where there are BUSINESSES trying to deal with the barricades!
[be removed soon]	Remove the existing barricades. They are very dangerous and I've almost been in many accidents and seen dangerous activities from other drivers as a result of making traffic one way next to the barricades. The barricades were a dumb idea started with covid and now you want to save face.
[be removed soon]	Remove them immediately
[be removed soon]	Restrictions on traffic are unnecessary. Traffic has been redirected from Versailles, which is wide open and easy to see when there are pedestrians to streets like Moreland and Cambridge where it is very difficult to see. The parking is dense. There's not enough room for two cars to pass easily. Take down restrictions now.

9. Regarding the VERSAILLES AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	Return it to the original street.
[be removed soon]	Return the street back to how it was. People drive around the barriers anyway and they are hazard now. Just let the street be a street
[be removed soon]	Right now, they don't serve a purpose except divert traffic to neighboring streets.
[be removed soon]	Safety
[be removed soon]	Safety hazard. Barricades causing possible accidents.
[be removed soon]	Safety issues
[be removed soon]	Same
[be removed soon]	same
[be removed soon]	Same
[be removed soon]	Same
[be removed soon]	Same
[be removed soon]	Same as 9
[be removed soon]	same as 9 b.
[be removed soon]	Same as above
[be removed soon]	Same as above
[be removed soon]	Same as above
[be removed soon]	Same as above
[be removed soon]	Same as above
[be removed soon]	same as above
[be removed soon]	same as above
[be removed soon]	same as above
[be removed soon]	Same as above
[be removed soon]	same as above
[be removed soon]	Same as above
[be removed soon]	Same as above
[be removed soon]	Same as above
[be removed soon]	Same as above
[be removed soon]	Same as above
[be removed soon]	Same as above.
[be removed soon]	Same as above.
[be removed soon]	Same as above.
[be removed soon]	Same as above.
[be removed soon]	same as above. no statistics as to why to keep
[be removed soon]	same as comment above
[be removed soon]	Same as pacific
[be removed soon]	Same as statement above
[be removed soon]	Same behavior as above, plus they don't prevent non-residents from driving through multiple streets
[be removed soon]	Same explanation as above. The barricaded streets are currently dangerous and it's an accident waiting to happen for a car to get stuck waiting and t-boned.
[be removed soon]	Same reason
[be removed soon]	Same reason - keep the continuity of the street being different
[be removed soon]	Same reason as 9b...Pearl Street is inundated with cars flying down the street and ignoring the stop signs! It's time to stop this unfair practice
[be removed soon]	Same reason as above
[be removed soon]	Same reason as above.
[be removed soon]	Same response
[be removed soon]	Same.
[be removed soon]	See #9 prior
[be removed soon]	see 12b

9. Regarding the VERSAILLES AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	see 9
[be removed soon]	See above
[be removed soon]	See above
[be removed soon]	See above
[be removed soon]	See above
[be removed soon]	See above
[be removed soon]	See above
[be removed soon]	See above
[be removed soon]	see above
[be removed soon]	see above
[be removed soon]	See above
[be removed soon]	See above
[be removed soon]	See above response
[be removed soon]	See above,
[be removed soon]	see above. Not effective and an eyesore
[be removed soon]	see comment in 9. above
[be removed soon]	See no need for them
[be removed soon]	See previous reply.
[be removed soon]	See the previous response written for question 9b. Also barridade at Versailles and Encinal and Versailles at San Jose makes for dangerous turns. These look light blight, shoddy. Broken, defaced. Etc. Bad idea to have them from the start and should remove asap.
[be removed soon]	Slow streets is a bad program. It favors specific streets rather than being more diffuse.
[be removed soon]	Slow streets should have been removed when Covid restrictions were removed....
[be removed soon]	So the transition to the Greenway style is not a sudden change to vehicle traffic.
[be removed soon]	Speed bumps...to reduce speed
[be removed soon]	Stop already.
[be removed soon]	STOP limiting more and more parking signs around Alameda. Wish we gave this much courtesy for drivers and not just to bikers who (for the most part) do not even follow sharing the road rules. ENOUGH with this. People WITH CARS have to live here too. This is especially the case for residents who live in the West End and Park Street. How come there aren't any limits to parking in places like Grand where the wide streets can make bike safety more ideal. Will the city ever address this!!!!!!!!!!!!!!
[be removed soon]	Streets are streets! Let us USE THEM for VEHICLES!!!
[be removed soon]	Tesla cars can't navigate.
[be removed soon]	The barricade on Versailles at Encinal Ave. is a hazard. It is a fairly busy 4-way stop sign intersection. Patrons of Encinal Hardware and Versailles Pharmacy have difficulty parking, accessing and leaving the business.
[be removed soon]	The barricades are a nuisance and create more problems.
[be removed soon]	The barricades are a nuisance.
[be removed soon]	The barricades are ugly
[be removed soon]	The barricades are ugly and do no good. Only benefits those on the slow street. Not fair to other tax paying residents who would like slow street on their block. The barricades are ugly and do no good.
[be removed soon]	The barricades are ugly, and EVERYONE IGNORES THEM. They serve no purpose.
[be removed soon]	The barricades are unnecessary.
[be removed soon]	The barricades are useless.
[be removed soon]	The barricades are very dangerous when two cars reach the intersection at the same time. They barricades should be removed and not have the streets become greenways
[be removed soon]	The barricades cause more traffic problems and safety issues.
[be removed soon]	The barricades destroy the functionality of the streets to be used as streets.
[be removed soon]	The barricades do not improve safety- they merely force the traffic to speed down adjacent streets. Further cars speed around the barricades making crosswalks unsafe

9. Regarding the VERSAILLES AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	The barricades do not seem to help with making intersections safer which is the biggest safety issue in this area in my opinion.
[be removed soon]	The barricades force diversions onto other roads, creating more traffic in the process. There's not a logical reason for them currently. (Kids playing, doesn't count. That's what parks are for.) If they're put in place because traffic is noisy or too many people use that street, it's the same argument for any street. Why are some street approved travel corridors and others aren't?
[be removed soon]	The barricades have made it difficult to get to my house without having to travel an extra block and back track to my home. Also it's hard for customers to get to the businesses on Encinal and Versailles. Am sure the barricades have hurt the businesses located there.
[be removed soon]	The barricades have outlived their usefulness. Time to come down.
[be removed soon]	The barricades impact businesses on Encinal .
[be removed soon]	The barricades make it more dangerous for pedestrians, cyclists and motorists. They should have been removed 4 years ago.
[be removed soon]	The barricades near Lincoln (around Edison Elementary) are problematic due to the high amount of drop-off and pick-up traffic and are no longer effective (many people just go around them). Versailles' status as a Slow Street is somewhat arbitrary, as many of the neighboring streets have similar amounts of low-volume vehicle traffic, so the barricades do not serve much purpose anymore.
[be removed soon]	The barricades were never needed
[be removed soon]	The barriers are a road hazard causing many near miss accidents. There is no enforcement of slow streets. Drivers ignore slow street policy leaving pedestrians with a false sense of safety walking on the street.
[be removed soon]	the current routing of traffic down Pearl St. is truly unsafe
[be removed soon]	The intention behind the barricades is good but it feels like they create a false sense of security for cyclists and pedestrians, and particularly children. I see cars driving erratically to get around the barriers and cutting through these slow streets to get around traffic. Moreover there does not appear to be any enforcement of who can drive on these slow streets and so as a result, some people drive on them and others don't. This feels unsafe.
[be removed soon]	The same as previously stated
[be removed soon]	There are already cars going around the barricade (and not parking in the next block). They are traveling down the entire street.
[be removed soon]	There are too many cars traveling through the street in the mornings. About half of the cars are actually parents dropping off kids.
[be removed soon]	There are too many near-accidents because people turning into the street swing wide and into oncoming traffic while cars on the street already approach the intersection. This has happened to me numerous times.
[be removed soon]	There is a very low volume of car traffic on Versailles. It is already a very underutilized street.
[be removed soon]	There is no reason for their continued use. If you want to take special measures around the school, please advise what.
[be removed soon]	There is no way you can have a greenway if bike riders have to cross Central and Santa Clara.
[be removed soon]	There is not that much foot/bike traffic on this street, and neighbors most likely fewer cars, but wouldn't every neighborhood? I see more bikes on not slow streets than on open streets. The barricades are dirty and ugly and detract from the "charm" of the city. The barricades also make it harder and dangerous to make turns, forcing people to drive into head-on traffic. And, bikers on slow streets seem to think stop signs do not apply to them. Citing bikers would lead to less accidents.
[be removed soon]	There is nothing that implies "slow street" except for these ugly barriers. They are ugly and confuse people.
[be removed soon]	There is virtually no use of Versailles by walkers or bicycle riders. I would love to see evidence of use before we spend money on the project.
[be removed soon]	There's no need for them here, minimal traffic to begin with.

9. Regarding the VERSAILLES AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	There's nothing more NIMBY than saying "you can't drive here unless you live here." They're a disgusting manifestation of local wealthy landowners doing everything they can to carve a gated community out of public roadways while still absorbing public maintenance budget.
[be removed soon]	These are shared public streets and it is inappropriate to block them to through traffic. We are all paying property (even indirectly through rent) and sales taxes here. They should never have been implemented.
[be removed soon]	These barricades are total BS
[be removed soon]	These barricades serve no purpose and should never have been established.
[be removed soon]	These have been a nuisance and unnecessary. They push traffic from already „slow“ streets into neighboring streets which creates problems and causing more traffic there. These particular streets are not the issue in Alameda. The larger, more traffic heavy streets are where people are speeding. Also, pedestrian and bike visibility are a big issue at night due to extremely poor lighting in crosswalks, but this is not helped by slow streets.
[be removed soon]	These have extended well past any COVID emergency requirements for additional separation needs. They create what feels like entirely private streets which increases burdens on other roads. The greenways ideas are much much better than the barricades .
[be removed soon]	These slow street signs don't work for all locations. When two cars come to a stop on opposite sides of the slow street, and both want to cross over, they are at an impasse because there is only one section to drive through with the other car blocking it.
[be removed soon]	These were implemented during covid to allow pedestrians to distance themselves. We no longer need this. It also blocks access to Edison Elementary.
[be removed soon]	They actually make traffic and negotiation more difficult. People do not know what to do with them and how to safely proceed around them
[be removed soon]	They are a hazard
[be removed soon]	They are a hazard for both cars and people. A terrible reminder of covid.
[be removed soon]	They are a hazard to traffic, pedestrians and bike riders when wanting to leave the street.
[be removed soon]	They are a hazard.
[be removed soon]	They are a traffic hazard
[be removed soon]	They are a traffic hazard with cars and bikes entering and exiting on one lane.
[be removed soon]	They are annoying
[be removed soon]	They are any eye sore. They confuse drivers who need to enter the street and cause potentially dangerous situations where entering and exiting vehicles need to use the small entry space. It would also be a good opportunity to understand if the removal of the temporary barricades put in during COVID will actually have a negative impact on how people use the streets as slow streets.
[be removed soon]	They are awful!!! They cause confusion, congestion and FRUSTRATION! Also bicyclists barrel through and NEVER abide by the stop signs which creates more danger for both driver and pedestrians!
[be removed soon]	They are create a safety hazard at intersection by requiring driving on the wrong side of the street risking head on collisions and they are ugly.
[be removed soon]	They are creating traffic hazards and are obnoxious.
[be removed soon]	They are dangerous for drivers and therefore pedestrians. If there is anymore than a single car at these intersections, it is very hectic and difficult to get around each other
[be removed soon]	They are difficult to navigate and ugly.
[be removed soon]	They are eye sores that have been up for way too long. The barricades don't reflect the beauty of our city, devalue our property, and have been in-place way too long. If you have to funnel people down our streets, please make changes that fit our neighborhoods, and not construction barricades or plastic poles.
[be removed soon]	they are ignored and cause traffic if two cars are using same intersection
[be removed soon]	They are ineffective and confusing and unsightly. They give a false sense of security for pedestrians and bicyclists because cars do not respect them.
[be removed soon]	They are lame
[be removed soon]	They are no longer messed. Lease shut them down.

9. Regarding the VERSAILLES AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	They are no longer valid. The reason for putting them up no longer exists. It's crazy that they are still up. It makes it very confusing and congested for Edison school.
[be removed soon]	They are not effective and actually cause a collision risk as people drive into the opposite lane to go around them
[be removed soon]	They are not useful or necessary and they have created dangerous problems on College Avenue. I live in that neighborhood. There are no walkers or bike riders using the slow street like during quarantine times. College Ave, narrow & small has taken on the car traffic and is not built to handle it. College Ave is unsafe with the Versailles closure. It's too narrow for two direction traffic.
[be removed soon]	They are nothing more than an inconvenience. Nobody is using that street to walk and ride on, cars still drive around the barricades to get through, and still other cars are just driving down neighboring streets faster than ever before
[be removed soon]	They are obstructive, especially when cars are trying to turn on to the street with only one lane. Aggravated when pedestrians there too - most people just drive around the barricades
[be removed soon]	They are only effective in causing more traffic on surrounding streets.
[be removed soon]	They are restricting access to all and creating additional traffic. They are also not a private street yet treated as such
[be removed soon]	They are ugly
[be removed soon]	They are ugly, they are ineffective, nobody cares - except for the people that live on those streets.
[be removed soon]	They are unattractive and motorists mostly ignore them, which creates a separate safety issue.
[be removed soon]	They are unnecessary
[be removed soon]	They are unnecessary because persons walking and biking are already safe on this quiet street. Vehicle use isn't reduced by the barricades, it's just diverted to nearby streets. Allowing vehicular traffic to spread out over our existing streets is safer for everyone.
[be removed soon]	They are unsafe! Crossing that intersection is dangerous with the barricades in the way! Total hazard!
[be removed soon]	They are unsightly and remind us of COVID lockdowns
[be removed soon]	They aren't used enough by walkers and bikers to keep up.
[be removed soon]	They aren't necessary. Cars don't heed the signs. Cars park behind the signs.
[be removed soon]	They cause more traffic issues now and potential accidents when trying to access the street at the same time as incoming traffic on the street. There is very little walking and biking happening on most of these "slow streets". Weren't the slow streets originally for kids to have a safer outdoor space to play in and exercise during lockdown? I think the barricades should have been taken down a couple years ago to be honest.
[be removed soon]	They create a driving hazard. Makes it difficult to see cross-traffic.
[be removed soon]	They create issues at points of entry and exit for both bikes and cars
[be removed soon]	They do not work. People still drive on these streets and only slow down long enough to get around the barricade. And then they speed down the street.
[be removed soon]	They don't do shit, people just speed around them and make it less safe. Making them "greenways" is a good idea, but people will be people (read ass holes). If you want to make side streets safe you need physical obstacles to slow cars down.
[be removed soon]	They have outlived their usefulness and are just an eyesore now. They cause confusion and not helping.
[be removed soon]	They make driving to the hardware store/pharmacy needlessly difficult, and walking there more dangerous. Vehicle traffic behavior is unpredictable as drivers try to negotiate the barriers, and adds one more thing for drivers to be distracted about. An idiotic idea
[be removed soon]	They make the streets hard to turn into and out of and I think they distract drivers, who are trying to figure out if the road is open, has construction, etc.
[be removed soon]	They make traffic more hazardous when two cars need to pass at the same time.
[be removed soon]	They seem to offer only minor relief currently.
[be removed soon]	They were installed for Covid safe distancing. It's not fair for some streets to have restricted traffic and others near by increased. Use speed bumps and speed reduced speed limit in all residential areas. Fair for all. Cheap and easy.
[be removed soon]	They're a hazard

9. Regarding the VERSAILLES AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	They're an eye-sore
[be removed soon]	They're a traffic hazard. I have witnessed multiple almost head-on collisions
[be removed soon]	They're annoying.
[be removed soon]	They're ignored anyway
[be removed soon]	They're ugly! The street sweeper doesn't clean Versailles. There are weeds everywhere. I think Grand should be made a slow street, so Ms Ezzy can see how the rest of the city lives.
[be removed soon]	This is a residential neighborhood, many cars parked on the street. There are weeds growing all around the gutters as street sweepers can't get past the barricades to clean the streets. This is in the Fernside area where people are tired of not having clean streets.
[be removed soon]	This is a street with stop signs every block or two. There is no point to the barricades aside from placating the small number of homeowners on the street.
[be removed soon]	This slow street doesn't provide a benefit of overall pedestrian safety for the surrounding community. Unless there is an overall approach to providing greater safety, this one street does little to assist those to get from one real destination to the next.
[be removed soon]	This street is seldom used as a slow street and more often adults use it for lawn chair happy hours
[be removed soon]	This was a temporary item for during Covid. No longer needed.
[be removed soon]	This whole project is a waste of the taxpayers money. They have no effect at all.
[be removed soon]	Tired of the slow streets, great during the pandemic but they are no longer very utilized. They just push traffic to other streets
[be removed soon]	Too many cars drive down Moreland Drive - several very fast causing safety issue for those living on Moreland drive and children walking to / from Edison, Lincoln and Alameda high, either along Moreland Drive or crossing Moreland Drive.
[be removed soon]	Traffic hazard
[be removed soon]	Traffic hazard Impacts local hardware store business
[be removed soon]	Traffic hazards
[be removed soon]	Traffic is being push to other streets and that's not fair. It's simply, more streets open less traffic.
[be removed soon]	Traffic is light in this street already. Most cars ignore the only local traffic barricade.
[be removed soon]	Traffic on other streets has grown a lot since it was diverted away from slow streets. Now people speed down the slow streets to get around traffic on the other streets. The idea was great, but slow streets aren't safer as people use them for shortcuts to avoid traffic.
[be removed soon]	ugly and ineffective
[be removed soon]	Ugly and people go around anyway
[be removed soon]	Ugly. Eye sore
[be removed soon]	Unfair to property owners on parallel streets to send more cars their way. Looks bad. Prefer safer "real" bike lines and pedestrian crossings.
[be removed soon]	Unless you include my street, I am vehemently against this.
[be removed soon]	Unnecessary
[be removed soon]	Unnecessary, I never encountered any problems
[be removed soon]	Unnecessarynever see any pedestrians and very few bikes,
[be removed soon]	unsafe
[be removed soon]	Unightly
[be removed soon]	Unightly and a hazard
[be removed soon]	Vehicles have a hard time getting around the signs
[be removed soon]	Versailles at Edison school had their barricades removed at least a year ago. Parents dropping kids at school use the street, double park in the street while kids cross in middle of block. Clearly for the schools purpose the street is not a slow street. The entrance to the school and before/after school program continue to use the Versailles side of the campus. Versailles continues to be the convenient drop off location hence automobile traffic. Maybe get the school on board before you design.
[be removed soon]	Versailles Avenue is an important road, And too have these barriers at a 4 way stop is a mistake

9. Regarding the VERSAILLES AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	Versailles in Encino is a business corner and there's no need for those signs here for the fact is that delivery trucks come three times if not more a week and with these green plans there's no place for them to park move your plan to Pearl St it is the same distance from Fernside to Otis with no businesses on the corners
[be removed soon]	We don't red them and going around them makes it more unsafe
[be removed soon]	We have sidewalks for pedestrians and the slow streets are not being utilized as the city images they are.!
[be removed soon]	We weren't asked about them to begin with. People don't like them. Most people. The ones who don't go to city council meetings. I have suggested to a dozen people who were angry about them that they speak up and they tell me that you don't listen or that they just ignore the barricades. And in fact, people are just ignoring them all the time now. But getting onto and off of a barricaded section now takes cooperation and frankly it's just dangerous. For cyclists and pedestrians too.
[be removed soon]	While the Slow Streets did see use during the early months of the pandemic, I don't see them being used much at all. It seems to me the only people benefiting from the Slow Street are the folks that live on them. And lucky them, their streets are now quiet, while the neighboring streets pick up the slack. Thru should have been removed years ago.
[be removed soon]	Why is this street special to get a slow street
[be removed soon]	worthless
[be removed soon]	Worthless & make it more dangerous.
[be removed soon]	You didn't ask for a public vote on the slow streets or the decision to make them permanent greenways to nowhere.
[to stay]	1. People of all ages depend on these routes to walk and roll to work, school, and other destinations safely. Removing the barricades without replacing them with other traffic calming measures will leave those people to have to change their routines to more driving, or risk unsafe conditions. 2. It will be easier for everyone to adapt from one street modification to another, without adjusting to "normal" streets then again to a new greenway.
[to stay]	A smoother and less confusing transition from a slow street to a greenway.
[to stay]	All users of the streets need to continue with their new-ish habits. Removing barricades until street has been changed into a Greenway seems like a sure pathway to frustration, especially for drivers.
[to stay]	Although they have limited effectiveness, they do provide some measure of slowing traffic. The barricade at Versailles and Encinal is pushed so much to the side I do not think it's effective at all.
[to stay]	Although we don't bike this Greenway as often, for us safety is paramount. If barricades are removed prematurely, biking and walking this Greenway would certainly be more dangerous since cars will likely treat the Greenway like any other street.
[to stay]	Anything that could help slow speeding cars would be appreciated. Also less cars for bike and ped safety
[to stay]	Anything to slow cars down some
[to stay]	As a recumbent tricycle rider with a disability, I believe the barriers make cars more aware of other users that they might not be looking for otherwise.
[to stay]	As above
[to stay]	As above
[to stay]	As it is, cars still barrel around barricades and speed down slow streets. Keep the cars from speeding!
[to stay]	As someone who has run on that slow street there can be some tricky intersections for crossing, and it is near an elementary school which always has an increase of traffic safety concerns once the school year starts.
[to stay]	As soon as the barricades are gone the cars will return and speeds will increase. Keep it safe!
[to stay]	As soon as the barricades are taken away, cars will begin using the streets as they did pre-pandemic. I've had cars honk, slow down to say something, and give me and my kid the finger because we were riding our bike on the slow street part of Pacific. The barricades are THE greatest deterrent against drivers using those streets.

9. Regarding the VERSAILLES AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	Barricades are cheap and effective. Biking on Versailles is a pleasure with 3 kids. Why changing a winning formula?
[to stay]	Barricades are helpful in slowing vehicle traffic and clearly identifying the presence of cyclists.
[to stay]	Barricades reduce the speed and number of vehicles on the street.
[to stay]	Barricades slow down auto traffic near intersections—without them, drivers blow right through stop signs at high speed
[to stay]	Barricades slow down traffic
[to stay]	Because all the slow streets and really important for feeling safe while crossing the island by bike.
[to stay]	Because everyone is accustomed to these already being slow streets. If you take the barricade and then later make it slow again it's only going to make them unsafe in the interim
[to stay]	Because I feel safer and more comfortable biking here with them in place.
[to stay]	Because I want the completely expensive permanent solution installed that will take extensive time because of the enormous expense.
[to stay]	Because opening up to traffic in the interim means driver will revert to unrestricted traffic behaviors
[to stay]	Because the barricades are better than nothing.
[to stay]	Because the barricades protect kids on bikes using the street.
[to stay]	Because the barricades slow down traffic so people can walk and bike.
[to stay]	Because they do work to deter traffic and speeding
[to stay]	Because they help reduce the number of cars on the road.
[to stay]	Because they slow traffic and make drivers more mindful.
[to stay]	Better for bicycle riders
[to stay]	Better for families and young children
[to stay]	Better for pedestrian & cyclist safety
[to stay]	Better transition
[to stay]	Better transition - cars continue to abide bike sharing - kids riding to school
[to stay]	Capital Improvement Projects are often delayed (i.e. Central Avenue, Grand Street) for many years. We need to keep some protections in the mean time.
[to stay]	Cars already tend to ignore these too frequently. Removing them without the Greenway infrastructure will lead to more cars speeding down these streets.
[to stay]	Cars are still able to pass with no problem and it causes cars to slow down on the street. It feels so much safer biking than streets with the barricades
[to stay]	Cars need more route options to improve the flow of traffic.
[to stay]	Cars need to be reminded that bikes are more present and to slow down.
[to stay]	Cars will ignore the designation and I will remain unsafe on my bicycle
[to stay]	Changing back and forth will be confusing
[to stay]	Changing behaviors and patterns will confuse drivers and introduce new challenges. Furthermore, those who oppose slow streets will misinterpret removal as approval of removing all slow streets.
[to stay]	Clear indication that street is becoming a greenway. Sick of nimbys in alameda complaining about street improvements. If it goes back to looking like a regular street they will complain more.
[to stay]	Consistency of traffic flows over time. Preference to the immediate residents
[to stay]	continues to reinforce slower traffic behavior on these streets.
[to stay]	Continuity. I think the transition would be easier if the barricades stayed up to establish this as an official slow street.
[to stay]	Continuous protection for bikes and pedestrians
[to stay]	Currently the only way to let drivers know streets are only to be used for local traffic. May also wish to add a speed limit sign to the barricades.
[to stay]	Defer cars
[to stay]	Deter traffic and keep traffic coming through at slower speeds
[to stay]	Discourages cars traveling through the street.
[to stay]	Discourages speeding vehicles
[to stay]	Ditto

9. Regarding the VERSAILLES AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	DO NOT REMOVE THE BARRICADES WITHOUT DRASTIC TRAFFIC CALMING ACTION.
[to stay]	Does keep cars out
[to stay]	Doesn't let people get used to "the old way" again, can't complain as much when it transitions to final design
[to stay]	Don't let folks forget the plan! Stay slow. Stay consistent.
[to stay]	Don't let people get used to traveling on the roads as normal. Drivers (and map apps) have learned to avoid these roads. Keep it that way.
[to stay]	Don't temporarily sacrifice our slow street while improvements are being made! Keep the barriers up for safety!
[to stay]	Don't confuse folks by taking them down. Drivers already speed through the barricades. keep them until permanent solutions are built
[to stay]	don't want to get hit and it'll slow cars down. I want streets that are bike only for the most part so I don't have to constantly wonder what cars are speeding behind me
[to stay]	Drivers and pedestrians are used to the current state. Making it worse for peds again before improving it doesn't make sense to me.
[to stay]	drivers are habituated to slow down and reroute themselves. if you remove the barrier without putting another in, and you can lose that habit very quickly. cars will start rerouting themselves onto the slow street if there isnt a barrier of some kind.
[to stay]	Drivers are hopefully used to these streets being slow at this point, and removing the barriers before the greenway is installed could undo that.
[to stay]	Drivers need to understand these streets are still blocked off
[to stay]	drivers will assume the street is like any other and drive that way. There needs to be signage telling drivers it is being converted to a greenway and all changes made before barricades removed.
[to stay]	Drivers will drive through if there is not an obvious physical barrier, the barriers should be kept or upgraded into planters or something more visually appealing.
[to stay]	Drivers will revert to usual speeds unless the street is changed with the improvements
[to stay]	easy to take them away the day of completion?
[to stay]	Establishes consistency
[to stay]	Even though some cars ignore the barricades they make me feel good when I'm on my bicycle
[to stay]	Even with the barricades, pedestrian crossing bollards in the middle of the street at San Jose and Calhoun have been regularly knocked down or stripped, so safety is still a concern. Same for the little flexi bollards adjacent to the barricades, all up Versailles
[to stay]	For safety
[to stay]	For safety of cyclists, walkers, etc.
[to stay]	For the same reasons I mentioned above for Pacific. Although I rarely use Versailles as a biker or pedestrian, I have avoided it as a vehicle driver as I'm sure many other drivers have, so I assume the safety for pedestrians and bikers has been increased.
[to stay]	Good for kids in the streets and bike riding
[to stay]	Having slower traffic in residential neighbor hoods is a good idea
[to stay]	Help reduce traffic
[to stay]	Helpful!
[to stay]	Helps maintain the status quo until the greenway is established.
[to stay]	Helps slow traffic
[to stay]	I am terrified of my kids biking on the streets and i love them having a safe option
[to stay]	I believe cars will go back to using it like any other street if the barricades are removed.
[to stay]	I bike down this street to get to Fruitvale BART and it feels safer with barricades.
[to stay]	I cycle this street regularly.
[to stay]	I don't know why you would remove them early.
[to stay]	I don't think it makes any sense to remove the barricades before something else has gone in.
[to stay]	I feel they reduce speed and increase safety

9. Regarding the VERSAILLES AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	I frequently walk and jog on this street because it is a slow street and feel safer knowing there are fewer cars
[to stay]	I have no evidence to back this up, but it feels like the barricades limit vehicle traffic, making it nice to ride.
[to stay]	I like having a street to walk and bike with fewer cars.
[to stay]	I like optimizing the streets for local residents, pets and children to play and move and explore without having to worry about cars.
[to stay]	I like the inconvenience to lazy drivers.
[to stay]	I live in the 1700 block of Versailles -- and have for 20+ years. As one of the few North-South streets that go all the way to the other side of the island and the first accessible north-south street after crossing the bridge and turning left on Fernside, speeding was a constant problem. It has been much improved since the barricades went up. It also slows cars down before they get to Edison School.
[to stay]	I live near Versailles and I ride my bike on San Jose across Versailles. I also frequently ride up Versailles after shopping at Nob Hill or returning from BART. I fear that there will be once again too many cars on Versailles as soon as the barriers are removed.
[to stay]	I live on Versailles, and the street feels very safe with occasional speeders, but very occasional.
[to stay]	I live on Versailles. there are fewer cars due to the "barricade " It is still a speedway from Central to Encinal.
[to stay]	I live there and it keeps our kids safe from cars and helps to reinforce the habit of it a walking and hiking street
[to stay]	I only bike (I don't drive) and the barricades make me feel safer. They reduce traffic and slow car speeds.
[to stay]	I prefer adding permanent barricades. San Francisco has implemented greenway streets with permanent barriers to clearly indicate no through traffic, enhancing street safety.
[to stay]	i prefer it remains a slow street
[to stay]	I really like the barricades and think they are effective.
[to stay]	I see no reason to prematurely remove them. Doing so would lead to an increase in vehicle traffic and decrease in safety for all street users.
[to stay]	I think every little bit of prevention helps keep pedestrians /cyclists safer
[to stay]	I think it will help people mentally prepare for the changes to come.
[to stay]	I think removing the barricades will change driver habits which will then have to be re-established whenever the greenway is built.
[to stay]	I think removing them before the full installation comes in places gives a confusing message about the use of the street.
[to stay]	i think that they should stay in place for safety concerns and to slow down cars that cut up Versailles (towards central) from Otis... however, there probably is a upgraded barrier unit or devise (without sandbags) that could purchased and installed that would enhance the visual impact on our beautiful neighborhood. These temp barrier - though work - are in my opinion eyesores after 4 years... they are easily tipped over by folks + they well, just look bad - lets upgrade them in some fashion.
[to stay]	I think the barricades increase safety and would like them in place until the more permanent solution is finalized
[to stay]	I think the current barricades dissuade some drivers from using the street even though it may be more convenient for them to do so. I am concerned that taking them away may allow habits to form where they use the street again.
[to stay]	I think we should maintain these if not i believe people will misuse and start speeding again
[to stay]	I use all these streets when I bike and will miss them when they are gone
[to stay]	I use it for walking, dog walking, etc. San Jose is a freeway.
[to stay]	I use these slow streets for biking with my 9mo baby. Without them, I do not feel comfortable biking in Alameda. Please keep these slow streets for my and my baby's safety.
[to stay]	I use this slow street with my kids, so it matters more to me that traffic is reduced/limited on this one.
[to stay]	I use this stretch to commute to work and it feels safer (fewer cars driving slower) when the barricade is up.

9. Regarding the VERSAILLES AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	I use Versailles Ave every day. Some people actually read the slow street sign. Others just act like it doesn't mean them, and go all the way from Lincoln to Encinal.
[to stay]	I view it as a short term solution, and this short term solution would still serve a purpose. It would continue to help reduce vehicle traffic and encourage biking until more long term solution is in place.
[to stay]	I walk my child to school along this route and feel safe with the decreased cars.
[to stay]	I'd like to see fewer cars along Edison school, and discourage the speeding and intentionally reckless driving I sometimes see along Pearl.
[to stay]	If it works, dont FIX it.
[to stay]	If the barricades are removed before the Greenway infrastructure is in place, drivers are likely to return to using the street in a manner that is unsafe for bikers and pedestrians.
[to stay]	If the barriers are removed before other action is taken, drivers may feel more emboldened to drive faster, creating safety concerns.
[to stay]	If the barriers are removed, all progress for pedestrians and cyclists will be lost.
[to stay]	If they are removed with no other mitigation they will defacto revert to normal streets with all the traffic
[to stay]	If you pull the barricades before the other work it will be going back to a regular street the change again later causing con fans starting the slow street debate all over.
[to stay]	If you remove the solution before putting any fixes in place first, the traffic safety hazards will remain a problem
[to stay]	If you take down the barricades before improvements are in place, the street will revert to its previous state. Why would you do that?
[to stay]	If you take out the barricades, many drivers will just treat the street as a normal street and ignore the traffic restrictions.
[to stay]	I'm afraid people will start speeding again, then they will be mad to have to change back again.
[to stay]	Improves pedestrian safety
[to stay]	In the short time that the barricades were down for construction more speeding cars drove on the street. The speed cushion closest to San Jose is too far back from the corner and people will speed to cushion. Kids often ride their bikes on this street
[to stay]	It allows for seamless transition otherwise without them cars take the opportunity to go back to speeding down Versailles.
[to stay]	It also keeps the street culture and expectations consistent and reduces confusion. Safety is more important to me than temporary convenience.
[to stay]	It does help somewhat to slow people down since they need to go around the barricades. It's already dangerous with parents speeding and turning without stopping in that area to drop off and pick up from school.
[to stay]	it helps block cars from coming in to slow street
[to stay]	It is a relatively low vehicle traffic street, but can have moderate foot travel especially during school days. I think it is best to be kept until Greenway is in place.
[to stay]	it is not great to have an interim phase with no barriers slowing cars. there needs to be a direct transition to the greenway infrastructure.
[to stay]	It is not so safe otherwise and dissuades through traffic
[to stay]	It is the best bet against traffic reverting to being heavier and more speeding
[to stay]	It keeps people in the habit of driving slowly here.
[to stay]	It maintains the consistent message that these streets are special, and helps remind motorists that they should find different routes.
[to stay]	It makes being a pedestrian safer. I walk a lot.
[to stay]	It makes it very safe to walk in this neighborhood.
[to stay]	It makes sense to keep the barricades up to protect public safety until the permanent safety infrastructure is installed— particularly if costlier, longer term fixes are the path ultimately chosen through the city's process.
[to stay]	It provides at least a marginal disincentive for cars

9. Regarding the VERSAILLES AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	It reduces traffic and reduces traffic speed
[to stay]	It reenforces the intent of the street use and helps with vehicular behavior. Living On Versailles I can verify that cars use to speed down the street with out them and was almost is a car accident while trying to back in. Pre barricade even the Tec buses drove down the street.
[to stay]	It reinforces driver behavior that they should drive more carefully on Versailles. Additionally it is a good north-south route across the island, which we lack (Broadway has a bike lane but it is often used by cars to get around left-turning vehicles)
[to stay]	It reminds cars to slow down.
[to stay]	It seems to help remind cars to share with pedestrians and bikers. We often stick to barricaded streets whenever possible because we are biking with small children and feel safer on them.
[to stay]	It sends a consistent message that this has been and always will be a bike/ped priority corridor—going back and forth could confuse motorists and deter cyclists from returning once improvements are made.
[to stay]	It serves as a visual reminder to vehicle drivers that this street prioritizes pedestrians and cyclists. Every little bit helps.
[to stay]	It slows down cars.
[to stay]	It slows down traffic and gently encourages cars to use a different route.
[to stay]	It will be hard to re-implement the calmed traffic if the barriers are removed. People are used to them now since they have been in since the pandemic, but if drivers get used to using Versailles as a thru-way again, it may confuse people and even make some people upset when it is switched back again.
[to stay]	It won't stay bike/pedestrian forward without any protection
[to stay]	It works so keep it and transition versus flip-flop.
[to stay]	It would be best to keep the barricades at the north end, near Edison school, and remove them sooner between Central and Encinal, near Encinal Hardware.
[to stay]	It would help with the transition for the barricades to remain until a permanent solution is provided.
[to stay]	It's very close to Edison and a lot of kids use this corridor to get to school. Barricades don't stop ALL the cars from speeding thru but I think it helps a bit
[to stay]	It's a very confusing intersection already with many roads coming into it. It would be even harder to cross the street walking if the barricade is removed
[to stay]	It's better than nothing
[to stay]	Just remove it now
[to stay]	Keep it a safe option for cyclists while the longer term option is implemented. It's a route for kids to ride to school @ Edison.
[to stay]	Keep it safer with slower traffic
[to stay]	Keep the barricades so it is safe to use the street!
[to stay]	Keep the street slow until improvements are in place. Teach drivers to use other routes.
[to stay]	Keep them protected
[to stay]	Keeping the barricades is necessary to let cars know it's a slow street (how would they know otherwise?)
[to stay]	Keeping the barricades until the conversion means there will be no confusing interim period where no one is sure what the rules are on the street.
[to stay]	Keeping them will maintain traffic behavior until the next design solution is in place.
[to stay]	Keeps pattern of behavior in place for drivers.
[to stay]	Keeps the place safe.
[to stay]	Keeps the street safe until more permanent solutions are implemented
[to stay]	Keeps the streets safe and slow.
[to stay]	Keeps traffic low and slows traffic
[to stay]	leave for safety
[to stay]	Leave it like it is
[to stay]	Leave the barricades to slow traffic - should help with keeping drivers from speeding in construction zones as well
[to stay]	Leaving them will be a better conversation to the greenway for regular drivers. If you take it away it will be used more and then harder to convert to a greenway.

9. Regarding the VERSAILLES AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	Limit cars
[to stay]	Lots of blind intersections x speed is a problem
[to stay]	Lots of cars use Versailles and then Gibbons as a speedway off the island. The barricades have helped to slow these speeders down, but if they are removed it will turn into a thoroughfare again!
[to stay]	Lots of speeding on Versailles between Fernside and Central. Need barricades to protect at least part of the street for those walking, biking, riding to school.
[to stay]	Lowering the barricades too early will encourage drivers to use those roads as throughways instead of finding alternative routes
[to stay]	Maintain safety while conversion happens
[to stay]	Maintain slow streets
[to stay]	maintain what is there, because some sort of funding issue will arise then no one will replace the barricades
[to stay]	Make it easier to transition from slow street to greenway. Taking down barricades prior to implementation would lead drivers to assume the street is "back to normal".
[to stay]	Many cars do not realize it is a slow street until they reach a barricade. I feel safer using the slow streets with my kids when they are clearly marked by barricades
[to stay]	Many children play on my block of Versailles. Drivers speed through at all hours of the day and night, and I can hear them speeding and not stopping at stop signs. There's already been a serious collision as a neighbor was pulling into his driveway bc of drivers speeding.
[to stay]	Might as well keep the streets slow until the permanent solution is in place. Same behaviors and patterns will be used
[to stay]	Motorists and pedestrians should anticipate consistency or gradual change not drastic swings.
[to stay]	My house is on this street, I want it to stay a slow Street .
[to stay]	My kids go to Edison Elementary. Please introduce more traffic calming measures to keep our children safe before removing the barricades. People driving cars are making unsafe choices for themselves and those around them. These barriers are a reminder to not speed through the neighborhood and maybe even deter people from driving through the neighborhood at all. I fear that habit will disappear with the removal of the barricades.
[to stay]	My kids regularly walk to Edison Elementary. Before the barricades, the transient traffic through the neighborhood and around the school was unsafe. Furthermore, the section of Versailles between Fernside and Santa Clara was essentially used as a park by the community during COVID and it continues to be a cherished resources for the neighborhood.
[to stay]	No need to re-educate drivers.
[to stay]	Non-local cars already drive around the barricades and speed around bicyclists on the slow streets. It would most likely be more prevalent if the barricades were removed with no other traffic calming measures in place.
[to stay]	Once its gone, the momentum is gone
[to stay]	Once those barricades are removed drivers will be returning to the habit of driving to fast and not looking for bikers or pedestrians. Those wide streets without the barricades make it to easy to speed and make right turns without looking.
[to stay]	One less transition.
[to stay]	Otherwise people will start thinking this is a regular street again- best to keep it feeling as a restricted street
[to stay]	Pedestrians come first! Cars are not the priority
[to stay]	Pedestrians need a safe way to travel in our city. Not everyone can use a car, including my husband who is blind
[to stay]	People already fly down this street (particularly at night) - it's a direct line from deeper on the island to the High St Bridge (Versailles to Gibbons to High). I'm imagining that the barriers slow people down somewhat...? There are at least 9 children under the age of 10 on our block alone (Encinal to Central).

9. Regarding the VERSAILLES AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	People already ignore these -- I see people running the stop sign at versailles and calhoun, which is a popular school route for children at otis elementary. Keep the signs to help drivers understand they should take alternate routes.
[to stay]	People are already used to it. No reason to let them cut through the neighborhoods for a little during the project
[to stay]	People are already used to them and they make the street safer for bicyclists.
[to stay]	People are used to having them already
[to stay]	People are used to not use those roads
[to stay]	People don't know it's a slow street otherwise and through traffic speeds.
[to stay]	People have gotten used to the barricades and it's led to slower, safer driving. Don't remove them -- they are preventing speeding and accidents between bikes/peds and cars.
[to stay]	People need to know "slow streets in not over".
[to stay]	People need to slow down
[to stay]	People will follow the path of least resistance and will take the side roads as soon as they can. You also create a hostile neighbor versus speeding car environment as they have had slow streets for a couple of years. Stop spending money on consultants and get on with it already.
[to stay]	Please keep traffic limited.
[to stay]	preserve safe walking & biking.
[to stay]	Promotes fewer and slower cars. Good bike path, esp to schools .
[to stay]	Proximity to Edison Elementary school
[to stay]	Reducing traffic on those streets reduces cars driving down that street and makes it safer to bike
[to stay]	Reminder for drivers
[to stay]	Removing barricades without traffic calming methods only encourages drivers to drive more, speed more, disregarding vulnerable users of the road. We should not take a step back in promoting safety, and discouraging people from using other forms of transportation. See induce demands.
[to stay]	Removing the barricades before greenway work is complete will encourage more car traffic in the interim.
[to stay]	Removing the barricades before implementation of the greenways could send the wrong message that "traffic as usual" is returning. Keeping the barricades is a good way to transition to permanent Greenway infrastructure.
[to stay]	Removing the barricades BEFORE Q-build or permanent replacements go up puts walkers, cyclists, and kids in strollers, and families playing in the street at risk. There is ZERO safety value in removing the barriers before replacement fixtures (either temporary or permanent) are installed. STOP thinking about removing them before replacements go up!
[to stay]	Removing the barricades will return us to pre-pandemic vehicular speeding and feeling unsafe crossing the street.
[to stay]	Removing the temporary barricades will just confuse the traveling public and work against the longer term goal of converting to permanent greenways.
[to stay]	Removing them before other Slow Street accommodations are made will, I believe, encourage more car traffic. I am specifically thinking about Versailles between Central and Encinal. A lot of trucks already use this street to go to the hardware store...as well as cars coming from Gibbons who want to get down to Encinal.
[to stay]	Removing them early would endanger the lives of cyclists and pedestrians until the street becomes a neighborhood greenway. This is made worse by the city's poor record at building on time, meaning the dangerous period can last a lot longer than promised. It would also give motorists the false impression that the street is no longer a slow street, encouraging them to drive faster
[to stay]	removing them then adding back will only be too confusing.
[to stay]	safer
[to stay]	Safer biking
[to stay]	Safer biking for kids
[to stay]	Safer for children
[to stay]	Safety

9. Regarding the VERSAILLES AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	Safety
[to stay]	Safety
[to stay]	Safety
[to stay]	Safety
[to stay]	Safety
[to stay]	safety and consistency
[to stay]	Safety factors, reduce speeding cars!
[to stay]	Safety is a priority
[to stay]	Safety nd proximity to school.
[to stay]	Safety of bicyclists, and to reduce car traffic
[to stay]	Safety of the children, bicyclists, pedestrians.
[to stay]	Safety. Reduces car use.
[to stay]	Safety. No downside to keeping barricades.
[to stay]	Same
[to stay]	Same
[to stay]	same
[to stay]	same
[to stay]	same
[to stay]	Same
[to stay]	Same
[to stay]	Same as above
[to stay]	Same answer as 9b
[to stay]	same answer as above
[to stay]	Same answer, many of these streets have elders and young kids too.
[to stay]	Same as 9.
[to stay]	Same as 9b.
[to stay]	same as 9b. Its important that people keep remembering this is a slow street especially those that are from outside Alameda.
[to stay]	Same as 9b. Without barricades, it's ignored and cars speed.
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	same as above
[to stay]	Same as above
[to stay]	Same as above , check the increase amount of accidents on Pearl St. Especially at Fernside Blvd
[to stay]	Same as above.
[to stay]	Same as above.
[to stay]	Same as above.

9. Regarding the VERSAILLES AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	Same as above.
[to stay]	Same as above.
[to stay]	Same as above.
[to stay]	Same as answer above.
[to stay]	Same as nine
[to stay]	Same as previous
[to stay]	Same comment above
[to stay]	Same concern as for Pacific, especially in this high-traffic, high-speed, more traditionally suburban part of the island.
[to stay]	Same reason
[to stay]	Same reason
[to stay]	Same reason
[to stay]	Same reason above
[to stay]	same reason as above
[to stay]	Same reason as above, especially as I've heard of parents being ridiculously rude to cyclists riding with kids to school. We should discourage as many people as possible from using this street as a through street.
[to stay]	Same reason as above.
[to stay]	Same reason as above.
[to stay]	Same reason as first answer
[to stay]	Same reason.
[to stay]	Same reasoning as above. They have served to slow down and to reduce traffic volume. Keep them there until the street becomes a Greenway.
[to stay]	Same reasoning, I think more restrictions for drivers are always better for pedestrian safety.
[to stay]	Same reasons as Pacific; let's keep traffic off these streets as much as possible until the permanent infrastructure is in place!
[to stay]	Same.
[to stay]	School is starting and the Edison school benefits from the slow street for safety
[to stay]	School zone and people will drive fast
[to stay]	See 9
[to stay]	See above
[to stay]	See above
[to stay]	See above
[to stay]	See above
[to stay]	See above
[to stay]	See above
[to stay]	See above
[to stay]	See above
[to stay]	See above
[to stay]	See above
[to stay]	See above
[to stay]	See above answer
[to stay]	See above.
[to stay]	See previous comment.
[to stay]	Seems that people mostly ignore barricades and speed on slow streets regardless. But way that folks take the removal as a sign that they can now speed freely.
[to stay]	Sets consistent expectations for motorists to slow down and/or avoid driving through
[to stay]	Signal to drivers pedestrian priority
[to stay]	slow streets are great to walk and bike on
[to stay]	Slow streets have been beneficial to the community
[to stay]	Slowing people down is good!

9. Regarding the VERSAILLES AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	Slows cars down.
[to stay]	Slows traffic
[to stay]	So driver's habits remain intact and they understand that safety is a priority for residents - pedestrians, bicyclists included.
[to stay]	So it's as safe as possible while construction takes place.
[to stay]	So it's still a slow street until it's a neighborhood greenway.
[to stay]	So people don't get used to driving on it as much
[to stay]	So people don't lose the safety of the travel between implementation.
[to stay]	so that cars do not get back in the habit of using the street
[to stay]	So that drivers don't have the expectation that the street is no longer considered a slow street
[to stay]	Speeding cars between Central and Encinal would speed more
[to stay]	Speeding cars.
[to stay]	Speeding seems to be the status quo, and I'd prefer any speed calming measure to none
[to stay]	Speeding will occur
[to stay]	Start building expectations now
[to stay]	Start habits now. These are a great thing and let's not lose them before a permanent solution
[to stay]	Stop prioritizing whinny drivers who have 99% of the roads dedicated to them already. Give vulnerable road users a network without taking what small protections we have because drivers are complaining. Just get it done already!!!!!!
[to stay]	Taking it away even temporarily means taking away the slow street and any momentum to the concept. Keep the momentum!
[to stay]	Thank you
[to stay]	The barricade was recently temporary removed from the street resurfacing, and in that short time we saw multiple speeding cars almost hit kids on bicycles playing towards the edges of the street. For some reason cars like to speed down the stretch from San Jose to Calhoun, and the one speed bump they are putting in is too far in the center of the street to stop most of that speeding until it's too late. The signs did a good job of slowing traffic on a road that had a ton of bicycling happening.
[to stay]	The barricades are a deterrent for cars that make the road safer for cyclists and pedestrians
[to stay]	The barricades are an invaluable signal to drivers to be extra cautious and SLOW!
[to stay]	The barricades are critical to maintain the benefits Of a slow street. Without them, traffic and speed will increase which will make the street less safe
[to stay]	The barricades are effective in reducing traffic and creating a safe place for kids and pedestrians. I have found them valuable.
[to stay]	The barricades are only reason some drivers don't entirely treat it as a normal street
[to stay]	The barricades discourage speeding and result in fewer cars on the street.
[to stay]	The barricades force drivers to slow down. Without them, it would create more challenges for kids crossing those intersections
[to stay]	The barricades have helped slow traffic, reduced the number of cars and made streets safer for pedestrians, cyclists, and other noncar users.
[to stay]	The barricades have made the street safer for cyclists and pedestrians...and they're not a significant inconvenience for local traffic.
[to stay]	The barricades keep fast drivers from using these streets as shortcuts and make it easier to traverse the island stress free. Removing them before implementing the new plans will make the street less bike and walk friendly.
[to stay]	The barricades serve a purpose. They slow down cars.
[to stay]	The barricades serve as a reminder that the street is still a slow street/greenway. If barricades are removed and greenway isn't "installed" right away, people will start using the street as a thoroughfare once again.
[to stay]	The barricades set expectations
[to stay]	The barricades slow down cars at intersections, which makes it safer to be on the slow streets.

9. Regarding the VERSAILLES AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	The barricades still provide visual cues to somewhat deter traffic and speeding cars, which are important for the blocks between Lincoln to Central since they lead up to the Edison Elementary School, hence a good amount of school kids foot traffic.
[to stay]	The barricades will keep the street safer in the meantime, less traffic noise
[to stay]	The barriers should stay in place until the changes have been implemented. This addresses current street slowing needs until the Greenway solution is implemented.
[to stay]	The existing barricades do not seriously impede drivers now. Neighborhood safety and calm streets should take priority over driver convenience.
[to stay]	The project is a star to make a plan. It's not ready yet so when you have it ready remove the Barricade
[to stay]	The street should remain protected until permanent measures are installed. Removing the barriers is a step backwards and pedestrians/bicyclists won't have the protection they enjoy now until made permanent.
[to stay]	The temporary barricades force the cars to slow down
[to stay]	The Versailles slow street is less congested and much safer for biking/walking, especially during busy mornings/late afternoons/evenings while kids commute to/from from school. I see a few drivers ignoring signage, but mostly they are adhered to. I'm concerned that removing the barricades before converting the streets to a Greenway would just cause these safe havens for bikers/walkers to return to previous levels of poor safety for bikers/walkers.
[to stay]	There will be no reminder for drivers to slow down, and it will effectively no longer be a "slow street", and will lead to more injuries for bicyclists and pedestrians.
[to stay]	These are the single best mechanism for limited the number of cars and keeping vehicular speed low. Please do not hang us out to dry while the long-term measures are implemented.
[to stay]	These do help slow people down for now and get used to taking other routes.
[to stay]	These help slow cars (sometimes) and divert through traffic (sometimes) and make biking and walking safer. Removing them prior to adding additional permanent biking and pedestrian safety measures will put bikers and walkers at risk.
[to stay]	These reduce through-traffic, reduce speeding traffic, and alert vehicles that pedestrians and bikes are on the roadway.
[to stay]	They are currently already removed between Calhoun and San Jose. Since removal I have noticed cars disregarding the stop sign at Versailles and Washington daily and speeding through which is extremely dangerous and frightening.
[to stay]	They are effective in keeping cars driving slowly and reduce traffic on this street.
[to stay]	They are really annoying but help get it into drivers' heads that this street is different.
[to stay]	They continue to dissuade many cars from driving down these side streets.
[to stay]	They create quieter safer streets, and island traffic does not warrant removing them.
[to stay]	They discourage cars, so it's comfortable to use for biking and super pleasant for walking.
[to stay]	They discourage most speeding cars from coming onto the street. Most drivers want to avoid these streets with barricades. That's why the barricades have been working!!!
[to stay]	They do divert some auto traffic and keep the street quieter for bikes and walking
[to stay]	They do their job and keep cars from blowing through all the intersections
[to stay]	They have helped reduce traffic.
[to stay]	They help divert cars away
[to stay]	They help slow and reduce traffic! Why would you remove something that keeps pedestrians and bikes safer when you haven't replaced it with something else? Don't go backwards!! It will only make "car people" more angry when restrictions are reinstated! Keep us safe!
[to stay]	They make it safer for cyclists and non drivers.
[to stay]	They need to be navigated around when continuing down the street and are cumbersome. Crossing Central from Gibbons is especially problematic if there is a car waiting to turn on Central and effectively blocking the road.
[to stay]	They provide some temporary safety.
[to stay]	They send a clear message to drivers and keep pedestrians safer.

9. Regarding the VERSAILLES AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	They serve as a good reminder for people interested in following the rules.
[to stay]	they slow the cars down and keep them on the busier roads. Tons of kids walk and ride bikes to Edison, right there.
[to stay]	They were removed for replacing and we are already seeing increased traffic and more concerning, very significant speeding. Safety and continued expectation of safe environment for bikers, pedestrians and cars.
[to stay]	Less change to public perception of road use.
[to stay]	They work and have helped slow people and remain safer!
[to stay]	This has some limited impact on traffic which is a good transition to the greenway.
[to stay]	This is a larger street than Pacific so there seems to be room for bikes and cars to navigate safely.
[to stay]	This is the only safe biking route to attend little league/softball at the park next to Otis.
[to stay]	This is the only safe way to bike my kids between Edison and Otis (one is at Edison and the other is at TK at Otis since there is no TK at Edison). Most of the time my 4 year old wants to bike himself - without this slow street, there would be no way to do so safely.
[to stay]	This one seems to be working for the area.
[to stay]	This town is full of speeding cars with no police enforcement, so we need these measures to feel safe.
[to stay]	this wasn't a listed option, but I would like the barricades to stay in until *and after* the street becomes a greenway
[to stay]	they've been fine for 4 years, no reason to change it now
[to stay]	Those barricades are the only help we pedestrians are getting. Don't remove them until you are putting something better in its place! Also - as long as you do NOTHING about crossing Otis Drive - no stop light (because drivers ignore the flashing lights) and no enforcement - this will always be dangerous!!!
[to stay]	Through traffic already goes around the barricades and drive as if it's a regular street. Any reminder to slow down is appreciated.
[to stay]	To discourage speeding
[to stay]	to encourage traffic to take alternative routes unless accessing a house on that block
[to stay]	To help calm and restrict traffic before greenway implementation.
[to stay]	To hopefully maintain additional safety until the greenway can be built.
[to stay]	To keep drivers mentality that it's not a primary auto way.
[to stay]	To keep it safer
[to stay]	To keep reminding everyone that there is eventually a change coming.
[to stay]	To keep the safety of the barricades until conversion is completed
[to stay]	to keep the street as a slow street
[to stay]	To prevent speeding down Versailles
[to stay]	To reduce the traffic and help with speed
[to stay]	To remind people it's a slow street.
[to stay]	to slow down drivers
[to stay]	To slow traffic and for slow street identification.
[to stay]	too confusing to have strict guidelines (barricades) to no guidelines to mild guidelines when it become a greenway. Better to step down appropriately than confusing people with more "Versions" of the street.
[to stay]	Too much traffic and too fast
[to stay]	Too much traffic past Edison School. Too many people race through the neighborhood.
[to stay]	traffic here is limited, there are many adjacent roads to use
[to stay]	Transitioning from barricades immediately to Greenways will maintain expectations of the driving experience on these streets. If the barricades are removed before the Greenways are installed, driving speeds and other unsafe practices will resume right away.
[to stay]	Until it is a Greenway, it needs to be protected for use by the people that live there, not the people driving through there

9. Regarding the VERSAILLES AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	Versailles at Fernside sees folks in a rush to get on/off the island at Fruitvale and High St bridges. This barrier helps reduce this non-local traffic looking to use Versailles (with Edison Elementary right there) as a high speed artery. Many young children also play in the neighborhood and traffic to/from Edison play ground.
[to stay]	Versailles has a decent amount of cars and there's also a school there. I've noticed the barriers help reduce the speed when cars do make their way in.
[to stay]	Versailles is close enough to Broadway that there is no reason for through traffic to use this route. Keep the barricades up to discourage traffic.
[to stay]	Versailles is the most problematic of all of these streets. Even with the barriers, people still insist on using it as their private cross-town highway. Definitely leave these up, and prioritize reducing speed and diverting traffic from Versailles.
[to stay]	Versailles is the one that drivers seem most eager to speed down. No point in taking down the barriers.
[to stay]	Versailles used to be inappropriately used in a not-ideal way by some folks speeding all the way down from the fruitvale bridge; this could cause traffic scares / collisions at the intersection with Central in particular. Given how pedestrians have taken to this stretch I'd not want to see those racers back on the street too.
[to stay]	Versailles was a speedway for many previously.
[to stay]	Visual reminder of work in progress in these areas + keeps the same driving culture in the area.
[to stay]	Way too many cars on Versailles. Also of all the slow streets, between Encinal and San Jose, it's where there are more speeding cars.
[to stay]	We love the slow streets, keep as many as possible!
[to stay]	We walk on Versailles a lot with our child and dog
[to stay]	We've already agreed the street needs to be a Greenway. Removing the Slow Streets makes a street we know needs traffic calmly open to high numbers of fast autos.
[to stay]	We've come to rely on these quieter streets to safely bike through the city. The barricades currently act as the only intervention to reduce or calm traffic on these corridors, removing them without new traffic calming elements to replace their function may cause unnecessary safety issues for us bikers/pedestrians.
[to stay]	When they were removed during resurfacing traffic increased and speeding cars became normal after just a few days. Prior to resurfacing speeding was under control
[to stay]	While not perfect, they do a good job of slowing cars down and making them think twice about turning down the streets. These streets are better when protected.
[to stay]	While the barricades don't fully stop or slow automobiles I think they are a good deterrent and I prioritize walking and rolling on the slow streets with my children during school pickup and dropoff as well as during my commute.
[to stay]	why remove them?
[to stay]	Why ruin a good thing, even temporary.
[to stay]	Will keep roads safer for cyclists /peds until greenway completed.
[to stay]	Without the barricades, there's nothing but signage to calm traffic on the slow streets. Removing the barricades before the greenways are implemented would increase vehicular speeds and volumes, reducing the number of multimodal users on the slow streets. Design is the most effective lever to change driver behavior on the street; why would we temporarily encourage the very behavior we're trying to reduce?
[to stay]	would like to continue to socialize and normalize the use of these streets as slow streets, whether a specific greenway or not
[to stay]	Would like to maintain sense that these are pedestrian/bike centered streets and not car centered. These barricades help to send that message
[to stay]	You are continuing to train drivers, peds and cyclists for the future changes.

9. Regarding the VERSAILLES AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	You can't modify expectations for driving behavior so drastically downward and suddenly. and not expect an Impact- it will in my view as a cyclist, NOT be an impact in the favor of pedestrians and cyclists- moreover, once you open it up to be a speedway again, by taking down barricades before a greenway is completed, THEN you have that much further to go to again MODIFY car Driver behavior back to something safer. Any behavioralist will say this isn't going to lead to a good outcome.
[to stay]	You must be joking that you are considering removing the barricades until the street becomes a greenway. Many people already ignore them, but it still deters some. Removing them will reverse everything this great project has achieved to date and throw doubt on the whole of the greenway project.
[to stay]	You should actually beef up these barriers by putting jersey walls, water-filled barriers, or the concrete ones. Removing the barricades would be stupid if these streets are going to be greenways.
[to stay]	You tell me why they should be removed. They are currently keeping people safe, why would you remove them before you make improvements.

9. Regarding the MORTON ST/SAN JOSE AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	A ton of fast drivers, and I have seen them go 60
[be removed soon]	After living on Versailles I now live on San Jose unfortunately. AND ITS THE SAME HERE TOO!!! NO ONE USES STREET TO WALK OR WANTS TO HAVE GREENWAY!! AND HOW IS THIS GOOD FOR AMBULANCES TO GET TO HOSPITAL QUICKLY OR FIRETRUCKS OR POLICE TO AN EMERGENCY?
[be removed soon]	Again. They cause confusion
[be removed soon]	All of them
[be removed soon]	All slow streets need to go back to accommodate regular traffic as before COVID. Parents need to be able to use the street to drive their kids to and from school
[be removed soon]	All such barricades are currently unsafe for bike/on-coming vehicles.
[be removed soon]	Annoying
[be removed soon]	As a resident of Alameda for over 25 years I know hate living here because of this slow street greenway crap that is being forced on us. Find another causeware your decisions aren't negatively affecting other people that have to use these roads to commute to and from work
[be removed soon]	As an older bicyclist - there are times when navigating the barricades is a bit more stressful when cars are present. If a car is heading towards me - negotiating the barrier, especially at night, is an uncertain matter. The oncoming car is not expecting traffic in their lane.
[be removed soon]	Barricades are a safety hazard
[be removed soon]	Barricades are mostly effective, should keep Morton/San Jose as a Slow Street until permanent conversion.
[be removed soon]	Barricades are not fair to the residents of the surrounding streets, since it diverts MORE traffic onto their streets. Residents on the Slow Streets enjoy a higher standard of living since they have a peaceful street with less noise, but do they pay higher taxes for this privilege? Barricades are not fair to all residents of Alameda.
[be removed soon]	barricades down as soon as possible
[be removed soon]	Barricades force drivers onto the wrong side of the road, lead to confusion about right-of-way when a car is exiting a slow street, and don't provide a meaningful benefit.
[be removed soon]	Barricades pose a hazard when vehicles are turning into and from them due to poor visibility and turning.
[be removed soon]	Because hardly anyone is using these slow streets for their intended purposes, cars are ignoring the barricades and driving through, which causes unsafe conditions at the intersections when one car attempts to leave the street while another is turning onto the street.
[be removed soon]	Because people don't use them as they were intended for during the pandemic.
[be removed soon]	Because they are dangerous to drive around and ugly and ineffective.
[be removed soon]	Because they are unsightly and they are ineffective.
[be removed soon]	Because they are useless and ridiculous and they cause a safety concern when cars go around them into the wrong lane of traffic. They slow and restrict nothing.
[be removed soon]	Been there long enough.
[be removed soon]	Cars are using the slow streets. Pedestrians and bikes are barely using them. Let's get rid of the eyesore signs
[be removed soon]	Cars disregard the signage already. Other streets are affected by this closure. City should direct funds to making existing bike lanes safer.
[be removed soon]	cause more traffic issues now and potential accidents when trying to access the street at the same time as incoming traffic on the street. when school is in session, it's a nightmare trying to drop off AHS kids a block or two away (as principal has requested because of traffic backups around school premises) because the barricades prevent going down the street after the stop sign and parents have to go around. Sometimes they wait to go through and it delays many cars from turning right on oak.
[be removed soon]	Causes issues at junctions when turning
[be removed soon]	Confusing and distributing hazard elsewhere increasing density of traffic in other areas.
[be removed soon]	Continuity. I think the transition would be easier if the barricades stayed up to establish this as an official slow street.

9. Regarding the MORTON ST/SAN JOSE AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	COVID is over please return the streets back to their intended use!
[be removed soon]	Creates inequity by diverting traffic to parallel streets
[be removed soon]	Dangerous for cars needing to enter lane that is barricaded. San Jose Ave is a main thoroughfare and should never be barricaded.
[be removed soon]	Dangerous, no enforcement.
[be removed soon]	Disagree with neighborhood greenways
[be removed soon]	Ditto
[be removed soon]	Ditto.
[be removed soon]	Do not believe that slow streets are currently being used as intended.
[be removed soon]	Don't let people get used to traveling on the roads as normal. Drivers (and map apps) have learned to avoid these roads. Keep it that way.
[be removed soon]	Drivers have rights to that thoroughfare.
[be removed soon]	Due to the fact that more and more people are driving and streets in alameda are becoming less and less car friendly, pushing people onto one or two streets, creating traffic conditions where non previously existed
[be removed soon]	during the lockdowns, when people were encouraged to play in the streets, you could make a rationale for the barricades. However, now they make it harder for both pedestrians and cars. Stupid.
[be removed soon]	Emergency response speed is critical
[be removed soon]	Everyone ignores the barricades, there's no point in keeping them.
[be removed soon]	Eye sore
[be removed soon]	Eyesore with minimal result.
[be removed soon]	Eyesore, ineffective
[be removed soon]	fair to all streets - no preferences to some neighborhood and not others
[be removed soon]	Get rid of slow street barricades and return the streets to original condition pre-covid.
[be removed soon]	Hate this slow street and it is dangerous, can cause head on collision
[be removed soon]	Hate this slow street and it is dangerous, can cause head on collision
[be removed soon]	Hate this slow street and it is dangerous, can cause head on collision. This is the worst street
[be removed soon]	Having them there is a major inconvenience!!!
[be removed soon]	Hazardous. Leave alone. Shifts traffic to other streets; not fair to those streets. Why not survey public about whether want or not?
[be removed soon]	I don't like the barricades.
[be removed soon]	I don't think the traffic was that bad before the barricades. The slow street barricades benefit one group of residents over other who don't have them and thus get extra traffic.
[be removed soon]	I feel like the barriers cause additional safety issues with cars going around them causing potential head on issues with bikes.
[be removed soon]	I feel that the barricades continue to be nothing but very dangerous and unsightly, including life-threatening. . . . Keep in mind that I'm an Alameda resident who utilizes such streets via vehicles, bicycling, and walking . . . walking more in Alameda than perhaps any other person. Again - priorities - paleeze! - get the barricade systems down.
[be removed soon]	I find them annoying and they don't help me much as a pedestrian.
[be removed soon]	I find these barriers dangerous when cars go around them into the opposite lane to get on the street.
[be removed soon]	I have seen, been near, or involved in more near accidents or collisions because cars are trying to figure out how to navigate the barriers and not paying attention to pedestrians. Based on my anecdotal experience, I don't believe these barriers keep the streets safer, cause more issues for drivers and there are still stop signs to reduce speeds and speed limits remain the same on the road as any other residential road on the island.
[be removed soon]	I just don't like the barricades.

9. Regarding the MORTON ST/SAN JOSE AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	I live on a street parallel to a safe street, we now have much more traffic and our street is much less safe. Plus the roadblocks are a traffic hazard.
[be removed soon]	I live on this street and have been planning on taking vigilante action because they are ugly, broken and ignored, you'd be saving me time.
[be removed soon]	I live on this stretch (San Jose near Grand) and I feel the barricades create a hazard for drivers trying to turn onto a slow street. With only one lane available, turning at a corner becomes very tricky if there is already a car occupying the open lane.
[be removed soon]	I never see children playing in the streets. This is effectively a street closure.
[be removed soon]	I think they make the streets less safe
[be removed soon]	I use that street to drive on
[be removed soon]	I walk San Jose several times a week. I use to walk in the street when COVID first caused restrictions. I have seen cars honk at pedestrians, parents racing kids to SJND ignoring the speed limit and the slow street markings. Best to remove so someone doesn't get injured in the slow street.
[be removed soon]	I walk the sidewalks on many Monday & Fridays. I've never used the street. Plus you've made Clinton Ave a freeway with the closure.
[be removed soon]	I want it removed and no greenway is needed.
[be removed soon]	I work at a school off of San Jose Ave. Traffic for dropping off students while off of a slow street does not work at all. The point of the slow street during the pandemic made sense, the pandemic has been declared no longer an emergency, all slow streets should be removed.
[be removed soon]	I would like the streets to go back to normal. They cause even more danger for us that live near them because we have to go into on coming traffic multiple times just to get home.
[be removed soon]	Impedes traffic, reduces safety by requiring vehicles to drive into on-coming lane.
[be removed soon]	Incredibly unsafe and unneeded.
[be removed soon]	Is more save!
[be removed soon]	It becomes dangerous turning from grand St. onto San Jose since the barricade reduces traffic to one lane.
[be removed soon]	It causes more harm
[be removed soon]	It impedes traffic on the cross streets if two cars meet at that intersection: one leaving the slow street and one needing to enter.
[be removed soon]	It is hard to cross with so many cars going both ways.
[be removed soon]	It is unfair to have barricades, because the streets without barricades get extra traffic that would normally flow on the barricaded streets.
[be removed soon]	It shouldn't be a slow street
[be removed soon]	It's an eyesore and unnecessary. Also unsafe when turning onto streets with the barricades when an on coming car is approaching
[be removed soon]	It's in the way!
[be removed soon]	It's not needed
[be removed soon]	It's silly to barricade streets near parks. You will find no one utilizing the street as recreation.
[be removed soon]	It's past time for this road to be open to all
[be removed soon]	Just remove it now
[be removed soon]	Keep traffic flowing and predictable
[be removed soon]	Land grab
[be removed soon]	Makes it dangerous when driving. See almost accidents as people have to drive around them to get off the street
[be removed soon]	My opinion is that people ignore them anyway, so they don't really help protect pedestrians and bicyclists and may make it more hazardous as cars go around them on the wrong side of the street.
[be removed soon]	My true answer to this is I would like the barriers to be removed and the streets to be left as they were with no greenways.
[be removed soon]	No
[be removed soon]	NO GREENWAYS

9. Regarding the MORTON ST/SAN JOSE AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	No longer feel it's necessary.
[be removed soon]	No Need
[be removed soon]	No reason for them. Area around St. Joesph needs protection for students.
[be removed soon]	Nobody asked for them in the first place, or were given a choice.
[be removed soon]	Nobody cares, as everyone ignore these barricades.
[be removed soon]	Normalcy. Fairness for all
[be removed soon]	Not fair
[be removed soon]	Not fair to other streets absorbing the overflow. Get rid of barriers that don't work and are ugly. Add speed bumps and reduce speed limit on all residential streets, not just a select few.
[be removed soon]	NOT NEEDED
[be removed soon]	Not needed
[be removed soon]	Not needed and already ignored by almost everyone. Unenforceable, so what is the point?
[be removed soon]	Nuisance
[be removed soon]	On these streets I don't feel the barricades are helpful.
[be removed soon]	Only benefits the wealthy enclave around franklin park
[be removed soon]	OPEN THE STREETS
[be removed soon]	People (us) go around them making them less safe and give people a false sense of security.
[be removed soon]	People dont follow
[be removed soon]	People ignore the barricades and they are not effective.
[be removed soon]	People just go around them and create a hazard.
[be removed soon]	People just go around them anyway.
[be removed soon]	People speed around the barriers and have caused crashes (I have seen this happen on Santa Clara where I live).
[be removed soon]	People still turn so it's just a nuisance than actually reducing traffic it seems
[be removed soon]	People will not respect the greenways until slowing measures have been in plave
[be removed soon]	Please remove as soon as possible. It has already been four years, and this is unfair to the surrounding streets, which are doubly burdened with traffic.
[be removed soon]	Please restore unrestricted car travel between Oak and Grand Streets on San Jose Avenue. This was the traditional school route to St. Joseph's Notre Dame High School. Back in the day, it was an AC Transit bus route with a stop at SJND. It shouldn't be narrowed. Right now, to avoid the Otis Drive 3-light wait backup at Grand, everyone swings onto Clinton Ave. from Willow. Better to have 2 alternatives off Willow.
[be removed soon]	Please see 9b.
[be removed soon]	Quicker implementation of solutions.
[be removed soon]	red light cameras
[be removed soon]	Reduce danger inherent in the current intersection design.
[be removed soon]	Remove
[be removed soon]	Remove all slow street barricades
[be removed soon]	Remove asap so driving can resume as usual
[be removed soon]	Remove it, this is such an issue causing so much frustration and only benefit the people that live there
[be removed soon]	Remove the barricades and be done with it.
[be removed soon]	Remove the barriers they make the intersection more dangerous and add pedestrian crossing lights or flashers
[be removed soon]	Remove the existing barricades. They are very dangerous and I've almost been in many accidents and seen dangerous activities from other drivers as a result of making traffic one way next to the barricades. The barricades were a dumb idea started with covid and now you want to save face.
[be removed soon]	Return it to the original street.
[be removed soon]	Return the street back to how it was. People drive around the barriers anyway and they are hazard now. Just let the street be a street
[be removed soon]	Safety

9. Regarding the MORTON ST/SAN JOSE AVE barricades...I would like the barricades to...

Please tell us why...[you selected the response you did]

[be removed soon]	Safety
[be removed soon]	Same
[be removed soon]	Same
[be removed soon]	same
[be removed soon]	Same
[be removed soon]	same
[be removed soon]	Same
[be removed soon]	Same
[be removed soon]	Same answer
[be removed soon]	Same as # 9 and # 10
[be removed soon]	Same as 9
[be removed soon]	same as 9b
[be removed soon]	Same as above
[be removed soon]	Same as above
[be removed soon]	Same as above
[be removed soon]	Same as above
[be removed soon]	Same as above
[be removed soon]	Same as above
[be removed soon]	same as above
[be removed soon]	Same as above
[be removed soon]	same as above
[be removed soon]	same as above
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[be removed soon]	Same as above
[be removed soon]	same as above
[be removed soon]	Same as above
[be removed soon]	Same as above
[be removed soon]	Same as above
[be removed soon]	Same as above
[be removed soon]	Same as above
[be removed soon]	Same as above
[be removed soon]	Same as above
[be removed soon]	same as above, no statistics. also I want Clinton to become the street is was before Slow streets.
[be removed soon]	Same as above.
[be removed soon]	Same as above.
[be removed soon]	Same as above. The barricades are dangerous now.
[be removed soon]	Same as answer one.
[be removed soon]	same as first comment
[be removed soon]	Same as Pacific
[be removed soon]	Same reason as 10b
[be removed soon]	Same response
[be removed soon]	Same response as 9b and 10b
[be removed soon]	Same.
[be removed soon]	San Jose and oak is a very dangerous intersection. I personally know people who have been hit walking and in cars. The barricaded haven't changed that. So why have them.
[be removed soon]	San Jose doesn't need them!
[be removed soon]	Sane as above
[be removed soon]	see 12b
[be removed soon]	see 9
[be removed soon]	See 9b
[be removed soon]	See abo

9. Regarding the MORTON ST/SAN JOSE AVE barricades...I would like the barricades to...

Please tell us why...[you selected the response you did]

[be removed soon]	See above
[be removed soon]	See above
[be removed soon]	See above
[be removed soon]	See above
[be removed soon]	See above
[be removed soon]	See above
[be removed soon]	see above
[be removed soon]	See above
[be removed soon]	See above
[be removed soon]	See above comment. They are ineffective.
[be removed soon]	See above responses
[be removed soon]	See above.
[be removed soon]	See above. Not effective and an eyesore
[be removed soon]	see comment in 9. above
[be removed soon]	See previous reply.,
[be removed soon]	See the previous responses. This is unnecessary and causes additional traffic on other streets to avoid the irritating barriers. It is unfair for people living on other streets that now have additional traffic to contend with.
[be removed soon]	Similar comments related to Santa Clara Avenue
[be removed soon]	Slow streets is a bad program. It favors specific streets rather than being more diffuse.
[be removed soon]	Slow streets should have been removed when Covid restrictions were removed....
[be removed soon]	So people don't loose the safety of the travel between implementation.
[be removed soon]	So the transition to the Greenway style is not a sudden change to vehicle traffic.
[be removed soon]	Stop already.
[be removed soon]	STOP limiting more and more parking signs around Alameda. Wish we gave this much courtesy for drivers and not just to bikers who (for the most part) do not even follow sharing the road rules. ENOUGH with this. People WITH CARS have to live here too. This is especially the case for residents who live in the West End and Park Street. How come there aren't any limits to parking in places like Grand where the wide streets can make bike safety more ideal. Will the city ever address this!!!!!!!!!!!!!!
[be removed soon]	Streets are streets! Let us USE THEM for VEHICLES!!!
[be removed soon]	Tesla cars can't navigate.
[be removed soon]	The barricades are a blight
[be removed soon]	The barricades are a nuisance
[be removed soon]	The barricades are hit or are moved all the time. They are nuisance.
[be removed soon]	The barricades are ineffective reducing the speed and volume of traffic on San Jose.
[be removed soon]	The barricades are ugly and do no good. Only benefits those on the slow street. Not fair to other tax paying residents who would like slow street on their block. The barricades are ugly and do no good.
[be removed soon]	The barricades are ugly, and EVERYONE IGNORES THEM. They serve no purpose.
[be removed soon]	The barricades are useless.
[be removed soon]	The barricades are very dangerous when two cars reach the intersection at the same time. They barricades should be removed and not have the streets become greenways
[be removed soon]	The barricades at San Jose & Grand as well as Chestnut and San Jose are constantly getting moved. They are unsafe and aggravating to motorists.
[be removed soon]	The barricades cause more traffic problems and safety issues.
[be removed soon]	The barricades create danger from cars needing to navigate around them. They are horrible.
[be removed soon]	The barricades create problems.
[be removed soon]	The barricades destroy the functionality of the streets to be used as streets.
[be removed soon]	The barricades do not improve safety- they merely force the traffic to speed down adjacent streets. Further cars speed around the barricades making crosswalks unsafe

9. Regarding the MORTON ST/SAN JOSE AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	The barricades force diversions onto other roads, creating more traffic in the process. There's not a logical reason for them currently. (Kids playing, doesn't count. That's what parks are for.). If they're put in place because traffic is noisy or too many people use that street, it's the same argument for any street. Why are some street approved travel corridors and others aren't?
[be removed soon]	the barricades force single lane traffic which literally forces head to head collisions at segment entrances
[be removed soon]	The barricades make it more dangerous for pedestrians, cyclists and motorists. They should have been removed 4 years ago.
[be removed soon]	The intention behind the barricades is good but it feels like they create a false sense of security for cyclists and pedestrians, and particularly children. I see cars driving erratically to get around the barriers and cutting through these slow streets to get around traffic. Moreover there does not appear to be any enforcement of who can drive on these slow streets and so as a result, some people drive on them and others don't. This feels unsafe.
[be removed soon]	The reason for installing them no longer exists. We have too many cars and not enough streets in this town.
[be removed soon]	The San Jose barricades near the St Joseph blockade creates huge issues in as the St Joseph community closes chestnut street randomly, even when there is no school. They totally violate the Master Plan that the city approved. This has created real issues. I have seen fire trucks having difficulty navigating the slow street/ st Joseph blockades. So I welcome any chance to have any park of those blockades removed.
[be removed soon]	The traffic around St Joes along San Jose Ave is made worse with the barriers. The line of cars dropping off/picking up blocks one side and the barrier blocks the other. Frustrated and/or panicked drivers do all sorts of things they wouldn't otherwise do if the road was not obstructed. As with Pacific, the number of times I've nearly been hit head-on by a car forced to turn onto the wrong side of the road is in the dozens.
[be removed soon]	There are too many near-accidents because people turning into the street swing wide and into oncoming traffic while cars on the street already approach the intersection. This has happened to me numerous times.
[be removed soon]	There is nothing that implies "slow street" except for these ugly barriers. They are ugly and confuse people.
[be removed soon]	There is very little current use of Morton Street/San Jose Avenue by walkers or bicycle riders especially during the week. There is some use on the weekend, but even that is minimal. I would love to see evidence of use before we spend money on the project.
[be removed soon]	There was never a safety issue on these streets, and the inconvenience of the barricades around half of Franklin Park is significant.
[be removed soon]	There's almost no traffic on this street; making this into a greenway is just a ploy to essentially make this a private street and receive free landscaping in the process. Other streets/areas need this FAR more.
[be removed soon]	There's nothing more NIMBY than saying "you can't drive here unless you live here." They're a disgusting manifestation of local wealthy landowners doing everything they can to carve a gated community out of public roadways while still absorbing public maintenance budget.
[be removed soon]	These are shared public streets and it is inappropriate to block them to through traffic. We are all paying property (even indirectly through rent) and sales taxes here. They should never have been implemented.
[be removed soon]	These barricades are total BS
[be removed soon]	These have been a nuisance and unnecessary. They push traffic from already „slow“ streets into neighboring streets which creates problems and causing more traffic there. These particular streets are not the issue in Alameda. The larger, more traffic heavy streets are where people are speeding. Also, pedestrian and bike visibility are a big issue at night due to extremely poor lighting in crosswalks, but this is not helped by slow streets.
[be removed soon]	These have extended well past any COVID emergency requirements for additional separation needs. They create what feels like entirely private streets which increases burdens on other roads. The greenways ideas are much much better than the barricades .

9. Regarding the MORTON ST/SAN JOSE AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	They actually make traffic and negotiation more difficult. People do not know what to do with them and how to safely proceed around them
[be removed soon]	They are a hazard to both cars and people. A horrible reminder of covid. People never used them for walking.
[be removed soon]	They are a hazard to traffic, pedestrians and bike riders when wanting to leave the street.
[be removed soon]	They are a hazard.
[be removed soon]	They are a traffic hazard with cars and bikes entering and exiting on one lane. There is absolutely no need for traffic calming here. Since condensing Encinal, the speeding on Sherman and San Antonio is out of control. This is especially dangerous when so many little kids use these streets to get to Franklin Elementary.
[be removed soon]	They are annoying
[be removed soon]	They are any eye sore. They confuse drivers who need to enter the street and cause potentially dangerous situations where entering and exiting vehicles need to use the small entry space. It would also be a good opportunity to understand if the removal of the temporary barricades put in during COVID will actually have a negative impact on how people use the streets as slow streets.
[be removed soon]	They are awful!!! They cause confusion, congestion and FRUSTRATION! Also bicyclists barrel through and NEVER abide by the stop signs which creates more danger for both driver and pedestrians!
[be removed soon]	They are create a safety hazard at intersection by requiring driving on the wrong side of the street risking head on collisions and they are ugly.
[be removed soon]	They are creating traffic hazards and are obnoxious.
[be removed soon]	They are dangerous for drivers and therefore pedestrians. If there is anymore than a single car at these intersections, it is very hectic and difficult to get around each other
[be removed soon]	They are dangerous to drive around. I haven't yet been involved in an accident due to them, but just waiting! Like I said, San Jose ave doesn't need these improvements. Walkers use the sidewalks, there are very few bicyclists, and I've never seen anyone skating in all these years. The slow streets designation is pointless - neighbors were never asked about it before it was imposed to help with social distancing (mostly walking) early in covid. However, people don't walk in the street.
[be removed soon]	They are difficult to navigate and ugly.
[be removed soon]	They are gay and retarded
[be removed soon]	they are ignored and cause traffic if two cars are using same intersection
[be removed soon]	They are no longer messed. Lease shut them down.
[be removed soon]	They are not effective and actually cause a collision risk as people drive into the opposite lane to go around them
[be removed soon]	They are obstructive, especially when cars are trying to turn on to the street with only one lane. Aggravated when pedestrians there too - most people just drive around the barricades
[be removed soon]	They are restricting access to all and creating additional traffic. They are also not a private street yet treated as such
[be removed soon]	They are ugly
[be removed soon]	They are ugly, they are ineffective, nobody cares - except for the people that live on those streets.
[be removed soon]	They are unattractive and motorists mostly ignore them, which creates a separate safety issue.
[be removed soon]	They are unnecessary
[be removed soon]	They are unnecessary because persons walking and biking are already safe on this quiet street. Vehicle use isn't reduced by the barricades, it's just diverted to nearby streets. Allowing vehicular traffic to spread out over our existing streets is safer for everyone.
[be removed soon]	They are unsafe! Crossing that intersection is dangerous with the barricades in the way! Total hazard!
[be removed soon]	They are unsightly and remind us of COVID lockdowns
[be removed soon]	They create a driving hazard. Makes it difficult to see cross-traffic.
[be removed soon]	They create issues at points of entry and exit for both bikes and cars
[be removed soon]	They do not work. People still drive on these streets and only slow down long enough to get around the barricade. And then they speed down the street.

9. Regarding the MORTON ST/SAN JOSE AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	They don't do shit, people just speed around them and make it less safe. Making them "greenways" is a good idea, but people will be people (read ass holes). If you want to make side streets safe you need physical obstacles to slow cars down.
[be removed soon]	They just push traffic over to neighboring streets plus people drive around them anyway.
[be removed soon]	They make the streets hard to turn into and out of and I think they distract drivers, who are trying to figure out if the road is open, has construction, etc.
[be removed soon]	They make traffic more hazardous when two cars need to pass at the same time.
[be removed soon]	They restrict carpool pick up/drop off turns.
[be removed soon]	They're a hazard
[be removed soon]	They're annoying.
[be removed soon]	This is a residential neighborhood, many cars parked on the street. There are weeds growing all around the gutters as street sweepers can't get past the barricades to clean the streets.
[be removed soon]	This is a street with stop signs every block or two. There is no point to the barricades aside from placating the small number of homeowners on the street.
[be removed soon]	This is the slow street I use the most and it's so dangerous because it's hard to go straight on to the slow street on San Jose from Park. Also, whenever there is a break in traffic people speed and rush through the intersection so they can get through the intersection before a car comes up.
[be removed soon]	The last report also said these would be removed by end of 2023...8 months later they are still there!
[be removed soon]	This isn't a street where I see people speed in motor vehicles.
[be removed soon]	This was a temporary item for during Covid. No longer needed.
[be removed soon]	Too much traffic on other streets..spread the love around
[be removed soon]	Totally unnecessary.
[be removed soon]	Traffic hazard
[be removed soon]	Traffic hazards
[be removed soon]	Traffic is being push to other streets and that's not fair. It's simply, more streets open less traffic.
[be removed soon]	Traffic is heavily diverted to nearby streets making them unsafe for all
[be removed soon]	Traffic on other streets has grown a lot since it was diverted away from slow streets. Now people speed down the slow streets to get around traffic on the other streets. The idea was great, but slow streets aren't safer as people use them for shortcuts to avoid traffic.
[be removed soon]	Ugly
[be removed soon]	ugly and ineffective
[be removed soon]	Ugly and people go around anyway
[be removed soon]	Unfair to property owners on parallel streets to send more cars their way. Looks bad. Prefer safer "real" bike lines and pedestrian crossings.
[be removed soon]	Unnecessary
[be removed soon]	unsafe
[be removed soon]	Unsightly
[be removed soon]	Unsightly and hazard
[be removed soon]	Useless
[be removed soon]	Vehicles have a hard time getting around the signs
[be removed soon]	We don't red them and going around them makes it more unsafe
[be removed soon]	We need more main streets that run the length of the island not less
[be removed soon]	We weren't asked about them to begin with. People don't like them. Most people. The ones who don't go to city council meetings. I have suggested to a dozen people who were angry about them that they speak up and they tell me that you don't listen or that they just ignore the barricades. And in fact, people are just ignoring them all the time now. But getting onto and off of a barricaded section now takes cooperation and frankly it's just dangerous. For cyclists and pedestrians too.
[be removed soon]	When one street becomes a slow street, other streets get more traffic

9. Regarding the MORTON ST/SAN JOSE AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	Which government official lives on this street? Hmm.
[be removed soon]	Why!! Unnecessary, I never encountered any problems
[be removed soon]	You didn't ask for a public vote on the slow streets or the decision to make them permanent greenways to nowhere.
[be removed soon]	Your actions are not well thought out.
[to stay]	<p>1. People of all ages depend on these routes to walk and roll to work, school, and other destinations safely. Removing the barricades without replacing them with other traffic calming measures will leave those people to have to change their routines to more driving, or risk unsafe conditions.</p> <p>2. It will be easier for everyone to adapt from one street modification to another, without adjusting to "normal" streets then again to a new greenway.</p>
[to stay]	A smoother and less confusing transition from a slow street to a greenway.
[to stay]	All users of the streets need to continue with their new-ish habits. Removing barricades until street has been changed into a Greenway seems like a sure pathway to frustration, especially for drivers.
[to stay]	Although the barricades are not ideal, I worry that taking them away might signify to people that the street is no longer a Slow Street and people may not drive with the bicyclists/pedestrians in mind.
[to stay]	Although we don't bike this Greenway as often, for us safety is paramount. If barricades are removed prematurely, biking and walking this Greenway would certainly be more dangerous since cars will likely treat the Greenway like any other street.
[to stay]	Anything that could help slow speeding cars would be appreciated. Also less cars for bike and ped safety
[to stay]	Anything to slow cars down some
[to stay]	As a recumbent tricycle rider with a disability, I believe the barriers make cars more aware of other users that they might not be looking for otherwise.
[to stay]	As above
[to stay]	As above
[to stay]	As above, why remove until we're ready?
[to stay]	As it is, cars still barrel around barricades and speed down slow streets. Keep the cars from speeding!
[to stay]	As soon as the barricades are gone the cars will return and speeds will increase. Keep it safe!
[to stay]	As soon as the barricades are taken away, cars will begin using the streets as they did pre-pandemic. I've had cars honk, slow down to say something, and give me and my kid the finger because we were riding our bike on the slow street part of Pacific. The barricades are THE greatest deterrent against drivers using those streets.
[to stay]	Barricades are helpful in slowing vehicle traffic and clearly identifying the presence of cyclists.
[to stay]	Barricades reduce the speed and number of vehicles on the street.
[to stay]	Barricades remind cars to go slow.
[to stay]	Barricades slow down auto traffic near intersections—without them, drivers blow right through stop signs at high speed
[to stay]	Barricades slow traffic down. There are many children accessing the park.
[to stay]	Because all the slow streets and really important for feeling safe while crossing the island by bike.
[to stay]	Because everyone is accustomed to these already being slow streets. If you take the barricade and then later make it slow again it's only going to make them unsafe in the interim
[to stay]	Because I feel safer and more comfortable biking here with them in place.
[to stay]	Because I live on Morton St. and often ride my bike or walk on the Morton St- San Jose corridor
[to stay]	Because I want the completely expensive permanent solution installed that will take extensive time because of the enormous expense.
[to stay]	Because opening up to traffic in the interim means driver will revert to unrestricted traffic behaviors
[to stay]	Because people driving cars are making unsafe choices for themselves and those around them. These barriers are a reminder to not speed through the neighborhood and maybe even deter people from driving through the neighborhood at all. I fear that habit will disappear with the removal of the barricades.

9. Regarding the MORTON ST/SAN JOSE AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	Because speeding cars put kids in danger at the park and pool crossing areas.
[to stay]	Because the barricades are better than nothing.
[to stay]	Because the barricades protect kids on bikes using the street.
[to stay]	Because the barricades slow down traffic so people can walk and bike.
[to stay]	Because they do work to deter traffic and speeding
[to stay]	Because they help reduce the number of cars on the road.
[to stay]	Because they slow traffic and make drivers more mindful.
[to stay]	Better for bicycle riders
[to stay]	Better for pedestrian & cyclist safety
[to stay]	better than nothing in the interim
[to stay]	Better transition
[to stay]	Better transition - cars continue to abide bike sharing - kids riding to school
[to stay]	Capital Improvement Projects are often delayed (i.e. Central Avenue, Grand Street) for many years. We need to keep some protections in the mean time.
[to stay]	Cars already tend to ignore these too frequently. Removing them without the Greenway infrastructure will lead to more cars speeding down these streets.
[to stay]	Cars are still able to pass with no problem and it causes cars to slow down on the street. It feels so much safer biking than streets with the barricades
[to stay]	Cars need more route options to improve the flow of traffic.
[to stay]	Cars need to be reminded it is a slow street. Too many cars cut through San Jose. Please make ALL San Jose a slow street all the way to Fernside.
[to stay]	Cars will ignore the designation and I will remain unsafe on my bicycle
[to stay]	Changing back and forth will be confusing
[to stay]	Changing behaviors and patterns will confuse drivers and introduce new challenges. Furthermore, those who oppose slow streets will misinterpret removal as approval of removing all slow streets.
[to stay]	Clear indication that street is becoming a greenway. Sick of nimbys in alameda complaining about street improvements. If it goes back to looking like a regular street they will complain more.
[to stay]	Consistency of traffic flows over time. Preference to the immediate residents
[to stay]	continues to reinforce slower traffic behavior on these streets.
[to stay]	Continuous protection for bikes and pedestrians
[to stay]	Currently the only way to let drivers know streets are only to be used for local traffic. May also wish to add a speed limit sign to the barricades.
[to stay]	Deter traffic and keep traffic coming through at slower speeds
[to stay]	Discourages cars traveling through the street
[to stay]	Discourages speeding vehicles
[to stay]	Ditto
[to stay]	DO NOT REMOVE THE BARRICADES WITHOUT DRASTIC TRAFFIC CALMING ACTION.
[to stay]	Doesn't let people get used to "the old way" again, can't complain as much when it transitions to final design
[to stay]	Don't let folks forget the plan! Stay slow. Stay consistent. Avoid confusion.
[to stay]	Don't confuse folks by taking them down. Drivers already speed through the barricades. keep them until permanent solutions are built
[to stay]	don't want to get hit and it'll slow cars down. I want streets that are bike only for the most part so I don't have to constantly wonder what cars are speeding behind me
[to stay]	Drivers and pedestrians are used to the current state. Making it worse for peds again before improving it doesn't make sense to me.
[to stay]	drivers are habituated to slow down and reroute themselves. if you remove the barrier without putting another in, and you can lose that habit very quickly. cars will start rerouting themselves onto the slow street if there isnt a barrier of some kind.

9. Regarding the MORTON ST/SAN JOSE AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	Drivers are hopefully used to these streets being slow at this point, and removing the barriers before the greenway is installed could undo that.
[to stay]	Drivers need to understand these streets are still blocked off
[to stay]	drivers will assume the street is like any other and drive that way. There needs to be signage telling drivers it is being converted to a greenway and all changes made before barricades removed.
[to stay]	Drivers will drive through if there is not an obvious physical barrier, the barriers should be kept or upgraded into planters or something more visually appealing.
[to stay]	Drivers will revert to usual speeds unless the street is changed with the improvements
[to stay]	easy to take them away the day of completion?
[to stay]	Effective in improving safety
[to stay]	Establishes consistency
[to stay]	For continued safety
[to stay]	For safety of cyclists, walkers, etc.
[to stay]	Good for kids in the streets and bike riding
[to stay]	Having slower traffic in residential neighborhoods is a good idea
[to stay]	Helps maintain the status quo until the greenway is established.
[to stay]	I also feel safe using this street as a cyclist / pedestrian and would love to continue to have this pathway since the other streets surrounding it are very car-dominated.
[to stay]	I am terrified of my kids biking on the streets and i love them having a safe option
[to stay]	I believe they are effective at deterring vehicles. If they are removed, the road will go back to its normal usage. I would actually prefer permanent slow streets to greenways, but I understand it's not for everyone.
[to stay]	I don't know why you would remove them early.
[to stay]	I don't mind them and would rather they stay in place so people do t resort back to their previous driving habits before permanent fixtures are installed. As soon as cars get to Walnut and San Jose, they are already speeding through the stop sign since there isn't a barricade.
[to stay]	I have lived on San Jose Ave. near Union Street for 40 years now. From when there were buses flying down the street and all times thereafter. The slow streets have definitely helped slow speeding traffic down and should remain until the at least temporary Greenway improvements are made, but I prefer the permanent improvements be made as soon as possible.
[to stay]	I like optimizing the streets for local residents, pets and children to play and move and explore without having to worry about cars.
[to stay]	I like the inconvenience to lazy drivers.
[to stay]	I live on San Jose and enjoy the outcome.
[to stay]	I live on San Jose and love having barricades to slow down the route for people to get to Saint Joe's and home. I used to barely be able to get out of my driveway because of the speed of the drivers.
[to stay]	I live on San Jose and would rather San Jose and grand ave become a cul de sac
[to stay]	I live on the street and many cars turn left from Grand into San Jose. They race on this street and never stop at Morton and San Antonio. They turn right onto Sherman to turn left onto Central, it's the only way to safely travel West from Sherman. I'm not a fan of the anticipated circle there but there should be a better delayed signal for the 6 way stop. Remove parking in northbound sherman to make left turn lane. Now it's anybody's guess and once school starts it's even more dangerous
[to stay]	I live on this street and the drivers think they can speed down this road instead of taking an arterial road. The barriers help but there are still folks who act like maniacs. If you remove the solution before putting any fixes in place first, the traffic safety hazards will become a massive problem
[to stay]	I love the slower cars and it does seem like there is less traffic
[to stay]	I only bike (I don't drive) and the barricades make me feel safer. They reduce traffic and slow car speeds.
[to stay]	I prefer adding permanent barricades. San Francisco has implemented greenway streets with permanent barriers to clearly indicate no through traffic, enhancing street safety.
[to stay]	i prefer it stay a slow street

9. Regarding the MORTON ST/SAN JOSE AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	I really like the barricades and think they are effective.
[to stay]	I ride my bike on this street a fair amount since it became a slow street. It feels safer. It won't if the barricades go.
[to stay]	I see no reason to prematurely remove them. Doing so would lead to an increase in vehicle traffic and decrease in safety for all street users.
[to stay]	I think every little bit of prevention helps keep pedestrians /cyclists safer
[to stay]	I think it will help people mentally prepare for the changes to come.
[to stay]	I think it will maintain the SAFER status quo until the greenways can be implemented
[to stay]	I think it would be confusing and frustrating for drivers to have renewed access to the street, only to then have to deal with further closures during the construction phase. Just keep the barriers up until the street is ready to use.
[to stay]	I think removing the barricades will change driver habits which will then have to be re-established whenever the greenway is built.
[to stay]	I think removing them before the full installation comes in places gives a confusing message about the use of the street.
[to stay]	I think the barricades increase safety and would like them in place until the more permanent solution is finalized
[to stay]	I use all these streets when I bike and will miss them when they are gone
[to stay]	I use these slow streets for biking with my 9mo baby. Without them, I do not feel comfortable biking in Alameda. Please keep these slow streets. We use this route to get to music class
[to stay]	I use this street as a slow street and feel the barricades help keep it safer for bikes and non-car travelers. Remove the barricades too soon and it will quickly return to a car dominated street and lack the modest amount of increased safety it now provides.
[to stay]	I use this stretch to commute to work and it feels safer (fewer cars driving slower) when the barricade is up.
[to stay]	I view it as a short term solution, and this short term solution would still serve a purpose. It would continue to help reduce vehicle traffic and encourage biking until more long term solution is in place.
[to stay]	I walk on this street regularly with my dog and small child. Cars currently speed down San Antonio and Clinton and I assume they will start doing so on San Jose as soon as it's an option.
[to stay]	I would like traffic reduction to continue until the Greenway solutions are in place.
[to stay]	If barricades are removed before other work is done it will become a regular fast moving street again until the other items are implemented to slow traffic back down. This will cause confusion and stir the debate back up when it changes again later. If the decision is already been made to keep them slow streets, just leave them slow streets.
[to stay]	If the barricades are removed before the Greenway infrastructure is in place, drivers are likely to return to using the street in a manner that is unsafe for bikers and pedestrians.
[to stay]	If the barriers are removed before other action is taken, drivers may feel more emboldened to drive faster, creating safety concerns.
[to stay]	If the barriers are removed, all progress for pedestrians and cyclists will be lost.
[to stay]	If they are removed with no other mitigation they will defacto revert to normal streets with all the traffic
[to stay]	If you take down the barricades before improvements are in place, the street will revert to its previous state. Why would you do that?
[to stay]	If you take out the barricades, many drivers will just treat the street as a normal street and ignore the traffic restrictions.
[to stay]	I'm afraid people will start speeding again, then they will be mad to have to change back again.
[to stay]	Improves bike ability across island
[to stay]	It allows for seamless transition otherwise without them cars take the opportunity to go back to speeding down Morton and San Jose.
[to stay]	It also keeps the street culture and expectations consistent and reduces confusion. Safety is more important to me than temporary convenience.

9. Regarding the MORTON ST/SAN JOSE AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	It does help somewhat to slow people down since they need to go around the barricades.
[to stay]	It does reduce the number of cars and this is the show street I walk on every day.
[to stay]	It is a great bike route, hate to lose it
[to stay]	it is not great to have an interim phase with no barriers slowing cars. there needs to be a direct transition to the greenway infrastructure.
[to stay]	It is not so safe otherwise and dissuades through traffic
[to stay]	It makes being a pedestrian safer. I walk a lot.
[to stay]	It makes sense to keep the barricades up to protect public safety until the permanent safety infrastructure is installed— particularly if costlier, longer term fixes are the path ultimately chosen through the city's process.
[to stay]	It provides at least a marginal disincentive for cars
[to stay]	It reinforces the intent of the street use and helps with vehicular behavior
[to stay]	It reinforces driver behavior that they should drive more carefully on Morton/San Jose
[to stay]	It seems to help remind cars to share with pedestrians and bikers. We often stick to barricaded streets whenever possible because we are biking with small children and feel safer on them.
[to stay]	It sends a consistent message that this has been and always will be a bike/ped priority corridor—going back and forth could confuse motorists and deter cyclists from returning once improvements are made.
[to stay]	It serves as a visual reminder to vehicle drivers that this street prioritizes pedestrians and cyclists. Every little bit helps.
[to stay]	It slows down cars.
[to stay]	It slows down traffic and gently encourages cars to use a different route.
[to stay]	It won't stay bike/pedestrian forward without any protection
[to stay]	It works so keep it and transition versus flip-flop.
[to stay]	It would be safer.
[to stay]	It would help with the transition for the barricades to remain until a permanent solution is provided.
[to stay]	It's used as a cross town bike path for many kids
[to stay]	It's better than nothing
[to stay]	It's great to bike through. This is the main one I take so feel more eligible to answer this area.
[to stay]	I've felt safer biking and running in the street because of the barricades as they slow cars down.
[to stay]	keep continuity in the prioritization of low traffic and slow speed.
[to stay]	Keep it a slow street, good for kids and bikes
[to stay]	Keep it safer with slower traffic
[to stay]	Keep people in the habit of driving slowly or to avoid driving that street as a thoroughfare
[to stay]	Keep the barricades so it is safe to use the street!
[to stay]	Keep the street protected.
[to stay]	Keep the street slow until improvements are in place. Teach drivers to use other routes.
[to stay]	Keeping the barricades is necessary to let cars know it's a slow street (how would they know otherwise?)
[to stay]	Keeping the barricades until the conversion means there will be no confusing interim period where no one is sure what the rules are on the street.
[to stay]	Keeping the slow street until changes are implemented allows my children to bike more safely and comfortably around the island
[to stay]	Keeping them will maintain traffic behavior until the next design solution is in place.
[to stay]	Keeps cars from speeding down the street endangering pedestrians
[to stay]	Keeps the place safe.
[to stay]	Keeps the street safe until more permanent solutions are implemented
[to stay]	Keeps the streets safe and slow.
[to stay]	Keeps traffic low and slows traffic
[to stay]	leave for safety
[to stay]	Leaving them will be a better conversation to the greenway for regular drivers. If you take it away it will be used more and then harder to convert to a greenway.

9. Regarding the MORTON ST/SAN JOSE AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	Limit cars
[to stay]	Lots of cars in the surrounding area, right now it at least can be used to slow down the speed of those cars.
[to stay]	Lowering the barricades too early will encourage drivers to use those roads as throughways instead of finding alternative routes
[to stay]	Maintain safety while conversion happens
[to stay]	Maintain slow streets
[to stay]	maintain what is there, because some sort of funding issue will arise then no one will replace the barricades
[to stay]	Make it easier to transition from slow street to greenway. Taking down barricades prior to implementation would lead drivers to assume the street is "back to normal".
[to stay]	Might as well keep the streets slow until the permanent solution is in place. Same behaviors and patterns will be used
[to stay]	Most people won't see city communications about these, so the barricades need to stay to communicate that
[to stay]	Motorists and pedestrians should anticipate consistency or gradual change not drastic swings.
[to stay]	<p>My kids bike or scoot to school every day along San Jose Avenue. The safety that the barricades provide is invaluable.</p> <p>My family also uses the San Jose Avenue safe street to traverse to Park Street and Franklin Park on a regular basis. The sense of safety that the barriers provide make us significantly more comfortable and serve to increase the amount of time that we spend outdoors as a family and decreases the use of our car.</p>
[to stay]	Near a school and kids all walking and riding bikes. Keep them safe!
[to stay]	No need to re-educate drivers.
[to stay]	Non-local cars already drive around the barricades and speed around bicyclists on the slow streets. It would most likely be more prevalent if the barricades were removed with no other traffic calming measures in place.
[to stay]	Once its gone, the momentum is gone
[to stay]	Once those barricades are removed drivers will be returning to the habit of driving to fast and not looking for bikers or pedestrians. Those wide streets without the barricades make it to easy to speed and make right turns without looking
[to stay]	Once those barricades are removed people act like it's a normal street and drive as fast as they can.
[to stay]	One less transition.
[to stay]	One of the few east/west streets where it feels safe to bike. Other is southshore but that can be very windy depending on the time of day.
[to stay]	Pedestrians first
[to stay]	Pedestrians need a safe way to travel in our city. Not everyone can use a car, including my husband who is blind
[to stay]	People are already used to it. No reason to let them cut through the neighborhoods for a little during the project
[to stay]	People are used to having them already
[to stay]	People are used to not use those roads
[to stay]	People drive fast on San Jose. Those barriers actually slow down traffic where it's used.
[to stay]	People have gotten used to the barricades and it's led to slower, safer driving. Don't remove them -- they are preventing speeding and accidents between bikes/peds and cars.
[to stay]	People speed down San Jose even with the barricades in place
[to stay]	People speed so much even with the baricades. I can't imagine trying to bike on these streets without them. I bike ok san jose over to grand ave
[to stay]	People speed WAY too fast before the barricades came up, and I worry about it

9. Regarding the MORTON ST/SAN JOSE AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	People will follow the path of least resistance and will take the side roads as soon as they can. You also create a hostile neighbor versus speeding car environment as they have had slow streets for a couple of years. Stop spending money on consultants and get on with it already.
[to stay]	Please keep traffic limited.
[to stay]	prepare drivers for Greenway
[to stay]	preserve safe walking & biking.
[to stay]	Prevent speeding
[to stay]	Really?
[to stay]	Reduces speeding
[to stay]	Reducing traffic on those streets reduces cars driving down that street and makes it safer to bike
[to stay]	Remind drivers to slow down. Longterm consistency for all who use the street
[to stay]	Reminder for drivers
[to stay]	Removing barricades without traffic calming methods only encourages drivers to drive more, speed more, disregarding vulnerable users of the road. We should not take a step back in promoting safety, and discouraging people from using other forms of transportation. See induce demands.
[to stay]	Removing the barricades before greenway work is complete will encourage more car traffic in the interim.
[to stay]	Removing the barricades BEFORE Q-build or permanent replacements go up puts walkers, cyclists, and kids in strollers, and families playing in the street at risk. There is ZERO safety value in removing the barriers before replacement fixtures (either temporary or permanent) are installed. STOP thinking about removing them before replacements go up!
[to stay]	Removing the barricades will return us to pre-pandemic vehicular speeding and feeling unsafe crossing the street.
[to stay]	Removing the temporary barricades will just confuse the traveling public and work against the longer term goal of converting to permanent greenways.
[to stay]	Removing them early may be confusing. People who like them may feel betrayed, and people who don't may feel initially triumphant and then betrayed once you implement the greenways. Like you're changing the rules twice.
[to stay]	Removing them early would endanger the lives of cyclists and pedestrians until the street becomes a neighborhood greenway. This is made worse by the city's poor record at building on time, meaning the dangerous period can last a lot longer than promised. It would also give motorists the false impression that the street is no longer a slow street, encouraging them to drive faster
[to stay]	Removing them only when permanent infrastructure is in place seems like a more natural transition
[to stay]	removing them then adding back will only be too confusing.
[to stay]	Sa e
[to stay]	safer
[to stay]	Safer biking
[to stay]	Safer biking
[to stay]	Safer for children
[to stay]	Safety
[to stay]	Safety
[to stay]	Safety
[to stay]	Safety
[to stay]	Safety
[to stay]	Safety
[to stay]	Safety
[to stay]	safety and consistency
[to stay]	Safety and continued expectation of safe environment for bikers, pedestrians and cars. Less change to public perception of road use.

9. Regarding the MORTON ST/SAN JOSE AVE barricades...I would like the barricades to...

Please tell us why...[you selected the response you did]

[to stay]	Safety concerns around Franklin Park and Franklin School due to large numbers of pedestrians and bikers. The traffic must be slowed. Paru at San Jose should be a 4 way stop.
[to stay]	Safety factors, reduce speeding cars!
[to stay]	Safety of the children, bicyclists, pedestrians.
[to stay]	Safety. This is a park area. Keep cars away and streets slow.
[to stay]	Safety. No downside to keeping barricades.
[to stay]	Same
[to stay]	Same
[to stay]	Same
[to stay]	Same
[to stay]	Same
[to stay]	Same
[to stay]	Same
[to stay]	same
[to stay]	same
[to stay]	same
[to stay]	Same
[to stay]	Same answer
[to stay]	Same answer
[to stay]	Same answer as 9b
[to stay]	Same answer as 9b
[to stay]	same answer as above
[to stay]	Same answer as above. These barricades provide a reminder that these are shared, slow streets.
[to stay]	Same as 10b
[to stay]	Same as 9.
[to stay]	Same as 9b
[to stay]	Same as 9b.
[to stay]	Same as 9b. Also, consider moving the slow street to San Antonio Ave given the St Joses School cuts that street off and it is a common walking route for Franklin and Love elementary.
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above also many kids use this as a safe route to school.
[to stay]	Same as above.
[to stay]	same as above.
[to stay]	Same as above.
[to stay]	Same as above.
[to stay]	Same as above.

9. Regarding the MORTON ST/SAN JOSE AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	Same as above.
[to stay]	Same as my answers to #s 9, 10 and 11
[to stay]	Same as nine
[to stay]	Same as previous
[to stay]	Same as the prior two.
[to stay]	Same comment above
[to stay]	Same concern as above.
[to stay]	Same concern as for Pacific. Keeping the barriers until real traffic calming is built is VITAL for protecting Franklin Park users and Franklin School students.
[to stay]	Same reason
[to stay]	Same reason
[to stay]	same reason as above - why give people the chance to pick bad habits back up
[to stay]	Same reason as above.
[to stay]	Same reason as first answer
[to stay]	Same reason I gave for Pacific and Versailles.
[to stay]	Same reasons as Pacific; let's keep traffic off these streets as much as possible until the permanent infrastructure is in place!
[to stay]	Same reasons as previously stated, but also because this is a park and school area, I appreciate that the barricades are allowing for safer zones and slower traffic.
[to stay]	Same, without barricades cars ignore that it's a slow street and they speed through.
[to stay]	San Jose Ave provides a fairly safe route to Park ST except for the Grand ST-San Jose Ave intersection.
[to stay]	San Jose currently provides a safe corridor for bicycle traffic across central Alameda.
[to stay]	See 9
[to stay]	See above
[to stay]	See above
[to stay]	See above
[to stay]	See above
[to stay]	See above
[to stay]	See above
[to stay]	See above
[to stay]	See above
[to stay]	See above
[to stay]	See above
[to stay]	See above
[to stay]	See above
[to stay]	See above
[to stay]	See above
[to stay]	See above reasoning.
[to stay]	See above.
[to stay]	See first answer
[to stay]	See previous comment. High speeds and volumes too high for a residential street due to location of St. Stephen's school
[to stay]	Seems that people mostly ignore barricades and speed on slow streets regardless. But way that folks take the removal as a sign that they can now speed freely.
[to stay]	Sets consistent expectations for motorists to slow down and/or avoid driving through
[to stay]	Should stay slow Street
[to stay]	Signal to drivers pedestrian priority
[to stay]	slow streets are great to walk and bike on
[to stay]	Slow streets have been beneficial to the community
[to stay]	Slows and reduces traffic
[to stay]	Slows cars down.

9. Regarding the MORTON ST/SAN JOSE AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	So driver's habits remain intact and they understand that safety is a priority for residents - pedestrians, bicyclists included.
[to stay]	So it's as safe as possible while construction takes place.
[to stay]	So it's still a slow street until it's a neighborhood greenway.
[to stay]	So people don't get used to driving on it as much
[to stay]	So that drivers don't have the expectation that the street is no longer considered a slow street
[to stay]	So we can safely bike (see response to 11a).
[to stay]	Speeding cars.
[to stay]	Speeding seems to be the status quo, and I'd prefer any speed calming measure to none
[to stay]	Start building expectations now
[to stay]	Start habits now. These are a great thing and let's not lose them before a permanent solution
[to stay]	Taking it away even temporarily means taking away the slow street and any momentum to the concept. Keep the momentum!
[to stay]	The barricades are a deterrent for cars that make the road safer for cyclists and pedestrians
[to stay]	The barricades are an invaluable signal to drivers to be extra cautious and SLOW! I ride a bike with little kids on this slow street almost daily.
[to stay]	The barricades are critical to maintain the benefits Of a slow street. Without them, traffic and speed will increase which will make the street less safe
[to stay]	The barricades are only reason some drivers dont' entirely treat it as a normal street
[to stay]	The barricades are rarely respected anyway. Taking them away would only increase speeding and traffic.
[to stay]	The barricades discourage speeding and result in fewer cars on the street.
[to stay]	The barricades force drivers to slow down. Without them, it would create more challenges for kids crossing those intersections
[to stay]	The barricades have already created a "good habit" for drivers from the perspective of the larger safe streets plan. In light of the longer-term plans to create safe streets, it makes sense to maintain the "good habits" rather than break them.
[to stay]	The barricades have an enormously positive effect on reducing speeding on the street (I live on San Jose Ave). I would like to see the barricades retained until other measures are in place.
[to stay]	The barricades have done alot to reduce the drive through traffic and speed, however an additional barricade needs to be added at San Jose and Walnut. Traffic enters San Jose at that crossway from Alameda High and often cars go full speed sprint on San Jose between Oak and Willow because of the missing barricade and long blocks.
[to stay]	The barricades have made the street safer for cyclists and pedestrians...and they're not a significant inconvenience for local traffic.
[to stay]	The barricades help slow traffic. If removed, I'm concerned for pedestrian and cyclist safety.
[to stay]	The barricades keep fast drivers from using these streets as shortcuts and make it easier to traverse the island stress free. Removing them before implementing the new plans will make the street less bike and walk friendly.
[to stay]	The barricades limit traffic and promote safety on the roads around Franklin Park, an area frequented by children.
[to stay]	The barricades make it difficult for cars to speed down Pacific.
[to stay]	The barricades provide for safety when biking due to less cars.
[to stay]	The barricades serve a purpose. They slow down cars.
[to stay]	The barricades set expectations
[to stay]	The barricades slow down cars at intersections, which makes it safer to be on the slow streets.
[to stay]	The barricades will keep the street safer in the meantime, less traffic noise, I
[to stay]	The barricades, very effectively, remind the drivers that the roads are shared space with bikes.
[to stay]	The existing barricades do not seriously impede drivers now. Neighborhood safety and calm streets should take priority over driver convenience.

9. Regarding the MORTON ST/SAN JOSE AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	the sign at San Jose and Paru is frequently removed for some reason -- people feel so entitled to race down this road at unsafe speeds. removing the sign early sends a mixed message that the road is back to "business as usual," which involves even more speeding.
[to stay]	The street should remain protected until permanent measures are installed. Removing the barriers is a step backwards and pedestrians/bicyclists won't have the protection they enjoy now until made permanent.
[to stay]	There are so many cars and people speeding on this street- anything helps
[to stay]	There are so many more cars on this stretch than on pacific or Versailles and most already ignoring the barricades. The barricades themselves have been shifted out of the street slightly even though there are white boxes indicating placement. Illustrates that car traffic is trying to resume, as if not a slow street, so reminder and barricades still helpful
[to stay]	There isn't a safer option in this area so prefer to leave the barricades here.
[to stay]	There will be no reminder for drivers to slow down, and it will effectively no longer be a "slow street", and will lead to more injuries for bicyclists and pedestrians.
[to stay]	These are the single best mechanism for limited the number of cars and keeping vehicular speed low. Please do not hang us out to dry while the long-term measures are implemented.
[to stay]	These do help slow people down for now and get used to taking other routes.
[to stay]	These help slow cars (sometimes) and divert through traffic (sometimes) and make biking and walking safer. Removing them prior to adding additional permanent biking and pedestrian safety measures will put bikers and walkers at risk.
[to stay]	they are doing a job.
[to stay]	They are effective in keeping cars driving slowly and reduce traffic on this street.
[to stay]	They are needed for safety until permanent work is completed.
[to stay]	They are really annoying but help get it into drivers' heads that this street is different.
[to stay]	They continue to dissuade many cars from driving down these side streets.
[to stay]	They create quieter safer streets, and island traffic does not warrant removing them.
[to stay]	They discourage most speeding cars from coming onto the street. Most drivers want to avoid these streets with barricades. That's why the barricades have been working!!!
[to stay]	They divert traffic and I feel safer biking with less cars on the road
[to stay]	They do divert some auto traffic and keep the street quieter for bikes and walking
[to stay]	They do help a little bit and would hate to see people get untrained to go a little slower
[to stay]	They do keep cars out Walking safetyk
[to stay]	They do their job and keep cars from blowing through all the intersections
[to stay]	They have helped reduce traffic.
[to stay]	They help slow and reduce traffic! Why would you remove something that keeps pedestrians and bikes safer when you haven't replaced it with something else? Don't go backwards!! It will only make "car people" more angry when restrictions are reinstated
[to stay]	They make it safer for cyclists and non drivers.
[to stay]	They need to be navigated around when continuing down the street and are cumbersome.
[to stay]	They provide some temporary safety.
[to stay]	They send a clear message to drivers and keep pedestrians safer.
[to stay]	They serve as a good reminder for people interested in following the rules.
[to stay]	They work and have helped slow people and remain safer!
[to stay]	This has some limited impact on traffic which is a good transition to the greenway.
[to stay]	This is an exception because of the density of homes, businesses and the HS nearby. I would leave the temp baracades in place until permanent items are installed.
[to stay]	This is the only safe bike route from the Ferry to Santa Clara.
[to stay]	This is the street that I live on so I am particularly invested in these staying.

9. Regarding the MORTON ST/SAN JOSE AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	This is the street we use almost every day and I feel much more relaxed on the slow street section than east of Oak.
[to stay]	This street is close to several schools. Many kids use this street to walk to school and the barricades make that journey safer for the younger ones. Preschools especially bring multiple children down it to walk to parks during the day
[to stay]	This street is used as a bypass and too many cars go way too fast next to Franklin Park where there are lots of kids and older adults
[to stay]	This town is full of speeding cars with no police enforcement, so we need these measures to feel safe.
[to stay]	this wasn't a listed option, but I would like the barricades to stay in until *and after* the street becomes a greenway they've been fine for 4 years, no reason to change it now
[to stay]	Those barricades are the only help we pedestrians are getting. Really worried about losing those few protections and then the Greenway not happening for months and years (while I am still walking the area several times a week).
[to stay]	To alert through traffic to not go through!
[to stay]	To continue to reduce amount and speed of traffic, to control noise pollution, and to increase pedestrian safety. I would also like the slow street barricades to remain on the section of San Jose Ave. between Grand and Park for the reasons above.
[to stay]	To discourage speeding
[to stay]	To discourage through traffic.
[to stay]	to encourage traffic to take alternative routes unless accessing a house on that block
[to stay]	To help calm and restrict traffic before greenway implementation.
[to stay]	To hopefully maintain additional safety until the greenway can be built.
[to stay]	To keep drivers mentality that it's not a primary auto way.
[to stay]	To keep it safer
[to stay]	To keep reminding everyone that there is eventually a change coming.
[to stay]	To keep the safety of the barricades until conversion is completed
[to stay]	to keep the street as a slow street
[to stay]	to prevent speeding cars.
[to stay]	To slow traffic and for slow street identification.
[to stay]	too confusing to have strict guidelines (barricades) to no guidelines to mild guidelines when it become a greenway. Better to step down appropriately than confusing people with more "Versions" of the street.
[to stay]	Too many cars already drive too fast on San Jose Ave. Removing the barriers will make the problem worse until the street becomes a greenway.
[to stay]	Transitioning from barricades immediately to Greenways will maintain expectations of the driving experience on these streets. If the barricades are removed before the Greenways are installed, driving speeds and other unsafe practices will resume right away.
[to stay]	Until it is a Greenway, it needs to be protected for use by the people that live there, not the people driving through there
[to stay]	Use to having it there. Somewhat slows cars going to St Joesph school.
[to stay]	Visual reminder of work in progress in these areas + keeps the same driving culture in the area.
[to stay]	We love the slow streets, keep as many as possible!
[to stay]	We use this a lot and I think it helps a little bit with safety for my kids and I when biking. Especially for them biking to school.
[to stay]	We've already agreed the street needs to be a Greenway. Removing the Slow Streets makes a street we know needs traffic calmly open to high numbers of fast autos.

9. Regarding the MORTON ST/SAN JOSE AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	We've come to rely on these quieter streets to safely bike through the city. The barricades currently act as the only intervention to reduce or calm traffic on these corridors, removing them without new traffic calming elements to replace their function may cause unnecessary safety issues for us bikers/pedestrians.
[to stay]	While not perfect, they do a good job of slowing cars down and making them think twice about turning down the streets. These streets are better when protected.
[to stay]	While the barricades don't fully stop or slow automobiles I think they are a good deterrent and I prioritize walking and rolling on the slow streets with my children during school pickup and dropoff as well as during my commute.
[to stay]	why remove them?
[to stay]	Without the barricades, there's nothing but signage to calm traffic on the slow streets. Removing the barricades before the greenways are implemented would increase vehicular speeds and volumes, reducing the number of multimodal users on the slow streets. Design is the most effective lever to change driver behavior on the street; why would we temporarily encourage the very behavior we're trying to reduce?
[to stay]	Without them cars will go back to speeding along San Jose, presenting dangers to everyone; especially those using the route as the main bike road between Broadway/Park and Grand.
[to stay]	Would like to maintain sense that these are pedestrian/bike centered streets and not car centered. These barricades help to send that message
[to stay]	You are continuing to train drivers, peds and cyclists for the future changes.
[to stay]	You must be joking that you are considering removing the barricades until the street becomes a greenway. Many people already ignore them, but it still deters some. Removing them will reverse everything this great project has achieved to date and throw doubt on the whole of the greenway project.
[to stay]	You should actually beef up these barriers by putting jersey walls, water-filled barriers, or the concrete ones. Removing the barricades would be stupid if these streets are going to be greenways.
[to stay]	You tell me why they should be removed. They are currently keeping people safe, why would you remove them before you make improvements.

9. Regarding the SANTA CLARA AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	#9. #. 10 # 11 # 12
[be removed soon]	All of them
[be removed soon]	All slow streets need to go back to accommodate regular traffic as before COVID. Parents need to be able to use the street to drive their kids to and from school
[be removed soon]	All such barricades are currently unsafe for bike/on-coming vehicles.
[be removed soon]	Annoying
[be removed soon]	As a resident of Alameda for over 25 years I know I hate living here because of this slow street greenway crap that is being forced on us. Find another cause where your decisions aren't negatively affecting other people that have to use these roads to commute to and from work
[be removed soon]	At this point the barricades are not slowing down traffic considerably, other methods are needed particularly on Santa Clara.
[be removed soon]	Barricades are a safety hazard
[be removed soon]	barricades down as soon as possible
[be removed soon]	Barricades force drivers onto the wrong side of the road, lead to confusion about right-of-way when a car is exiting a slow street, and don't provide a meaningful benefit.
[be removed soon]	Barricades make it hard for bike to go around and aggressive drivers swerve around them.
[be removed soon]	Barricades pose a hazard when vehicles are turning into and from them due to poor visibility and turning.
[be removed soon]	Because hardly anyone is using these slow streets for their intended purposes, cars are ignoring the barricades and driving through, which causes unsafe conditions at the intersections when one car attempts to leave the street while another is turning onto the street.
[be removed soon]	Because I hope this idea is gone before it is implemented.
[be removed soon]	Because people are already going around them all the time now and it makes for a confusing situation at intersections.
[be removed soon]	Because people don't use them as they were intended for during the pandemic. About a month ago I was walking in the street to avoid others on the sidewalk and give them the space they needed and almost got hit by a car.
[be removed soon]	Because they are dangerous to drive around and ugly and ineffective.
[be removed soon]	Because they are unsightly and they are ineffective.
[be removed soon]	Because they are useless and ridiculous and cause a safety concern when cars go around them into the wrong lane of traffic. They slow and restrict nothing.
[be removed soon]	Because they make transiting the city difficult and are ignored.
[be removed soon]	Been there long enough
[be removed soon]	Cars are using the slow streets. Pedestrians and bikes are barely using them. Let's get rid of the eyesore signs
[be removed soon]	Cars disregard the signage already. Other streets are affected by this closure. City should direct funds to making existing bike lanes safer.
[be removed soon]	Causes issues at junctions when turning
[be removed soon]	Causing a lot of tension with on-coming traffic
[be removed soon]	Causing traffic jam. very unsafe.
[be removed soon]	Complete eyesore and brings down the beauty of our neighborhood
[be removed soon]	Confusing and distributing hazard elsewhere increasing density of traffic in other areas.
[be removed soon]	COVID is over please return the streets back to their intended use!
[be removed soon]	Creates inequity by diverting traffic to parallel streets
[be removed soon]	Dangerous for cars needing to enter lane that is barricaded. Santa Clara Ave is a main thoroughfare and should never be barricaded.
[be removed soon]	Dangerous, no enforcement.
[be removed soon]	Disagree with neighborhood greenways
[be removed soon]	Ditto.
[be removed soon]	Do it right and permanently. Maybe reinstalling temp items a month before work begins.
[be removed soon]	Do not think the slow streets are being used as intended anymore.

9. Regarding the SANTA CLARA AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	Double ditto
[be removed soon]	Drivers have rights to those thoroughfares.
[be removed soon]	Due to the fact that more and more people are driving and streets in alameda are becoming less and less car friendly, pushing people onto one or two streets, creating traffic conditions where non previously existed
[be removed soon]	during the lockdowns, when people were encouraged to play in the streets, you could make a rationale for the barricades. However, now they make it harder for both pedestrians and cars. Stupid.
[be removed soon]	Emergency response speed is critical
[be removed soon]	Everybody ignores the closed sign and drives along Santa Clara Ave. Why have a closed road when nobody adheres to it?
[be removed soon]	Eye sore
[be removed soon]	Eyesore with minimal result.
[be removed soon]	Eyesore, ineffective
[be removed soon]	fair to all streets - no preferences to some neighborhood and not others
[be removed soon]	Get rid of slow street barricades and return the streets to original condition pre-covid.
[be removed soon]	Having driven this street before the barricade felt it wasn't needed.
[be removed soon]	Having them there is a major inconvenience!!!
[be removed soon]	I am a resident on Santa Clara and these barricades are widely ignored, with cars and delivery trucks speeding on the streets as if they were not there at all. I never feel comfortable walking in the middle of the "slow street" for this reason and think the barricades give pedestrians a false sense of security. Police issuing speeding tickets on Santa Clara and major cross streets like Third and Fifth would be more effective. Also, six years of barricades is completely excessive.
[be removed soon]	I don't feel like it's a segment of Santa Clara that needed to be a slow street in the first place.
[be removed soon]	I don't like the barricades.
[be removed soon]	I don't think the traffic was that bad before the barricades. The slow street barricades benefit one group of residents over other who don't have them and thus get extra traffic.
[be removed soon]	I feel that the barricades continue to be nothing but very dangerous and unsightly, including life-threatening. . . . Keep in mind that I'm an Alameda resident who utilizes such streets via vehicles, bicycling, and walking . . . walking more in Alameda than perhaps any other person. Again - priorities - paleeze! - get the barricade systems down.
[be removed soon]	I find these barriers dangerous when cars go around them into the opposite lane to get on the street.
[be removed soon]	I find this slow street to be the most difficult to navigate and detour around. (Maybe I just have too many friends in that neighborhood. ;-)
[be removed soon]	I just don't like the barricades.
[be removed soon]	I live around the corner on 4th St and everyone ignores the barriers. They are pointless and should be removed.
[be removed soon]	I live at 112 Santa Clara Ave. The barricade near me creates additional hazards and does not slow any cars. Those that drive fast still drive fast.
[be removed soon]	I live in the 300 block of Santa Clara Ave. The barricades make it difficult and unsafe when turning onto my block or leaving me block. This is due to oncoming traffic as we both share a line for 20 feet.
[be removed soon]	I live nearby and can attest it is underutilized as a slow street. So for very little gain it only exacerbates the traffic situation on adjacent and nearby streets.
[be removed soon]	I live on a street parallel to a safe street, we now have much more traffic and our street is much less safe. Plus the roadblocks are a traffic hazard.
[be removed soon]	I live on Santa Clara and there's been many times that I've almost gotten hit because of trying to get onto my street. A lot of times I have to wait. It's just kind of a pain. It doesn't really need to be there anymore.

9. Regarding the SANTA CLARA AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	I live on Santa Clara, and these barricades have been a nuisance for a lot of people. The majority of people I've spoken to have wanted them gone for a long time, and they are a car accident waiting to happen. We actually did have a car accident on our block a while back when a drunk driver swerved around the barricade and hit several parked cars. PLEASE REMOVE THESE THINGS ASAP!
[be removed soon]	I live on this street and the barricades are a huge inconvenience. They look ugly and most people don't understand them anyway.
[be removed soon]	I live on this street. They are awful. Cause backups at intersections. DOES NOT slow cars. They speed from one intersection to the next. They do not serve any purpose. Certainly do not make streets safer.
[be removed soon]	I never see children playing in the streets. This is effectively a street closure.
[be removed soon]	I pick up my grandson from a day care on Taylor St, from there to Maya Lin on Santa Clara. It's much easier to drive straight down Santa Clara, but the barricade is up and cars line up to try and go around them. Santa Clara is a main street connecting to busy Webster St and should never have been marked as a Slow Street. You could have made Taylor Ave a marked Slow Street not a main street like Santa Clara.
[be removed soon]	I think they make the streets less safe
[be removed soon]	I thought these have already been removed
[be removed soon]	I use Santa Clara Ave most frequently, primarily to get from Chestnut Street out to either ferry terminal (or to connect to 5th Street for the new water shuttle). I have found that having the barrier in the lane I'm riding my bike in forces me to enter the oncoming traffic lane or narrowly squeeze through the gap next to the barrier. Stop signs are present, but some cars and cyclists do not obey them and there are sometimes close calls/near misses at barriers.
[be removed soon]	I want it removed and no greenway is needed.
[be removed soon]	I wish this street could have been selected for a permanent neighborhood greenway, but current barricades feel more safety concern than a traffic slowing measure. Drivers still use Santa Clara between Webster and 5th-onwards as a thoroughfare. Then, as they drive into the opposite lane to enter each block, they will speed through to minimize time in wrong way/avoid other cars waiting to turn, etc. it's a shame as someone who commutes with children to Paden down this block every school day.
[be removed soon]	I would like the streets to go back to normal. They cause even more danger for us that live near them because we have to go into on coming traffic multiple times just to get home.
[be removed soon]	If central Ave with will involve closures, there should be another east -west street to handle increased traffic. Alternatively, could make changes to Haight Ave to make it easier to use (making all intersections 4 way stops)
[be removed soon]	If this isn't becoming a greenway anyway then they may as well be removed.
[be removed soon]	Impedes traffic, reduces safety by requiring vehicles to drive into on-coming lane.
[be removed soon]	Incredibly unsafe and unneeded.
[be removed soon]	It causes more harm
[be removed soon]	It creates a lot of dangerous situations when vehicle try to turn into the street, while the other one tries to exit.
[be removed soon]	It creates confusion and isn't effective like it was in 2020. Creates problems with deliveries on my street (I'm between 4th and 5th on central) and the sandwich shop on the corner often takes it down, which creates confusion for drivers
[be removed soon]	It impedes traffic on the cross streets if two cars meet at that intersection: one leaving the slow street and one needing to enter.
[be removed soon]	It is a preferred route going from the base to Webster Street
[be removed soon]	It is dangerous having two cars try to enter a one lane opening
[be removed soon]	It is unfair to have barricades, because the streets without barricades get extra traffic that would normally flow on the barricaded streets.
[be removed soon]	It's an eyesore and unnecessary. Also unsafe when turning onto streets with the barricades when an on coming car is approaching
[be removed soon]	It's in the way!
[be removed soon]	It's not needed

9. Regarding the SANTA CLARA AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	It's silly to barricade streets near parks. You will find no one utilizing the street as recreation.
[be removed soon]	It's about time.
[be removed soon]	It's putting a strain on other streets. All streets should be equal for traffic.
[be removed soon]	Just remove it now
[be removed soon]	Keep traffic flowing and predictable
[be removed soon]	Kids need that route to get to Encinal.
[be removed soon]	Land grab
[be removed soon]	Makes it dangerous when driving. See almost accidents as people have to drive around them to get off the street
[be removed soon]	more statistics needed
[be removed soon]	My true answer to this is I would like the barriers to be removed and the streets to be left as they were with no greenways.
[be removed soon]	Na
[be removed soon]	No
[be removed soon]	NO GREENWAYS
[be removed soon]	No reason for them
[be removed soon]	Nobody asked for them in the first place, or were given a choice.
[be removed soon]	Nobody cares, as everyone ignore these barricades.
[be removed soon]	NoNeed
[be removed soon]	Normalcy. Fairness for all
[be removed soon]	Not a fan of slow Streets. Enforce the traffic laws we already have on the books...ie speeding, running traffic lights, not stopping at stop signs, etc. This would apply to BOTH cars and bikes.
[be removed soon]	Not effective and an eyesore
[be removed soon]	Not fair
[be removed soon]	Not fair to other streets absorbing the overflow. Get rid of barriers that don't work and are ugly. Add speed bumps and reduce speed limit on all residential streets, not just a select few.
[be removed soon]	NOT NEEDED
[be removed soon]	Not needed
[be removed soon]	Not needed and already ignored by almost everyone. Unenforceable, so what is the point?
[be removed soon]	OPEN THE STREETS
[be removed soon]	People (us) go around them making them less safe and give people a false sense of security.
[be removed soon]	People dont follow
[be removed soon]	People don't pay attention to them now, and they seem to cause more trouble than they solve. Cars needing to turn onto those streets when another car is exiting frequently get stuck blocking the intersection and just making things worse in general. It was fine during lockdown when there wasn't school traffic and no one was going to work, but now they're just a nuisance.
[be removed soon]	People ignore the barricades and they are not effective.
[be removed soon]	People just drive around them making car/bike interactions more dangerous feeling
[be removed soon]	People just go around them and create a hazard.
[be removed soon]	People just go around them anyway.
[be removed soon]	People speed around the barriers and have caused crashes (I have seen this happen on Santa Clara where I live).
[be removed soon]	People still turn so it's just a nuisance than actually reducing traffic it seems
[be removed soon]	People will not respect the greenways until slowing measures have been in place
[be removed soon]	People will want a way around the construction.
[be removed soon]	Please remove as soon as possible. It has already been four years, and this is unfair to the surrounding streets, which are doubly burdened with traffic.
[be removed soon]	PLEASE REMOVE THIS. These are awful when biking on Santa Monica near 3rd to Webster, cars will speed and won't check the sides. I feel safer on a standard street than when these barriers are there.
[be removed soon]	Please see 9b.
[be removed soon]	Quicker implementation of solutions.

9. Regarding the SANTA CLARA AVE barricades...I would like the barricades to... Please tell us why...[you selected the response you did]

[be removed soon]	red light cameras
[be removed soon]	Reduce danger inherent in the current intersection design.
[be removed soon]	Remove all barriers today!!!!
[be removed soon]	Remove and leave alone. Creating more hazards. Why not survey public whether want or not?
[be removed soon]	Remove asap so driving can resume as usual
[be removed soon]	Remove the barricades and be done with it.
[be removed soon]	Remove the existing barricades. They are very dangerous and I've almost been in many accidents and seen dangerous activities from other drivers as a result of making traffic one way next to the barricades. The barricades were a dumb idea started with covid and now you want to save face.
[be removed soon]	Return it to the original street.
[be removed soon]	Return the street back to how it was. People drive around the barriers anyway and they are hazard now. Just let the street be a street
[be removed soon]	Right now, they don't serve a purpose except divert traffic to neighboring streets.
[be removed soon]	Safety
[be removed soon]	Safety
[be removed soon]	Same
[be removed soon]	Same
[be removed soon]	Same
[be removed soon]	same
[be removed soon]	Same
[be removed soon]	Same
[be removed soon]	Same answer the current barricades are dangerously.
[be removed soon]	Same as 9
[be removed soon]	same as 9b
[be removed soon]	Same as above
[be removed soon]	Same as above
[be removed soon]	same as above
[be removed soon]	Same as above
[be removed soon]	same as above
[be removed soon]	same as above
[be removed soon]	Same as above
[be removed soon]	same as above
[be removed soon]	Same as above
[be removed soon]	Same as above.
[be removed soon]	Same as above.
[be removed soon]	same as above. West end of Santa Clara does not have enough traffic to warrant them. There are stop signs.
[be removed soon]	Same as answer one.
[be removed soon]	same as first comment
[be removed soon]	Same as Pacific
[be removed soon]	Same as Pacific
[be removed soon]	Same reason as 10b
[be removed soon]	Same reason as above. No
[be removed soon]	Same response
[be removed soon]	Same.
[be removed soon]	Same.
[be removed soon]	Sane as abovel
[be removed soon]	Santa clara is a main road on the island to get around nothing on Santa clara should be blocked to begin with.
[be removed soon]	Santa Clara is a Main Street to cross the island.

9. Regarding the SANTA CLARA AVE barricades...I would like the barricades to... Please tell us why...[you selected the response you did]

[be removed soon]	Santa Clara is a main thoroughfare, get rid of them!
[be removed soon]	Santa Clara is a major street and should not be a slow street, cars just drive around the barriers or race down the other streets.
[be removed soon]	see 9
[be removed soon]	See 9b
[be removed soon]	See above
[be removed soon]	See above
[be removed soon]	See above
[be removed soon]	See above
[be removed soon]	See above
[be removed soon]	see above
[be removed soon]	See above
[be removed soon]	See above
[be removed soon]	See above comment. They are ineffective.
[be removed soon]	See above responses
[be removed soon]	See above.
[be removed soon]	see comment in 9. above
[be removed soon]	See previous reply.
[be removed soon]	See previous responses I gave written for the barricades on the other streets. These barricades make streets more dangerous and drivers go into incoming traffic when turning
[be removed soon]	Similar to Pacific (and unlike my observations of Morton and Versailles) my experience with the barricades on Santa Clara and Pacific is that they actually make things worse and more dangerous.
[be removed soon]	Since Santa Clara has stop signs at most of the intersections along this section, the traffic is already slowed down.
[be removed soon]	Slow cars
[be removed soon]	Slow streets is a bad program. It favors specific streets rather than being more diffuse.
[be removed soon]	Slow streets should have been removed when Covid restrictions were removed....
[be removed soon]	So people don't loose the safety of the travel between implementation.
[be removed soon]	So the transition to the Greenway style is not a sudden change to vehicle traffic.
[be removed soon]	Stop already.
[be removed soon]	Stop catering to bike people only!!!!
[be removed soon]	Stop fucking with the traffic. Go ahead, take the bus to work. You will be late or waiting for hours if you work in SF
[be removed soon]	STOP limiting more and more parking signs around Alameda. Wish we gave this much courtesy for drivers and not just to bikers who (for the most part) do not even follow sharing the road rules. ENOUGH with this. People WITH CARS have to live here too. This is especially the case for residents who live in the West End and Park Street. How come there aren't any limits to parking in places like Grand where the wide streets can make bike safety more ideal. Will the city ever address this!!!!!!!!!!!!!!
[be removed soon]	Tesla cars can't navigate.
[be removed soon]	That is a alternate route to alameda point why do the exist?
[be removed soon]	The alternate routes create different safety issues and Santa Clara is a useful through street for those on the west end
[be removed soon]	The are a hazard to both cars and people. I live in Santa Clara and have seen many accidents. 4 way stop signs with barriers people think the can run the stop sign driving above the speed limit.
[be removed soon]	The barricade on Santa Clara and 6th is a safety hazard. Cars use Santa Clara from 6th to 5th street as a through street, regardless of the barricade at 6th. Cars on Santa Clara go around the barricade into oncoming bike and car traffic. 6th and Santa Clara is a busy intersection, just a block from Webster. I often see at least another bike, pedestrian, or car when I approach that intersection. The barricades at that intersection cause an add dimension that makes the intersection less safe.
[be removed soon]	The barricades are a nuisance.

9. Regarding the SANTA CLARA AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	The barricades are ugly and do no good. Only benefits those on the slow street. Not fair to other tax paying residents who would like slow street on their block.
[be removed soon]	The barricades are ugly, and EVERYONE IGNORES THEM. They serve no purpose.
[be removed soon]	The barricades are unsightly
[be removed soon]	The barricades are useless.
[be removed soon]	The barricades are very dangerous when two cars reach the intersection at the same time. They barricades should be removed and not have the streets become greenways
[be removed soon]	The barricades cause more traffic problems and safety issues.
[be removed soon]	The barricades create problems
[be removed soon]	The barricades destroy the functionality of the streets to be used as streets.
[be removed soon]	The barricades do not improve safety- they merely force the traffic to speed down adjacent streets. Further cars speed around the barricades making crosswalks unsafe
[be removed soon]	The barricades force diversions onto other roads, creating more traffic in the process. There's not a logical reason for them currently. (Kids playing, doesn't count. That's what parks are for.) If they're put in place because traffic is noisy or too many people use that street, it's the same argument for any street. Why are some street approved travel corridors and others aren't?
[be removed soon]	the barricades force single lane traffic which literally forces head to head collisions at segment entrances
[be removed soon]	The barricades make it more dangerous for pedestrians, cyclists and motorists. They should have been removed 4 years ago.
[be removed soon]	The intention behind the barricades is good but it feels like they create a false sense of security for cyclists and pedestrians, and particularly children. I see cars driving erratically to get around the barriers and cutting through these slow streets to get around traffic. Moreover there does not appear to be any enforcement of who can drive on these slow streets and so as a result, some people drive on them and others don't. This feels unsafe.
[be removed soon]	The number of almost-accidents I have seen at the intersections with barriers (specifically at 5th St and 6th St at Santa Clara), cancels out the benefit to the very small number of bikers I see using the street.
[be removed soon]	The Santa Clara slow street has not been used in any serious capacity since the early days of the pandemic. It forces traffic - especially during school pickup/drop off hours - to flow down other streets, especially Haight Avenue, making surrounding streets less safe. I don't understand why the "slow street" on Santa Clara is more valuable than splitting the traffic load across all of the streets in the area, especially when it is so under utilized and most bikers use Central now anyway.
[be removed soon]	The street is used and has not been used for the original purpose for some time. Cross street traffic is bad, cars run stop signs and is dangerous when I am leaving the block of santa clara I live on
[be removed soon]	There are too many near-accidents because people turning into the street swing wide and into oncoming traffic while cars on the street already approach the intersection. This has happened to me numerous times.
[be removed soon]	There is no longer any need for Slow Street designation on Santa Clara Ave. The COVID pandemic is over.
[be removed soon]	There is nothing that implies "slow street" except for these ugly barriers. They are ugly and confuse people.
[be removed soon]	There isn't a good safe option until the santa clara project is completed.
[be removed soon]	There's nothing more NIMBY than saying "you can't drive here unless you live here." They're a disgusting manifestation of local wealthy landowners doing everything they can to carve a gated community out of public roadways while still absorbing public maintenance budget.
[be removed soon]	These are road hazards, portions of the vertical stanchions have been broken, and now they're just plastic clips bolted to the road, which is a traffic hazard and a biking hazard.
[be removed soon]	These are shared public streets and it is inappropriate to block them to through traffic. We are all paying property (even indirectly through rent) and sales taxes here. They should never have been implemented.
[be removed soon]	These barricades are total BS. There are no places these are needed. They were installed so that people could go out during the Pandemic.
[be removed soon]	These barricades serve no purpose and should never have been established.

9. Regarding the SANTA CLARA AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	These have extended well past any COVID emergency requirements for additional separation needs. They create what feels like entirely private streets which increases burdens on other roads. The greenways ideas are much much better than the barricades .
[be removed soon]	They actually make traffic and negotiation more difficult. People do not know what to do with them and how to safely proceed around them
[be removed soon]	They are a hazard to traffic, pedestrians and bike riders when wanting to leave the street.
[be removed soon]	They are a hazard.
[be removed soon]	They are a traffic hazard with cars and bikes entering and exiting on one lane.
[be removed soon]	They are an eye sore and cars just drive around them anyway. They have outlived their purpose
[be removed soon]	They are annoying
[be removed soon]	They are any eye sore. They confuse drivers who need to enter the street and cause potentially dangerous situations where entering and exiting vehicles need to use the small entry space. It would also be a good opportunity to understand if the removal of the temporary barricades put in during COVID will actually have a negative impact on how people use the streets as slow streets.
[be removed soon]	They are awful!!! They cause confusion, congestion and FRUSTRATION! Also bicyclists barrel through and NEVER abide by the stop signs which creates more danger for both driver and pedestrians!
[be removed soon]	They are create a safety hazard at intersection by requiring driving on the wrong side of the street risking head on collisions and they are ugly.
[be removed soon]	They are creating traffic hazards and are obnoxious.
[be removed soon]	They are dangerous for drivers and therefore pedestrians. If there is anymore than a single car at these intersections, it is very hectic and difficult to get around each other
[be removed soon]	They are difficult to navigate and ugly.
[be removed soon]	they are ignored and cause traffic if two cars are using same intersection
[be removed soon]	They are necessary
[be removed soon]	They are no longer messed. Lease shut them down.
[be removed soon]	They are not effective and actually cause a collision risk as people drive into the opposite lane to go around them
[be removed soon]	They are not working already and causing more traffic issues
[be removed soon]	They are obstructive, especially when cars are trying to turn on to the street with only one lane. Aggravated when pedestrians there too - most people just drive around the barricades
[be removed soon]	They are restricting access to all and creating additional traffic. They are also not a private street yet treated as such
[be removed soon]	They are ridiculous
[be removed soon]	They are ugly
[be removed soon]	They are ugly, they are ineffective, nobody cares - except for the people that live on those streets.
[be removed soon]	They are unattractive and motorists mostly ignore them, which creates a separate safety issue.
[be removed soon]	They are unnecessary because persons walking and biking are already safe on this quiet street. Vehicle use isn't reduced by the barricades, it's just diverted to nearby streets. Allowing vehicular traffic to spread out over our existing streets is safer for everyone.
[be removed soon]	They are unsafe! Crossing that intersection is dangerous with the barricades in the way! Total hazard!
[be removed soon]	They are unsightly and remind us of COVID lockdowns
[be removed soon]	They are useless
[be removed soon]	They cause confusion!
[be removed soon]	They create a driving hazard. Makes it difficult to see cross-traffic.
[be removed soon]	They create issues at points of entry and exit for both bikes and cars
[be removed soon]	They do not work. People still drive on these streets and only slow down long enough to get around the barricade. And then they speed down the street.
[be removed soon]	They don't actually do much for me as a biker, and they do encourage cars to not stop at adjacent stop signs. I bike this route daily

9. Regarding the SANTA CLARA AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	They don't do shit, people just speed around them and make it less safe. Making them "greenways" is a good idea, but people will be people (read ass holes). If you want to make side streets safe you need physical obstacles to slow cars down.
[be removed soon]	They don't slow anyone done and cause a traffic hazard for cars on the street and turning cars.
[be removed soon]	They make the streets hard to turn into and out of and I think they distract drivers, who are trying to figure out if the road is open, has construction, etc.
[be removed soon]	They make traffic more hazardous when two cars need to pass at the same time, especially during the morning commute.
[be removed soon]	They restrict carpool pick up/drop off turns.
[be removed soon]	They're a hazard
[be removed soon]	They're an eye sore, it's dangerous driving around them into oncoming traffic. Ineffective
[be removed soon]	They're annoying.
[be removed soon]	They're ugly! The street sweeper doesn't clean Mortonno more freakin barricades. There are weeds everywhere. I think Grand should be made a slow street, so Ms Ezzy can see how the rest of the city lives.
[be removed soon]	This is a residential neighborhood, many cars parked on the street. There are weeds growing all around the gutters as street sweepers can't get past the barricades to clean the streets.
[be removed soon]	This was a temporary item for during Covid. No longer needed.
[be removed soon]	Too many slow streets
[be removed soon]	Traffic flow.
[be removed soon]	Traffic hazard
[be removed soon]	Traffic hazards
[be removed soon]	Traffic is already confusing and other streets over burdened. Makes no sense to have these.
[be removed soon]	Traffic is being push to other streets and that's not fair. It's simply, more streets open less traffic.
[be removed soon]	Traffic issues
[be removed soon]	Traffic on other streets has grown a lot since it was diverted away from slow streets. Now people speed down the slow streets to get around traffic on the other streets. The idea was great, but slow streets aren't safer as people use them for shortcuts to avoid traffic.
[be removed soon]	Trying to leave for work and dealing with school drop-off traffic significantly limits getting to the tube in an efficient way. In addition, the kids don't use Santa Clara to get to school, they use all the other streets and blow through stop signs. The issue is bicyclists never follow the traffic rules and that really needs to be enforced more and education needs to be done more.
[be removed soon]	ugly and ineffective
[be removed soon]	Ugly and people go around anyway
[be removed soon]	Ugly, ineffective, and often ignored
[be removed soon]	Ugly.
[be removed soon]	Unfair to property owners on parallel streets to send more cars their way. Looks bad. Prefer safer "real" bike lines and pedestrian crossings.
[be removed soon]	Unfortunately this is again the same problem. There is little utilization of the current slow street for the west end of Santa Clara Avenue.
[be removed soon]	Unnecessary
[be removed soon]	unsafe
[be removed soon]	Unightly
[be removed soon]	Unightly and a hazard
[be removed soon]	Useless. People are speeding down central and Lincoln
[be removed soon]	Vehicles have a hard time getting around the signs
[be removed soon]	We don't red them and going around them makes it more unsafe
[be removed soon]	We need thoughofares.

9. Regarding the SANTA CLARA AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[be removed soon]	We never wanted them in the first place. NOBODY asked ANY ONE living on Santa Clara Avenue, if we wanted these stupid barricades at all! At the very least, they should go block by block and have unanimous approval, before they are implemented. Right now, they should be taken down from Santa Clara Ave, sooner rather than later!
[be removed soon]	We weren't asked about them to begin with. People don't like them. Most people. The ones who don't go to city council meetings. I have suggested to a dozen people who were angry about them that they speak up and they tell me that you don't listen or that they just ignore the barricades. And in fact, people are just ignoring them all the time now. But getting onto and off of a barricaded section now takes cooperation and frankly it's just dangerous. For cyclists and pedestrians too.
[be removed soon]	What project? Which government official benefits?
[be removed soon]	When approaching the stop signs many times one car has to suddenly stop because of another car entering the same lane. You can't always see the car entering in the wrong lane due to them turning or driving up the road. It's unsafe and annoying and frustrating. Santa Clara is a street that is used quite often. If anything put speed bumps or bike lanes in. Take the barrier down.
[be removed soon]	Why did anyone think we needed this utter nonsense in our roads?!
[be removed soon]	With the Slow Street barricades: 1) It is more cumbersome to get to and from our home. 2) It is more dangerous as cars move into the oncoming traffic lane to enter the block, sometimes in violation of right of way of oncoming traffic. 3) More people ignore the stop sign with the barricade, instead of stopping just slowing down slightly. 4) It is a fraud on the residents. We were told Slow Streets were a temporary measure during COVID lockdowns. That was 4 years ago!
[be removed soon]	You already know
[be removed soon]	You didn't ask for a public vote on the slow streets or the decision to make them permanent greenways to nowhere.
[to stay]	1) Speeding cars on Santa Clara 2) Santa Clara is major thoroughfare for kids walking to/from AoA and Encinal 3) Prefer to keep the slow street slow to encourage walking, biking, etc. with safety
[to stay]	A smoother and less confusing transition from a slow street to a greenway.
[to stay]	again, promotes safer driving
[to stay]	All users of the streets need to continue with their new-ish habits. Removing barricades until street has been changed into a Greenway seems like a sure pathway to frustration, especially for drivers.
[to stay]	Already on the cusp of being overrun, the removal of the barricades would erase the project
[to stay]	Although we don't bike this Greenway as often, for us safety is paramount. If barricades are removed prematurely, biking and walking this Greenway would certainly be more dangerous since cars will likely treat the Greenway like any other street.
[to stay]	Anything to slow cars down some
[to stay]	As a recumbent tricycle rider with a disability, I believe the barriers make cars more aware of other users that they might not be looking for otherwise.
[to stay]	As above
[to stay]	As above, why remove until we're ready?
[to stay]	As it is, cars still barrel around barricades and speed down slow streets. Keep the cars from speeding!
[to stay]	As soon as the barricades are gone the cars will return and speeds will increase. Keep it safe!
[to stay]	As soon as the barricades are taken away, cars will begin using the streets as they did pre-pandemic. I've had cars honk, slow down to say something, and give me and my kid the finger because we were riding our bike on the slow street part of Pacific. The barricades are THE greatest deterrent against drivers using those streets.

9. Regarding the SANTA CLARA AVE barricades...I would like the barricades to...

Please tell us why...[you selected the response you did]

- [to stay] As the most frequent slow street that I use, and seemingly the project that will have the longest to wait till completion, I would prefer that the barricades remain until the project has been completed. I would default to the people who live on Santa Clara first, but I believe they do make people think twice about driving down Santa Clara, and if drivers get used to being able to use it as normal street again in the interim, it might prompt more backlash than there would be otherwise.
- [to stay] As the resident of a street that is adjacent to Santa Clara Avenue, I fully support leaving the barricade in place until the Central Ave project is complete. Even when the drivers ignore the use restrictions, the barricades slow the traffic. Do not give up what progress has been made to provide safer roads for bikes.
- [to stay] Barricades are helpful in slowing vehicle traffic and clearly identifying the presence of cyclists.
- [to stay] Barricades are mostly effective, should keep Santa Clara as a Slow Street until Central becomes an alternative for bike traffic.
- [to stay] Barricades reduce the speed and number of vehicles on the street.
- [to stay] Barricades slow down auto traffic near intersections—without them, drivers blow right through stop signs at high speed.
- Also the racist sandwich shop guy doesn't like the barricades.
- [to stay] Basing this on my own transit needs only. :)
- [to stay] Because all the slow streets and really important for feeling safe while crossing the island by bike.
- [to stay] Because everyone is accustomed to these already being slow streets. If you take the barricade and then later make it slow again it's only going to make them unsafe in the interim
- [to stay] Because I feel safer and more comfortable biking here with them in place.
- [to stay] Because I want the completely expensive permanent solution installed that will take extensive time because of the enormous expense.
- [to stay] Because opening up to traffic in the interim means driver will revert to unrestricted traffic behaviors
- [to stay] Because people driving cars are making unsafe choices for themselves and those around them. These barriers are a reminder to not speed through the neighborhood and maybe even deter people from driving through the neighborhood at all. I fear that habit will disappear with the removal of the barricades.
- [to stay] Because the barricades are better than nothing.
- [to stay] Because the barricades protect kids on bikes using the street.
- [to stay] Because the barricades slow down traffic so people can walk and bike.
- [to stay] Because they do work to deter traffic and speeding
- [to stay] Because they slow traffic and make drivers more mindful.
- [to stay] Because this is the best bike route to the ferry from the southern part of the island, and removing the barricades will endanger bike riders trying to get to schools or the ferry, at least until Central is safe for bikes.
- [to stay] Better for bicycle riders
- [to stay] Better for pedestrian & cyclist safety
- [to stay] better than nothing in the interim
- [to stay] Better transition
- [to stay] Better transition - cars continue to abide bike sharing - kids riding to school
- [to stay] Build expectations now
- [to stay] Busier area and used by walkers and bikes
- [to stay] Capital Improvement Projects are often delayed (i.e. Central Avenue, Grand Street) for many years. We need to keep some protections in the mean time.
- [to stay] Cars already ignore the barricades. Itlll get worse if they are removed.
- [to stay] Cars already tend to ignore these too frequently. Removing them without the Greenway infrastructure will lead to more cars speeding down these streets.
- [to stay] Cars are still able to pass with no problem and it causes cars to slow down on the street. It feels so much safer biking than streets with the barricades
- [to stay] Cars need more route options to improve the flow of traffic.
- [to stay] Cars will ignore the designation and I will remain unsafe on my bicycle

9. Regarding the SANTA CLARA AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	Changing back and forth will be confusing
[to stay]	Changing behaviors and patterns will confuse drivers and introduce new challenges. Furthermore, those who oppose slow streets will misinterpret removal as approval of removing all slow streets.
[to stay]	Consistency of traffic flows over time. Preference to the immediate residents
[to stay]	continues to reinforce slower traffic behavior on these streets.
[to stay]	Continuous protection for bikes and pedestrians
[to stay]	Currently the only way to let drivers know streets are only to be used for local traffic. May also wish to add a speed limit sign to the barricades.
[to stay]	Cyclists will be more likely to read city announcements but until an alternate is ready, let's keep the barricades.
[to stay]	Deter traffic and keep traffic coming through at slower speeds
[to stay]	Discourages cars traveling through the street
[to stay]	Discourages speeding vehicles
[to stay]	Ditto
[to stay]	DO NOT REMOVE THE BARRICADES WITHOUT DRASTIC TRAFFIC CALMING ACTION.
[to stay]	Doesn't let people get used to "the old way" again, can't complain as much when it transitions to final design
[to stay]	Don't let folks forget the plan! Stay slow. Stay consistent. Avoid confusion.
[to stay]	Don't let people get used to traveling on the roads as normal. Drivers (and map apps) have learned to avoid these roads. Keep it that way.
[to stay]	Don't confuse folks by taking them down. Drivers already speed through the barricades. keep them until permanent solutions are built
[to stay]	don't want to get hit and it'll slow cars down. I want streets that are bike only for the most part so I don't have to constantly wonder what cars are speeding behind me
[to stay]	drivers are habituated to slow down and reroute themselves. if you remove the barrier without putting another in, and you can lose that habit very quickly. cars will start rerouting themselves onto the slow street if there isnt a barrier of some kind.
[to stay]	Drivers are hopefully used to these streets being slow at this point, and removing the barriers before the greenway is installed could undo that.
[to stay]	Drivers need to understand these streets are still blocked off
[to stay]	drivers will assume the street is like any other and drive that way. There needs to be signage telling drivers it is being converted to a greenway and all changes made before barricades removed.
[to stay]	Drivers will drive through if there is not an obvious physical barrier, the barriers should be kept or upgraded into planters or something more visually appealing.
[to stay]	easy to take them away the day of completion?
[to stay]	Especially this street needs to have the barriers and barricades bc they reduce speeding and dangerous driving.
[to stay]	Establishes consistency
[to stay]	Even with the barricades in place, many cars use Santa Clara as a through street, making its utility as a slow street unreliable with small children. I worry that removing the barricades will just encourage even more traffic on one of the few streets that is less dangerous for kids on bikes.
[to stay]	Even with the slow street signage some people ignore it and even speed down Santa Clara because it is wide open. Leave it be.
[to stay]	For safety of cyclists, walkers, etc.
[to stay]	For the same reasons listed in 11b.
[to stay]	For years, the City has declined to put speed bumps and right turn only signs on Walnut at Lincoln because it claims it would hamper emergency and commercial vehicles. Yet now the City proposes installing "speed cushions" and right turn only signs on greenways.
[to stay]	Good for kids in the streets and bike riding
[to stay]	Having slower traffic in residential neighborbor hoods is a good idea
[to stay]	Helps a little with bike safety

9. Regarding the SANTA CLARA AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	Helps maintain the status quo until the greenway is established.
[to stay]	I am terrified of my kids biking on the streets and i love them having a safe option
[to stay]	I bike it with my kid
[to stay]	I depend on this corridor to be lower-stress in order to commute to the ferry by bike on a daily basis. If I lose this safer route, I may have to change my routine to driving the 3.8 miles each way instead, adding 38 car miles/week for me and everyone else on the south side of the island (CAT is out of the way). This increase in commute traffic would be bad for everyone.
[to stay]	I don't think I know about this project but if there is anticipated construction nearby, slowing down and/or reducing volume of traffic is probably a good safety measure.
[to stay]	I frequently ride a bicycle on Santa Clara between 4TH st and Webster. Again, for those motorists complying with signage, it makes biking somewhat safer.
[to stay]	I frequently use the slow streets, and the barricades reduce the number of speeding cars that come through.
[to stay]	I grew up on the 500 block of Santa Clara and am now raising my kids on the same block! I love Santa Clara as a slow street, but also understand that perhaps the location of Crab Cove, Washington Park, Paden, and Encinal cause Central Ave. to be the priority. Santa Clara being a slow street has pushed more traffic to Central. As Central becomes a slow street, it will be important to move speeding abatements (like the ones at Central and 6th) to Santa Clara.
[to stay]	I have two little ones. It helps reduce speeding cars when they are crossing the streets or riding their bike. They have time to move to one side before passing. It seems safer for kids who are riding bike to and from home
[to stay]	I like having fewer cars
[to stay]	I like the inconvenience to lazy drivers.
[to stay]	I like this slow street as a safe biking option for families to get around in the West End
[to stay]	I live at 3rd and Santa Clara. Previous to this being a slow street tha traffic for morning drop off at EHS was terrible. Now it is a highly used pedestrian and bike route. The barricades deter cars. They should stay as long as possible.
[to stay]	I live on Central and am a huge fan of the Central Avenue project, and would like to have a safe street alternative (Santa Clara, with the barriers) until it's completed.
[to stay]	I live on Santa Clara and have no issue with them being up.
[to stay]	I live on Santa Clara at 3rd, and there is so much school pedestrian and bike traffic. Many foolish people still stubbornly use Santa Clara as a through street even though it's full of kids on bikes and kids walking to school. There's also a lot of scary car behaviour after school from young new drivers who get out of school and speed down the street right in front of our house, when the streets are again full of kids on foot and on bike. The traffic barriers are the <u>least</u> we should have.
[to stay]	I love our Santa Clara Slow Street and think it provides a great opportunity for walking and biking. The sidewalks and current infrastructure is inadequate.
[to stay]	I need a safe way to bike in this area of Alameda! They help slow and reduce traffic! Why would you remove something that keeps pedestrians and bikes safer when you haven't replaced it with something else? Don't go backwards!! It will only make "car people" more angry when restrictions are reinstated
[to stay]	I often use Santa Clara as a main story from seaplane ferry to east end. This road as currently blocked off is very safe for biking.
[to stay]	I often use Santa Clara for running and commute biking; seeing many people using it is great. Barricades should stay so we can continue to use this slow street safely. The street is a great connector between the west area and Webster Street.
[to stay]	I only bike (I don't drive) and the barricades make me feel safer. They reduce traffic and slow car speeds.
[to stay]	I prefer adding permanent barricades. San Francisco has implemented greenway streets with permanent barriers to clearly indicate no through traffic, enhancing street safety.
[to stay]	i prefere it stay a slow street
[to stay]	I really like the barricades and think they are effective.

9. Regarding the SANTA CLARA AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	I regularly cycle this street when going from the East End to Alameda Point (for the Friends of the Library Warehouse or the Farm-to-Market location).
[to stay]	I see no reason to prematurely remove them. Doing so would lead to an increase in vehicle traffic and decrease in safety for all street users.
[to stay]	I think every little bit of prevention helps keep pedestrians /cyclists safer. I also wish Santa Clara ave would be converted into a Greenway
[to stay]	I think it will help people mentally prepare for the changes to come.
[to stay]	I think once traffic increases on those streets after the barricades are removed, it will be hard to lower the amount of traffic again when the street becomes a Neighborhood Greenway.
[to stay]	I think removing the barricades will change driver habits on a corridor used by many commuting to the ferry. I am also generally concerned with removing this slow street as I think the central project will likely increase use of Santa Clara by auto drivers. It has 4 way stops that will be conflict zones for autos bikes and Peds.
[to stay]	I think removing them before the full installation comes in places gives a confusing message about the use of the street.
[to stay]	I think that Santa Clara will have a much higher volume of cars if the barricades are removed, making it less safe for bikes.
[to stay]	I think the barricades increase safety and would like them in place until the more permanent solution is finalized
[to stay]	I think there has been less speeding on Santa Clara (near Encinal high) since the barricades have been up and less people using Santa Clara which is my street so I like that.
[to stay]	I think we should maintain these if not i believe people will misuse and start speeding again
[to stay]	I use all these streets when I bike and will miss them when they are gone
[to stay]	I use Santa Clara as my primary cross-island bikeway. I'd even like to see the barricades stay even AFTER the Central Avenue project is completed.
[to stay]	I use these slow streets for biking with my 9mo baby. Without them, I do not feel comfortable biking in Alameda. Please keep these slow streets for our safety
[to stay]	We use this specifically to get to music class
[to stay]	I use this every single day!!
[to stay]	I use this route daily and barricades are one of the only things slowing down speeding drivers, particularly around the start of school at Encinal. Lincoln is a perfectly good, nearby, barrier-free options for drivers.
[to stay]	I use this street to bike on with my kids. My kids also use this street to bike to Webster. This is the safest route for them due to the slow street designation
[to stay]	I use this stretch to commute to work and it feels safer (fewer cars driving slower) when the barricade is up.
[to stay]	I view it as a short term solution, and this short term solution would still serve a purpose. It would continue to help reduce vehicle traffic and encourage biking until more long term solution is in place.
[to stay]	I would like the Santa Clara barricades to remain in place until the street is turned into a Greenway. Our kids love biking in Santa Clara. The Encinal high schoolers speed on Santa Clara but other wise it is a really nice slow street.
[to stay]	If the barricades are removed before the Greenway infrastructure is in place, drivers are likely to return to using the street in a manner that is unsafe for bikers and pedestrians.
[to stay]	If the barriers are removed before other action is taken, drivers may feel more emboldened to drive faster, creating safety concerns.
[to stay]	If the barriers are removed, all progress for pedestrians and cyclists will be lost.
[to stay]	If you remove the solution before putting any fixes in place first, the traffic safety hazards will remain a problem
[to stay]	If you take down the barricades before improvements are in place, the street will revert to its previous state. Why would you do that?

9. Regarding the SANTA CLARA AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	It allows for seamless transition otherwise without them cars take the opportunity to go back to speeding down Santa Clara.
[to stay]	It also keeps the street culture and expectations consistent and reduces confusion. Safety is more important to me than temporary convenience.
[to stay]	It does help somewhat to slow people down since they need to go around the barricades.
[to stay]	It is about making people safer
[to stay]	It is heavily used by students getting to and from Paden and Encinal
[to stay]	it is not great to have an interim phase with no barriers slowing cars. there needs to be a direct transition to the greenway infrastructure.
[to stay]	It is not so safe otherwise and dissuades through traffic
[to stay]	It is the safest east/west bike route, at least until Central or Clement are completed.
[to stay]	It makes being a pedestrian safer. I walk a lot.
[to stay]	It makes sense to keep the barricades up to protect public safety until the permanent safety infrastructure is installed— particularly if costlier, longer term fixes are the path ultimately chosen through the city's process.
[to stay]	It provides at least a marginal disincentive for cars
[to stay]	It seems to help remind cars to share with pedestrians and bikers. We often stick to barricaded streets whenever possible because we are biking with small children and feel safer on them.
[to stay]	It serves as a visual reminder to vehicle drivers that this street prioritizes pedestrians and cyclists. Every little bit helps.
[to stay]	It slows down cars.
[to stay]	It slows down traffic and gently encourages cars to use a different route.
[to stay]	It works so keep it and transition versus flip-flop.
[to stay]	It would be safer
[to stay]	It would help with the transition for the barricades to remain until a permanent solution is provided.
[to stay]	It's better than nothing
[to stay]	keep continuity in the prioritization of low traffic and slow speed.
[to stay]	Keep it safer with slower traffic
[to stay]	Keep the barricades so it is safe to use the street!
[to stay]	Keep the street protected.
[to stay]	Keeping the barricades is necessary to let cars know it's a slow street (how would they know otherwise?)
[to stay]	Keeping the barricades on Santa Clara will preserve a safer alternative until Central can replace it.
[to stay]	Keeping the barricades until the conversion means there will be no confusing interim period where no one is sure what the rules are on the street.
[to stay]	Keeping the slow street until changes are implemented allows my children to bike more safely and comfortably around the island
[to stay]	Keeping them will maintain traffic behavior until the next design solution is in place.
[to stay]	Keeps cars from speeding down the street endangering pedestrians
[to stay]	Keeps some cars out
[to stay]	Keeps the general route safe until more permanent solutions are implemented
[to stay]	Keeps the place safe.
[to stay]	Keeps the streets safe and slow.
[to stay]	Keeps traffic low and slows traffic
[to stay]	kids need a safer route to school until Central is ready
[to stay]	leave for safety
[to stay]	Leave the barricades to slow traffic - should help with keeping drivers from speeding in construction zones as well
[to stay]	Less confusing to change it once vs. twice
[to stay]	Less speeding cars
[to stay]	Limit cars
[to stay]	Maintain safety while conversion happens

9. Regarding the SANTA CLARA AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	Maintain slow streets
[to stay]	maintain what is there, because some sort of funding issue will arise then no one will replace the barricades
[to stay]	Many people ignore the barricades here
[to stay]	Motorists and pedestrians should anticipate consistency or gradual change not drastic swings.
[to stay]	Multiple schools on Santa Clara plus the bus route. Keep it slow until you can control speeding.
[to stay]	Nice to have a safer biking street
[to stay]	No need to re-educate drivers.
[to stay]	Non-local cars already drive around the barricades and speed around bicyclists on the slow streets. It would most likely be more prevalent if the barricades were removed with no other traffic calming measures in place.
[to stay]	Once its gone, the momentum is gone
[to stay]	Once those barricades are removed drivers will be returning to the habit of driving to fast and not looking for bikers or pedestrians. Those wide streets without the barricades make it to easy to speed and make right turns without looking
[to stay]	One less transition.
[to stay]	One of the main bike routes to and from Park Street from the eastside neighborhoods.
[to stay]	Otherwise people will start thinking this is a regular street again- best to keep it feeling as a restricted street
[to stay]	Particularly because I live on Santa clara, I feel very strongly that more barriers provide more safety for me when I'm walking with a stroller. Removing them, even temporarily, would be a good idea because drivers would get used to not having the restrictions, and would pay less attention while I'm walking.
[to stay]	Pedestrians need a safe way to travel in our city. Not everyone can use a car, including my husband who is blind
[to stay]	People are already used to it. No reason to let them cut through the neighborhoods for a little during the project
[to stay]	People are driving too fast and not paying attention and there are tons of kids biking and walking in these areas
[to stay]	People are used to having them there already
[to stay]	People are used to not use those roads
[to stay]	People have gotten used to the barricades and it's led to slower, safer driving. Don't remove them -- they are preventing speeding and accidents between bikes/peds and cars.
[to stay]	People need to know "slow streets in not over".
[to stay]	People to get used to it
[to stay]	People will follow the path of least resistance and will take the side roads as soon as they can. You also create a hostile neighbor versus speeding car environment as they have had slow streets for a couple of years. Stop spending money on consultants and get on with it already.
[to stay]	please do not remove it
[to stay]	Please don't change anything back to the way it was before- it will be back to being unsafe for families/kids/pete as we walk and cycle
[to stay]	Please keep traffic limited.
[to stay]	Ppl need to be reminded.
[to stay]	Prevent speeding
[to stay]	reduce surprising drivers with the new greenway
[to stay]	Reduces traffic
[to stay]	Reducing traffic on those streets reduces cars driving down that street and makes it safer to bike
[to stay]	Reminder for drivers
[to stay]	Reminds cars to drive slow.
[to stay]	Removing barricades without traffic calming methods only encourages drivers to drive more, speed more, disregarding vulnerable users of the road. We should not take a step back in promoting safety, and discouraging people from using other forms of transportation. See induce demands.

9. Regarding the SANTA CLARA AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	Removing the barricades BEFORE Q-build or permanent replacements go up puts walkers, cyclists, and kids in strollers, and families playing in the street at risk. There is ZERO safety value in removing the barriers before replacement fixtures (either temporary or permanent) are installed. STOP thinking about removing them before replacements go up!
[to stay]	Removing the barricades before replacment safety work is complete will encourage more car traffic in the interim.
[to stay]	Removing the temporary barricades will just confuse the traveling public and work against the longer term goal of converting to permanent greenways.
[to stay]	Removing them early would endanger the lives of cyclists and pedestrians until the street becomes a neighborhood greenway. This is made worse by the city's poor record at building on time, meaning the dangerous period can last a lot longer than promised. It would also give motorists the false impression that the street is no longer a slow street, encouraging them to drive faster
[to stay]	Removing them may encourage more and faster traffic.
[to stay]	removing them then adding back will only be too confusing.
[to stay]	safer
[to stay]	Safer biking for kids
[to stay]	Safer biking for kids to school and commuters to the ferry.
[to stay]	Safer for pedestrians
[to stay]	Safety
[to stay]	Safety
[to stay]	Safety
[to stay]	Safety
[to stay]	Safety
[to stay]	Safety
[to stay]	Safety
[to stay]	Safety
[to stay]	safety
[to stay]	Safety
[to stay]	Safety and continued expectation of safe environment for bikers, pedestrians and cars. Less change to public perception of road use.
[to stay]	Safety and limiting use.
[to stay]	Safety factors, reduce speeding cars!
[to stay]	Safety for bicyclists. Slowing cars down.
[to stay]	Safety is a priority
[to stay]	Safety of bicyclists, and to reduce car traffic
[to stay]	Safety of the children, bicyclists, pedestrians.
[to stay]	Safety. Kids are used to it now so could result in accidents with kids on bikes and speeding teens and young adults in cars.
[to stay]	Safety. No downside to keeping barricades.
[to stay]	Same
[to stay]	Same
[to stay]	Same
[to stay]	Same
[to stay]	Same
[to stay]	Same
[to stay]	Same
[to stay]	same
[to stay]	same
[to stay]	Same
[to stay]	Same
[to stay]	Same answer

9. Regarding the SANTA CLARA AVE barricades...I would like the barricades to... Please tell us why...[you selected the response you did]

[to stay]	Same answer as 9b
[to stay]	Same answer as above
[to stay]	Same as 9
[to stay]	same as 9b
[to stay]	Same as 9b.
[to stay]	Same as above
[to stay]	same as above
[to stay]	same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above
[to stay]	Same as above.
[to stay]	Same as above.
[to stay]	Same as above.
[to stay]	Same as above.
[to stay]	Same as above.
[to stay]	Same as above.
[to stay]	Same as above. Also many kids use this as a safe route to school.
[to stay]	Same as for Pacific. Santa Clara is the best bike thru way and the only slow street on the deep West End. The slow street blocks west of Webster are really helpful since there's no dedicated bike lane. Cars are forced to slow down and not overrun bikes.
[to stay]	Same as for Pacific. This is a more traditionally suburban area, characterized by lots of car traffic and high speeds. Don't remove the barriers before permanent solutions are in place. Do work with Santoro's Deli (and other businesses, if any?) to find practical solutions.
[to stay]	Same as my rationale/answers for 9,10,11,and 12.
[to stay]	Same as nine
[to stay]	Same as previpus
[to stay]	Same comment above
[to stay]	Same reason
[to stay]	same reason as above - why give people the chance to pick bad habits back up
[to stay]	Same reason as first answer
[to stay]	Same reason I gave for Pacific, Versailles and Morton
[to stay]	Same reasons as Pacific; let's keep traffic off these streets as much as possible until the permanent infrastructure is in place!
[to stay]	Same.
[to stay]	Santa Clara Ave west of Webster is an extremely high volume student walking street for both mornings and lunches as students walk to and from Webster. This street should SERIOUSLY be considered for a "Greenway", even with the Central conversion, considering the direct walking routes Santa Clara Ave provides students from buses and lunch places, such as the highly trafficked Santoro's.
[to stay]	Santa Clara Ave West of Webster is an extremely high volume student walking street for both mornings and lunches as students walk to and from Webster. This street should SERIOUSLY be considered for a Greenway, even with Central conversion considering the direct walking routes Santa Clara Ave provides students from buses and lunch places such as the highly trafficked Santoro's.
[to stay]	Santa Clara is a particularly busy Street, and I think that the barricades there serve to slow cars down..

9. Regarding the SANTA CLARA AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	Santa Clara is used as a shortcut from engineer. Volume would drastically increase without them.
[to stay]	Santa Clara provides a safe alternative to Central and barriers should stay until central bike lanes are complete
[to stay]	See above
[to stay]	See above
[to stay]	See above
[to stay]	See above
[to stay]	See above
[to stay]	See above
[to stay]	see above
[to stay]	See above
[to stay]	See above
[to stay]	See above
[to stay]	See above
[to stay]	See above
[to stay]	See above reasoning.
[to stay]	See above.
[to stay]	See above.
[to stay]	See above. I live in Santa Clara and can hear both Paden and Encinal and the street is nearly car free as a result of the barricade. I love and see no reason to change it. Especially when we have pedestrians death zones that are being ignored.
[to stay]	See first answer
[to stay]	See previous responses.
[to stay]	Seems that people mostly ignore barricades and speed on slow streets regardless. But way that folks take the removal as a sign that they can now speed freely.
[to stay]	Sets consistent expectations for motorists to slow down and/or avoid driving through
[to stay]	Signal to drivers pedestrian priority
[to stay]	Slow Street needed
[to stay]	slow streets are great to walk and bike on
[to stay]	Slow streets have been beneficial to the community
[to stay]	Slows cars down.
[to stay]	Smdh
[to stay]	So driver's habits remain intact and they understand that safety is a priority for residents - pedestrians, bicyclists included.
[to stay]	So it's as safe as possible while construction takes place.
[to stay]	So it's still a slow street until it's a neighborhood greenway.
[to stay]	So nice to have a street we can take to Webster with our kids biking, and on stroller. So calm and relaxing not having to worry about car traffic.
[to stay]	Speeding cars.
[to stay]	Speeding seems to be the status quo, and I'd prefer any speed calming measure to none. Protected bike lanes on Central would then provide the most comfortable east west bike corridor on the south side of the island.
[to stay]	Start habits now. These are a great thing and let's not lose them before a permanent solution
[to stay]	Still a relatively good amount id traffic so I'd rather keep it there for now.
[to stay]	Stop penalizing vulnerable road users because our safety projects are always delayed. Don't take away what little protection and network we have. Have some backbone and be willing to inconvenience drivers.
[to stay]	Taking it away even temporarily means taking away the slow street and any momentum to the concept. Keep the momentum!
[to stay]	The barricades are a deterrent for cars that make the road safer for cyclists and pedestrians

9. Regarding the SANTA CLARA AVE barricades...I would like the barricades to...

Please tell us why...[you selected the response you did]

[to stay]	The barricades are an invaluable signal to drivers to be extra cautious and SLOW! I ride a bike with little kids on this slow street almost daily.
[to stay]	The barricades are critical to maintain the benefits Of a slow street. Without them, traffic and speed will increase which will make the street less safe
[to stay]	The barricades are only reason some drivers dont' entirely treat it as a normal street
[to stay]	The barricades definitely improve pedestrain safety on this street and are helpful
[to stay]	The barricades discourage speeding and result in fewer cars on the street.
[to stay]	The barricades force drivers to slow down. Without them, it would create more challenges for kids crossing those intersections
[to stay]	The barricades have already created a "good habit" for drivers from the perspective of the larger safe streets plan. In light of the longer-term plans to create safe streets, it makes sense to maintain the "good habits" rather than break them.
[to stay]	The barricades have been a HUGE improvement for bicycling along Santa Clara. If they are removed, the car traffic will increase and already many of the cars that are on Santa Clara, particularly during busy times (mornings around school time) speed, come too close to bicyclists, don't watch for pedestrians crossing at the corners, etc.
[to stay]	The barricades have made the street safer for cyclists and pedestrians...and they're not a significant inconvenience for local traffic.
[to stay]	The barricades keep fast drivers from using these streets as shortcuts and make it easier to traverse the island stress free. Removing them before implementing the new plans will make the street less bike and walk friendly.
[to stay]	The barricades make it difficult for cars to speed down Pacific.
[to stay]	The barricades serve a purpose. They slow down cars.
[to stay]	The barricades slow down cars at intersections, which makes it safer to be on the slow streets.
[to stay]	The barricades still provide visual cues to somewhat deter traffic and speeding cars.
[to stay]	The barricades will keep the street safer in the meantime, less traffic noise, I
[to stay]	The central Ave project will just divert cars onto Santa Clara and they will want to go fast down the street.
[to stay]	The current solution provides a reasonable alternative that would disappear in the interim.
[to stay]	The existing barricades do not seriously impede drivers now. Neighborhood safety and calm streets should take priority over driver convenience.
[to stay]	The more barricades the better!
[to stay]	These are a good reminder for people as to what streets to avoid for through traffic
[to stay]	These do help slow people down for now and get used to taking other routes.
[to stay]	These help slow cars (sometimes) and divert through traffic (sometimes) and make biking and walking safer. Removing them prior to adding additional permanent biking and pedestrian safety measures will put bikers and walkers at risk.
[to stay]	These streets have higher traffic which may include cars traveling at a high speed. Keeping the barricades will not compromise the many lanes that still enables car to travel on the streets.
[to stay]	They continue to dissuade many cars from driving down these side streets.
[to stay]	They create quieter safer streets, and island traffic does not warrant removing them.
[to stay]	They discourage most speeding cars from coming onto the street. Most drivers want to avoid these streets with barricades. That's why the barricades have been working!!!
[to stay]	They divert traffic and I feel safer biking with less cars on the road
[to stay]	They do their job and keep cars from blowing through all the intersections
[to stay]	They help slow traffic flow and discourage thru traffic from Encinal HS.
[to stay]	They make it safer for cyclists and non drivers.
[to stay]	They need to be navigated around when continuing down the street and are cumbersome.
[to stay]	They provide some temporary safety.
[to stay]	They serve as a good reminder for people interested in following the rules.
[to stay]	they slow the cars down and keep them on the busier roads
[to stay]	They work

9. Regarding the SANTA CLARA AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	They work and have helped slow people and remain safer!
[to stay]	This has some limited impact on traffic which is a good transition to the greenway.
[to stay]	This is a good street to bike until Central ave bike lanes are built. Please keep yhese in place until then. There are no alternatives for people who live on the southside to travel to alameda point west of webster.
[to stay]	<p data-bbox="305 453 1495 512">This is a major safe route to schools, and it is aligned perfectly for sun to be in drivers' eyes during school commute times.</p> <p data-bbox="305 548 1552 606">It's been 4 years with the barricades in place and the neighborhood has not fallen into chaos. Clearly the users can stand a few more months of the current state, rather than having to change traffic patterns twice.</p>
[to stay]	This is a route that I've used when bike commuting with my child and it is the safest part of the trip.
[to stay]	This is currently the only protected route for my family on bikes from our home on the west end to the bike paths near crab cove/shoreline. Otherwise I am forced to have my children ride on the sidewalks in order to be safe.
[to stay]	This is my closest slow street that I frequently walk on. Removing the barriers sooner would be a disservice to the neighborhood.
[to stay]	This is my street and the transformation that has happened when it became a slow street is astounding and wonderful! Kids walk to/ from school with more safety, the amount of parents biking with their kids on bikes is plentiful, I can get my parked car out of a frequently obstructed view with much greater safety from speeding cars(frequent before!) And Less pets and wildlife have been injured or killed, yay! This was also a serious issue on this fast street.
[to stay]	This is the main bikeway to get around on that side of town
[to stay]	This is the only safe bike route from the Ferry to Santa Clara.
[to stay]	This town is full of speeding cars with no police enforcement, so we need these measures to feel safe.
[to stay]	this wasn't a listed option, but I would like the barricades to stay in until *and after* the street becomes a greenway
[to stay]	they've been fine for 4 years, no reason to change it now
[to stay]	To alert through traffic in the hopes they they won't speed through
[to stay]	To discourage speeding
[to stay]	To encourage more students to bike to/ from school.
[to stay]	to encourage traffic to take alternative routes unless accessing a house on that block
[to stay]	To help calm and restrict traffic before greenway implementation.
[to stay]	To hopefully maintain additional safety until the greenway can be built.
[to stay]	To keep drivers mentality that it's not a primary auto way.
[to stay]	To keep reminding everyone that there is eventually a change coming.
[to stay]	to keep the street as a slow street
[to stay]	To protect bikes
[to stay]	To remind cars it's a slow street.
[to stay]	To slow traffic and for slow street identification.
[to stay]	too confusing to have strict guidelines (barricades) to no guidelines to mild guidelines when it become a greenway. Better to step down appropriately than confusing people with more "Versions" of the street.
[to stay]	Transitioning from barricades immediately to Greenways will maintain expectations of the driving experience on these streets. If the barricades are removed before the Greenways are installed, driving speeds and other unsafe practices will resume right away.
[to stay]	Until it is a Greenway, it needs to be protected for use by the people that live there, not the people driving through there
[to stay]	Visual reminder of work in progress in these areas + keeps the same driving culture in the area.
[to stay]	We all know people will speed like mad on alternate streets the minute Central's not their go-to raceway. Let's make it harder for them to do so.
[to stay]	We do still bike there and feel safer.

9. Regarding the SANTA CLARA AVE barricades...I would like the barricades to...	Please tell us why...[you selected the response you did]
[to stay]	We live on Santa Clara Avenue and see that many school children ride their bikes along it every day to and from all of the neighborhood schools. Until the Central Avenue project is completed, there is not a safe alternative for kids biking to Jr Jets, Paden, Maya Lin, Encinal High, and Academy of Alameda. We also see hundreds of bicyclists every day commuting along Santa Clara, likely to and from the ferry.
[to stay]	We love the slow streets, keep as many as possible!
[to stay]	We needed too much speed.
[to stay]	West Enders need a safe, low-stress bikeway toward the southern side of the island
[to stay]	We've already agreed the street needs to be a Greenway. Removing the Slow Streets makes a street we know needs traffic calmly open to high numbers of fast autos.
[to stay]	We've come to rely on these quieter streets to safely bike through the city. The barricades currently act as the only intervention to reduce or calm traffic on these corridors, removing them without diverting bikes/pedestrians to a completed (and safe) Central Ave. route may cause unnecessary safety issues for us bikers/pedestrians.
[to stay]	While not perfect, they do a good job of slowing cars down and making them think twice about turning down the streets. These streets are better when protected.
[to stay]	While the barricades don't fully stop or slow automobiles I think they are a good deterrent and I prioritize walking and rolling on the slow streets with my children during school pickup and dropoff as well as during my commute.
[to stay]	While this seems like a long time for those barricades to remain up, this area around Central seems like a big project and there's no need to change things up until it's done.
[to stay]	Why isn't Santa Clara to be a greenway? Cars zoom down the street as they avoid Encinal High, it is very annoying and dangerously.
[to stay]	why remove them?
[to stay]	Without the barricades, there's nothing but signage to calm traffic on the slow streets. Removing the barricades before the greenways are implemented would increase vehicular speeds and volumes, reducing the number of multimodal users on the slow streets. Design is the most effective lever to change driver behavior on the street; why would we temporarily encourage the very behavior we're trying to reduce?
[to stay]	would like to continue to socialize and normalize the use of these streets as slow streets, whether a specific greenway or not
[to stay]	Central Avenue project feels urgent and too delayed.
[to stay]	Would like to maintain sense that these are pedestrian/bike centered streets and not car centered. These barricades help to send that message
[to stay]	You are continuing to train drivers, peds and cyclists for the future changes.
[to stay]	you might as well keep them until the project is finished . they have been up for several yrs. so what the rush< a few more yrs. isnt going to be that much of a hard ship.
[to stay]	You must be joking that you are considering removing the barricades until the street becomes a greenway. Many people already ignore them, but it still deters some. Removing them will reverse everything this great project has achieved to date and throw doubt on the whole of the greenway project.
[to stay]	You should actually beef up these barriers by putting jersey walls, water-filled barriers, or the concrete ones. Removing the barricades would be stupid if these streets are going to be greenways.
[to stay]	You tell me why they should be removed. They are currently keeping people safe, why would you remove them before you make improvements.

13. Are there specific locations where existing barricades are useful, and they, or something like them, should remain until the Neighborhood Greenway is implemented (by end of 2025 or sooner)? Please list and briefly explain why:

- no opinion.

(I would say that crossing Buena Vista (on St Charles) was far more concerning and I hope that a push-activated, crossing light can be installed there.)

4 way stop signs at Willow and Buena Vista. It is an incredibly unsafe intersection.

5th st especially -- traffic on that street tends to move quickly (5th and Lincoln seems like a much more dangerous intersection)

6th and Santa Clara, stopping or slowing cars coming westbound where SC is a major thoroughfare

Absolutely not

Alameda streets are some of the safest in all of the 15+ cities I've lived in my life. A huge problem are the actual people - no one stops to look before they cross. Dumbing down the streets = not observant pedestrians and

All

All

All along Pacific

All are useful. Would like *more* barricades.

All barricades are useful and should remain in place until permanent Greenway and other traffic calming solutions are implemented.

All barricades need to be removed. Lockdown is over. Where is the option to vote NO on the whole idea.

All barricades should be removed asap.

All barricades should be taken down and not put anymore up

All barricades should remain until greenways are built with the most permanent materials possible.

All current locations. I specifically enjoy Versailles. But I generally recognize these as an improvement and have not experienced any negative effects.

All intersections are important

All intersections where they are currently in place to encourage cars to slow down, stay away, and watch out for

All locations

All locations are useful and should remain until Greenways are constructed.

all locations, It would help with the transition for the barricades to remain until a permanent solution is provided.

All locations. I bike and drive all over Alameda and I have never had a problem driving on a street with barricades. Bike feels so much safer on barricade streets.

All of the barricades on Pacific Ave are critical to reduce traffic and traffic speed.

All of the places. As soon as the barricades are gone the cars will return and speeds will increase. Keep it safe!

All of the slow street barriers are useful.

All of the streets referred to above fit this description. The barricades have made these streets safer for cyclists and pedestrians...and they're not a significant inconvenience for local traffic.

All of them

All of them are useful but our family uses Pacific Avenue daily.

All of them are useful! Please don't backtrack on street safety and safer places to walk and roll. Especially near schools and areas where bike lanes are weak.

All of them are useful. They should be upgraded to something that's more difficult for people or wind to move.

all of them should remain as I stated above

ALL of them should remain to keep the street safe until more permanent solutions are implemented!

ALL OF THEM!

All of them! Why are you even considering removing them? They slow down traffic in neighborhood streets, don't get rid of them just because a handful of drivists are upset at needing to drive the speed limit.

All of them, but particularly the Versailles Ave barricades, because of Edison Elementary School. The safety barricades should remain until the permanent traffic calming infrastructure is completely implemented.

All of them, really. I travel each of these corridors multiple times a month.

all of them, they make drivers slow down.

All of them. I do wish they had put them back on Orion as well. But the speed bumps do help. Again, the barricades serve as a visual reminder which doesn't always mean drivers will drive safer, but every little bit helps.

All of them. Lets make sure drivers keep that memory of looking for peds/cyclists

All over town !

13. Are there specific locations where existing barricades are useful, and they, or something like them, should remain until the Neighborhood Greenway is implemented (by end of 2025 or sooner)? Please list and briefly explain why:

all should remain until implementation

All slow streets need to go back to accommodate regular traffic as before COVID. Parents need to be able to use the street to drive their kids to and from school

All temporary barriers should stay until permanent implementation with the designated Greenway.

All the barricades are necessary. and more are needed.

All the barricades are useful and should remain until the greenways projects are implemented. Without them the slow streets will revert to regular, vehicular dominated streets. They indicate the streets are special and future

All the barricades are useful to remind drivers that a street should be avoided for transit

All the barricades are useful. Keep them if you can

All the barricades should be removed. None of these streets or neighborhoods should be treated differently

All the barricades should remain.

All the existing barricades are useful because they keep car traffic to a minimum when I'm biking on those streets.

All these traffic jamming nuisances are a future clusterfuck. This survey is cuing up the clusterfuck by only providing options to do it and not allowing for a "No vote". Scrap the survey and put it out to the taxpayers who

Along holly lane and Fir avenue on bay farm, people use holly lane as a highway and it is extremely dangerous at times to cross the street

Along Pacific Ave

Any barricades that are near schools or care centers.

Any popular crosswalk intersection

Anywhere within half a mile of a AUSD school. For example Versailles near Edison Elementary

Around Longfellow park

Around San Jose, particularly at the Park Street end (most dangerous for pedestrians). Also Bayview/Broadway. On both, too many cars turning and not really caring or looking for pedestrians; too many speeding cars. Bikes on

As noted above, I rely on the Versailles barricades.

As someone who rides a bike and skateboard on Pacific Ave, I am in favor of keeping all of the existing barricades. The reduced traffic makes it a much safer street on which to ride.

At Sherman St and Pacific Ave.... Very busy and dangerous to cross. Park near by.

At the start of the Slow Street (example Pacific and Oak) and at busy cross streets (example Pacific and Grand).

At Versailles and Encinal, due to the commercial businesses there that attract vehicles, and at Versailles at

Central, due to the unique five-approach intersection that causes chaos (the barricades make vehicles aware to

At Versailles. That intersection is sketchy for walking and biking and helps cars not barrel down the street.

Barricade needed on stanton and pacific and arbor and pacific

Barricades are just that, barricades. I see both cars and cyclists detour around them in a hazardous manner.

Either allow full access or restrict the street using traffic calming measures discussed.

Barricades are useful at Schiller and Pacific!

Barricades at San Jose/Regent ASAP would be a start on traffic calming

Barricades serve no purpose anymore

barricades useful in all streets that currently use them to the point that we may even need more on some of the cross streets to prevent cars from easily going into these streets

Because the barricades slow down traffic so people can walk and bike.

Between grand and Park on Pacific

Bicycling from Park ST to 8TH st on Pacific, I believe the barricades are useful.

Busier intersections like pacific and Sherman - barriers are helpful

By a school entrance like Edison

by Sherman and pacific and by grand and pacific given traffic on those two main roads

Can you put one along East Shore Drive? The roads are too wide, inviting cars to speed from Fernside to Encinal.

Cars love to speed down Pacific, I know that the barriers provide a method to slow them down, and you can tell a difference between the blocks and do and don't have them.

Cars need more route options to improve the flow of traffic.

Changing back and forth will be confusing

Chestnut at Pacific Ave - Slows down cars turning onto Pacific where several kids live on block.

Corner of Versailles and Buena Vista in front of Edison Elementary. Makes for easier crossing especially during

13. Are there specific locations where existing barricades are useful, and they, or something like them, should remain until the Neighborhood Greenway is implemented (by end of 2025 or sooner)? Please list and briefly explain why:

COVID is over please return the streets back to their intended use!

Definitely near the main streets like Grand and Sherman

Definitely on Pacific Ave. because it's already a neighborhood St. and it's good to keep cars slowed down.

Do not barricade any street. Paying taxes to use all the streets should be a no brainer. GPS does not take these streets into consideration.

do not know of any

Don't know.

Don't let people get used to traveling on the roads as normal. Drivers (and map apps) have learned to avoid these roads. Keep it that way.

Don't understand why these streets get these barricades?

drivers will assume the street is like any other and drive that way. There needs to be signage telling drivers it is being converted to a greenway and all changes made before barricades removed.

Drivers will be confused from being a slow street, then a regular street, and then a Greenway. Avoid the regular easy to take them away the day of completion?

Encinal and Versailles. The hardware store keeps trying to move them, but they discourage through traffic at that 4-way stop and makes for a pleasant and safe ride for young cyclists. Broadway is close enough.

Especially useful near schools and heavy walking bike traffic areas.

Every existing barricade is useful because they force cars to slow and be more aware of bikes, pedestrians,

Everywhere

Everywhere, but it needs enforcement and traffic calming measures in addition

Fernside blvd is unsafe

Few people pay attention to barricades anyway. Use those streets as personal passage ways

Focus on replacing current streets for improving driver safety!

For the most part I think all of the barricades are wishful thinking and performative but not effective. I would like them gone as soon as possible. If drivers respected them, I would feel differently.

From oak to grand Ave because otherwise lots of cars take San Jose as a short cut to avoid Otis (which has more

Get rid of of all the barricades please!!

Get rid of slow street barricades and return the streets to original condition pre-covid.

Get rid of the barriers.

get rid of them all and return the streets to the people

Get rid of them all. Stop messing with our streets

How about work on the homeless who keep drifting into the city. How about make it more efficient for businesses to open, especially bars and restaurants. The permitting processes is terrible.

Get rid of them all. This is the full employment act for employees and the let's make cats sit in congested traffic creating more green house gas emissions.

Going both ways off of Park

Grand/Pacific and Chestnut/Pacific. These are the ones closest to me but really every major intersection should definitely remain to maintain safety

How about the city should use this money for more security and police officers for the island.

I believe the barriers that exist such as at 9th and Pacific and all that the city have placed on Pacific Ave. should stay until the Greenway is complete.

I believe the most important locations are the ends of slow streets, and major intersections, ex. San Jose and Pacific @ Oak, San Jose and Pacific @ Grand, Santa Clara @ 6th.

I commute by bike on Santa Clara to the Seaplane Lagoon and am hugely in favor of the barricades.

I daily use Santa Clara for running and my wife bikes on Santa Clara to the Ferry at Seaplane. We also plan to bike together with our child to Jr.Jets via Santa Clara. Please keep the barricades for a s long as you can. Thank

I do not necessarily want Neighborhood Greenways.

I don't know what these are. Just construction zones?

I don't like any of them. They are ignored by cars who aren't supposed to use the streets if they don't live there, they confuse ride share drivers, and they force a single entrance/exit lane for all vehicles including bikes.

I don't like the way you ask these questions because no matter which one I select gives the impression that I support the direction you are going without giving me the opportunity to voice my opinion.

13. Are there specific locations where existing barricades are useful, and they, or something like them, should remain until the Neighborhood Greenway is implemented (by end of 2025 or sooner)? Please list and briefly explain why:

I don't like them at this point along the covid route

I don't live on those streets but I ride on them. When I drive I take a parallel street. I would leave them up as long as possible because there are other ways to go.

I don't think any of them are useful.

I don't feel the existing barriers are useful on any of the streets where they exist.

I don't like the slow st or Greenway ideas. It turns slow, Greenway streets into noisier, busier streets, takes away peacefulness at the expense of the residents. While neighboring streets, Pearl Are not as impacted. Devalues homes on versailles

I don't think the barricades on San Jose are particularly helpful. It's a fairly wide street. Those on Santa Clara in the west end are helpful.

Those on Versailles north of San Jose are useful.

I don't understand the plan for Santa Clara. Is it to ignore it until Central is done?

I feel much safer crossing the island on San Jose Ave instead of the busy Encinal Ave.

I feel they are all useful—please for safety sake, keep them.

I find the barricades useful in slowing cars and identifying the slow street.

I found none of the barricades to be particularly useful

I frequently bike both San Jose and Pacific and I appreciate the barricades! The biggest issue are the San Jose and Chestnut barricade are frequently disrupted by residents.

I have not found any of them useful, as I stated above. I also have not seen them prevent people from driving more slowly or safely

I have not found the barriers useful at all.

I haven't seen ANY spots where this is beneficial, while having seen many times they are harmful and unsafe. These need to be removed asap!

I like all the existing barricades in place now and entrust the city to identify any new locations that would benefit the addition of barriers.

I live on Pacific Ave. I think barricades help slow cars down.

I live on Pacific and do not want the barricades removed. They do a good job of discouraging traffic.

I live on Versailles and Calhoun. Walking to school with the barricades has been amazing. It slows traffic and makes it safer for young students getting to school

I love a block from Versailles and love the slow street. It def curbs speeding and traffic

I love slow streets. I am okay with the conversion to greenways but don't think there should be a lengthy time where drivers get used to driving on these roads as they did before 2020

I most frequently use the Santa Clara barricades

I only walk on San Jose, so I don't have much experience with the other streets, but I feel like all barricades should stay in place until permanent ones are installed.

I say leave it as is . And address the pedestrian safety issues on Shoreline. I lived in Berkeley with many of the mentioned traffic calming measures presented here. My building was hit 2x and the building across the street 1 as

I think all of the barricades continue to be useful in training drivers on how to use these streets.

I think all of them are useful

I think all of them could stay. Is it really going to take a year to bring a planter in? My other home town, Tampere, Finland, brought planters and spray paint in weeks to implement a temp solution

I think all the barricades are essential.

I think all the barricades are useful and should remain until the greenways are in place. There are enough streets, without them, and cars have enough options to use vs. the number of slow streets

I think all the barricades should remain in place.

I think that all barricades should remain until the permanent project is completed,

I think that everywhere existing barricades are should remain until the greenway project is implemented.

I think the barricades are helpful for all of the show streets, I just use San Jose the most

I think the barricades were a good idea in concept but people are flouting the rules and creating a more dangerous environment to ride a bicycle. It would be better to remove all the barricades and put in place a more effective

I think they all can go. Have we become less capable people since 2019?

13. Are there specific locations where existing barricades are useful, and they, or something like them, should remain until the Neighborhood Greenway is implemented (by end of 2025 or sooner)? Please list and briefly explain why:

I think they are useful on Versailles to reduce traffic around Edison school.

I think they're all terrible.

I think they're all useful!! I bike with my kids regularly and unless there's a dedicated bike lane, slow streets feel the safest. Without those barricades they have to ride on the sidewalk, which isn't safe for pedestrians.

I use San Jose daily to hike my kids to and from school. I feel safer with fewer cars on the road. The barricades impact the number of cars driving and I feel let's cars know that this is a bike street so they aren't so mad when a

I use the Pacific and San Jose slow streets the most, as they provide access to grocery stores and transit in and out of the city.

I worry that if the signs go (although I want to be clear they need to, they are ugly) then the project will get lost and people will go back to speeding down those streets

I would argue that all barricades are useful (well, better than nothing). Likewise, removing the barricades is likely to signal to some drivers that Pacific is now a regular street and will become a regular commuting route.

I would Keep them to avoid people start using the streets

I would like barricades to have a "not a through street" or "no through traffic" sign on them until the conversions are complete. Best case scenario is that people are confused about why they are up.

I would like to have an ADDITIONAL barricade on San Jose at Walnut.

I would like to suggest that barricades or a complete closing off of Marina Dr at High Street. This would not only benefit the new business going in... but force traffic to Fernside which is getting traffic calming changes.

I would love a four-way stop at Buena Vista and Willow as there have been multiple car accidents there and I am concerned that the Pacific Greenway may cause increased fast use of Buena Vista. We should be considering safety of nearby cross streets.

I would prefer more effective barricades, like the ones been used in San Francisco right now, they seem way more effective and suggestive of a slow down than the ones we have.

I'd love it if the Pacific Slow Street was extended for that one last block between Oak and Park. Just one extra set of barricades to allow for pedestrians in the street on that final block would be great! (That sidewalk is scary with a

I'd suggest having slow streets hear all the schools to slow traffic

I've never supported the slow streets and I think the temporary barriers should all be removed.

If the barricades blocked cars but could be bikes through (like in SF) they would be much more functional. As it is now, it forces bikes to squeeze beside cars coming into the intersection.

If the Greenway implementation discourages cars from using the streets as thoroughfares, I don't think we will need the barricades.

If there is a Greenway, how are people to drive to there home or park on the street.

If you HAVE to remove these barricades, put Stop signs in their places.

If you keep flipping and flopping with barricades on barricades off and back on.. have you looked at turnover rate in apartments in this town to see how many new people will be confused? Look at idiots that move next to an

If you would like to make streets safer eliminate the ability to cross Fernside at Pearl street. Pearl should have a right turn only set up at Fernside.

I'm unaware of any place where the barricade has been an improvement. But I have seen many car crashes and near misses, car and people, due to barricades.

IMO. They are worthless. Sidewalks are much safer and we now have plenty of bike lanes in Alameda. I'm a very avid cyclist and have lived here for 60 years. Please don't become like Berkeley with all of the very ugly blockades.

In general, all barricades have been safety failures. They didn't prevent the deaths of Wilma Chan or Fred Zehnder. They increase road rage and cause volatile drivers to behave recklessly, taking out their anger on other

In general, wherever there is a barricade I feel safer, even if it's not a bike route, because they tend to slow down Intersection of Eagle Ave and Pacific Ave - was a super dangerous intersection before slow section went up where people would sometimes blow past the stop sign because they didn't notice it

Intersection of Pacific and Sherman. Drivers used to cross Pacific not realizing Sherman cross traffic did not also stop. Since barricades accidents have ceased to occur here.

Intersection of Versailles, Gibbons and Central Avenue. Would be interested if the number of traffic accidents at this intersection has declined since barricades installed

It is better with the cars helping to block the greenway from cars

13. Are there specific locations where existing barricades are useful, and they, or something like them, should remain until the Neighborhood Greenway is implemented (by end of 2025 or sooner)? Please list and briefly explain why:

It makes sense to keep current temporary barricades in place IF we implement the quicker temporary greenway measures. That way we're not changing traffic patterns twice, with the accompanying change management/habit retraining, etc. But, if we wait to implement the greenway measures with permanent solutions, then I'd remove the current temporary barriers now since the time frame for permanent solutions could be very long.

It seems that the whole idea is to get rid of the barricades in favor of permanent solutions.

It seems to help remind cars to share with pedestrians and bikers. We often stick to barricaded streets whenever possible because we are biking with small children and feel safer on them.

Just keep all the barricades until the greenways are built. But the barricades on the ends of the slow streets closest to the major street intersections like Otis, Encinal, Webster, and Wilma Chan, will probably be the most

Keep all barricades in place

KEEP ALL OF THEM UNTIL YOU GET THE NGs BUILT!!!

Keep all the barricades. Some drivers will obey them, making the roads safer for bikers and walkers. Out of town and delivery drivers will hopefully at least slow down for them.

Keep them all

keep them by Franklin Park and the turns off Grand Ave.

Keep them on Santa Clara!!!

Kids going to new schools (ex. high school) for the first time should have protected passage as they get used to

Leave all as-is, for our safety.

Leave all the barricades up for the safety of all bikes and pedestrians in the interim

Leave the barricades in place at all locations.

Leave them all until more mess up of the streets are done. Keep walkers safe.

Leaving them will be a better conversation to the greenway for regular drivers. If you take it away it will be used more and then harder to convert to a greenway.

Less speeding & less cars coming down Santa Clara near the High school so good for safety.

Lincoln Ave

Lincoln needs traffic calming!!

Lincoln, Santa Clara, Central, Encinal, and San Jose at Versailles Ave. crossings.

Pacific at Grand Ave.

San Jose at Willow and Grand

Loaded question like many of your survey questions. You don't give an option to get rid of them.

Major intersections like Pacific-and-Grand and Pacific-and-Stanton should continue having traffic controlled. Cars go too fast on these larger streets. Without barricades they turn at high speed onto Pacific. Especially if no

Major intersections should have a barricade. For example, 9th and Pacific. So many cars drive there in the

Morton and San Antonio

Paru and San Jose

San Jose and Grand

To slow traffic near park and school.

Morton in & around Franklin park seems valuable to retain, if nothing else.

MORton street is VERY busy with speeding cars. The barriers help a lot.

My children use the slow street on San Jose Ave to bike to Lincoln middle school. Keeping the barricades here until permanent changes are made makes them feel safer and more confident.

N/A = 8 Responses [summarized by staff]

Need barricades on Fernside between Encinal and Fruitvale.

Needed near schools.

Never useful. Just a pain.

No . Remove them all.

No "Neighborhood Greenways"

No = 78 Responses [summarized by staff]

No barricades!

No e. Remove all the slow streets

No get them out of the streets. People go around them anyway

NO GREENWAYS

13. Are there specific locations where existing barricades are useful, and they, or something like them, should remain until the Neighborhood Greenway is implemented (by end of 2025 or sooner)? Please list and briefly explain why:

no more freakin barricades. spend money hiring more police so they can ticket the speeding scofflaws.

No opinion on specific barricades

No opinion outside of what I mentioned above.

No opinion.

No reason for them

No rush they been for several yrs already one more yr. isn't that long.

No specific locations come to mind

No they are unsafe

No they don't help

No useful place. More hazardous for driver trying to pull in or out of these streets from main through fares

No We don't red them and going around them makes it more unsafe

NO! Barricades cause confusion & block traffic on feeder streets (turning to a barricaded street). I witnessed a collision when a car was turning from Grand & went into the other lane. This entire project is reactionary &

No, all are dangerous and cause an unnecessary crossing of lanes

No, all are useful for safety purposes.

No, and none.

No, barricades should be removed.

no, barricades that create a one lane ingress/exit on a two way lane are insane and so obviously unsafe

No, get rid of it all.

No, I see barricades as a road hazard.

No, in my opinion.

No, just get ride of them. They have outlived their usefulness.

No, people that drive cars pay for the roads to be used

No, please remove all

We already have bike/ walk lanes

No, pls remove.

No, remove them all.

No, the barricades are not useful anymore

No, these barricades are a safety hazard and should be removed. People should be able to safely drive within speed limits on these streets.

No, they all should come down. They are ugly.

No, they all suck and have been there for way too long.

No, they are all a public nuisance.

No, they are all stupid

No, they are not useful

No, they are not useful.

No, they look awful and create more traffic on parallel streets.

No, they were never useful

No, The barricades are useless.

no. And why didnt you include Orion in this survey?

No. Get it all out - now. I question why something so simple won't be coming down until the greenways are supposedly being established. Also, see what I've input above.

No. I favor the slowing of traffic speed in Alameda. No so long ago Alameda had a reputation of "you better not speed in Alameda 'cause the cops will ticket you." Not anymore because traffic laws are not being enforced due of

No. Barriers are not effective. Speed bumps and reduced speed for the win.

No. Covid quarantine is over, they should have been taken down long ago. Alameda got along fine without them before, and they're a pain.

No. Get rid of them as so as possible. They are dangerous and do not do what they are supposed to do and a horrible reminder of covid when streets were closed off so people could walk separated from each other. Please

No. Give us our streets and parking. If you're going to overdevelop the island, flow of traffic needs every possible

13. Are there specific locations where existing barricades are useful, and they, or something like them, should remain until the Neighborhood Greenway is implemented (by end of 2025 or sooner)? Please list and briefly explain why:

- No. I strongly suggest removing them all before an accident occurs. People are ignoring the barricades and trying to squeeze through. If there is a car coming the opposite direction they can get stuck & t-boned. This is especially
- No. Just remove them. They don't do anything as is and make things less safe for pedestrians/cyclists/anyone not in a car. Surprised no one has moved them on their own by now.
- No. Living on a street that has been barricaded causes cars to enter in on the wrong side and increases chance of accidents for those who live on the street and are trying to exit.
- No. People still turn so it's just a nuisance than actually reducing traffic it seems
- NO. Please remove the barriers we can't wait until MAYBE like best case scenario another 15 months.
- No. Remove the barricades. They are already useless.
- No. Remove them all.
- No. So long as cars can drive there and use them to get around traffic they are not safe.
- No. The barricades are unnecessary.
- No. There are none, just enforce the current traffic and parking laws. That will protect everyone, not just the vocal
- No. They are a hazard.
- No. They are hazardous and unsafe.
- No. They are restricting access to all and creating additional traffic. They are also not a private street yet treated as
- No. We're actually forced to stay on the main roads further upping congestion as you remove lanes to favor bikes. People want to make time up from being held up at 15 miles below the limit and speed to do so.
- No. Would be most helpful to support APD to enforce traffic laws.
- Nobody asked for them in the first place, or were given a choice.
- None = 6 Responses [summarized by staff]**
- None are useful and are completely unnecessary. Remove the barriers and stop impending traffic and causing frustration and confusion.
- None are useful.
- None are useful. They are all ignored
- None needed.
- None of the barricades are really useful, as cars go around them all the time. They also increase the number of cars on adjoining streets, impacting the residents who reside on them.
- None of the barricades are useful. They are creating traffic hazards and are obnoxious. They all need to be
- None of the barriers are beneficial to anyone except the people who are proud of their ability to manipulate the residents who have been underwriting the "Let's redesign Alameda" boondogle.
- None of these barricades have been useful. We are a car dependent society, not so much bicycle dependent.
- None of these barriers should still be in place. They were supposed to be removed a long time ago.
- None should remain
- none- we all should be able to use public streets.
- None, take them all out now.
- None, they aren't useful and need to be removed ASAP.
- None. They push a traffic problem to surrounding streets.
- Nope
- Nope. If you enforced actual traffic laws instead of this massive and inequitable distraction, we'd be making revenue not spending it needlessly.
- Nope. They suck.
- Not a fan of slow streets. Remove barricades now. Cars, bikes and walkers tend to ignore the stop signs and go right thru them. Thus making these intersections more unsafe.
- Not a single one is useful but your ability to ignore Buena Vista is unacceptable! Worst street in the island for
- Not fair.
- Not in my opinion. I don't see the barricades as helping.
- NOT NEEDED
- Not safe and useful to keep.
- Not sure this counts, but I'd like to keep the street next to the Local closed off to cars.
- Not that comes to mind.
- Not that I can remember off the top of my head.

13. Are there specific locations where existing barricades are useful, and they, or something like them, should remain until the Neighborhood Greenway is implemented (by end of 2025 or sooner)? Please list and briefly explain why:

Not that I can see.

Not that I can think of

Not to me, but I only experience the Morton/San Jose one

Not to my knowledge

not useful

not useful

Not useful

Not useful anywhere due to diverted traffic onto parallel streets.

Not useful! Regardless people will drive in there if they need to

Nothing specific. My answers above relate to limiting the number of transitions residence are required to experience pending final design.

Oak St. Between Central and Encinal. Gets busy with students going to lunch.

Oh street that are all residential only, then they are fine. But they are an eye sore

On Pacific Avenue.

On Pacific Avenue within a 10-minute walking radius of Love Elementary School and also within a 10-min radius of Maya Lin School.

On San Jose Ave at Willow, Oak, and Grand. These reduce non-local traffic from entering San Jose Ave from busier cross streets.

On the intersections with major high traffic streets the barriers should stay until the Greenways are implemented. For example, Pacific and Grand, Pacific and Sherman....

Only if enforcement is provided.

Overbuilding the City caused the unsafe traffic and un wanted traffic. Enforce the traffic laws and therefore increase the safety. Don't spend taxpayers money on fancy stuff that causes further future costs.

pacific and Chestnut

Willow and pacific

Oak and pacific

Pacific and Grand intersection is very busy. Accidents happen when people are turning into Pacific.

Pacific and Lafayette - there are 5 houses with children on that block

Pacific and Sherman due to the speeds that people travel down Sherman

Pacific and Sherman, Pacific and Ninth, Pacific and Grand. Any turn off a main through way.

Pacific at oak

Pacific ave

Pacific Ave and Santa Clara Ave. Non-local cars already drive around the barricades and speed around bicyclists on those streets. It would most likely be more prevalent if the barricades were removed with no other traffic

Pacific Ave for reasons noted previously

Pacific Ave is a good cycling thoroughfare that deals with a lot of cars due to the apartments. I think something like the barricades could help reduce speeds.

Pacific Ave. The barricades help reduce traffic speed.

Pacific Ave. Is useful, despite the hodge podge nature of the barricades.

Pacific Ave. Lots of people try to use this street seeing as it's between two major streets Lincoln and Buena Vista. And people try to avoid lights and traffic by driving quickly down the street. Also use it as a cut through Pacific because it's nice to see people on bikes and walking. People are speed even with the barricades.

Pacific feels very comfortable

Pacific has a lot of speeding cars that are trying to avoid lights or slow traffic on lincoln and beuna vista

Pacific is useful when riding my bike across town, especially with my child. We feel very safe while hiking this route.

Pacific! It keeps traffic to bigger streets

Pacific. The santa Clara bike path is rather hairy at times. I use it, but have to keep checking over my shoulder.

Pacific is a much easier way to get from the Wales to East end and connects better than the other two designated

People ignore the barricades and they are not effective.

People ignore the barriers, at least where I live near Pacific, so I don't have an opinion on when they get removed. I don't see them as useful.

13. Are there specific locations where existing barricades are useful, and they, or something like them, should remain until the Neighborhood Greenway is implemented (by end of 2025 or sooner)? Please list and briefly explain why:

People that aren't going to obey just aren't.

Place them around city hall to keep the Mayor and the idiots that come up with these ideas inside.

Please keep the barricade at Versailles and Fernside

please keep the existings barricades

Please keep them on San Jose, particularly near Franklin Park. Cars still zoom every day on this street.

Please put them on Eagle btwn Grand and Chestnut

Please remove them

Please remove them all! This isn't Berkeley!

Please remove them as soon as possible

Please see answers to 11b above.

Please take them down. They are awful, unsafe and have caused fender benders in Alameda neighborhoods.

Please, please you need to put a barrier on San Jose from Broadway to Park st. People race from light to light.

There have been many accidents because of the failure in city planning. I live on San Jose and Park Ave and

Pretty much all of them - unless they're replaced with similar structures it will just encourage dangerous and unsafe driving.

Prevent speed

Is more safe for the neighborhood?

You can remove when the project is done

Purring quick build roundabouts at some of the the busier crossings would help slow traffic.

red light cameras

Reducing traffic on those streets reduces cars driving down that street and makes it safer to bike

Remove all and educate people to use the bike lanes we have spent so much money to create. I am a bike rider & walker- get out of your office and see how people are using the last investment

Remove all barricades. They are ineffective.

remove all barriers fair to all streets - no preferences to some neighborhood and not others

Remove all!!!

Remove and do not replace with anything.

Remove the barricades and save the city money.

Remove them all immediately.

remove them all NOW.

Remove them now

Return the street back to how it was. People drive around the barriers anyway and they are hazard now. Just let the street be a street

same as above for Santa Clara west of Webster. Third St. is particularly dangerous for bikes when people are driving their kids to the charter schools - no respect for cyclists at all!

San Jose

San Jose - they are particularly useful as this is the busiest section

San Jose / Morton between Park Street and Franklin Park (at lease from St Joes to Franklin Park).

Versailles Ave between Fernside Ave and Santa Clara Ave.

San Jose and Grand Ave., the barriers draw extra attention for motorists on Grand to pedestrians/bicyclists trying to cross; on the west side of Grand Ave is also another location near an elementary school so similar reasons to

San Jose at Oak

San Jose Ave between Franklin park and Lincoln middle school. bike commute route for our son to school and

San Jose Ave provides useful traffic calming where it's used. Outside of those slow street sections, I've see drivers rip through the streets (looking at between Broadway and Park St)

San Jose ave still has speeding and too many cars

San Jose Avenue off of Grand Avenue. When there were no barricades, parents dropping off their children at school would not follow speed limits and have little to no respect for pedestrians and residents living on that street.

San jose is pleasant to walk, with the barricades up. One of my most favorite areas with the barricades. I like this a lot. Also Santa Clara is good barricades. I walk it often and enjoy it.

13. Are there specific locations where existing barricades are useful, and they, or something like them, should remain until the Neighborhood Greenway is implemented (by end of 2025 or sooner)? Please list and briefly explain why:

San Jose is really helpful

San Jose seems to be where people cut through more often. Keep the barricades there.

Santa Clara

Santa Clara and 3rd, Santa Clara and 4th

Santa Clara and Pacific (notably Pacific) are the most useful, since that area gets a lot of traffic especially in the morning during commute hours, and cars are often speeding / driving recklessly. It's valuable to have a safe street

Santa Clara Ave

Santa Clara Ave and others should keep traffic calming measures. Pacific, Atlantic, and Willie Stargell Aves are some of the widest and least used on the island and can support east-west traffic even after Central Ave project.

Santa Clara Ave West of Webster is an extremely high volume student walking street for both mornings and lunches as students walk to and from Webster. This street should SERIOUSLY be considered for a Greenway.

Santa Clara ave's transformation as a result of becoming a slow street is wonderful! Kids walk to/ from school safely, parents biking with their kids is plentiful, pets/ wildlife are safer, I and others pull out of obstructed parking

Santa Clara Avenue. It is important to continue to provide the benefits of a slow street, there is no need for those to be interrupted until more permanent measures are in place.

Santa Clara near Paden Elementary - they are useful for slowing traffic during school arrival/dismissal

Santa Clara, West End please.

see 12b

See 13 for a rationale to keep slow streets on Santa Clara in the West End between 6th and Lincoln.

see above

See above

See above about Walnut and Oak.

The addition of the stop sign at San Jose and Oak is good but I think more needs to be done to manage traffic on Oak and Walnut from Lincoln to Clinton.

See my comments above for 9-12

See previous answers.

Sherman & Pacific intersections, because Sherman is a heavily-trafficked road and the barriers are effective at discouraging turns there.

Sherman St/Pacific Ave

Slow streets are already safe. Speed cushions may slow traffic speed and improve safety on greenways, but also push more traffic onto other streets.

Some streets should be blocked off for Halloween. Barricades help this.

Something LIKE the current barricades should be retained wherever they will enhance safety by preventing vehicles from turning onto the street.

Something that looks better can't come soon enough. They look like they were effected by an angry resident rather than officially placed by the city.

Stop doing this. We were not given a chance to vote.

Stop the neighborhood greenway! I do. It support funding this stupidity

Take them all away. This is unfair to property tax payers who do not own property on these streets. Who ever asked for this misguided pet city project?

Take them all out!

Taylor and fifth Ave

So many school children and speeding unsafe vehicles

The barricade at 1300 block of Versailles and Encinal is frequently tampered with the barricade pulled back to the curb and the end post removed by vandals. A more permanent barrier should be installed until a Greenways

The barricade at San Jose and Oak is particularly helpful, to divert westbound traffic off San Jose. Also the barricade at San Jose and Grand, to keep high volumes from Grand from entering San Jose.

The barricade nearest me on Pacific was stolen in 2020 and has never been replaced, and people act like it was never there. so.

The barricades along Pacific Avenue are really important to keep traffic low and speeds low and to keep people like me and my daughter safe while we ride on Pacific.

13. Are there specific locations where existing barricades are useful, and they, or something like them, should remain until the Neighborhood Greenway is implemented (by end of 2025 or sooner)? Please list and briefly explain why:

The barricades along San Jose deter speeding (though if you observe them daily, as I do on my frequent walks, some idiots still driver around them or just smash them). Much safer for me than Clinton, where rush-hour

The barricades are highly useful to encourage drivers to take the arterial roads. The existing barriers should remain in place - and they should be made into a permanent part of the greenways in the form of concrete planter

The barricades are most critical for Versailles Avenue. Without them, cars treat this street like a highway and speed down the street to get onto the Fruitvale bridge.

The barricades are necessary on San Jose Avenue, as they have limited traffic. Still, speeding drivers make the street anything but "slow" and safe for recreation.

The barricades are not useful anywhere in Alameda.

The barricades are useful and should remain on Pacific Avenue as they do slow traffic and encourage cars to use a different route. Traffic circles (quick build) are needed on crossings that do not already have a stop sign (i.e.

The barricades are useful in all situations! While I know firsthand some drivers blatantly ignore them, sometimes recklessly, they generally reduce car traffic and are encouraging people to use active transportation.

The barricades cause cars to not know who goes first when needing to go straight. Causes accidents and mis-haps and dangerous!

The barricades create dangerous driving situations.

The barricades destroy the functionality of the streets to be used as streets.

The barricades have long outlived their usefulness, if they were ever useful.

The barricades make it more dangerous for pedestrians, cyclists and motorists. They should have been removed 4

The barricades on Santa Clara do reduce traffic and lower speeds - it's the street where I feel most comfortable riding bikes with children on the West End.

The barricades on Versailles (especially Versailles & Calhoun) are key to helping slow cars and alert cars to crosswalks that are heavily used by elementary kids walking to Otis & Edison.

The barricades seem to be useful on Pacific, San Jose and Santa Clara.

Versailles has very little car traffic and is already a very slow and safe street even without traffic engineering.

The barricades slow cars down in general, which does make me feel safer when walking and biking.

The barriers along Versailles on the east side of Santa Clara create a safer zone for the many kids in the area going to and from school.

The current barricades are not beong maintained throughout the island. It's a great idea but it is now being taken for granted. the barricades are abused, moved, and no one is maintaining them. The public is expected to navigate

The ones in pacific work. Not every intersection has them so more are needed. Again: to alert speeding through traffic to not speed through.

The Versailles barriers help reduce how many people drive on this street which makes it nicer to use when I am walking and biking.

The Versailles corridor between Fernside and Central is critical to cut down folks speeding to and from pickup at

There absolutely needs to be a permanent marker somewhere in the middle of the street so vehicles know what they are entering. It doesn't necessarily have to barricade just one side.

There is no location where any barricades need to remain.

There isn't a reason to remove barricades until the permanent changes are made.

There should be no barricades

There used to be a barricade at Pacific and Wood Street but it was taken down when the shoddy repaving was done and never replaced. Any way to slow traffic down at this intersection is desperately needed.

These are completely un useful and will continue to drive down these streets as they were intended to be a right of way for ALL traffic across the island.

These barricades are no longer useful

These were never busy streets. There are very few cars and fewer bikes or walkers on these and nearby streets.

Blocking these streets which are public streets intended for cars is anti social and pretensions.

This is a waste of money and focus.

They are all useful

They are all useful because they slow down traffic and help make it safer to get places by foot or bike.

13. Are there specific locations where existing barricades are useful, and they, or something like them, should remain until the Neighborhood Greenway is implemented (by end of 2025 or sooner)? Please list and briefly explain why:

They are all useful.

They are all useful.

They are all useful.

They are not useful

They are not useful and should be taken down and the streets returned to normal with no Greenway.

They are NOT USEFUL! Again all they do is cause drivers frustration and make it UNSAFE for both drivers and cyclists trying to SHARE one lane!

They are not useful. Everyone just drives around them and block traffic.

They are not useful. People move them or hit them all the time. They are also an eyesore.

They are useful everywhere. Alamedeans should be able to walk everywhere in our city without fearing for their life due to speeding vehicles. Every street should be safe for pedestrians. These barriers are all we have at the

They are useful immediately around schools

They should all remain to keep the practice of driving, riding consistent

They should remain in the existing configuration until the neighborhood Greenway is completed

They were and continue to be useless.

they were never useful

Third Street between Central and Lincoln. Cars speed off Central and down the street to make the light at Lincoln.

This is a complete waste of tax payer dollars.

This is a ridiculous idea. Open the streets back up.

This was a temporary item for during Covid. No longer needed.

through car traffic diverters should be an integral element of all neighborhood greenways, in addition to traffic calming every block and intersection crossing treatments - the barricades should be made permanent not removed

Too many cars drive down Moreland Drive - several very fast causing safety issue for those living on Moreland drive and children walking to / from Edison, Lincoln and Alameda high, either along Moreland Drive or crossing

Traffic circles are the most cost effective and rapid solution. Simple planters can be used to create these quickly

Unknown

Unless the existing barricades are impeding traffic flow in a potentially dangerous manner, I'm in favor of keeping them, as I've found they foster community and allow for kids and adults alike to walk, bike, and be active in their

Until stop signs and/or other permanent solutions are made to improve safety at Pacific and Stanton, please install something temporary on Pacific at Stanton to slow down vehicles.

Versailles - it's very heavily used by kids now, and I noticed the barricade was removed due to construction work. I'd love to see it returned!

Versailles and Central

Versailles and Central bordering blocks through Dorothy Fox school

Versailles and Otis. San jose and oak

Versailles and San Jose

Versailles and San Jose heading South. This is a big turning corner that needs traffic calming

Versailles and Santa Clara are useful to me.

Versailles and Washington is a dangerous spot because of cars disregarding the stop signs.

Versailles at Fernside. Without a barricade here, tons of cars coming in from Tilden will turn left in fernside and immediate right onto Versailles, filling the street with traffic and rendering all progress to date useless

Versailles Avenue between San Jose and Calhoun due to preexisting excessive speeding and additional safety for children playing, residents and people enroute to Otis Elementary.

Versailles barricade slows down people trying to speed off island via Gibbons.

Versailles is the best, but there are still drivers who drive too fast (and around all the barricades)

Versailles more than the others, but there's no good reason to remove them from the others. Nothing is gained.

Versailles next to Edison Elementary school

Versailles. Keep them forever. Make more slow streets

Very useful at intersection of Morton/San Antonio and San Jose/Grand and Versailles at Central & Encinal.

Walnut to pacific

13. Are there specific locations where existing barricades are useful, and they, or something like them, should remain until the Neighborhood Greenway is implemented (by end of 2025 or sooner)? Please list and briefly explain why:

Washington st and fernside could use this barricade. People cut through from hay farm and speed down and they also cut through from high st if there is a lot of traffic from the bridge.

We live at Saint Charles and Pacific and find the barricades helpful in slowing traffic and making drivers more mindful. Pacific is use by many students to get to school on wheels and/or walking. We wish there were barricades

We ride on San Jose a lot and I think it especially helps near Franklin park and school and near St Joe's

We should remove these pretentious nuisance obstacles and not install anything else. Let the street be used as they are intended.

What are ANY barricades hurting? I don't see the rationale in removing them.

At the very least they SLOW Automobiles DOWN and they wend around them.

Keep them up please.

What are we doing to reduce speeds on Lincoln?

What?

When the new marina housing and shops comes online, I fear there may be an increase in traffic levels on the Pacific avenue slow street.

When will the traffic codes be enforced? We need real police department on roads not this invisible thing created.

Wherever they are now work well enough to slow down cars and discourage traffic (though we do need

Why isn't Santa Clara to be a greenway? Cars zoom down the street as they avoid Encinal High, it is very annoying and dangerously.

why the survey? Sounds like it has already been decided.

Why would you remove the barriers only to add a similarly functioning barrier later on? It seems almost guaranteed that some car will come racing down one of those streets and hit someone used to not needing hyper vigilance to

Willow at Pacific. Cars go too fast on Willow and no 4 way stop at that intersection.

Yes I believe to slow traffic down on Pacific Ave especially. It would be nice if they were made from something like wooden planters on casters with greenery and flowers to soften the look and show a sense of pride for the

Yes! Even though the barricades along Pacific Ave are temporary, they have already created a lower stress bicycle route across a large length of the City that is highly utilized by all ages.

Yes! I would love the barricades to stay on Pacific from Oak all the way down to Webster because it's nice to have a street next to high traffic streets (Lincoln & Buena Vista) where cars are limited.

Yes, I think that they should remain everywhere. See my previous comments. Any other solution will have inevitable negative externalities. We already know the problems with the barricades and the barricades already do

Yes, on Versailles Avenue between Encinal and Calhoun, as vehicles have been speed thru this street as a short cut to Otis Drive.

Yes, Pacific avenue. Without them a lot more cars would drive on it, and likely faster too.

Yes, San Jose Ave. between Willow and it's terminus at Morton. Please see my above answer.

Yes, the barricades around Franklin Park are useful. They limit traffic and promote safety in an area frequented by

Yes, they're extremely useful at every location. Keep them up until the long term solutions are COMPLETELY implemented. It's a minor inconvenience for drivers and lifesaver for cyclists.

Yes, where streets are major bike thoroughfares to enter/exit the island.

Yes. Keep them up. They have served their purposes and should stay up for the reasons I stated above.

You should actually beef up these barriers by putting jersey walls, water-filled barriers, or the concrete ones.

Removing the barricades would be stupid if these streets are going to be greenways.

14. Are there specific locations where barricades are not useful, and they should be removed as soon as possible? Please list and briefly explain why:

. looks bad
. vehicles go there anyway

?
100 block of Santa Clara. 200-600 blocks of Santa Clara Avenue
6th and Santa Clara - busy intersection where cars go around the barrier into oncoming traffic. Hard for traffic approaching the intersection to know if a car already at the intersection will go around the barrier and into their lane
Again - San Jose Avenue. Ever since the bus route was removed c. 30 years ago, the street has been quiet (except for parents of St. Joe's students using the street and intersection for parking while waiting for school to get

All
all
All
All

All are good!
All are no longer useful since the pandemic has been over for years.

All are unnecessary

All are useful

All area due to equity concerns

All barricade locations have not been useful. Not everyone can bike to work. We need space for motor vehicles that we always have had.

All barricades are causing confusion because they are ignored now that traffic is back after pandemic. Make slower speed limits with raised bumps and raised cross walks!

All barricades are impractical and dangerous for cars needing to turn into a lane that is barricaded. Greenways are fine but not barricades.

All barricades must go

all barricades need to be removed NOW

All barricades should be removed

All barricades should be removed ASAP.

All barricades should remain until Greenways are fully installed.

All locations = 7 Responses [summarized by staff]

All locations are not useful, except to the few residents of those streets at the expense of surrounding neighbors.

All locations are valuable and make the streets safer.

All locations for the reasons I listed above

All locations should be removed. Rich folks put them because "their" street is special. Stop this now.

ALL LOCATIONS SHOULD BE RETURNED TO PREVIOUS STATUS.

All of Pacific and San Jose

All of the above mentioned.

ALL of the current slow streets were supposed to be temporary measures during COVID. All of the slow streets should be opened to cars again.

All of the locations

All of the locations that I have encountered them. I live on Versailles Ave and have had near misses on most of the intersections because of the barricades.

All of the slow street barricades should be removed, they do not help with traffic, safety or the general quality of life in Alameda, fix pot holes instead.

All of them = 13 Responses [summarized by staff]

All of them are not useful, I do not understand why they've stayed up for so long.

All of them aren't useful

All of them of Versailles especially at Central, Gibbons & Versailles

HOW ABOUT TRAFFIC ENGINEERING STUDIES BEFORE YOU DO ANYTHING?

All of them should be removed

All of them should be removed ASAP. The barricades are no longer helpful, people drive around them anyway and cause more problems, also park right up against them and limit visibility

14. Are there specific locations where barricades are not useful, and they should be removed as soon as possible? Please list and briefly explain why:

All of them should be removed. Amazon/UPS and postal service and everyone else should have access to the street. That's why it's called a street.

All of them, drivers just drive right past them or move them. They are useless at this point

all of them, especially Willow X-ings

All of them, for the reasons stated above.

All of them. Not needed and already ignored by almost everyone. Unenforceable, so what is the point?

All of them. People ignore them and it makes cross traffic more congested

All of them. See responses above

All of them. Slow streets just aren't necessary and neither are the new, Proposed greenways

All of them. The barricades are inconvenient and don't stop cars from using the street, creating a traffic hazard because cars need to go on the wrong side to enter and exit.

All of them. They are restricting access to all and creating additional traffic. They are also not a private street yet treated as such

ALL OF THEM. They do more to make things unsafe than not.

All of them. They just give more burden to other streets nearby, and cause confusion

All of them. You are going too far to be bike and pedestrian friendly. I'm a walker and love walking around town. BUT it is getting harder and harder to drive in town with all of these changes. EX: bulbouts make turning right take

All over the city, for the reason above.

All over town !

All should be removed asap. They are dangerous. Why not survey public about what they want?

All should be removed.

All should be removed. Not needed

All slow street barriers should be removed

Alameda is already slow

These barriers are a nuisance

All slow streets

All the barricades just waste space.

All the barricades should be removed. None of these streets or neighborhoods should be treated differently

All these changes to the island are just making traffic worse not better.

all, barricades that create a one lane ingress/exit on a two way lane are insane and so obviously unsafe

they should only stay if they can be safely moved to the center of the street and allow separate lanes for entering

All. People are still using those streets and the bottlenecks cause potential accidents at junctions.

All. In addition to the safety concerns previously listed, the barricades have become a nuisance on our street.

Neighbors double park cars or their trash bins behind the barricades.

All. People still turn so it's just a nuisance than actually reducing traffic it seems

All. They are not effective IMO.

All. To Reduce danger inherent in the current intersection design.

along Versailles Avenue starting at Fernside up to Encinal Ave

Any and all barricades

Anywhere near our egresses

Anywhere, they served the purpose for the reason they were initially installed, are no longer useful anymore as conditions have mostly gone back to normal. Remove them all.

As previously stated, the Pacific street one makes Lincoln Ave much less safe and should be removed

At Versailles and Fernside they are constantly run over and cause confusion for those turning on to Versailles from the Fernside "Freeway."

Baricades concept should be scrapped & provide law enforcement instead.

It prevents speeding, blowing stops, encourages good behavior, stops sideshow, excessive noise vehicles. Paint the existing lines, fix crappy streets, good signage

Barricades are just that, barricades. I see both cars and cyclists detour around them in a hazardous manner.

Either allow full access or restrict the street using traffic calming measures discussed.

Barricades are useless and a hazard.

14. Are there specific locations where barricades are not useful, and they should be removed as soon as possible? Please list and briefly explain why:

Barricades are very ugly. Please remove them asap.

Barricades that impede traffic (including emergency vehicles) are not useful or effective

Barrier at Versailles next to the hardware store is a hazard and should be removed immediately.

Bay view drive. Not needed and unfair to all.

Between Versailles and Central. Near business which causes problems. Versailles and Central dangerous.

Cannot think of any. In fact, with these going in, you should ADD barricades and other factors in certain areas. For example - EXTEND the Baview Dr one so that cars are less disruptive in the Shoreline to Broadway to Bayview
Cars disregard the signage already. Other streets are affected by this closure. City should direct funds to making existing bike lanes safer. All barricades should be removed asap.

Central & Versailles. Make it a 5-way stop

Choosing to spend money on these already "slow streets" to create boutique ones in some neighborhoods while high incident corridors get nothing is wrong. How does this in any way achieve the goals of Vision Zero?

Clear indication that street is becoming a greenway. Sick of nimbys in alameda complaining about street improvements. If it goes back to looking like a regular street they will complain more.

COVID is over please return the streets back to their intended use!

Crossing of Grand Street and Pacific Ave. Reasons, see 9b

Currently the intersection at San Jose & Willow is extremely dangerous. Cars routinely cross San Jose without stopping. Let's remove the barricade at this intersection only (and move it to San Jose and Walnut).

didn't see significant benefit

do not know of any

Don't make Chestnut street a slow street. The nearby Willow street is narrow and difficult to drive through, and chestnut street offers a wider street to avoid going through Willow.

Don't know

drivers will assume the street is like any other and drive that way. There needs to be signage telling drivers it is being converted to a greenway and all changes made before barricades removed.

During traffic times creates traffic confusion which is dangerous for other drivers and pedestrians. Would prefer these streets be made into one way streets to eliminate this issue.

Emergency response speed is critical

Encinal and Versailles are hazards

Especially at Versailles and Encinal

even when I'm driving, I may have to coordinate with an opposite car across an all-way stop, I don't think it's dangerous at all and I think that overall it improves the safety of pedestrians, while being slightly inconvenient for
Every barricade is useless and should be removed immediately. People now drive around them.

Every barricade should be removed.

Every barrier should be removed as soon as possible

Every single one

Every where they are. Remove them all

Everywhere = 6 Responses [summarized by staff]

Everywhere for reasons stated above.

Everywhere they are located due to cars going around them into the wrong lane of traffic. They do not stop or slow anything

Everywhere- they are ugly and make it look like the neighborhood is under construction

Everywhere they're implemented

Everywhere. They all should be removed. We live in a small town, where the speed of driving is 25. There is no need for a slow street

Everywhere. No one uses slow streets to sit in the middle of the street to have socially distant conversations

Fernside at Versailles. With the bump out on Fernside, the merging of a lane on Fernside and the bus stop there are too many distractions. Lots of kids on Marina, Windsor and Fernside cross at that intersection and their safety

Get rid of all the barricades please!!

Get rid of slow street barricades and return the streets to original condition pre-covid.

Get rid of the barricades on Pacific Ave. They are a safety hazard because drivers are not cautious around them.

14. Are there specific locations where barricades are not useful, and they should be removed as soon as possible? Please list and briefly explain why:

Get rid of the barricades unless you plan to do all the streets and fairly treat the other neighborhoods that are paying for these deprovements. What about delivery trucks for all the businesses that bring in traffic? What about Hard to argue this one because of the need to continually remind people that these are Slow Streets and to be on the lookout for peds and bikers/rollers.

I am opposed to any permanent designation of specific streets as greenways/slow streets. This status should periodically shift to different streets so that no properties are favored over others.

I appreciate when they are repaired quickly

I believe all barricades should be removed as soon as possible, encouraging the pedestrian and bicycle proposed "fixes" be completed in a timely fashion by the City.

I cannot think of any.

I do not believe that traffic engineering is necessary on Versailles as it was always a slow and safe street. Please devote resources to Lincoln Ave., a high injury/accident street, in order to achieve the goals of your Zero Vision

I do not necessarily want Neighborhood Greenways.

I don't think any of them are useful.

I don't find them useful as people ignore them. They divert traffic onto other streets and you never seem to take that into consideration.

I don't mind the barricades and they seem to slow people down where they are still in place

I don't recall.

I don't think so. Overall studies show that more walkable, bikeable streets lead to higher resilience, increase happiness in the community, etc. I am a car owner, and still think more slow streets are needed.

I don't think the barricades are counterproductive, except to drivers who are impatient or unreasonable.

I find that barricades around Franklin Park inconvenient because it dissuades people from parking on the San Jose/Morton curve. I would like to see additional signage to invite people to park along Franklin Park. It helps us

I have not found any of them useful, as I stated above. I also have not seen them prevent people from driving more slowly or safely

I live on San Jose and find that the San Jose and Grand Ave intersection is the most negatively impacted by the barricades. Both drivers and pedestrians are forced into awkward, uncertain, sometimes dangerous situations.

I rarely drive, so no.

I really like the barricades everywhere and think they are effective at all times.

I see many people go around the ones at Versailles and Central. To prevent accidents like head on collisions and rear ending, removal would be nice. I also saw an argument take place at the intersection

I specifically think Santa Clara create the most dangerous conditions where children are commuting to school and drivers are driving erratically to get around the barricades. I've had drivers swerve into oncoming traffic (right in

I think all the "slow" street barriers should all be removed immediately.

I think all the barricades should remain in place.

I think the barriers on San Jose between Willow and Oak can make travel unnecessarily tricky for motorists since Willow is the st. closest to Park that goes completely through. I support the greenway on San Jose beginning on

I wish the barricades could be narrower. There's no easy way to get around them when biking esp. if a car is coming from the opposite direction. And it's difficult to ride around the right side due to the gutter or debris.

I would like to see the barriers at 5th St and Santa Clara and 6th St and Santa Clara removed immediately due to the number of near-accidents I have seen there with automobiles trying to navigate around them.

I've already said

If anyone else comments here saying they get in the way of driving then that means they're working.

I'm not familiar with streets other than Santa Clara, but I don't find the barricades useful at all. They just route more traffic down other streets instead of sharing the load. They are confusing and frustrating.

I'm not sure barricades are useful. They don't really prevent vehicles from using "slow streets". There can't be any enforcement. They can present confusion at intersections and are reminders of the Covid period when they first

In all locations

In general the barricades have extended well past any COVID emergency requirements for additional separation needs. They create what feels like entirely private streets which increases burdens on other roads. The greenways ideas are much much better.

It doesn't slow down the traffic, it's just annoying. Not a temporary solution

14. Are there specific locations where barricades are not useful, and they should be removed as soon as possible? Please list and briefly explain why:

It's in the way! So you like it for us to drive on the wrong side of the road?!

Keep all of the barricades in place to cut down on car speeds

Keeping traffic off Versailles encourages unsafe entrance off of and onto Fernside. See near-miss auto accidents and a lot of hostile behavior daily.

Leave the barricades in place at all locations.

Many barricades are pushed aside by drivers. They should at least be more effective marking their boundaries.

Most of San Jose Avenue East of Grand St.

see above boxed comments

Most of us who use Versailles must navigate the barricades. These objects are more a hazard than a safety factor. They should go.

Most places the barricades are useless!

My least favorite are at San Jose and Oak and San Jose and Willow. Nothing like crossing a busy street into a barricade when a car is coming towards me and I am in the "wrong" lane.

Now that Encinal has a bike lane I use it instead

N/A = 12 Responses [summarized by staff]

N/A. I like all the barricades.

NA regarding existing barricades.

No = 47 Responses [summarized by staff]

No absolutely not

No and keep all the parklets on Webster and Park. Shopping and eating on a freeway is no fun.

NO GREENWAYS

No one paid attention to them.

No opinion

No opinion

No opinion on other streets besides Pacific.

No they really are not that big of an issue if you are a competent driver.

No, all of the slow street barriers are useful.

No, they are useful everywhere

No. All the barriers are useful. Any car driver that wants the barriers removed is self-interested and likely would like to drive faster making walkers, cyclists, scooters, skaters and other drivers less safe.

No. I do think, though, that instead of the wide barriers we have, something more permeable, like what SF has, would reduce bike/car conflicts.

No. Keep them all! For once, put pedestrian safety ahead of driver convenience. Remember that a driver who has to stop, or divert, can make up the time very quickly, whereas pedestrians and cyclists without safe routes simply

No. Keep them. Add more to other streets please.

No. Non-local cars already drive around the barricades and speed around bicyclists on the slow streets. It would most likely be more prevalent if the barricades were removed with no other traffic calming measures in place.

NO. The barricades should be kept in place or replaced with something more permanent/effective.

No. The pandemic is over. Remove them

No. They currently provide some safety.

No. They should remain to slow people driving cars.

Nobody asked for them in the first place, or were given a choice.

None = 8 Responses [summarized by staff]

none are useful

NONE ARE USEFUL

None are useful and all create hazards for drivers

None of the barricades are useful except for those residents living on those streets.

None of the barricades are useful. They're a traffic hazard.

None of them are useful and they should be removed and leave the streets as is. The community should have a voice in this. Spend the money on more police officers to make our community safe. I am sick of all of the crime

None of them are useful. They are under utilized and bicycles can share the road and walkers can use the

14. Are there specific locations where barricades are not useful, and they should be removed as soon as possible? Please list and briefly explain why:

None of them are!!!! They are streets not playgrounds.

Build roads through the parks next it would make the same amount of sense

None of them should be removed

None of them! Not fair to the rest of Alamedans who don't live in a slow street.

None that I can think of

None that I know of.

None that I know of.

none- we all should be able to use public streets.

Nope

Nope

Nope

Nope.

Not fair

Not for me. I am in favor of keeping them everywhere.

Not in my opinion

Not really. At first I didn't like them but as long as the alternative streets are not blocked up and there is an easy way to get across town then great.

Not sure

Not that comes to mind.

Not that I know

Not that I know of.

Not to my knowledge

Not useful

Not useful anywhere.

Not useful, Versailles

On all the intersections. Not only residents need to get through. All the trucks bringing all the STUFF that the residents have ordered have to get through plus garbage trucks, construction vehicles and EMERGENCY SERVICES.

On every existing slow street.

On Pacific between Chestnut and Oak they are useless and increase the danger of accidents. We still see a lot of transient traffic using Pacific and the barricades only make it more difficult for everyone to navigate the

On Pacific for sure. Stop signs on every block. No thru traffic.

On San Jose Ave, I have seen, been near, or involved in near accidents because cars are trying to figure out how to navigate the barriers and not paying as much attention to walkers. Stop signs remain to slow drivers down.

On San Jose.

On Versailles. It makes it extremely difficult to turn onto Encinal from College or Pearl because there are too many cars at the stop sign at Versailles. Please don't make Versailles a slow street here.

Only people from outside may complain for the barricades Uber or deliver transportation

Pacific and oak and Versailles and central are the 2 worst locations. But they all should be taken down.

Pacific and Paru, Pacific and Benton

Pacific and Santa Clara

Pacific and Willow. It's hard to see if Nikes are coming to stop for them, and many bikes just whiz through.

Pacific Ave & St. Charles. There has never been a pedestrian or cyclist accident at the intersection, but the barrier creates that possibility for cars. Residential parking was taken away to allow more pedestrian visibility - that is Pacific Ave between Benton and Paru, it does not keep cars from driving down the street and car speed on it Pacific Avenue at Oak Street and Pacific Avenue at Walnut Street - dangerous entering and exiting the block - many near collisions.

Pacific Avenue. Cross traffic has no stop sign at most intersections. Visibility of oncoming traffic is poor. Only one accessible lane at an intersection is absurd.

Pacific between Oak & Walnut. Many multi-family units and 2 daycares. The barriers cause significant traffic congestion at intersections

Pacific, it's a nuisance to drive around barricade especially if we are waiting for a car to pull out. Causes traffic

14. Are there specific locations where barricades are not useful, and they should be removed as soon as possible? Please list and briefly explain why:

People (us) go around them making them less safe and give people a false sense of security.

People ignore the barricades and they are not effective.

People need to get around garbage trucks, pot holes, bad traffic created by bad city management. Eliminate these barriers immediately.

People still speed on Pacific.

People that aren't going to obey just aren't.

Per my reasoning above the one on oak and San Jose! Definitely any surrounding AHS and Thompson field.

place them on all the pedestrian entrances on every access point from oakland

Please remove all barricades

Please remove all of them. They create a driving hazard. Makes it difficult to see cross-traffic.

Please remove the barricades asap on 5th and Santa Clara. They are extremely dangerous. People do not stop at the four way. When school starts it is a mess with people in the intersection. I have seen accidents. I have almost red light cameras

Remove all

Remove all barricades they are in effective.

Remove all barricades.

Remove all barricades. Was temp for Covid. Not fair for some streets to not have cars and others to pick up more.

remove all barriers fair to all streets - no preferences to some neighborhood and not others

Remove all of the slow street barricades. Makes street unsafe when turning. Etc. Read my previous responses.

Remove all of them , as everyone ignore these barricades.

Remove all of them because currently people are not using the slow streets for walking or bicycling.

Remove all of them.

Remove barricades as it is unfair to have Slow Streets to other property owners since changed property values.

REMOVE FROM ALL LOCATIONS

Remove on Pacific Ave ASAP

Remove permanently.

Remove them all immediately.

remove them all NOW.

Remove them all!

Remove them all, traffic hazards

Remove them all.

Remove them all. Completely useless

Remove them all. They cause confusion, increase stopped cars on (now busier) thoroughfares, and don't accomplish the intended results.

Remove them all. None of them are useful. THEY ARE A HAZARD AND DO NOT INCREASE SAFTY.

Remove them all. Traffic sucks across the island since implemented and changing the lanes on shoreline and

Remove them now

Return it to the original street. They are a nuisance and no one uses them as slow streets.

Return the street back to how it was. People drive around the barriers anyway and they are hazard now. Just let the street be a street

sam jose ave barricades between oak st and grand st have diverted much more traffic onto clinton ave.

Same answer as in item 13.

same as 12b

Same.

San Jose & Grand is not useful.

Chestnut & San Jose blocks traffic right next to a school. Also not useful.

San Jose and Grand

San Jose and Morton as diverted traffic to neighboring streets makes them unsafe for all

San Jose and Oak

San Jose and Oak to Willow - drivers completely ignore them and speed through the streets

San Jose Ave - incredibly unsafe to get around

14. Are there specific locations where barricades are not useful, and they should be removed as soon as possible? Please list and briefly explain why:

San Jose Ave from Park Street to Grand. This is a busy street & a major artery across Alameda. It is not appropriate to slow down traffic on this street.

San Jose Ave. The street has become trashy and is not being cleaned properly. So much traffic to and from St Joseph's school is being diverted to only San Antonio.

San Jose Avenue is the one that comes to mind.

San Jose between Chestnut and Walnut make it extremely hard for people living on surrounding streets (Clinton) and cars race down those other streets making it unsafe for St Joe's students and Dance Arts Project students

San Jose near Alameda High. Makes traffic around the high school so much worse, especially after Encinal reduced to one lane.

San Jose, very common street to get from one side of the island to the other

Sandbags and the cabling used tiedowns are coming apart, and the barricades have been pushed to side by users of the road. Remove these, it's a public roadway.

Santa clara

Santa clara

Santa Clara

Santa Clara - see above

Santa Clara (there are no good alternate routes that curve in the same way so people drive around them).

Santa Clara Ave

Santa Clara ave

Santa Clara Ave - See above.

Santa Clara Ave (West End). Cars pass through anyways, and the signs are not respected. They are more of a hazard as drivers make wider turns to get though barricades and traffic is dispersed into neighboring street which

Santa Clara Ave barricades definitely need to come down before the Central Ave. revisions for bike access are implemented. Forcing more vehicles on to Central is already causing unsafe conditions.

Santa Clara Ave nobody uses or benefits from the street closure.

Santa Clara Ave.

Santa Clara Ave. Answered above.

Santa Clara Avenue!

Santa Clara Avenue, from Pacific to Sixth. These are ineffective and have never been effective. More traffic enforcement would be a better solution, preferably before the start of the 2024-2025 school year.

Santa Clara between 3rd and 6th

Santa Clara between 5th & 6th Streets

Santa Clara between Webster and 3rd

Santa Clara, rarely do I see bikers and pedestrians walking in the streets and I live on the street. The barricades are ignored and useless, most everyone of my neighbors would like to see them gone and we live here

Santa Clara. I really don't come in contact with the others very often, so I have no opinion on those.

see 13

see 9b & 10b

see above

Sherman and Pacific, for the reason described above. It creates pinch point on a major street

Sherman and Pacific. Grand and Pacific. Very dangerous.

Sherman/ pacific, and Santa clara for reasons in prior responses.

Should remove all barricades asap.

Since people keep driving into them, I'd say no. They need to be slowed down

Slow street barricades are no longer useful.

Some cops would be helpful. You know, to enforce the speed limit...

Specifically, every single location that has a barricade is not useful. They are creating traffic hazards and are obnoxious. They all need to be removed.

Streets where the barricades are ignored anyways just makes them not useful.

The barricade at Grand and Pacific is a safety hazard. I live there and I witness several near head on misses. It's just a matter of time before there is a tragic accident at that spot. Grand and Pacific is not a good place for

The barricade at willow and San Jose I find really challenging.

The barricade need to be removed.

14. Are there specific locations where barricades are not useful, and they should be removed as soon as possible? Please list and briefly explain why:

The barricade on Versailles at Encinal Ave. is a hazard. It is a fairly busy 4-way stop sign intersection. Patrons of Encinal Hardware and Versailles Pharmacy have difficulty parking, accessing and leaving the business.

The barricades make it more dangerous for pedestrians, cyclists and motorists. They should have been removed 4

The barricades on Versailles near Lincoln (Edison Elementary) have minimal effectiveness, as vehicles often go around them. Many of the neighboring streets in that area have minimal vehicle traffic, reducing the need for a

The barriers at 4th and Santa Clara, the sandwich shop continues to remove 1 barrier which causes confusion in the intersection

The barriers work best where there is a 4 way stop. Not so well on a busy street with a 2 way stop sign or no stop

The blocks of San Jose near the St Joseph street blockades, which St Joseph uses randomly and without regard to the neighborhood.

The deli owners at 5th & Santa Clara vehemently oppose the barrier by their shop and often move it. Lots of kids in that corridor go to and from many schools in the area. Something more permanent would be better for that

The entire length of Versailles, because they're being driven around anyway.

The intersection of Versailles, Gibbons, and Central. People take Gibbons from the High Street Bridge, then try to turn up Versailles. I've nearly been hit several times because they're watching for traffic the other way.

The Morton Street/San Jose Avenue barricades seem pointless and are largely ignored around Franklin Park for cars that need to access parking for the park.

The one at Santa Clara and Third is very dangerous for students and drivers. Please remove the barricades there.

The ones at Clinton and Park St make it extremely difficult to turn because they restrict both lanes. Turning right onto Clinton from Park street causes traffic to slow on Park St for turner to maneuver past the barrier and stick.

The ones on Santa Clara are useless. People just drive through them.

The ones on Versaille are very frustrating as Edison school is on this street and we use it to commute to school/work everyday. Specifically on Versaille and Central its a disaster, people cant see around the barricade and its very dangerous to all!

The Santa Clara and Versailles streets have low amount of vehicle traffic.

The turn from Gibbons to Versailles...it is not used by bicyclists or pedestrians and cars making that turn are going very slow anyway. If you live on the 1400 block of Gibbons and parka facing Central its annoying

The Versailles barricades are not useful and frustrating for those of us that live on these streets.

The whole city of Alameda. They are ugly and don't stop cars from going down the streets

There are a few on Bayfarm that are just plain recicukous.

These ugly barricades/greenway give a false sense of security. As a result people more than likely let their guard down and there will be an accident. Will the city be liable?

They all seem useless and generally ignored by cars.

They all should be removed. We ride bikes on these streets and never have experienced a problem.

They are all inconvenient and create more danger.

They are all not useful. Those are not busy streets.

This a waste of City money. Your project and entire career is Pork Barrel Jobs Program corruption.

They are all pointless and need to go, soon.

They are all useful

They are all useful.

They are all useless!

They are frequently ignored in the stretch of Pacific in central Alameda where I live. Can't speak for other areas on

They are no longer messed. Lease shut them down.

They are not useful anymore.

They are NOT useful anywhere

They are not useful anywhere. There's nothing more NIMBY than saying "you can't drive here unless you live here." They're a disgusting manifestation of wealthy landowners doing everything they can to carve a gated

They are not useful at any of the current slow streets.

They are not useful, full stop!

They are useful everywhere and should remain in place forever

They are useful, just ugly.

They aren't super useful because of the lack of enforcement

14. Are there specific locations where barricades are not useful, and they should be removed as soon as possible? Please list and briefly explain why:

They aren't useful anywhere.

They just cause confusion

They push traffic from already quiet streets into neighboring streets which creates problems and causing more traffic there. The larger, more traffic heavy streets are where people are speeding. I don't see pedestrians or bikes

They seem somewhat haphazard instead of being intentional.

They should all be removed immediately. These are shared public streets and it is inappropriate to block them to through traffic. We are all paying property (even indirectly through rent) and sales taxes here. They should never have been implemented.

They should all be removed.

They should be centered in the middle of the street.

They should be removed on Santa Clara as soon as possible.

They're all useful

This question doesn't even make sense to ask. Asking this is asking if the safety of cars should have priority over the safety of people.

This was a temporary item for during Covid. No longer needed.

Those flimsy little barricades are not useful because they're constantly getting hit by people or cars, or knocked down by wind. You should actually beef up these barriers by putting jersey walls, water-filled barriers, or the

Time to get rid of the barriers. They have served their pandemic purpose.

Too many cars drive down Moreland Drive - several very fast causing safety issue for those living on Moreland drive and children walking to / from Edison, Lincoln and Alameda high, either along Moreland Drive or crossing

Unknown

Unless the existing barricades are impeding traffic flow in a potentially dangerous manner, I'm in favor of keeping them, as I've found they foster community and allow for kids and adults alike to walk, bike, and be active in their

Unsure

Versailles

Versailles

Versailles

Versailles

Versailles - I live in this neighborhood and rarely see walkers/cyclists in any notable quantity.

Versailles & Central (see previous response)

Versailles and Encinal is a business corner with large truck deliveries

Versailles and Encinal, see above.

Versailles and Central, because that is a janky intersection anyway and the barriers just add to the chaos

Versailles and fernside

Versailles and fernside

Versailles at Central both directions.

Versailles Ave see my comment in others areas of the survey.

Versailles Avenue near Encinal Hardware. It's too difficult to park by that store and the pharmacy.

Santa Clara should be removed and parking should be allowed. It's very difficult to park on Webster.

Versailles Avenue, particularly between San Jose and Calhoun has created a traffic diversion onto College Avenue. This small, very narrow, street cannot handle the cars. It is dangerous. Please visit College Ave and see

Versailles between Encinal Ave & Calhoun. . Increased traffic volume on Mound St which is just as much a family friendly neighborhood as Versailles. Unsure why those in command in the city favor certain areas of the city over

Versailles from Lincoln to Encinal, and also San Jose from Oak to approximately Grand Avenue. These are vital street linkages that have been closed for far too long already resulting in traffic and safety difficulties in the

Versailles is wide open and easy to see when there are pedestrians. On Moreland and Cambridge, it is very difficult to see. The parking is dense. not enough room for two cars to pass easily. Barricades are create danger

Versailles Pacific and San Jose

Versailles should be closed. You've hurt the buisnesses at Encinal & Versailles.

Versailles should be removed as it forces more cars onto other streets that have poor visibility

Versailles should be removed ASAP. It is ver confusing and has become unsafe.

Versailles should be removed. Speeders go right past them without slowing down. They only redirect law abiding traffic, which poses much less danger anyway. The barricades give a false sense of safety.

15. Do you have any additional comments about Neighborhood Greenway implementation or the

- Please consider 10mph speed limits on greenways! It just seems so uncontroversial of a solution
- consider 20mph speed limits on all non-primary roads. Our streets are narrow, kids are everywhere.
- I value good asphalt. Designs that make it more expensive to re-pave (like speed humps) are not preferable.
- I value simplicity. Excessive intersection painting and lane complexity may reduce traffic speeds as drivers try to figure out what is going on. Unfortunate step in the wrong direction.

"NEVER GO BACK" to unsafe streets! Expand the concept so that ALL of Alameda's streets and roads are safe and welcoming for bicyclists, pedestrians, moms with babies in strollers, kids on balance bikes, and other humans who are not encased in steel SOVs with motors and rubber tires.

1. Add barricades to keep St. Joe's parents from using San Antonio east and west from campus. There's a bloody State highway one block away, for the goddess's sake.

2. Stop the parental double parking on narrow streets. Force St. Joe's to use the street it's already taken away from us for these parental activities. This applies to other school with similarly crowded streets.

A huge ware of money. We need updated sports fields so our children can enjoy sports. Keeping them healthy and active.

A permanent Greenway designation on a particular street is unfair to property owners who live on adjacent streets who will now experience more traffic on their streets, lowering their property values, while Greenway Street houses will have less traffic, raising their property values. The only fair way to do this will be to rotate which streets are greenways every year or two. I am strongly opposed to any solution that does not periodically rotate which streets

Add slowing details around Longfellow park

Add speed cushions to all north/ south streets between 8th street and grand between Lincoln and central.

Again, I'm sure the people who live there want to keep them. Most of the rest of us want them gone. Maybe a

Again, would love to see a circle at Bayo Vista/ Monte Vista. Thank you.

Again, would love to see Greenways expanded west of Webster!

All the barricades should be removed. None of these streets or neighborhoods should be treated differently although the intent is to slow streets for bicycle traffic as the recent onslaught of destruction happening on so many Alameda streets to accomodate bicyclists, no one seems to care that the usage is a miniscule compared to what has been transtrafficed in the city. There also seems to be no enforcement of traffic laws on bicyclists. Nor helmet laws on electric bikes/scooters traveling in bike lanes faster than the auto traffic which even a motorcycle cannot travel in or exceed the speed limit

Anything that calms or slows the drivers down is good.

Add haight between webster and 9th

As a cyclist I can not tell you how many times Ive almost been TAKEN OUT by cars in Alameda- Cars drive TOO FAST; TOO CLOSE TO BIKES (under 3ft required by law);

at least 1/4 of the drivers I observe as they pass me (on a bike I can see inside a passing vehicle) are ACTIVELY ON THEIR CELL PHONES HOLDING THEM in their hand talking or texting as they pass; and 1 of every 3 cars DO NOT HAVE HEADLIGHTS ON AT/ AFTER DUSK, making my reflective gear worthless.

safe Streets and Greenways are helpful

As a driver, I prefer driving on streets where I'm not competing with cyclists or endangering them because they don't have a separated lane. As a pedestrian, Slow Street have been hugely beneficial to my mental and physical health (and my dog's!). Quick builds are useful, but we MUST work toward fully permanent and high-quality treatments. Drivers will not respect paint, only concrete, speed bumps, and metal. And don't be afraid of pushback

As a West Ender, we often feel left out. I notice we weren't included in the survey question #7 about greenways. Pretty big gaffe. I am very much in favor of anything we can do to protect safe walking and biking on Santa Clara.

As I said above, please take all things into consideration, not just people who are not in a car.

As you have surmised, I hate this idea. I think you should stop working on it and focus on other things. In particular, during the recent Plein Aire Paint out I began to pay attention to areas that lack beauty and Park Street is really looking bad. The trash cans, lack of clean sidewalks, lack of character. Focus on the commercial areas and leave our neighborhood at peace, uncluttered by all the signage, devices and clutter your idea results in.

Bicyclists and scooters do not appear to preferentially use the barricaded streets over others. When are there going to be enough cops to cite non-ICE vehicles speeding, running stop signs, and riding against traffic? [Just last night, my carpool driver had to avoid a wrong-way BICYCLIST in the number 3 lane on I-880!! People are crazy]

15. Do you have any additional comments about Neighborhood Greenway implementation or the

Bicyclists should be required to get a permit and register their bikes to ride their bike. The slogan is "share the road" but they seem to be the ones who are not sharing the road. I almost hit a bicyclist today because she ran a red light and seemed to have been completely oblivious to her actions. "Share the Road" means that. It does not

Can you eliminate cars on Park Street please? Or at least a portion of it? I would love to see it be walkable and bike able. Please read about Strong Towns and how to build wealth in small communities. Alameda and Park Street used to be amazing. Let's spruce it up and make it the town center!

Can you put one along East Shore Drive? The roads are too wide, inviting cars to speed from Fernside to Encinal. Can't happen soon enough!!

Car diverters discourage thru traffic which allow us to safely use the street like it is a cul-de-sac. The barricades should be made permanent not removed!

Cars are still permitted, this just prioritizes local neighbors at a human scale. We cannot listen to one or two people that complain that their driving times increased by a minute or two!

Cars aren't going away, as housing in the island expands why are we decreasing the route options for cars? We have enough clearly marked bike lanes and routes.

Cars disregard the signage already. Other streets are affected by this closure. City should direct funds to making existing bike lanes safer.

Cars hit flex-posts making them ineffective and requiring costly replacement. Temporary solutions don't provide adequate safety for those intended. Even fences, like the current walkway on Harbor Bay Bridge is often hit by cars, requiring costly replacement. Permanent material projects costs more initially, but they provide greater safety and do not require continuous major investment. Separately, the curb extensions and asphalt art now on Otis & Broadway are confusing to drivers & excessive.

Central Ave is a relatively popular current bike route. However, at high street the bike lane ends with no real connection to other good options and bikers are dumped onto high street (very fast travel) or central ave (sharrow only and again with higher volume / fast travel of cars continuing to fernside). Please consider even a LIMITED traffic calming measure on the central ave segment between High St and Fernside unless central ave bike lanes

City needs to work with neighbors who will be most directly impacted by these changes.

The questions are all "hypothetical" but I might answer differently depending on where some of the changes were being applied.

On Q3, I felt that the "cyclist/ ped-activated signals at major crossings" needs clarification. Pedestrian signals should automatically change for pedestrians (see Vision Zero/ Active Transportation plan, right?), does this question mean pedestrians can influence timing of lights?

Clinton Avenue by Sherman is a danger spot. There are too many speeding cars. Stop signs or other safety measures should be in place to protect pedestrians.

Completing the cross-alameda trail from Grand to the animal shelter takes a lot of stress off of the Santa Clara portion, as there are separated paths from Alameda Marina through to the Seaplane Lagoon.

Concerned that the city is trying to funnel all traffic to Buena Vista Ave. There are so many cars and traffic, it's practically non-stop. I have small children and this street is one of the worst in Alameda right now- I would like to see traffic reduction here, and with these greenways it seems like traffic will only increase. I'm not sure why other streets are getting special treatment or what makes them more deserving for traffic reduction measures.

Consider flow of traffic and allowing for left hand turns - these can prevent flow of traffic and cause accidents. I love raised sidewalks - why they aren't used here is beyond me. It's like its own mini speed bump. Also. Please add the no turn on red sign at webster/stargell turning right onto Stargell by the college - all the other lights have them so you see them in front of you except that one!

Consider other areas near new housing developments- ie: eagle/sherman down eagle towards chapin is now a Crossing Central and Encinal between High Street and Broadway is very dangerous. Need more cross walks/flags to help crossing

Crossing encinal and Lincoln can be a bit dangerous those seem like the streets that cars are speeding on and have bad visibility at certain spots.

Democracy should prevail. Use unbiased questions when doing surveys - for example if you say "reduce pedestrian fatalities " no one would disagree but say spend hundreds it thousands of dollars to make life more difficult for drivers and the response would be different

Develop pedestrian only or bike only streets and zones. Have courage.

Do it at the intersection of Windsor and Marina

15. Do you have any additional comments about Neighborhood Greenway implementation or the

Do not construct bulb outs on neighborhood streets and do not under any circumstances construct speed bumps just because one loudmouth thinks he's seen speeding cars.

Do not implement.

Do not use cheap plastic cones around intersections or to separate bike lanes. They are useless in stopping cars and just give a false sense of security to pedestrians. They also look trashy.

Do whatever we need to get more bike lanes, more traffic calming, less cars, less speeding cars.

Don't do it. It will create additional traffic on other roads and slow traffic down on the island. What used to take 15 minutes to cross the island now takes 1/2 hour. This is adding to peoples commute times and increases car's gas consumption. Not very green.

Don't do this, if this continues I'm gonna have to look into see who on the council and the mayors office actually lives on these streets. It's very suspect what you're doing.

Don't remove street parking - already limited in residential neighborhoods.

dont do it!

Don't do it!!!!

Don't implement

Don't mind Greenways as long as speed humps are installed.

Don't overdo it please. the city is plagued by car theft and other crime, not greenways.

Drivers use visual cues which is why barricades, pylons, curbs and landscaping work. But too many cues leads to confusion = like Grand and Otis which as curbs, pylons, multiple paint colors.

during the lockdowns, when people were encouraged to play in the streets, you could make a rationale for the barricades. However, now they make it harder for both pedestrians and cars. Stupid.

During traffic times two-way traffic on slow streets (only one exit/entry point) creates traffic confusion which is dangerous for other drivers and pedestrians. Would prefer these streets be made into one way streets to eliminate

Emergency response speed is critical

Enough nonsense on our road and intersection designs. For almost 100 years we have stops signs and speed limits. Now we can't handle it? Enforce the speed limit. Stop sign cameras would really help if we need anything.

Ensure there is minimal impact on emergency vehicle response times.

Every way that Alameda makes the city safer for bicyclists, and more inconvenient to cars is an improvement to

Excited to see it

Expedite!

Faster!

Fewer cars and more separation is better. More 1 way streets are good. Police enforcement of speed is primary.

Focus and resources should go to other projects like planting new trees and improving roads.

Focus on replacing streets that are in utter disrepair and improve safety for those currently driving on Alameda &

For the Jean Sweeny to 8th street section we need to make it safer crossing Buena Vista as cars do not stop for

For the other projects on streets that I do not use as frequently, I would also request that the barricades remain

until the projects are are completed by default. I would put the input of more frequent users and people who live on

these streets first, but I believe the barricades do make people think twice about driving on those streets. If drivers

get used to being able to use it as normal street again in the interim, it might prompt more backlash than there

Funding is a big consideration- the city should find simple inexpensive solutions v massive engineering projects

Get rid of barricades today

Get rid of slow street barricades and return the streets to original condition pre-covid.

Get this program back in track, stop the delays and backward action

Get. Them. Done. No more surveys. No more outreach. No more presentations. Just get it done already. It's been FOUR YEARS!!!

Give it up or treat all streets equally.

Given your track record of ignoring the wishes of any member of the public who is not a bicyclist, I fully expect you to ignore every response to this survey which does not comport with the plan that you have already decided on and are intent on implementing. I for one am not fooled by this cynical attempt to portray the Planning Department as interested in what the majority of residents and taxpayers in Alameda want.

Glad to see this happening!

Glad to see this moving forward.

Go for it!!!

good idea

15. Do you have any additional comments about Neighborhood Greenway implementation or the

Good intentions, with poor common sense decisions made without a vote.

Scrap the survey tactics and send out to the tax paying voters and property owners instead!

Great evolution from Safe Streets!

Great idea

Great idea with the Greenway, more public land for humans and less for cars

Green ways are good. Barricades are bad!

Greenway will be awesome

I can't wait. We shouldn't have to compromise our safety, and risk children's lives, so people can get somewhere a few seconds faster, despite what the auto industry would like us to believe.

Greenways and slow streets should be voted on by the populace not chosen by city council. Pandemic is over and poor police enforcement of traffic scofflaws makes these slow streets less safe.

Greenways are a great idea. Barricades are not.

Greenways are great for people living on those streets because effectively become "private". However, it adversely impacts the neighboring streets since car traffic is diverted to the other streets. Just make sure cars are driving the speed limit would go a long way in making the streets safer for all.

Greenways if at all, should go where they already are, such as along Atlantic Avenue, Main Street, along Sherman ave near Sweeney Park, along Clement. Streets should NOT be taken to use for bicycle lanes, especially in a still growing community like Alameda. If 4 lane streets, such as Otis, Webster, and Park streets, were needed way back when they were built, and we had fewer residents, doesn't it make SENSE to KEEP 4 lanes [or go back to

Hate speed bumps.

Hate the barricades, will support greenway

Have surveys give way to action

Having lived here since 1943 to now the streets barricaded don't need to be implemented.

Horrible idea

I agree that all roads need to be shared and should be made safe for all by using some of the suggestions in this survey. However the current barricades are dangerous and served a purpose for a short time in 2020.

I am against it.

I am all for walking and biking, but respectfully request that we keep in mind that there is a place for driving as well.

I am all in favor of reducing speed and protecting pedestrians on our streets. But I don't like the measures that supposedly reduce the number of cars. We are residents and need to drive on our street.

I am excited about this project! I think it will greatly enhance the quality of living here, which is already good, but will be made better for people and the environment. Thank you for this forward-thinking effort!

I am excited for them to be implemented. For the past 12 years, I have relied on public transportation, walking, and biking to get around Alameda. It would be nice to feel safe while continuing to do so.

I am grateful for this thoughtful process and that bike/walk spaces are being supported

I am hoping that the Central Avenue project will be finished ASAP because people are going TOO FAST in their cars. I was almost rear-ended in my car going east on Central as I stopped quickly but not slam on the brakes fast, at the corner of St Charles for a couple and their baby trying to cross the street as pedestrians just last week. The speeding SUV behind me veered into the oncoming traffic lane in order to avoid colliding with my car. Thankfully

I am looking forward to having it start.

I am not in favor of Greenway projects. It selects a few streets and turns them into noisier, busier streets. If people want to walk, encourage them to use the parks where they are not on the local streets. Alameda has plenty of parks. The increase in foot traffic on Versailles is tremendous, I live there and witness it. It's not a quiet

I am not in favor of Greenways. Spend the money to fix sidewalks and fill potholes.

I am saddened to learn about the loss of the slow streets. Cars have free rein of this island. The city should save a few streets for bicyclists with absolutely minimal cars. To ensure safety of children.

I am somewhat disappointed that Santa Clara is being left out of the transition to greenways. This seems like it continuation of the pattern to direct funding toward wealthier areas and pass over the west end for improvements.

I am strongly in favor of roundabouts on certain problematic intersections and small, green areas along Pacific Ave will help to make the street more pedestrian and bicycle friendly.

I am thrilled that the city of alameda continues to support pedestrians and bicycles. Alameda has many young families that stroll the neighborhoods with their wagons, strollers etc. I see many joggers and families walking together as well as packs of teenagers who can be oblivious to cars. Anything we can do to improve safety, the quality of life and encourage folks to get out of their car and walk to the store i support whole heartedly.

15. Do you have any additional comments about Neighborhood Greenway implementation or the

i am very against the whole idea

I am very glad that this project is happening. Thank you.

I applaud the city for this effort, I know some oppose these efforts to make some streets less car dominant for fear it will make Alameda less livable and harder to get around. I'm sure once this work is done and some time passes this work will be seen as vital to preserving our livable safe and appealing city.

I appreciate this but fear that a quick/cheap implementation will degrade the look of the neighborhood. Doing it right the first time to make it look aesthetically pleasing is the right move.

I believe barricades gave been useful.

I believe speed bump should be enforced, as well as other means to restrict speeding, but the flow of traffic for what the cars have minimal access to around Alameda is only beneficial to certain people not everyone

I can't wait to have these going!

I can't wait until Neighborhood Greenways are a real, permanent part of Alameda streets, in a way that truly slows down and diverts most (if not all) car traffic.

I do not necessarily want Neighborhood Greenways.

I do note that the barricades cause some caution at the intersections because the cars have to go around them. Counterintuitively, I've found that to be helpful because the cars are more aware that they have to carefully navigate a "new" situation and they tend to look carefully as they go around barricades. That's not true with the "normal" intersections, where cars often speed through.

I don't see how these plans will support getting around town. The desire for road diets in a city that mainly commutes out of the city is not effective. Protected bike lanes would be more productive, and protected with actual barriers not just painted lines. Timing signals so you don't take 30 minutes to go only 3 miles. More protected turn signals for cars, no yield on green at major intersections. That type of stuff leads to more road rage because folks

I don't understand how these streets were chosen? Also public safety vehicles will be impacted leading to more injuries and potential destruction of property

I don't think it's generally hurting anything to leave the barricades in place until changes are made.

I don't understand how the city was able to create these slow streets on a dime, but removing them has become a ridiculously slow process. I'm all for creating slower and more pedestrian friendly streets, but keeping these impulsive closures in place until permanent solutions are created seems ridiculous. I cannot tell you how many more cars speed down Haight Avenue to get to Encinal High since Santa Clara has been cordoned off. Shouldn't

I don't understand why Bay Farm isn't included on the greenway plan. The bike paths here are poorly maintained, too narrow, filled with debris, and not clearly marked. The main path along Island dr., used by residents to exit Bay Farm, is so encumbered with tree roots that it is unsafe to ride along without damaging your bike or injuring your body. This is pushing more and more bikers into the fastest street in Alameda alongside cars who consistently

I favor quick-build improvements in all Greenway locations, so we can get safety improvements 'in the ground' quickly and efficiently and start testing what works, until permanent improvements are funded/built. We've waited way too many years for improvements to take shape. We still have vehicle speeding in between barricades, mixing with families on bicycles and walking. The traditional design process takes way too long - as a City we need to be much more nimble in implementing safety measures.

I feel like these changes will be welcome, but the barriers have caused accidents post-COVID where I live on

I feel strongly about the Greenway being built with permanent materials. The alternative degrades fast with weather, cars, pedestrians, and bikes all playing a part.

I find the barricades useful as a marker for all to designate to slow down. Would prefer a more permanent or official-looking barricade with signage.

I find these "quiet streets" under used by the population you are claiming to support. I am a regular walker and I walk these streets on the sidewalk without any problem. Are E-bikes allowed on these slow streets? They too can exceed the speed limit and often do. Crossing Santa Clara from Versailles is challenging, as is every high traffic roadway that intersects these slow streets. Maybe you should put 4 way stops at all of them to keep it slow for all.

I hope the project can be done in a visually attractive way, without a plethora of bollards and an overly distracting amount of plastic and colors and signs that are a blight on the neighborhood. These greenways should be beautiful, not an ugly mishmash.

I just would like to know how streets were selected in the first place. It feels very elitist having selected some of the most expensive streets to live on.

I like barricades

I'm Support the Greenway is fantastic idea

15. Do you have any additional comments about Neighborhood Greenway implementation or the

I like having the barricades there, and I hope that the neighborhood Greenway is a more permanent way to have what we had when we have slow streets. They were great aspects of the pandemic, and they were really simple changes that caused incredible shifts on the streets. I would love to keep the barricades, or have something very similar to them in the process of shifting from a slow Street to the Greenway.

I like the barricades

I like the barricades until we can put in traffic diverters

I like the concept; but you have to make good, excellent accommodations for automobiles. You are not going to ban them. You'll lose in court. You need to have the existing police force start writing warnings and then tickets. Have community court to keep it off their records and just pay \$\$ until they don't get it.

I like them a lot

I like!

I live and work in Alameda and most often ride my bike everywhere,. The streets have gotten MUCH safer. Thank you. It is my experience that it takes about as much time to drive in Alameda as to bike. There is no reason to drive in Alameda. It is flat and everything is within a 5-20 minute bike ride. These greenways will encourage more people to ride more often. As part of this effort, I'd like to see a city sponsored initiative to make

I look forward to the Greenways and all of the city's efforts to make Alameda more friendly to bikes and

I love greenways
please implement them
more!

I love it!

I love that the City is doing this! Thank you. I wish I could afford to buy a house on one of these streets now, before property values go up!

I love the idea of a neighborhood greenway implementation. However, I would also love to see that traffic is not diverted in such a way that results in unsafe or crowded conditions elsewhere.

I love the idea of making Alameda more pedestrian and bike friendly. I would also love to see these measures rolled out in commercial districts (Park and Webster), even as a temporary slow streets on weekends.

I love the idea of slow streets and greenways, we need more. If every other street on the island was pedestrianized, a greenway, or a slow street Alameda would be a national leader in micromobility and pedestrian safety, alas we are arguing over 4 small slow streets.

I love the idea of the green ways. The barricades at Encinell and Versailles seems cumbersome for deliveries for the businesses around there

I love the idea of traffic circles. I think these would be super effective at encouraging people to adhere to the idea. I wish Americans could be trained in the art of roundabouts...

I love the idea. I fully support it.

I love the slow streets on Santa Clara

I love them! And I love the conversion to more permanent and beautiful Neighborhood Greenways!

I prefer adding permanent barricades. San Francisco has implemented greenway streets with permanent barriers to clearly indicate no through traffic, enhancing street safety.

I prefer solutions that constrict the roadway at intersections while maintain as much street parking as possible.

I really do believe a neighborhood circle needs to be installed at Cambridge/Gibbons/Northwood and probably at Cambridge/Northwood/Buena Vista as well. Cars on Northwood and Gibbons travel at high speeds and don't let cars merge. Dangerous of bikers and pedestrians as well.

I really hope any temporary treatments are much more than paint and plastic/flex bollards, because those haven't seemed to be very effective when used in other areas.

I really like this idea

I still think this is a bad idea. It feels performative to try and seem "green" while simultaneously slashing bus routes and not expanding ferry services. If you want to minimize traffic congestion I would prefer seeing an increase in I strongly recommend APD be present at these barricaded intersections for Halloween. Pacific, for e.g., is a great place for trick or treating but in the past two years, cars regularly go blasting down it on Halloween, posing a direct threat to larger-than-usual pedestrian safety.

I strongly support this program and feel it adds to the safety of neighborhoods while reducing our impacts to climate change by limiting car usage.

15. Do you have any additional comments about Neighborhood Greenway implementation or the

I strongly urge immediate slowing on 9th by Maya Lin School. My 5 and 9 year old walk to and from the school daily and it has way too much traffic to be safe. Plus there is NO crossing guard for my children who have to cross Central Ave and Taylor Street. We need to remove 9th and Central (long history of traffic accidents) as a I think focus should be on enhancing park space and availability for people to use and keep main streets available for car/bike transportation.

I prefer to see work to be done to pave all roads and fix pot holes and raised sidewalks and paths from tree roots etc. And mark roads with clear bike lanes and use.

I think it is awesome our city values making streets more pedestrian friendly. Trying to walk out bike around cars is so stressful and we should really be keeping the cars and pedestrians in separate safe spaces to avoid conflicts.

I think it is ridiculous to have when the the idea is to reduce the traffic on these streets but the city is allowing more and more Houses and Businesses to be built in the city which creates more vehicles on the the road.

I think it's a waste of money

I think it's unfortunate that the decision to adopt a greenway and to keep a slow street are mutually exclusive. Greenway design elements should integrate aspects of the slow streets program

I think it's great that you are making these greenways. I think the barricades were a good short term temporary solution but I think they are no longer effective in achieving their initial goal.

The other thing I'd say is that the work on Fruitvale ave to separate traffic from bike lanes is wonderful but you have to get there on Tilden Way, which is like the only part of Alameda where you can drive 35. Is there a way to make getting onto the island feel safe?

I think more stop signs at every intersection and getting rid of any intersections with only two signs. Example: Willow & San Antonio. It's very unsafe.

I think neighborhood greenways are a forward thinking option! Keep up the good work.

I think that everywhere existing barricades are should remain until the greenway project is implemented.

I think the barricades are a helpful stopgap until the greenways are in place to replace them.

I think the city is heading in the right direction with this but keep the main thoroughfares as capable Thoroughfares, instead of making gridlock throughout the whole city, which is happening. An example of this would be the change to otis down to one lane, cars still drive very fast down it so that has not helped at all, Just makes it so there's a big

I think the streets chosen are not the best choices and nearby streets just see increased traffic and speeds.

I think the streets should be returned to Normal streets. They should not be barricaded, nor turned into Greenways.

I think there should to be extensive traffic impact studies do e before making these decisions. While being a big proponent of slowed traffic, the location of these streets feels arbitrary and a random holdover from COVID times. These streets are already quiet. This may not be the best placement if slowed traffic zones/greenbelts.

I think they should add more barriers on the streets that are near parks. Such as Littlejohn and Franklin, many children use them daily and also for sports teams.

I think this is a great idea! As long as those of us can still park in front of our homes, I'm all for it!!

I think we need more slow streets and greenways on east-west streets on the east end, like Central between High and Fernside because that block is long and narrow, or if not Central then one of the parallel blocks between High

I think you ought to try to get some community buy in beyond Bike Walk Alameda. And this should have been an open process where people felt heard to begin with.

I think you really need to make streets feel narrower to cars on the greenways. Using the fancy brick pavers to show where you park works well to visually distinguish street from parking. Otherwise lots of centerline hardscape.

I use these slow streets for biking with my 9mo baby. Without them, I do not feel comfortable biking in Alameda. Please keep these slow streets.

I will disobey all traffic control on the neighborhood gayways

I wish it was easier to access information (or find it if it's accessible) about the plan when being asked to weigh in. For example, a survey email could come with links to background and plan details.

I wish there was an easier way for cyclists to activate the crossing light at San Jose and Broadway (without having to get off my bike and walk to the sidewalk crossing). Another crossing light at San Jose and Grand as well.

I wish there was more safety crossing Otis too - so dangerous at the wider streets for pedestrians

I wish there were more things like speed cushions and traffic circles around Alameda because speeding and driving through stop signs has become a bigger problem.

15. Do you have any additional comments about Neighborhood Greenway implementation or the

I wish we had barricades on San Antonio between Grand and 9th st. Many cars speed through this area and we have so many kids. Last week a police report was made because a driver was speeding and then aggressively yelled and threatened neighbors who asked him to slow down. Kids are always walking to and from Franklin Elementary so it would be nice to protect the people from cars.

I wonder if someone asked all the people living on those streets how they feel about this? Do they want these Greenways on their street? As someone who lives near Versailles these barricades and quiet streets are a
I wonder why San Jose is a greenway instead of Clinton.

I would caution the though process of removing street access for vehicles while simultaneously trying to meet increased housing needs. It is absolutely ludicrous to believe that each new dwelling will not bring in multiple new

I would like Santa Clara to remain a slow street. It's residential and I'm worried traffic may divert from Central

I would like to be on a committee to implement the planting of natives in these greenways,

I would like to see more traffic enforcement in general. risky, speedy driving is still happening all over the island.

I would like transparency on why particular streets are chosen. Versailles has historically had a lot of cross island traffic and now it's diverted to other smaller streets (like Moorland and Cambria)

I would love more bicycles on San Jose and specifically speed humps for the traffic slowing. People drive way to fast on the neighborhood street.

I would make more sense to have College Ave be a slow street than Versailles between at least San Jose and Calhoun where College Ave is too narrow to accommodate automobile traffic.

I would not make temporary roundabouts, since people aren't used to them yet. Looking at Peeps discussions, a campaign video explaining how roundabouts work might be needed. I love roundabouts!

I'd like the barricades to be done with, honestly.

I'm excited to see these improvements in our neighborhoods!

I'm excited to see this project develop. Low-stress ways to get around the island without a car are important to me.

I'm glad to be asked about this proactively. Thank you.

I'm looking forward to the greenways. They will improve the quality of life on the island!

I'm very excited about this project and the eventual benefits to our community!

I'd love to see permanent fixtures in place. I'm also concerned that the city will never implement any of these these tactics to get people to stop driving cars dangerously. We will also need to consider slowing traffic for people riding e-bikes if we find them maxing out the 25+ mph speed limits on those vehicles.

if possible, create protected bikeways on these streets because it's inevitable that cars will still use these streets.

If the barricades are a half-step towards an eventual greenway, then why remove them prior to implementing the full greenway plan? Seems like this would only lead to driver shifting driving habits back to using these streets, only to have to shift again once the greenways are implement. This seems confusing and adds danger for bikers have use these routes currently. If specific barricades need to be removed for specific reasons, then hopefully the

If there are any measures to slow traffic on encinal mid-island, at night ppl speed at insane speeds that will kill

If this "beautification" process is implemented PLEASE maintain it. The bollards and other "traffic diet" idiocies are growing weeds, knocked down, broken and simply neglected contributing to a blight.

If Versailles will remain, please add speed bump on Moreland Drive to slow down cars and make Moreland Drive Safer to pedestrians, especially children.

If we are unable to maintain 1-lane barricades, a full road closure every few blocks with egress for bikes and scooters would be an acceptable short-term replacement.

If you mess up this fledgling network by striking it back 10 years I swear to god I will start becoming political and try to take whoever's job is in charge of this. You have been warned.

I'm a huge fan of all the bike / ped safety infrastructure going in on the Island. I would love to live in a less car-centric community and am a frequent user of all the bike/ped options provided. Thank you!

I'm excited to see this become a reality! Cycling is an important part of my life and I want my children to be able to cycle with confidence and safety.

I'm extremely disappointed with the plan to un-slow Santa Clara Ave, where I moved _because_ it's a slow street.

I'm happy the barricades allowed the city to experiment and I think having more permanent solutions will really enhance our neighborhoods!

I'm really disappointed that our city is even contemplating removing what little traffic calming we've had on these few streets instead of moving forward with better traffic calming, as promised. Doesn't feel like the actions of a city that's prioritizing the street safety or climate action we desperately need, and that they committed to.

15. Do you have any additional comments about Neighborhood Greenway implementation or the

Implement ASAP please

In general, I think it's fine for some areas to prioritize vehicle traffic, if there is an alternative for cyclists and pedestrians nearby. I think making some tradeoffs is ok for increased greenways.

Inform Google Maps/other GPS systems so cars aren't directed onto these streets

Instead of barricades just install barriers along the length of the road to ensure people walking and biking are safe.

Instead of spending time/energy/money on this spend it on traffic enforcement.

instead wasting money on greenways, spend dollars to repair the existing roadways and sidewalks.

Is there opportunity for community members to fundraise for more permanent neighborhood greenway infrastructure to move project faster?

It all looks good, but please don't reduce street parking.

It is dangerous to try to turn onto a street that has barricades. These barricades are no longer useful.

It makes me sad that Alameda has chose to keep something that bikers & cars both dislike, because of the push for greenways. Please ask people that live there, who DO NOT like the barricades AT ALL. They are awful.

It seems a bit inequitable that some homeowners should benefit from safer, more family-friendly neighborhoods - which will also increase their property values- due to their inclusion on these greenways.

It seems like a negative for the people who live on the next streets over - more traffic will come to those streets, parking may be harder, etc. Curious how the slow streets have impacted the nearby streets in terms of adding more, fast traffic or if people are re-routing to the main arteries like Lincoln, Central, etc?

It seems the city of Alameda is adding hundreds of new housing units with accompanying increase in population and cars, while actually decreasing the number of roads within the city. This will only increase traffic on other streets. Not everyone is able to bike or walk, particularly the elderly and disabled.

It seems these streets were arbitrarily picked and money on traffic calming could be better used on streets that actually need it. In our neighborhood those streets are San Antonio and Sherman that people fly down, not San Jose. Reevaluation is needed!! The problem the city is trying to solve makes other streets more unsafe by diverting traffic there. Consider doing some research and using data to make decisions.

It seems unfair for the general public to pay for the beautification of a few streets. Take care of regular upkeep first. Potholes etc...

It will be a fantastic asset to Alameda!

It will only work if the City spends necessary funding for all required methods to slow vehicular traffic, prioritize peds and bikes, and increase their visibility to vehicles.

It would be nice if they were better maintained by Public Works. If this means cleaning them up at a minimum that would be nice but more ideal to incorporate them in to the scenery we all love in town.

It would help with the transition for the barricades to remain until a permanent solution is provided.

It'd be great if these solutions were beautiful! (Landscaped, etc)

It's a great idea, it will be so pretty and I appreciate the effort!

It's unreasonable to expect people to commute and purchase groceries with a bicycle. It's dangerous for all to block intersections and cause traffic to cross lanes and turn blindly. It's unreasonable to expect people to buy bicycles, there is not enough work on the island to make it a bike only island.

it'll be nice to see people actually being forced to obey the spirit of the signs rather than just going around them just to save time when speeding through the neighborhood

It's a cool project, but I also think that it shouldn't distract from the goal: to keep people driving at a safe speed. And to keep people to a minimum on certain roads. A speed bump isn't guaranteed to do that. A round about isn't guaranteed to do that. But a cheap, easy to maintain, viable option that already does that is a wooden barricade in the middle of the road that is already there.

It's a great idea. I hope it doesn't take too long to implement.

It's a great idea. We've started bicycling and walking more to places we normally would've driven too

It's a great plan.

I've responded to other surveys, but never had follow-up from staff. How did this progress this far?

Just do one.

Just don't get carried away with gaudy colors and curbs that jut out because it's very obvious when driving through our city that places like Grand Ave/Otis (which I seldom frequent) you see drivers confused as to where they should be going. In fact I saw a middle aged driver trying to squeeze down that narrow line not meant for cars. Not even a senior driver but someone simply confused by the configuration. Love the flashing crossing lights for

15. Do you have any additional comments about Neighborhood Greenway implementation or the

Just how pleased I am that Alameda is making these aggressive moves to be more bike and pedestrian friendly. I'm sure you get complaints but these moves have made my life better and made me love this community even more. Can't wait to see what's next!

just keep it as it is - "slow streets"

Just remember to keep the design tasteful and have it compliment existing home architecture.

Just return it to the original street

Just take down the barricades on Pacific Ave and leave it as a normal street.

Keep barricades

Keep barricades please

Keep barricades where they're existing

Keep it up

Keep it up, love Alameda's walk/rollableness.

Keep making Alameda safer for pedestrians and cyclists

Keep the barricades until greenway work is done. Communicate to ride share companies which streets are

Leave it like it is

Leave the streets as they were pre-pandemic

like the traffic circle if the landscaping can be maintained

Looking forward to permanent solutions! Love that Alameda is becoming a much more bike and pedestrian friendly town. With the updates, I think it can be really elegant and beautiful, especially when prioritizing people first and encouraging engagement with neighborhoods instead of traffic. With streets that will possibly see more traffic, I hope more safety, quality of life, and congestion concerns will be taken into account too.

Looking forward to see them.

Looking forward to the Greenways!

Losing slow streets is a loss for our neighborhood.

Love that you are implementing this!

Love that you're doing this. Keep building safe biking/walking infrastructure and you'll see more and more people using it. Ignore people who say this isn't a bike-first city--they haven't been on a bike since they were a kid. The rest of us bike everywhere we can do so safely.

Love the idea and would love to see it asap! Our small family friendly community could use safe spaces for biking, walking, running...!

Love the idea, let's do it!

Love the idea. We need more streets where pedestrians and bicyclists can feel comfortable. Alameda is supposed to be a family friendly city but we seem to prefer the convenience of cars over our residents safety.

Make it safe enough you'd let your kids bike here. It's crazy how car centric this place is for how walkable it is.

Make more public transit and bike-friendly options available! This would reduce the number of cars on the road, which in turn makes the streets safer for everyone. An above-ground streetcar system going from one end of the island to the other, a BART extension, actual bike paths and not just painted lines on the streets, more pedestrian crossing lights, the works. Also, enforce fines for speeding and running red lights based on percentage of driver

Make the barricades slightly smaller so bikes and small rollers can get around them but not cars.

Make this a city priority! Without traffic enforcement being a priority since 2019, as a person who has walked 5 miles + a day over the last 25 years, I have noticed a dramatic increase in speeding, near misses due to driver negligence, and a loss in feeling safe walking. Poor lighting, lack of crosswalk signals for walkers and excessive speeds are a major problem. Just study the interchanges of Tilden Way and Broadway or the intersection of Park St at Clement, or speeds on Lincoln Ave to see.

Making greenways out of already slow streets does little to nothing to improve traffic safety and diverts resources from high accident corridors. The greenway plans should be scrapped

May need some community education around this. When my husband and I were driving on a protected road in Berkeley recently, I had to explain it to him - he had no idea... despite the road paint and the signs.

Maybe instead, just add stop signs to the intersections to make it a 4-way stop where there are only 2 stop signs. EX: San Antonio and Oak

Measures should not negatively affect the residents ability to access their property.

Mecartney on Bayfarm. 1 fatality so far.

More cement please.

More pedestrian only roads

15. Do you have any additional comments about Neighborhood Greenway implementation or the

More slow streets please!

more true traffic circles! (no stop signs around them like Berkeley)

My concern is for the quality of life and safety of residents. I no longer feel safe living here. Strangers are on the block all the time at any given time. There was a theft next door, a car broken into twice 2 doors down. I don't walk my dog at night anymore b/c of having been followed by a man. I have to pick up after the multitude of people walking their dogs. I have to wait on people passing by before I can exit/enter my house. There's an

Need a spot to vote no on whole concept.

Need action on Fernside speeding problems and lack of safe pedestrian crossings. Need cameras. Cops cannot control speeders. Delays on Fernside are unconscionable.

Need to slow down traffic on Bayview Drive since cars try to use it to bypass traffic on Otis Drive.

Neighborhood Greenways are a wonderful idea!

Neighborhood greenways are badly needed. We need solutions like this to provide safe spaces for walking and biking that provides a true network for multimodal transportation, not just little segments that are isolated. Please expand greenways to more streets and help us REALLY reduce reliance on vehicles.

NO GREENWAYS

No need for either

No one will follow the reduced speed limit because speed limits and safe driving are not generally enforced anymore on Alameda.

No. Seems like a waste of money

Nobody asked for them in the first place, or were given a choice.

none- we all should be able to use public streets.

Non-local cars already drive around the barricades and speed around bicyclists on the slow streets. It would most likely be more prevalent if the barricades were removed with no other traffic calming measures in place.

not a neighborhood greenway street, but I am frequently passed by drivers on Fernside Blvd when I drive between 25 and 30 mph. Often these drivers roll through the stop signs at Garfield or Central. I look forward to some traffic slowing solutions on Fernside soon. thanks for your work.

Not a priority

Not at this moment.

Not necessary since streets were closed off during Covid closure of parks so kids and others would have a safe recreational area. Parks are now open and street closures are no longer necessary.

Not necessary we have plenty of parks and bike lanes

Not needed

Not needed / won't improve safety / waste of taxpayers money.

Not that comes to mind.

One problem with these chosen roads being converted to long term greenways is: it increases traffic on other residential (non thoroughfare roads). I've seen this on Clinton. So it is a bit unfair if you live one block down from a greenway and your concern is not whether you have a walkable or bikeable road nearby, but instead you just want traffic generally routed to thoroughfares from all residential roads.

one way streets on crosstown streets

Only the people or politicians who live on these streets benefit. Nobody else does.

OPEN THE STREETS AS THEY WERE.

Our streets have potholes and are in general disrepair, fix the streets instead of flushing money down the drain on P

Park Ave from Otis to Checheno park should have the park extended to Otis with one way traffic on each side , it's so wide, it would be great to extend the park.

People ignore the barricades and they are not effective.

People tend to speed like crazy down Willow, so maybe a traffic circle at the San Jose/Willow intersection would be enough of a visual cue to get people to slow down.

Per my previous response repeat the study to show that traffic is or isn't appreciably worse on surrounding streets.

Perhaps there was some merit to the slow streets during the pandemic when people had to stay home and there was little traffic. We don't need them anymore. Those of us who don't have the option of walking or biking or the bus need to be able to travel around town even if it means driving an evil car

Permanent solutions are needed as fast as possible. No more surveys, just actions. I am tired of filling surveys out while feeling unsafe using our roadways with my children.

15. Do you have any additional comments about Neighborhood Greenway implementation or the

Personally, I think this is an unnecessary project.

Physical barriers ie speed humps etc. otherwise people WILL speed down streets to get to point B faster. They already do it with the barriers up.

Pick the streets that you want to funnel the majority of traffic towards then put stop signs on every corner of every

Please add a neighborhood traffic circle to the intersection of Bayo Vista Ave and Monte Vista Ave. There is a lot of space there, and cars regular use it to cut from High Street to Fernside after they miss the left turn arrow at the intersection by the bridge. Sometimes cars zoom very fast through the unmarked intersection where children regularly play, and there have been vehicle collisions there as well.

please add more treatments. Please add neighborhood traffic circles instead of using stop signs. Eg: There are daily near misses & honked horns on San Jose & Regent with drivers not understanding the stop signs & running them. We also almost had a car hit my house alter it ran a stop sign & was tboned by another car. SJ between Broadway & Park St is also a speedway at rush hour with people trying to get to the high school. So many peds and bikers use San Jose to cross the island. Make it safe!

Please add raised crosswalks everywhere.

Please also slow traffic on Fernside between the Bay Farm bridge and the High Street bridge. It's so dangerous

Please consider adding Eastshore Dr to the neighborhood greenway project. The upcoming traffic calming infrastructure changes to Fernside Blvd will likely divert speeding traffic down a quiet residential street.

Please consider asking local residents if they would be interested in sponsoring landscaping improvements for their local greenway - ideally give a donation option where there could be a tax write off.

Please consider Bay Farm Island for greenways or some way to slow down traffic as well; especially Mecartney and Auginbaugh. There sre too many cars speeding and driving around pedestrians already IN crossroads.

Please consider expanding the Pacific project west to Wilma Chan Way. This is a terrifying intersection to cross, particularly in the westbound direction on Pacific, since northbound vehicles come at you on a blind curve, really fast. Would love to see an RRFB at this location.

Please consider how spill over traffic affects neighboring streets. Pearl St, because it's relatively wide and low traffic, actually has a larger share of hyper-speeders. Adding a greenway to versailles will exacerbate this problem (speeders go right past barricades, but must slow down at speedbumps). Please consider adding speedbumps to Pearl St as well. It doesn't need a full greenway treatment, just something to mitigate the hyper-speeder problem

Please consider modifying W Atlantic. It's a new area with lots of families, many speeding cars that refuse to stop at stop signs, and multiple crashes over the last year. Speed bumps, pedestrian crossing signals, additional trimming of bushes to improve visibility, and increased policing of the stop signs is desperately needed.

Please consider surveying using door to door method and/or mailing letters as everyone is not fully capable of filling out surveys online. This will include the elderly and residents who are not online much.

Please do NOT consider putting a traffic circle or other obstruction in the Bayo Vista and Monte Vista intersection. These streets are too narrow for an obstruction. Proponents say it will deter speeding on these streets. Speeding has greatly declined and is rare. The danger are kids who play in these streets. Drivers must wait for kids to clear bikes, remote cars, balls to pass by. Or slam the brakes when they dart out between parked cars. This area is not a culdesac, park is few blocks away.

Please do not place stop signs at intersection were traffic circles are implemented; that defeats the purpose

Please do not remove barricades until the streets are made safe for walking and biking.

Adding lots of trees and plants when the greenways are implemented would be fantastic.

Please do not remove the barricades without a plan to keep the streets as safe and low traffic as they are now. They are important infrastructure for the biking population of Alameda.

Please do not remove the barricades.

Please do not spend a great deal of our city's budget on this project

Please don't make them look cheap and ugly

PLEASE don't make greenways! Just get rid of the barricades. These streets are FINE they way they are! This is not Berkeley! This is Alameda.

Please don't use Berkeley as an example. Think 'Alameda Intelligent!' Also, answers are skewed towards walkers, rollers, bikers, and drivers. What happened to us joggers?

Please extend the pacific greenway and barricades to 8th or constitution fo that families using the greenway can continue to the west ens farmers market, crown beach, webster street and path to the base.

15. Do you have any additional comments about Neighborhood Greenway implementation or the

Please get the traffic calming projects back on track. I'm disappointed that non-drivers have had to wait for so long to get safer streets into place.

Please implement the changes as soon as possible because the residents living along Slow Streets are tired of the temporary barriers and the difficulties they create at the intersections - like how only one car can turn into or leave the Slow Street at a time because of the narrow opening. Drivers do not know how to negotiate the temporary narrowed entry. Who has the right of way is negotiated in the moment and can get tense if other cars are behind

Please implement the greenways! This sounds fantastic.

Please implement these as soon as possible!

Please keep the barricades until construction commences. Once there's a break or change, cars will consider that their throughway once again and disrespect cyclists and pedestrians.

Please keep the temporary barricades maintained. Some get damaged or moved.

Please leave well enough alone. Alameda does have speeding issues but I don't see the City addressing those (Otis / Island Drive / Macartney / Grand). Focus on the real trouble spots & don't add to traffic issues on streets that were not deemed worthy of a designation. Home values should not suffer because of vocal cycling advocates. Increase police patrols (remember when drivers were cautious of driving here bc of our strong police force?), add speed bumps but don't close down streets!

Please look at Bay Farm and Harbor Bay Isle!

Please look at Clinton Ave. from Sherman to Hospital. It is a speedway in the morning. Also any traffic slowing efforts on Grand between Encinal and Otis would make walking and crossing much safer.

Please maintain the green space by planting, tending, watering and cleaning the spaces. Some trash cans might

Please make Santa Clara a greenway.

Please make something that is harmonious for bikes and cars not just bikes.

Please move faster to keep us safe getting around the island without a car. Don't backslide on safety.

Please please keep status quo until permanent.

Please prioritize this project! I bike and walk all around Alameda and only the safe streets and protected bike lanes are safe. Cars drivers drive too fast, too dangerously, and are bad for the environment. Prioritizing public transit bikes and predestina is the future

Please remove barricades as soon as possible for safety

Please remove the barricades - I've seen too many unsafe turns, and as long as people still reside on those streets, vehicle access is necessary. The addition of the greenways seems like a poor choice when we already have (or are finishing) streets with dedicated bike lanes. Instead of focusing on these greenways, focus on adding

Please remove these barricades which are not only unsightly, the sandbags used to keep them in place, don't help.

Please rethink implementing greenways.

Please review the residency trends over the past 5 years and review the city plans for more homes built. Cross reference with these plans to have fewer roads and help the public understand what is being done about the traffic throughout the island. It's not an inconvenience but it's frustrating drivers and becoming a safety hazard.

Please slow the traffic on Fernside Blvd. and traffic coming off the High Street Bridge going to Gibbons.

Please spend as little as possible. I don't know why these greenways are necessary when we have so many parks and the bay/beach all around us. I think it will be costly and confusing for benefits only to a small number of people. Make speeding harder on streets people speed like High and Otis (enforce it!) rather than doing something cute and useless like greenways on streets that have low traffic anyway. Remove the barricades now as no one

Please stop wasting taxpayer money on projects hostile to people trying to leave the island.

Please think about if these Greenways will really be used and how they will be maintained and how they will look over the years.

Please, please, please do not implement impractical solutions that offer minimal help. For changes going forward, please use cheaper/temporary solutions so that mistakes that are made can be fixed in a more economic manner. At this point, APD needs to start enforcing people running stop signs and lights as well as some of the more egregious speeders. As far as speeding cars, the long open streets MIGHT benefit from speed cushions.

Prioritize pedestrian safety on Shoreline Drive is long overdue. How many more people have to get hit or killed??

Quick build projects like the slow streets program have rapidly expanded Alameda's functional All Ages and Abilities network. Rolling back the infrastructure before permanent investments are in place would be a step backwards and discourage multimodality, making it harder to get investments in permanent infrastructure. Thank you to the city staff who have made this project possible, and I wish the work to continue!

Quit wasting taxpayers money.

15. Do you have any additional comments about Neighborhood Greenway implementation or the

Really glad you are keeping the Slow Streets principles intact via the Greenways project. Having slower, ped- and bike-safe streets has really improved public health and quality of life. It is something that makes Alameda a special place to live and a great place for both kids and senior citizens.

red light cameras

Reduce City speed limit to 20MPH

Reducing otis and encinal to one lane has dramatically worsened traffic across town. I'm a parent of three that is shuttling kids all over the island every day. These efforts will only make traffic worse.

Regarding the greenways, I'm assuming that they'd add value to the properties which are in the pertinent neighborhoods - at only the expense of taxpayers! I'm not that generous! As is said, leave what's well enough alone and "if it ain't broke, don't fix it".

Regarding the barricades, see what I've input above.

What ever happened to voting?!

I question the select group of people the email with survey was sent to, of which I wasn't one, and the only 5.5 days which were given to submit survey

Removal of barricades would improve safety. All cross streets would need stop signs to make a successful and safe greenways.

Remove all barricades and run another traffic study on local streets. RECONSIDER THE STREETS.

remove all barriers fair to all streets - no preferences to some neighborhood and not others

Remove barriers. Add stop signs within 2-3 blocks of schools.

Turn the main 3 blocks of Park St into a pedestrian street.

Remove the barricades and have the neighborhoods who want these upgrades pay for them!

Remove the barricades asap!

Remove the barricades than have the greenway discussion.

Remove the barricades. No more slow streets or greenway streets.

Remove the existing barricades. They are very dangerous and I've almost been in many accidents and seen dangerous activities from other drivers as a result of making traffic one way next to the barricades. The barricades were a dumb idea started with covid and now you want to save face.

Remove the parklets on Park Street. We need more lanes for traffic

Remove them all immediately and let the "slow" streets be like the other streets in Alameda.

Remove them now

Remove them. I rarely see people biking and walking, it was a good idea during the pandemic but the use is now almost none. The only people that still want them are the people that live on those streets.

Return the street back to how it was. People drive around the barriers anyway and they are hazard now. Just let the street be a street

Return the streets the way they were before COVID.

San Antonio at Willow is extremely dangerous given the schools/walking school bus, and lack of stop sign on Willow across San Antonio. Multiple accidents have occurred.

Santa Clara Ave West of Webster is an extremely high volume student walking street for both mornings and lunches as students walk to and from Webster. This street should SERIOUSLY be considered for a Greenway, even with Central conversion considering the direct walking routes Santa Clara Ave provides students from buses and lunch places such as the highly trafficked Santoro's.

Santa Clara Ave west of Webster is an extremely high volume student walking street for mornings, lunches and after school as students walk to and from Webster. This street should SERIOUSLY be considered for a "Greenway", even with the Central conversion, considering the direct walking routes Santa Clara Ave provides students from buses and lunch places, such as the highly trafficked Santoro's.

Santa Clara ave's transformation as a result of becoming a slow street is astounding and wonderful! Kids walk to/ from school with more safety, the amount of parents biking with their kids is plentiful, Less pets and wildlife are injured or losing their life, yay! And, I and others trying to leave driveways that are usually obscured by parked cars, are able to inch out and less likely be hit by cars speeding by, a great safety feature! Please keep Santa Clara a

15. Do you have any additional comments about Neighborhood Greenway implementation or the

Save some money for more fields, keep the kids active, healthy and out of trouble.

See above comments

See above.

See above. What ever alameda provides, make it permanate and aesthetic

see my comments about the notion of the temp barricades ... and my vote of keeping the barricades until a more permanent elegant design however, since there are really not that many temp. barricades suggest budgeting for an upgraded temp solution in some fashion... planters ?

See my remarks typed in the previous comment section in error. [From previous section: You have already decided this is happening. Why do a survey? Why are you pretending to want the public's opinion. Concern yourself with all the vehicle traffic and how to get people off this island and avoid gridlocks. You are trying to make it into a bike town when in fact it is not. Where is there a safe place to park a bike? I agree make it safe for pedestrians but you have gone too far. This pleases a select few, not masses. Put all these activities to a vote not Seems like a waste of money. Drivers speed and drive recklessly on Lincoln and Central more than any of the other side streets. Efforts and resources should be focused there.

Send a survey after implementation. Advertise the survey on the streets where the project is being done.

Seriously, who are the clowns that come up with this stuff. None of ya'll would make it in the real world. The governing body reminds me of multiple startups that fail because no one has a clue.

Should go back to normal streets. There is too much traffic on the island. Should focus on traffic enforcement instead and improving public transit rather than making traffic insertion worse.

Signage and enforcement, please, for any new guidelines we put in place. There are still people debating what the rules are for these streets. I do not wish to be injured by one of the people who thinks they are just the same as every other street. Thank you.

Slowing down cars on Fernside is an urgent need.

So excited for this, and proud to live in Alameda!

So glad these slow streets are becoming more permanent greenways. Can't wait.

So happy this is happening

Sooner rather than later

Sounds like you guys have too much money to spend on unnecessary upgrades.

Speed humps like the ones on Bayview are the answer, with raised crosswalks, are the answer. They will prevent speeding but allow access. My son rides his bike from Bay Farm to SJND everyday, and uses Bayview successfully. I have more fear when he needs to go down San Jose with a temporary barrier that drivers swing

Speed reduction efforts are valuable.

Speed slowing features (like bumps) should be deployed more widely than just on Greenway streets.

Speeding and traffic/pedestrian safety that results from speeding is a problem throughout Alameda, not just these specific Neighborhood Greenways. When I initially moved here, speeding happened, of course, but one of the first things I was told about Alameda was "You better not speed, it's 25mph on the island and they enforce it". The island had a reputation of enforcing its rules and vehicles didn't frequently rip past my house at 45+mph on Lincoln.

Speeding cars all over town are a huge problem. Specially weekends, when I see a lot of children on bicycles, and families strolling around on our streets, are a potential tragedy waiting to happen. Our city needs to respond to our residents, slower streets are a good idea and a sign of respect for the life and wellbeing of our community.

Speedy implementation to hopefully reduce car traffic

STOP and do not add greenways or additional barriers. Remove all barriers today.

STOP IT

Stop making a mess of Alameda's streets.

Stop messing up our streets for bicyclists.

Stop the Berkeleyish insanity. Stop the programs now!

Stop this nonsense of closing streets. I hope whoever thinks this is smart does while waiting for an ambulance because it's stuck in slow street barricade traffic

Stop this.

Stop wasting our money.

Stop wasting taxpayer money placating the vocal residents who are demanding special treatment. Instead, enforce the current traffic and parking rules to protect all of us.

Stop!

Stupid over stepping of government without any "up front" planning.

15. Do you have any additional comments about Neighborhood Greenway implementation or the

Such designs are a false sense of safety. Also, most such chosen streets have been made WITHOUT the CONSENT of those who live on those streets.

Support this overall. It makes sense to keep current temporary barricades in place IF we implement the quicker temporary greenway measures. That way we're not changing traffic patterns twice, with the accompanying change management/habit retraining, etc. But, if we wait to implement the greenway measures with permanent solutions, then I'd remove the current temporary barriers now since the time frame for permanent solutions could be very long. Critical to follow this up with a public forum!

Take all the barriers down then do what you do. Take your time examine everything tested all through but let the final results look nice none of these God awful poles sticking out of nowhere that just get run over by cars.

TAKE THEM DOWN

Terrible decision to add. People (adults and kids) still walk in the middle of the street - not safe.

Terrible idea . For some reason the policy makers of this town can't help but brownnose the bike walk contingency . Truth is we have plenty of existing bike paths . Like PLENTY

Terrible, terrible, unjust, prejudicial decision.

Thank you for always thinking about us Alamedans

Thank you for doing this survey!

Thank you for doing this!!

thank you for helping increase safety in Alameda!

Thank you for Slow Streets and Greenways!

Thank you for working on this!

Thank you!

Thank you!

Thank you, thank you, thank you for all the progress you're making!

Thank you. I am so done with speeding cars and distracted drivers

That green thick coating gives off toxic fumes continuously over time. There will be lawsuits.

The barricades are an eye sore and annoying when there is no other indication that this is a 'slow street.' There is no purpose in having the barriers unless the streets start functioning as a slow street / greenway which requires some other actual work to be done.

The barricades are filthy. The slow streets are dirty. And everyone is now more isolated from their neighbors as only Amazon Delivery Trucks crawl in and out of these slow deserted streets while fearful people look out from behind their curtains, afraid to go outside. What a horrible lost decade this is turning into.

The barricades have been up way too long

The barricades need to be at the end of every block. Folks tuning onto the street from unmarked north-south entrances do not respect the slow streets.

the barricades should have gone down long ago.

The barricades tend to get moved or blow over in wind. The barricades tend to get moved by people quite a lot. Making them more substantial would be nice to see.

The barricades were a breath of fresh air during the pandemic and are part of the fabric of our island now. I would not have taken up jogging without them, and I walk at least twice a day along the slow streets (especially San Jose/Morton and Pacific). Bravo! Let us not lose the momentum and good will built so far! And no cheap, plastic, temporary materials that arrogant drivers in SUVs will simply run over! Built permanently! Visit Berkeley! Don't neglect intersections with big streets, either.

The barricades were useful when first implemented. Now that we're pretty much back to business as usual, they no longer seem helpful.

The barricades worked for a while, but with the complete lack of speed limits enforcement, clearly observable throughout the Island, in these past years, these slow streets became a trap. Their, apparent, safety invites residents to bike and children to play. It's a tragedy waiting to happen.

The biggest improvement I could see is the flashing lights at crosswalks on the busy corridors these gateways have forced drivers to use (and ultimately speed on).

The city MUST maintain any. all, or partially implemented projects or they will be doomed to fail. No plants-lack of water and no plant care will not allow this type of barricade/project to last and it will turn into an eyesore

The city needs to communicate better about the transition to greenways. Drivers are getting impatient with the existing "slow streets" because they are under the misapprehension that they were a temporary measure during COVID-19 pandemic. The sooner we can get greenways implemented, the better!

15. Do you have any additional comments about Neighborhood Greenway implementation or the

The City should make a concerted effort to communicate with EVERY residential property owner on the affected blocks before finalizing plans. Too often the opinions of those most effected are drowned out by organizations with the time and wherewithal to sway City departments and Council.

The crossing of Oak street via Pacific should be an official crosswalk. Many people use this crossing to get to Park Street from Pacific. Hello

The focus should be Willow St & around Encinal.

The folks on the street love it & it does not seem to impede local deliveries or tradespeople

The Greenway is an important improvement and a good transition from the successful Slow Streets program. This survey however is too long and detailed for the majority of the neighbors The survey is also filled with Planning, Urban Design & Transportation Engineering jargon. This has the result of excluding many neighbor's & residents from participating in this important project. Simplify the survey & engage with the neighbors at an earlier stage or risk a low community participation rate.

The Greenway proposals are fairly disappointing given the aim to discontinue the slow street barriers. The main issue isn't turning - it's people flying down the straights. Most of the proposed solutions will do nothing to prevent the greenways will make traffic more dangerous and make it more dangerous for children who walk to school and need to cross main thoroughfares that are already dangerous and where crossing guards are ignored. I am tired of seeing accidents every week on my street and people dying and it will be worse simply because the city wants to privilege the more expensive properties in the neighborhood

The idea of a Greenway is so pleasant, but it feels like there are much more impactful safety approaches that should be considered before these more luxurious ideas are implemented. More and more people drive like a bunch of yahoos and unless that is addressed, our roads are not getting safer.

The intersection of Grand and Pacific is dangerous because there is no crosswalk or any markings where the slow street crosses Grand. I've witnessed at least one accident there involving a car hitting someone in a wheelchair.

The majority of people who answer this survey are not representative of the real world. They want everyone to ride bikes and take leisurely strolls when in reality the majority of people want and need to drive to and from work and get their kids to school and go shopping. They don't have time or energy to fill out fanciful surveys.

The Neighborhood Greenway and and Barricade program are fantastic initiatives that should be models in other communities. If anything, Alameda should be increasing programs like this not considering their removal.

The Neighborhood Greenways are nice improvements and I like them. I strongly object to tying removal of ineffective "temporary" barricades to completion of as-yet-unstarted construction projects and unallocated funding.

The only problem is speeding cars. If you hire more police and put more on duty to give tickets, speeding will decrease and solve the safety problems for pedestrians.

The overall health (both physical and mental) of a population in any urban setting or town altogether is positively impacted by its walkability factor. Neighborhood greenways are essential to the health of the City Alameda's residents and have found their place the core of the city's charm.

The pavement on Pacific is pretty rough, which is dangerous for bikes.

The problem with all these slow streets is that it pushes traffic into other areas where it's already problematic. For instance, Lincoln Ave. What does the city plan to do to keep Lincoln Ave from becoming Alameda's very own freeway?! High rates of speed from cars at all times day and night and nothing has been done to protect the kids at Love Elementary. Are they low priority because we have a lower tax base and property tax base?! Do better

The section of San Jose between Broadway and Park St. is very dangerous. Many vehicles use San Jose to cut between these two major thoroughfare streets at high speed and the intersections in between are very dangerous, particularly at Regent. San Jose absolutely needs stop signs at Regent and maybe also at Park Ave. E/W.

The Slow Street Barricades signs themselves, perhaps unintentionally, send a signal of status and prerogative. At least that's the street-talk.

The sooner it is done the better!

The turning barricade on San Antonio & Park has frequently been used as a parking spot for smaller cars, that end up in the crosswalk. I'd recommend a tighter buffer to deter parking and still allow protection for folks crossing.

The word choice doesn't make this any more attractive. Hippy ideas rarely translate over to practical solutions.

There are very dangerous intersections near Edison Elementary that don't even have stop signs. They really could use roundabouts to slow and manage traffic in general but specifically when hundreds of students are walking to and from school. Specifically at the intersections of Buena Vista and Cambridge, Gibbons where Northwood and Southwood intersect, Southwood and Thompson, and Southwood and Fairview. Thanks!

15. Do you have any additional comments about Neighborhood Greenway implementation or the

There could easily be traffic servals all over the island. No one stops at stop signs anyway so get rid of them and put up low-cost traffic circles. Traffic will move more fluidly and with less noise from stopping and starting.

There is a serious problem with speeding, reckless drivers in Alameda. There are tons of blind intersections. I love this city and I wish we would do more to make this a walkable and bike friendly place to live. Thank you!

There is going to be a vocal group of people opposed to barricades and greenways. Please don't over represent their flailing. We've been running with slow streets for years and we aren't worse for it. I like knowing that not every public space needs to be car centric. I use the paths where I can bike and I'm less vulnerable to distracted or careless driving. Watch any major intersection in Alameda on a Friday night and you'll see how dangerous the

There should be more education for bicyclists to follow the rules of the road similar to cars, for example 4 way stop

These are not needed. I insist you show us a place which is crowded with bikes or pedestrians. When I was allowed to be on Next Door I often asked if there was any place which had a crowd of bikes or walkers. There is none.

They are a clear signal that something is changing, even more than signs or lights. They are however totally ugly and I build resentment in the whole slow streets concept. This is a chance to rebrand them as something good for all of us. There's a way to accomplish what the barricades do in a way that is effective and beneficial to the community and environment. Maybe a bench with potted (for now) shade tree, with those flex poles, curbs and

They are a pain in the tush. The pop-outs make turning very difficult. They reduce the number of parking spaces in a city that doesn't have enough parking spaces. Where is the money coming from to do this? Fix pot holes and crack first. Fix the electrical system first. State where the money is coming from? Why are we paying people good money to plan this when the city has more pressing concerns.

They are discriminatory to those taxpayers and residents that live on non-greenway streets. Tax dollars are being wasted by such frivolous expenditures when they should be used for ensuring the safety and wellbeing of ALL Alamedeans rather than a select few!

They can't happen quickly enough. Let's do something quick now and improve as streets get re paved

They discourage most speeding cars from coming onto the street. Most drivers want to avoid these streets with barricades. That's why the barricades have been working!!!

they have made our street less safe by diverting more traffic from an entitled street.

They just make it harder to get around Alameda. With all the bike lanes (and even two-way! bike lanes), extended curbs, constant building, and turning every street to single lanes makes it unsafe for drivers. There are streets that I refuse to go on because they are unsafe, such Park and Shoreline. I hope there is never a disaster of any kind because egress out of this city is dangerous. But then again you will do whatever you want when you want to

They should be decorated by block committees.

They should be implemented permanently on Park St. Park can be wonderfully walkable.

They're a pain to get around. Most seem to have little bike or foot traffic on the street you've barricaded. dc

Think this money could be better spent on all the parks and beach upgrades to benefit its citizens not on greenways on streets with houses that are going to be unconvinced getting in and out of their homes everyday.

This experiment is pathetic.

This is a great project. I think continuity is important, keep the barricades so the community stays used to these measures, then move to temporary and cheaper measures, but only as a way to test and improve, not as a way to stop and stay in those. Permanent measures should be the end goal.

This is a pure example of the vocal minority that doesn't have to pay for these improvements or share in it

This is a short sided, very expensive idea that will not fix the real traffic problems facing the growing city.

This is a viral connection to schools and parks. Please don't remove the barricades before they are replaced with something permanent, it will make the roadway less safe.

This is an exciting opportunity to create neighborhood streets with charm and character.

Make sure that the slower flow on these streets do not make confusing intersections and botch the neighborhood

This is an idiotic program clearly motivated by special interest groups and designed to benefit few privileged

This is one of the good things to actually come out of Covid lockdown and we should expand upon it, not reduce it through car traffic diverters should be an integral element of all neighborhood greenways, in addition to traffic calming every block and intersection crossing treatments - the barricades should be made permanent not removed

Total BS.

15. Do you have any additional comments about Neighborhood Greenway implementation or the

Traffic bumps and circles on Fernside and high street. People drive down both streets like crazy people. It's so sad. We used to have police targeting these streets and it was better. People work slow as they crossed the bridge now they floor it! And honk if you're in their way. Makes me so 😡 mad.

Traffic congestion is a real problem in Alameda. Most people do not have the option not to drive. Reasonable public transportation options aren't available (buss/BART adds multiple hours to a SF commute, for example). This is exacerbated by the capacity limitations of the Webster tube and increased housing development on the island. Frustrated drivers are more dangerous than relaxed drivers. Having a war on cars/driving is NOT the Traffic needs to flow nicely through town, not be bottled up.

Try blocking ALL traffic at the intersection of Bayview Dr and Court street. Make the intersection test case. Fire trucks could blast through - but no one else. Nothing permanent - but try it for 3-6 months. Then make the next move based on what you have learned.

Try to get the arrows facing the correct direction and in a useful manner instead of that poorly executed mess on Ultimately permanent structures are preferred to keep the aesthetics of the neighborhood up

Unfortunately I feel as if slow streets are an example of "A field of dreams"...if we build it they will come. My observation is people walk and bicycle on streets that are convenient to where they are and where they are going. A vast majority of the time no one is using the current slow streets for any activity. Therefore I only support spending public money on modifying the streets to encourage slower speeds rather than maintaining what is Until you figure out better ways and more ways to get off the island stop shutting down streets narrowing streets. People including myself have to drive across the island to get off because of all the traffic going through Webster. Get Webster fixed first to deal with the increase in traffic from the navel base

Use stop signs. Do not use speed bumps, especially on narrow residential streets.

Use the money on street maintenance and repainting lines, and cleaning up the current street landscape.

Versailles and San Jose Aves should not be barricaded as they are main thoroughfares. It's great for people who live on those streets but not really for anyone else. Do city council members live on those streets?

I think a street like mine, Liberty Avenue, should be a greenway more than San Jose or Versailles. Drivers zoom down our rather long block to avoid the light at Santa Clara/High.

PS - The END sign in front of Lincoln Park should be lit up or at least have reflectors on it.

Versailles at Santa Clara is a problem intersection for pedestrians/bikers

Versailles is a major road connecting Otis to Fernside. Remove this street from the program.

Very excited to see these come to fruition!

Very glad this is being taken on. I'm sure the those of you who have studied city planning know the value of giving streets back to the pedestrian and all the case studies of European cities where people live healthier & happier lives because of the opportunities provided in the options of transportation. Very proud that Alameda is charging forward with these ideas and plans. Thank you for your efforts!

Very serious question - I know that there have been A LOT of complaints regarding the loss of parking around Alameda. Has the city ever done anything or said anything to also assuage us Alamedans who feel like the city has done too much to accommodate bikers. It feels like the city doesn't listen to us and we're forced to be the bad guys BUT THERE HAS BEEN A HUGE DECREASE IN PARKING POST COVID. We do not feel heard or hopeful that

Waste of taxpayer money to create a "greenway"

We are excited and appreciate this form taking our input!

We are sooo excited! Can't wait!

We don't red them and going around them makes it more unsafe

We have plenty of bike lanes already. If you don't want to ride at traffic speeds, then ride your bike on neighborhood streets with no traffic.

We keep building and now we're slowing streets and narrowing streets, all streets should be opened up especially once we need to accommodate all the new residents moving into Alameda.

We love the idea as a Pacific street resident.

We need a bike lane on Bayview drive that connects the lane that starts at Shoreline and Broadway with the one that leads to the Bay Farm Blke Bridge.

We need as many robust and safe cycling routes as possible. I'm deeply concerned the city is going to remove these barricades and then drag their feet implementing new solutions and cave to a few loud voices who think streets are only for cars. These routes are lifelines and we need to prioritize keeping them, improving them, AND

We need to move forward, and not slow down.

15. Do you have any additional comments about Neighborhood Greenway implementation or the

We need to slow cars down on Bayview, first, and reduce the number of cars that speed through it as a shortcut and are not actually coming to the neighborhood.

We need traffic enforcement by APD. These signs and deterrents aren't deterring anyone

We should not waste money on greenways and go back to normal streets. City money can be spent better.

We want barricades and or greenway on our block! We are at 2530 Lincoln Ave with kids and seniors on the block and there are too many cars speeding.

We would all like slow and safe streets throughout Alameda on an equitable basis for our families. Narrow Walnut St. has become the default roadway north and south through Alameda, with high speed cars and huge trucks barreling down the street at all times. The speeds on Lincoln Ave. are so high that when an accident occurs at this intersection, cars are propelled onto the sidewalks and properties. How will the city reach its Vision Zero goals

We would like barricades on Lea Court. We're a private street and do not want people coming down as the road is deteriorating from the traffic. Would love if we could get the same barricades on Lea that exist on Pacific and the We've had plenty of community input. Arguably too much. Please just move ahead with the active transportation plan as already approved after years and years of input. We're good.

what is that?

What is the purpose of converting slow streets to greenways? What's the benefit?

What lessons from other cities do we have to follow?

Whatever we can do to discourage through traffic will increase safety. I still see a lot of cars crossing Grand and Willow at San Jose (for example) and there's really no reason for a car to do that.

While you're at it, buying speed bumps or material for speed bumps/humps in bulk to include area outside of the mentioned greenways would save money. Areas like Alameda point are in dire need for speed humps given the amount of walking and biking traffic and unprotected cross walks.

Who will take care of the round about if plants and grass are planted? Too many green spaces in Alameda look terrible and are not being maintained weed free.

Why are the barricades still in front of Lincoln Park at the High Street and Santa Clara intersection? They are ugly, take up room, and were not there for fifty years.

Why do we have to make these streets greenways? Did we vote on this?

why is any of this necessary?

Why isn't Santa Clara to be a greenway? Cars zoom down the street as they avoid Encinal High, it is very annoying and dangerously.

Why we can't decide as a society which streets be green? These slow streets already have advantage of 4 years, while the rest of neighborhood streets see higher traffic. Do you think we don't want to have a slower street?

Will this green belt project be put to the voters? As a tax payer would would be funding it I would like more say than this survey.

Willow st should be considered for a greenway to provide access to south shore center and as a major path north
With all the building of new homes, one exit on west end, all of this will make traffic and parking much worse when you eliminate more lanes.

Without physical speed reducers, as existing arteries get road diets, more traffic seems to end up on neighborhood streets. Fixes can't come soon enough.

Wondering why the greenway plan was removed from Central block between High and Fernside. I see many bikers in both directions, lots of cars driving fast and think it would be beneficial there.

Work so that it is a lot slower for a car to use a Neighborhood Greenway vs an adjacent street. Protected bike lanes should be prioritized. Cars that double-park in bike lanes should be ticketed. Respond to all calls like this with priority, as if we all lived in the Gold Coast.

Would be really great to add a Greenway option on the East end of Santa Clara too - possibly the stretch between Versailles to High St where it ends at Lincoln Park. There is a TON of foot/bike traffic on that stretch. Majority of traffic could use Central instead to go West.

Would love to have Haight Ave between 5th and 3rd designated a greenway!

Would love to see pedestrian safety improvements on Lincoln at Bay

Would love to see some of these implemented down Shoreline, especially near the Park St. intersection. The separate bike lane is nice, but walkers are still on their own. I've had quite a few close encounters with a cars doing a no look/roll through turn at the Park St/Shoreline intersection. Between drivers speeding down to avoid the lights on Otis and drivers looking for beach parking, Shoreline is a nightmare for pedestrians.

15. Do you have any additional comments about Neighborhood Greenway implementation or the

Yes -- take whatever funds and planning you have for Morton Street and transfer it to High Street, where it's desperately needed.

Yes something needs to be done about Willow Ave as it is used by cars as a cross town shortcut. It is narrow and increases risk for cyclists using this route. Drivers speed and hardly stop for the stop signs at slow street intersections. At the very least paint sharrows icons on the pavement. Speed bumps would be very helpful. Look

Yes! You need to address pedestrian safety more. It is NOT just bikes. You need to address how dangerous it is to cross Otis Drive (part of Versailles Greenway), Park Street (part of San Jose Ave Greenway). Seriously consider making Shoreline Drive a Greenway with strict enforcement - too many drivers use it just to 'go faster' than they can on Otis. Too many pedestrians and cyclists are on the road and drivers do. not. care. Drivers speed way too

Yes, as above. I would recommend the city consider intersections close to the Greenways that have had multiple car accidents, such as Buena Vista and Willow. Please add 4-way stops to these intersections as I anticipate that through traffic (and speeding) will occur more at these nearby intersections. Thank you!

Yes, bring it back like it was in 2019

Yes, can you make the traffic slow down on Sherman Street please. Between Encinal and Clinton Street. It is like a speedway. Really tired of it. Nobody really cares.

Yes, how do we get a Greenway on Eagle Ave near St. Charles? Is it already being looked into? Can you pull information about the accidents that have happened at that intersection?

Yes, please construct these Greenways with the focus on creating beautiful, landscaped, designated slow streets and maintain these streets so they are not looking like a 3rd world country with graffiti, places to dump trash, dead plants and weeds growing after landscaping is placed in these areas. Maintain these Greenways!

Yes, rethink this entire plan! It was only decided upon by a few people and not the people of this city.

Yes. You are redirecting funds from important things to completely unnecessary things. Please just stop.

You are going too far to make this town pedestrian/bike friendly. It feels very anti-car. Remember most of us commute off the island. We also want to GET around town in our cars at least some of the time. Please work to find a happy middle and do NOT convert Central Avenue according to your plan (this isn't the focus of this survey, I know. But I wanted to get that in here and be heard.)

You call it Greenway. Does that just mean slow street ? It sounds like it will be heavily landscaped but there's nothing suggesting that so I think it's a misleading term.

You didn't ask for a public vote on the slow streets or the decision to make them permanent greenways to nowhere. None of these barricades have actually made transportation better for ALL residents of Alameda. But traffic enforcement would. Stop focusing on selective projects that benefit some residents and homeowners.

You have one question asking where do you live, work, go to school? That should be 3 DIFFERENT QUESTIONS so you can accurately see that the answer is different for each of those places for the majority of people. Especially live and work. So which answer do you want? Where I live or where I work? You don't want to know which is why you combined all in to one question.

You need barricades at Lafayette and pacific

Cars get around the barricade at Chestnut and pacific, then accelerate. They are irritated

You should actually beef up these barriers by putting jersey walls, water-filled barriers, or the concrete ones.

You're cutting off and making alameda more congested with the one lane streets and greenways! People need efficiency and these so called improvements have just made alameda more congested. Lee adding houses and reducing streets makes for a lot of frustrated drivers. No one who doesn't bike now is going to start! Lots of elderly in alameda still drive and aren't going to start biking. Grand and Otis and shoreline have become more dangerous!