

From: [Trish Spencer](#)
To: [City Clerk](#)
Subject: Fwd: Response to Questions on Neighborhood Greenways
Date: Tuesday, September 17, 2024 10:38:24 AM
Attachments: [image001.png](#)

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From: Jennifer Ott <jott@alamedaca.gov>
Date: Sep 17, 2024 6:11 AM
Subject: Response to Questions on Neighborhood Greenways
To: Trish Spencer <tspencer@alamedaca.gov>
Cc: Allen Tai <ATai@alamedaca.gov>, Rochelle Wheeler <rwheeler@alamedaca.gov>, Lisa Foster <lfoster@alamedaca.gov>

Hello Trish:

Please find below responses to your questions from our 1:1 yesterday.

1. Was a survey of residents along greenway streets conducted to get their feedback on whether they wanted a greenway when the ATP was being developed?

Staff Response: Common to most citywide planning efforts, outreach was not focused on residents of any specific set of streets or for any specific facility type. The ATP development included 50 meetings and outreach events, and a series of online surveys and interactive maps, to solicit input, as shown [here](#). The proposed Neighborhood Greenway streets were included in the presentations, surveys and maps starting in Phase 2 (in 2020 – [engagement summary here](#)) and also in Phase 3 (in 2022 – [engagement summary here](#)) of the plan development. Through the many meetings and outreach methods, we strove to hear from as many folks in the community as possible. [Appendix B](#) of the ATP includes a summary of all community engagement.

2. What is the current data on usage of these streets by each street?

Staff Response: The most recent data points we have are from the 2021 evaluation of the Slow Streets, [as shown here](#), under “Fall 2021 Program Evaluation.” The Neighborhood Greenway implementation strategy includes collecting a comprehensive baseline set of data this year for all nine Greenways in the 2030 Low Stress Backbone Network.

3. What are the accidents that have occurred along and around the slow streets? What does the data show?

Staff Response: Staff’s analysis of the crash data in 2021, as described in this [December 2021 Council staff report](#), showed a decrease in reported collisions for those Slow Streets with a history of collisions: Pacific Avenue and Versailles Avenue. The San Jose/Morton and Santa Clara Slow Streets had very few or no reported collisions. Since 2021, staff have been monitoring reported injury collisions along the Slow Streets – there have been very few to none reported.

Thanks,

Jen

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