

1. AS A RESIDENT, BUSINESS OR PROPERTY OWNER ON OR NEAR THE ALAMEDA, HOW IMPORTANT ARE THESE ISSUES TO YOU?

Answer Options	Extremely	Very	Somewhat	Not at all	Don't Know	Left Blank	Answered 2x	Response Count
Traffic	69	69	46	1	3	5		193
Transit Service	29	58	66	30	1	8	1	193
Pedestrian Environment (sidewalks)	120	52	15	1	1	4	3	196
Bicycle Access and Parking	70	57	45	11	4	3	1	191
Building Condition and Character	105	68	16	0	1	3	2	195
Available Uses and Services	75	62	30	1	12	8		188
Condition of the Street (curbs, gutters, pavi	79	83	14	1	1	9		187
Other (please specify)								

Percentages	<i>Extremely</i>	<i>Very</i>	<i>Somewhat</i>	<i>Not at all</i>	<i>Don't Know</i>	<i>Left Blank</i>	
<i>Traffic</i>	35.8%	35.8%	23.8%	0.5%	1.6%	2.6%	100.0%
<i>Transit Service</i>	15.0%	30.1%	34.2%	15.5%	0.5%	4.1%	99.5%
<i>Pedestrian Environment (Sidewalks)</i>	61.2%	26.5%	7.7%	0.5%	0.5%	2.0%	98.5%
<i>Bicycle Access and Parking</i>	36.6%	29.8%	23.6%	5.8%	2.1%	1.6%	99.5%
<i>Building Condition and Character</i>	53.8%	34.9%	8.2%	0.0%	0.5%	1.5%	99.0%
<i>Available Uses and Services</i>	39.9%	33.0%	16.0%	0.5%	6.4%	4.3%	100.0%
<i>Condition of the Street (curbs, gutters, pavi</i>	42.2%	44.4%	7.5%	0.5%	0.5%	4.8%	100.0%

Other:

- more handicap crossings
- more public transportation
- no strip malls
- flashing beacons at crosswalks
- rounded medians
- slow down traffic
- one lane of traffic each way
- need more parking
- fix pot holes
- keep traffic flowing
- jogging trails
- connect the multi use housing with the high speed rail and Diridon Station
- more trees
- green buildings
- low income housing
- improvement of the bike route/lane!
- figure a way to slow down traffic
- livability - future proof; quality, quality, quality

safety to walk to destinations

slow down traffic from Taylor to Cahill or reduce down to two lanes

eliminate the billboard signs

What about skateboard lanes?

Keep in mind, now that the Government/unions own the car companies cars will be much smaller to non-existent in the future

Put "the Trolley" down the middle - it's Diridon's baby

Change the name of Diridon Station to something that has San Jose/The Alameda historical significance - does anyone know who Diridon is?

Bicycle access is my #1 priority - I would bike downtown if there was a safe route to do so! (Also if there was parking for bikes available downtown, it would attract me to bike more). Especially Diridon's "Tunnel" is a dangerous/difficult section to bike.

Overall pleasant environment to walk or bike

Centralized parking, maybe structure behind Chipotle and Greenlee's

Safe walking environment to and from HP Pavilion. Concern is underpass near Diridon Railway Station - lighting is inadequate.

Street seating for business, street trees and landscape

Encourage mixed-use pedestrian friendly business district.

I wish that I could ride my bike safely on the Alamedas - we need a bike lane from here to downtown.

Make the Alameda a destination, not a thoroughfare

Allow corporate directory signage between 880 & Shasta - As there is a prohibition for corporate logos on windows of tenants of buildings clients complain they cannot find my business

I see "historic stretch" more as a thoroughfare, more traffic flow w/designated limited x-ings.

Town Center and Transition Center could be engineered for slow traffic, pedestrians, "mommy shoppers", public plaza/parklike areas, encouraging public transit center (Diridon) commuters to spend more time as shoppers in retail areas. Thanks! Have a nice Day!

Take care of existing trees - metal panels are cutting into their bases - need to be adjusted/cute bigger or they will die

Trees between Lenzen & train crossing

More independent shops, restaurants & cafes

A community space/plaza near the Race/Alameda area?

Diagonal parking

Tree lined median

Biggest concern I have is that the trees remain intact and uncompromised by the chainsaw

Keep clubs and bars off of the Alameda

A bicycle lane would be very helpful to cyclists.

More stores, cafes, restaurants could revive the neighborhood. It is great to see that some are appearing right now

The traffic lights change very very slowly for pedestrians - to the point that even pedestrians as patient as me get annoyed, esp the Race intersection, also the one near YMCA

The pedestrian tunnel undercrossing near Diridon is very very unpleasant. I would love to see it improved.

blinking lights at pedestrian crosswalks (the Alameda @ Julian), and a bike lane

bring in more restaurants!

choice of restaurants and stores

love to see the ballpark in.

bookstores, bistros, boutiques, please. keep up the good work!

safety

high quality retail, services and food

I like to support small businesses and restaurants, and would like safety, ample parking and friendly walkways/streets. thank you!
the potholes on the Alameda have damaged my car severely & almost caused me to crash.

Pollution and air quality

Bicycle Access and Parking are two separate issue - Parking: extremely, Bicycle: Not at all

Historic preservation is crucial

anything to encourage businesses to the area

for clarity, bicycle access and condition of streets are very important, but are in good shape now. Also, the types of businesses on the Alameda are extremely important, we care about local businesses with character and do not want a bunch of chain restaurants (e.g. Subway)

Parking near the business I wish to use. Easy crosswalks across The Alameda. More shops and livability of the area.

Code compliance, building facade cleaning, graffiti remediation

Landscaping

Speed limit on The Alameda is 35 and in the 16 years I've lived in this neighborhood I have never, ever, ever, ever seen anyone pulled over for speeding. Why has the city decided to ignore speeders on this street?

Street lights for safety

It would be nice if the city would be able to turn that part of town into something like Willow Glen.

the condition of the pavement along The Alameda no better than that in a third world country!! Potholes, cracks, etc... are destructive to my car and

Would love a sidewalk where people can sit outside. It's important that neighbors see and meet each other.

would hope for good retail and restaurants

As part of beautifying the neighborhood, I would really like to see billboards go away. Another big concern is "tagging". It may be a pie-in-the-sky suggestion, but might it be possible to have an Opt-In surveillance program for business owners that would include cameras with live feed to a monitoring center?

Preserving historic facades, reduce corporate cookie cutter businesses, support unique neighborhood serving businesses, get rid of prostitution; make area safe

Safe crossing at crosswalks. Currently cars do not obey the speed limit nor pedestrian laws on the Alameda, especially between Stockton and Race Street.

1) [General safety and security - SJPD presence](#)

2) [Planned connections to other local points of interest such as the Rose Garden, Valley Fair, Downtown SJ/San Jose State University, Santa Clara University, and San Jose City College. All the dots must connect!](#)

More outdoor seating for eating establishments (together with heating), which may necessitate wider sidewalks, to give a community feel (as in many European cities or as at Santana Row).

Trees and plants are extremely important as well.

Deemphasize the area as a thoroughfare, emphasize as a destination. Traffic (cars, buses) is *not* the primary driver.

Public/community/open spaces

2.THINKING ABOUT HOW THE AREA COULD BE IMPROVED, PLEASE RATE THE IMPORTANCE OF THE FOLLOWING SUGGESTED IMPROVEMENTS:

Answer Options	Very Important	Somewhat Important	Not So Important	Not at all Important	Don't Know	Left Blank	Answered 2x	Response Count
Planted Medians	53	74	37	12	4	10		190
Improved Street Crossings	108	53	14	1	3	10		189
Straightening out the Race Street / Alameda Intersection	39	35	64	36	5	10		189
Additional Parking	29	71	59	17	3	10		189
Street Lighting	65	76	28	3	6	10		188
Bike Lanes	69	68	39	5	2	8		191
More Outdoor Seating	78	66	38	5	1	7		195
More Street Trees	84	69	28	4	1	6		192
Litter Control	82	74	25	0	2	7	1	191
Attract More/New Businesses	114	40	11	2	4	18		189

Percentages								
<i>Planted Medians</i>	27.9%	38.9%	19.5%	6.3%	2.1%	5.3%	0.0%	100.0%
<i>Improved Street Crossings</i>	57.1%	28.0%	7.4%	0.5%	1.6%	5.3%	0.0%	100.0%
<i>Straightening out the Race St./Alameda</i>	20.6%	18.5%	33.9%	19.0%	2.6%	5.3%	0.0%	100.0%
<i>Additional Parking</i>	15.3%	37.6%	31.2%	9.0%	1.6%	5.3%	0.0%	100.0%
<i>Street Lighting</i>	34.6%	40.4%	14.9%	1.6%	3.2%	5.3%	0.0%	100.0%
<i>Bike Lanes</i>	36.1%	35.6%	20.4%	2.6%	1.0%	4.2%	0.0%	100.0%
<i>More Outdoor Seating</i>	40.0%	33.8%	19.5%	2.6%	0.5%	3.6%	0.0%	100.0%
<i>More Street Trees</i>	43.8%	35.9%	14.6%	2.1%	0.5%	3.1%	0.0%	100.0%
<i>Litter Control</i>	42.9%	38.7%	13.1%	0.0%	1.0%	3.7%	0.5%	100.0%
<i>Attract More/New Businesses</i>	60.3%	21.2%	5.8%	1.1%	2.1%	9.5%	0.0%	100.0%

Other:

- Need handicap curbs in the Rose Garden
- improve hatchet/Alameda intersection
- fill pot holes
- calm traffic
- no restriction on U turns
- connect the Guadalupe Trail with the Los Gatos Trail
- connect the Alameda Trail to the Willow Glen Trail
- More mom and pop businesses vs. corporate
- more vegetation
- slow the streets down
- keep the charactor of the district
- trash cans at transit stations.
- public art, wide sidewalks, bike racks
- I walk on the Alameda a lot, I am always having to dodge people on bikes riding on the sidewalk
- Safety - police patrols 24/7
- Buffered bike lanes, underground walkways for Race/Martin/Alameda
- Trolley crossings are key - w/signals they can take 5 min to cross... w/o signals theyare very dangerous.
- Graffiti: abatement, balance of businesses - actually nice to have neighborhood gas station. The Lenzen undercrossing is wonderful even tho there is a stoplight near.

Traffic on the Alameda is scary to pedestrians. And to bicyclists!

Street lighting is currently more functional than appropriate to neighborhood character

Left turns at Pershing/Magnolia

Survey Martin Street residents to determine if they are in favor of blocking Martin Alameda access - as "roundabouts" are a challenge in so many ways.

[Improved Street Crossings] esp between Race & Diridon

[Additional Parking] good planning for area between Race & Diridon

[Attract more biz] bet Race & Diridon: baby stores (for shopping moms), trendy grab& go food Mustard's

Narrow the Alameda! It will slow down the speeding cars; this will make for a better business & pedestrian environment.

Close martin Ave and make a plaza at the area closed

Allow Eastbound Martin Street traffic to enter intersection below faster

Study the Race St/Alameda/Martin Ave intersection better and have a study conducted on how long the lights should be timed.

So far I have not seen any car accidents in this corner, for the past 20 years or so, so this is good even though it is unusual intersection not the normal 90 degree (right angle) intersection.

Blinking lights at crosswalks like they have in Willow Glen = slow traffic, safer for walkers

Parking garage with park on top a super idea

Close off Martin to decrease awkwardness of Race/Alameda

Maintaining a distinction between downtown San Jose and our quiet neighborhoods

Narrowing down Alameda to only 2 car lanes would help to change the neighborhood into something pedestrian friendly and attractive to businesses & social interaction.

More high density housing would support public transportation and bring more pedestrians to the street - good.

trolley to arena/downtown/caltrain

park at tillman (at Park and Race), trolley down the Alameda between Caltrain Station @ Santa Clara U. to downtown SJ w/stops along Alameda and HP Pavilion

I would love it if more Mom + Pops were encouraged to be in neighborhood rather than chains.

the City of San Jose actively drives businesses away with its regressive rules, fees, etc.

Definition of Area: Announcement arches over Alameda, Theme for business area, Icon at Race Street Intersection

Please do not straighten the Alameda / Race Street crossing ... we like the character!!

More family type restaurants, not so many ethnic foods

Police bicycle patrol, active/dedicated business association, community events (like Campbell and Willow Glen have)

I suspect improvements will be made to street crossings only when someone is killed by a car.

Planted medians should be used between the street and sidewalk, not in the middle of the street, especially from Stockton to Lenzen or so, where the commercial core is.

Install crossing warning lights, similar to Lincoln Avenue in downtown Willow Glen.

Removal of street crossings where there are no traffic lights - the traffic is moving too fast for pedestrians to cross safely and the medians installed by Caltrans at these

We must revitalize ALL the run-down buildings in the area between Race Street and Diridon Station, and we must preserve the historic/classic architecture between Highway 880 and Race Street.

Would like to see blinking lights in the crosswalks like the ones on Lincoln Ave. in Willow Glen. Crossing The Alameda can be challenging

Create a lively, safe, vibrant community space with a true sense of place and relevant "neighborhood-scale" businesses

3. THINKING ABOUT OTHER NEIGHBORHOOD AREAS AND SHOPPING DISTRICTS YOU ENJOY, PLEASE CHOOSE THE ONE YOU THINK IS THE BEST MODEL FOR YOUR NEIGHBORHOOD.

Answer Options	Response Count	Response Percent
Downtown San Jose	8	4.0%
Willow Glen	76	38.4%
Santana Row	45	22.7%
The Alameda area as it is today - no changes	15	7.6%
San Jose's Japantown	7	3.5%
Other (please specify)	47	23.7%
Total	198	
Frequent "other" responses		
Los Gatos	9	19.1%
Castro Street in Mountain View	9	19.1%
Saratoga	2	4.3%
Mt. View	5	10.6%
Pacific Street, Santa Cruz	7	14.9%
Downtown Redwood City	3	6.4%
Downtown Palo Alto	3	6.4%

Comments:

The urban atmosphere of downtown San Jose with the outdoor seating of Santana Row to take advantage of the character of The Alameda and the great weather.

Willow Glen is close, but we like more median based walking like in Santana Row

Because it is a mix of shops and restaurants. Not as tall and condensed as Santana Row

none locally we should look to S.F. or L.A.

None. But, I do like the amenities provided on 1st/2nd Sts downtown and in Santana Row

I like The Alameda now; and think some changes to pedestrian/bike friendliness and maybe more plantings could really enhance the appearance of the area and attract more foot traffic and more businesses. The Alameda is not Willow Glen, and it certainly is not Santana Row. it is very important to retain the historical flavor that we still have.

The Alameda with improvements to the road, more businesses and highlighted unique charm.

Boulder Colorado - 28th Street; Chicago - The Miracle Mile; New York City - Park Avenue in Midtown Manhattan

burlingame dwntn. los gatos, palo alto time for the city to step up and give a reason for people to buy downtown and shop downtown more visability means more tax rev. and more small and lg buisness that want to to come instead of shy from an unfriendly San Jose.

I enjoy downtown Campbell, but realize that it is much smaller in scale than The Alameda. I appreciate the mix of boutiques, restaurants, cafes, home retail, salons, and bars. Very pedestrian friendly.

Willow Glen however I do like the variety of shops like in Santana Row

Combo of Santana Row and Willow Glen would be great.

Each Area has its own personality.

Morgan Hill

The Alameda has its own identity. We need to identify it and improve it, not try to emulate other districts.

Return the Alameda to it's original character

Downtown Pleasanton

The Alameda NBD has its own character/identity. Improvements should be made accordingly.

Continue to improve on the charm and growth of the Alameda and Hester Neighborhood

[Santana Row] living area, theaters, walkable sidewalks, area for chess, planted medians, retail (clothes), shoes, Crate & Barrel products needed in downtown, Chico's, specialty shops, tea rooms, etc.

Los Gatos] outdoor eating establishments (Gourmet Ghetto in Berkeley/Oakland); appeal of "foodie"; independent gourmet shops - cheese, butchers, pastry (North End Boston; Noe Valley SF)

None of the above - improve character and uses already there, at least 17 to Race; Finally, who pays for this?? Might it be the tax payer? (as always)

None of the above - too unique but WG [Willow Glen] is nice

College/Claremont area of North Oakland - very pedestrian-oriented, but has local gas station. Also Livermore.

[Willow Glen] Cute, local, DOG FRIENDLY

[Could there be restaurants between 880 & Schell?](#)

[Set up Monthly or Qtrly neighborhood Alameda cleanups](#)

Los Gatos downtown - has local / central park that's a resting area

or San Carlos & Santa Cruz's Pacific Ave

Downtown Denver w/BRT

Vancouver

Santa Cruz Mall

Campbell

Carrboro, North Carolina (don't take dictation from developers and chains)

Pasadena

[Downtown San Jose] SOFA district

[willow glen is nice but insular](#)

[santana row is a phoney, contrived cleverly-disguised shopping mall for the rich](#)

[San Jose's Japantown is nice but insular](#)