

April 27, 2022



Lincoln Avenue/Marshall Way/ Pacific Avenue

Improvement Project



Agenda & workshop purpose

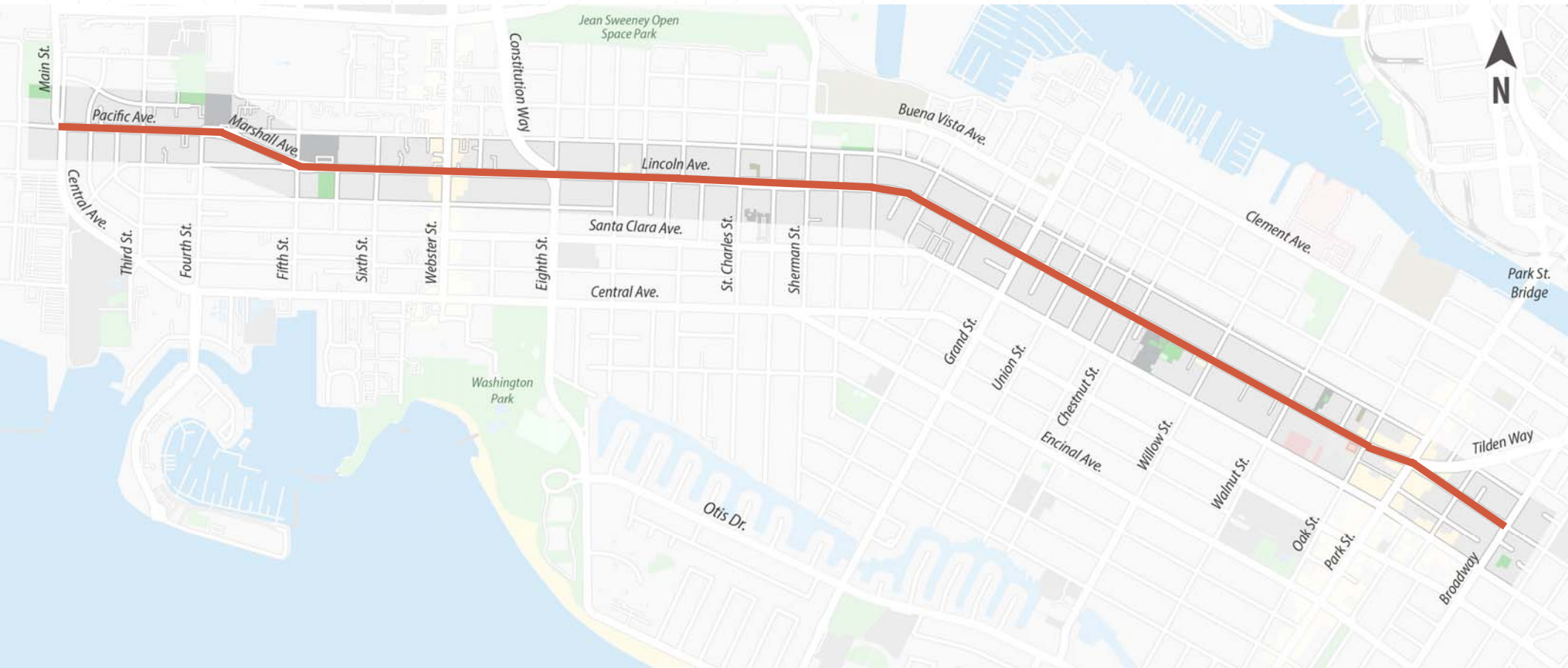
- Project background
- Existing conditions
- Community input
- Improvement toolkit
- Discussion
- Next steps



Park St. and Lincoln Ave. Intersection, looking east.

Project Background

Pacific Ave. / Main St. / Central Ave. to Lincoln Ave. / Broadway is 3.1 miles long




Project goals

- Promote safety by prioritizing Vision Zero
 - Improve mobility for all users, including AC Transit buses
 - Improve pavement for better operations and user experience, and reduce maintenance
 - Provide flood reduction and landscaping
 - Reduce greenhouse gas emissions by improving traffic flow and shifting to walking, bicycling and transit
 - Comply with City plans and policies including the City's General Plan update and Draft Active Transportation Plan
-



Project workflow



Existing
Conditions
Assessment
(early 2022)

The diagram consists of four chevron-shaped boxes arranged in a horizontal sequence from left to right. The first box is orange with a red dashed border. The second box is yellow. The third box is light green. The fourth box is a darker green. A thin red horizontal line is located at the bottom of the slide.

Alternatives
Analysis &
Refinement
(late 2022)

Design of
Early Action
Improvements
(2023)

1st Phase of
Construction
(2023 to 2024)

Existing Conditions

Transcontinental Railroad in the late 1800s

Lincoln Ave. & Webster St.
intersection bench



Map of Western Alameda



Streetcars reached their peak in 1920s and ran until 1941

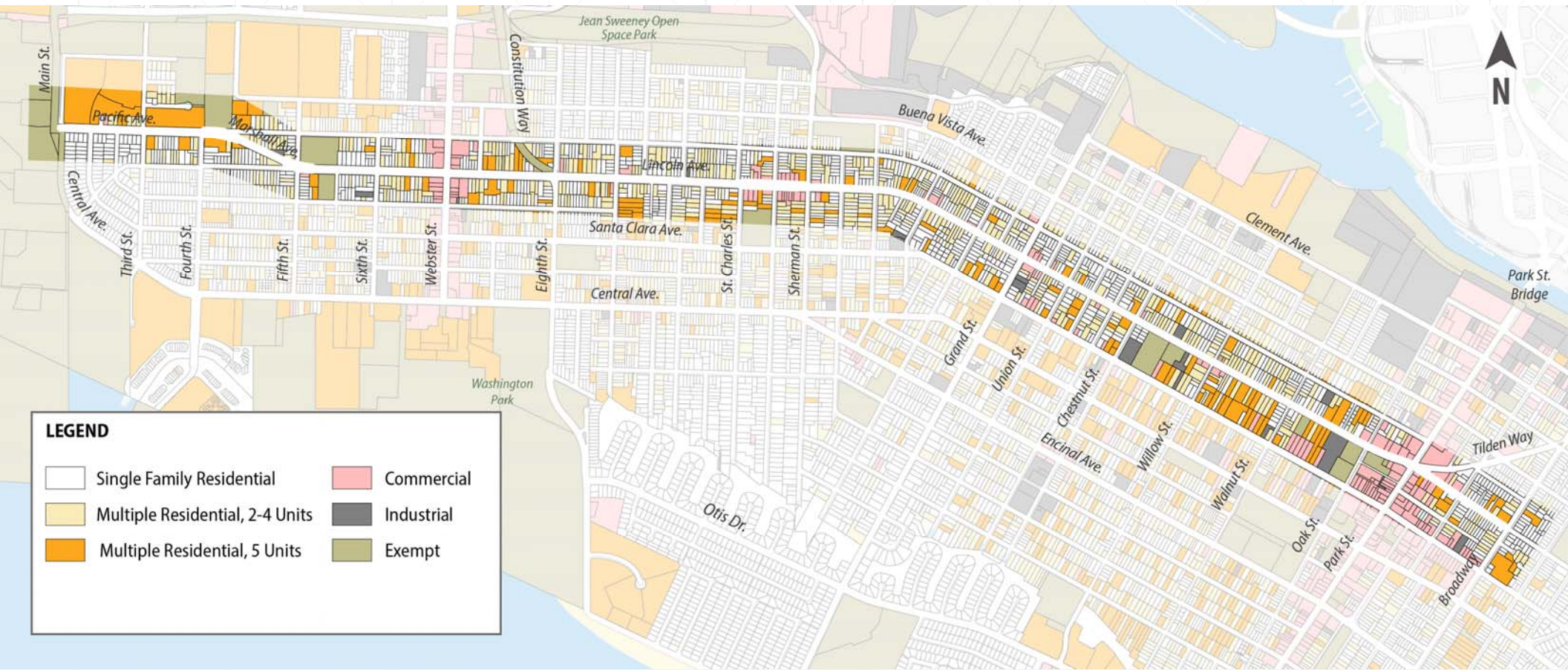
Cable car in West Alameda



Willow Glen Electric streetcar ran from 1920 to 1930 down Lincoln Ave

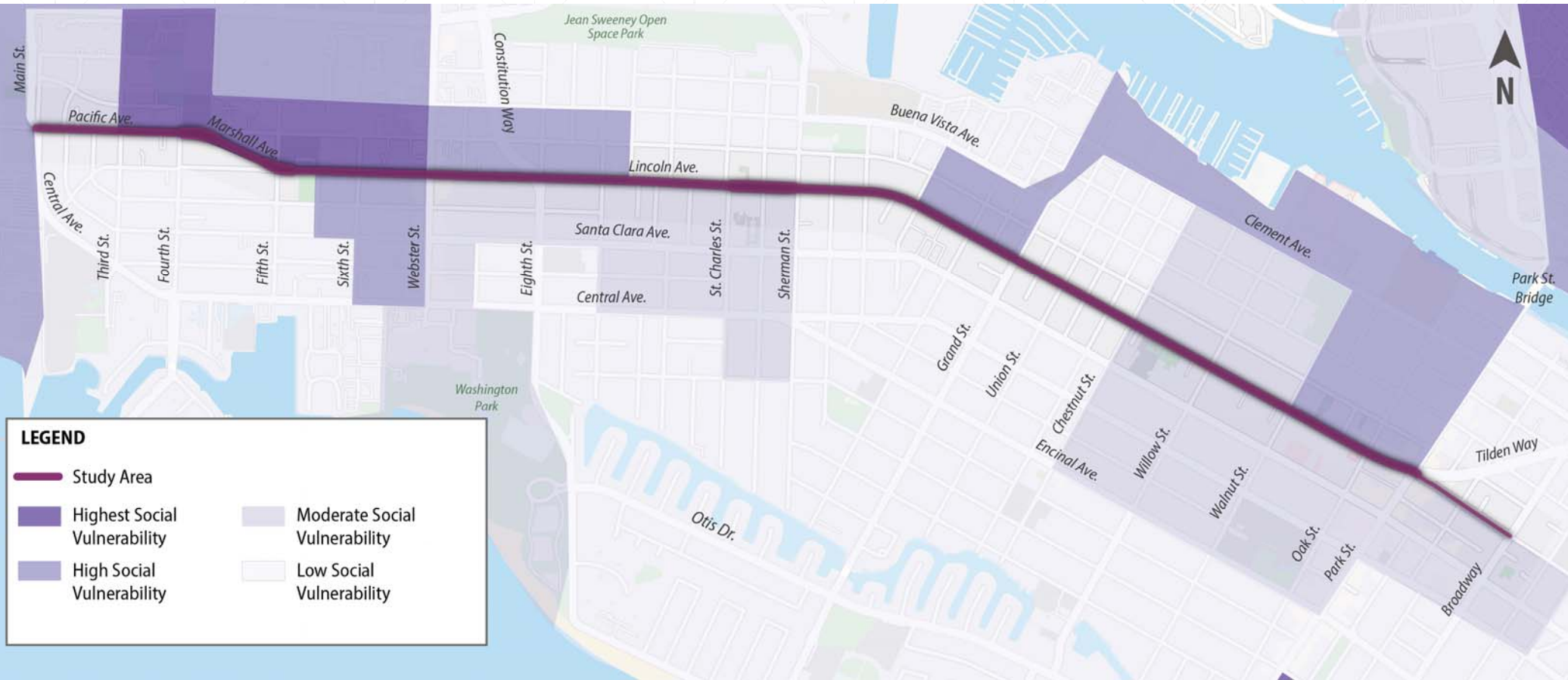


Land uses are primarily residential with a mix of commercial



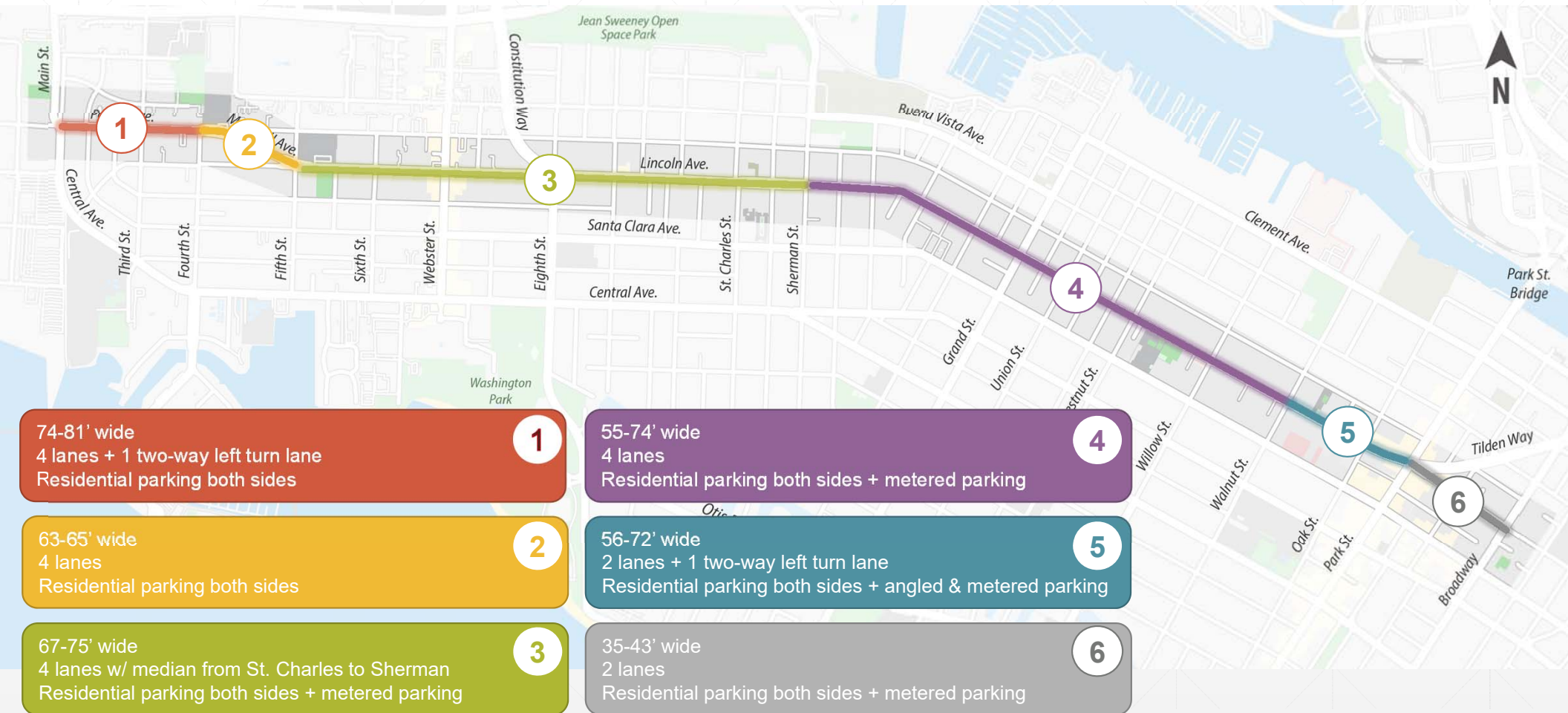
Source: City of Alameda

Equity priority areas for Alameda

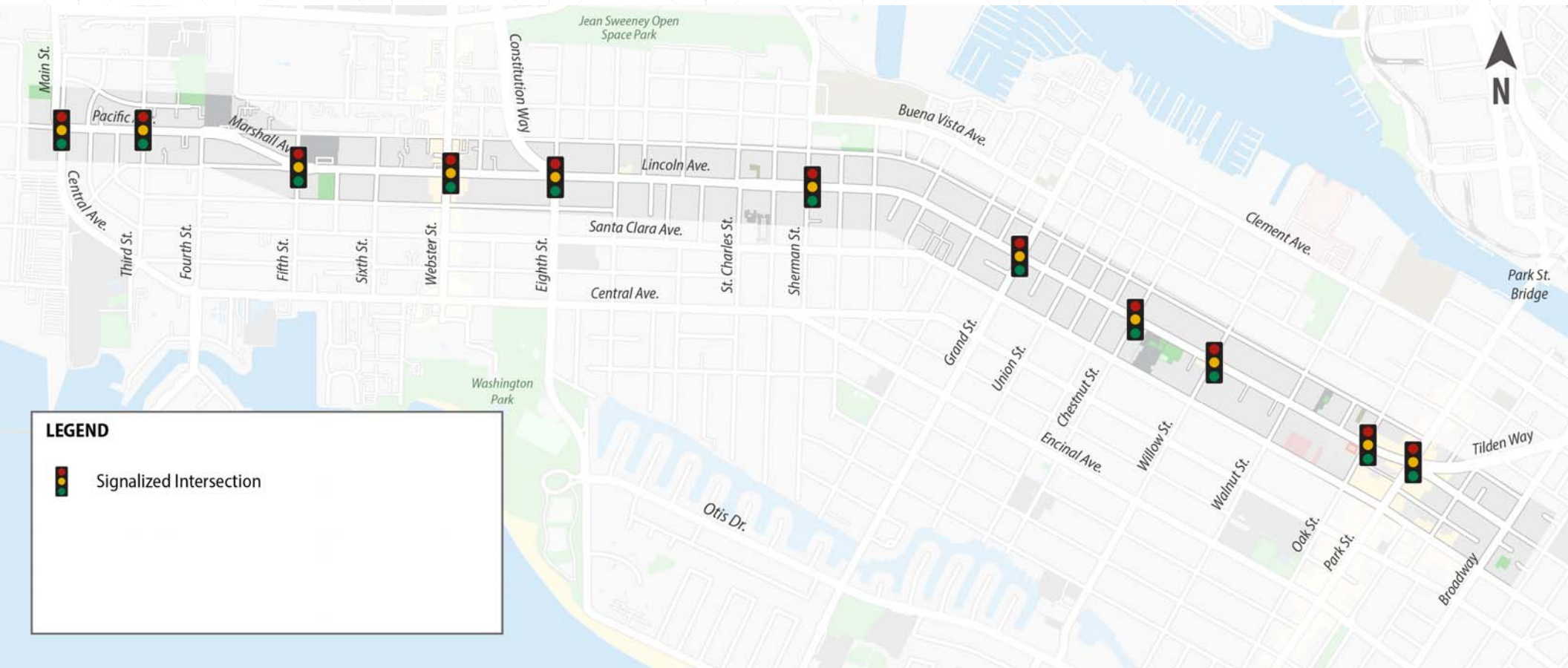


Source: SF Bay Conservation & Development Commission Open Data Portal

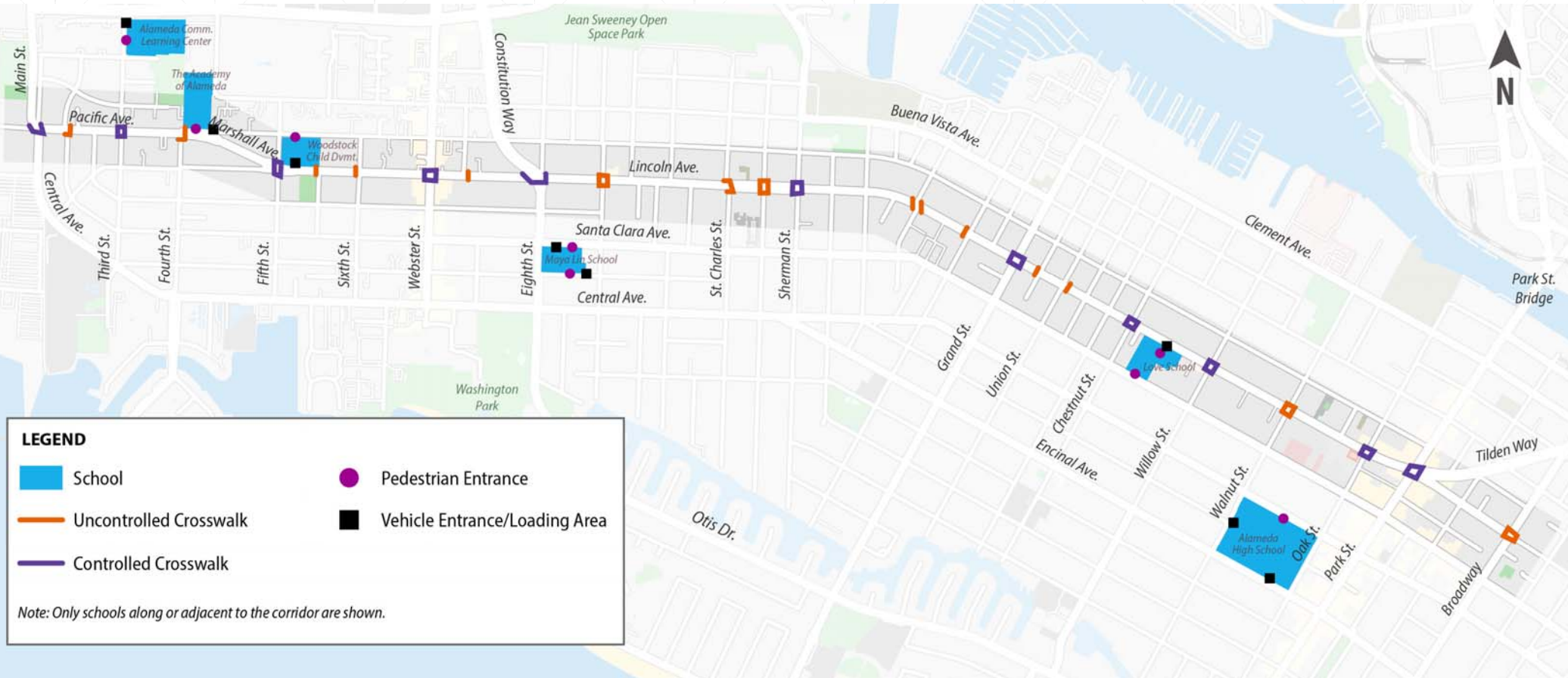
Multi-lane segments with varied widths and lane configurations



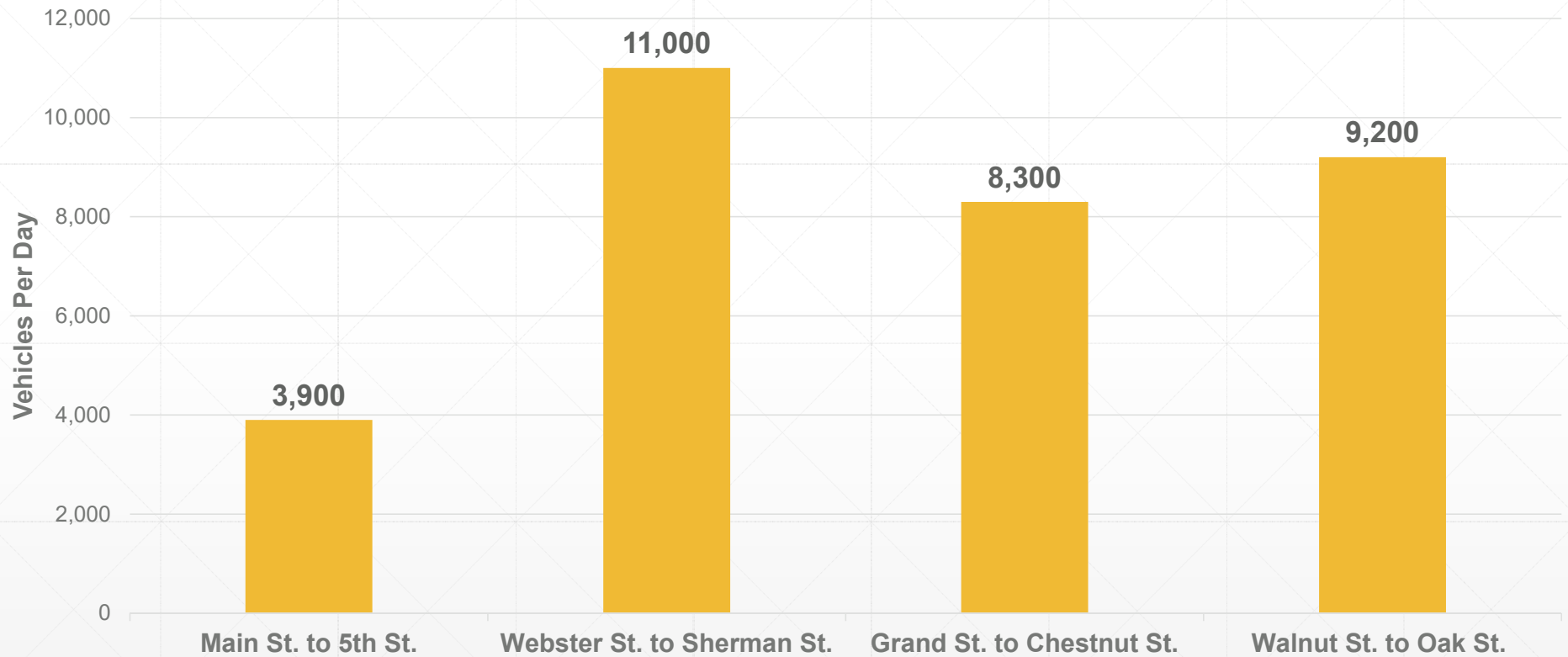
Traffic signals are spaced an average of one quarter mile apart



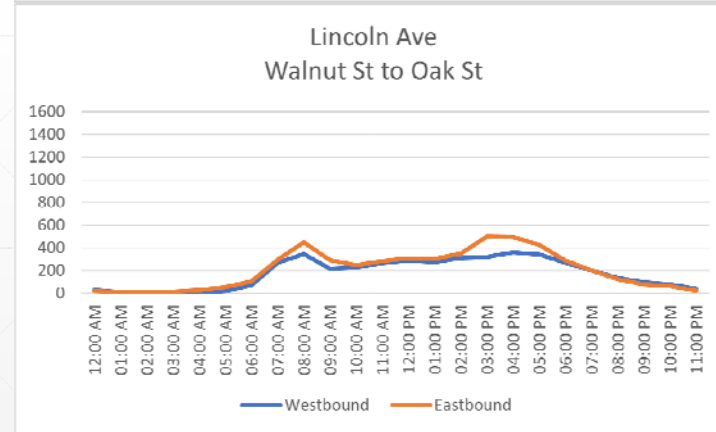
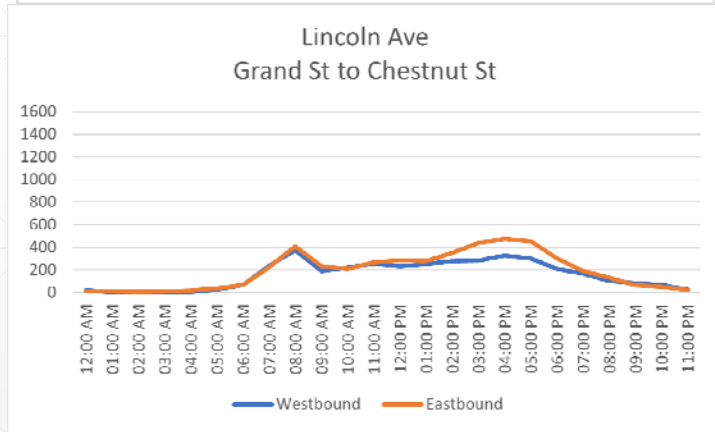
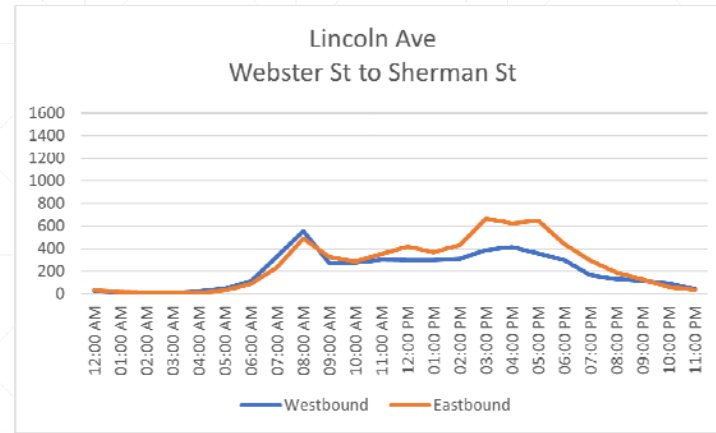
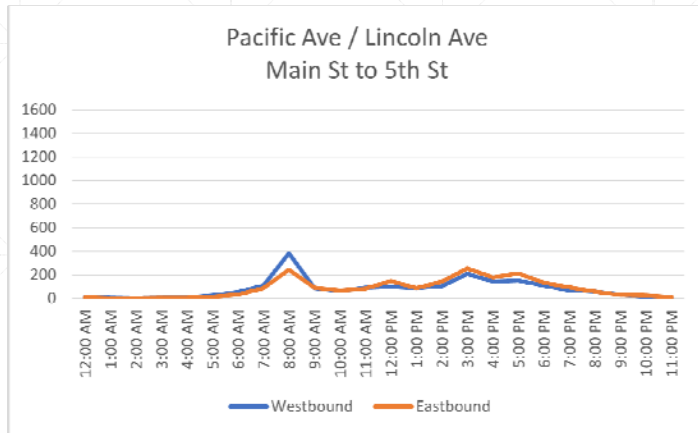
Marked crosswalks are spaced an average of 400 feet apart; 54% of these are signalized



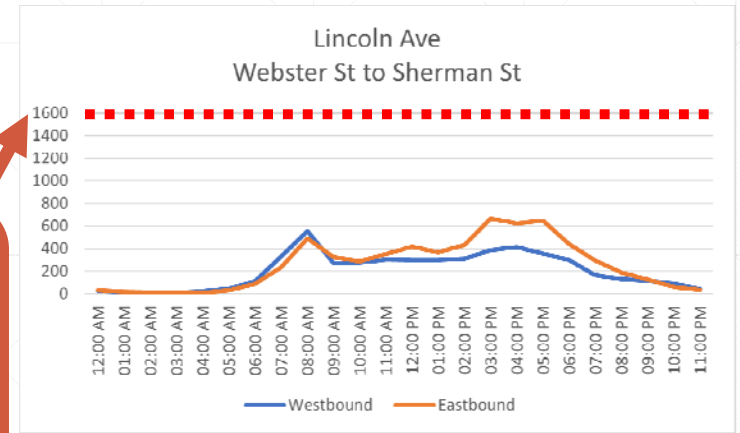
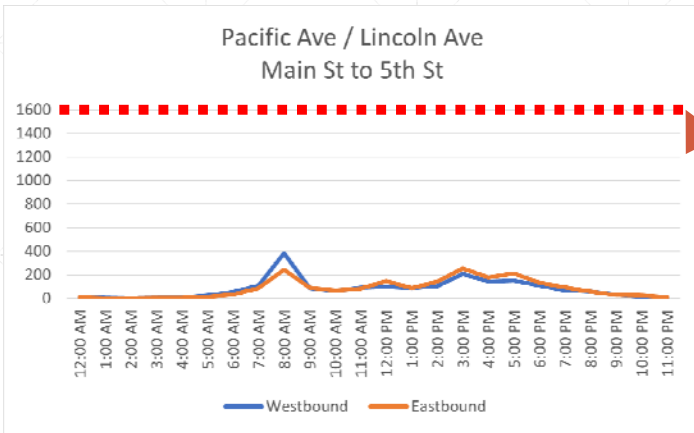
Average daily traffic (ADT) along the roadway is between 3,900 and 11,000 vehicles per day



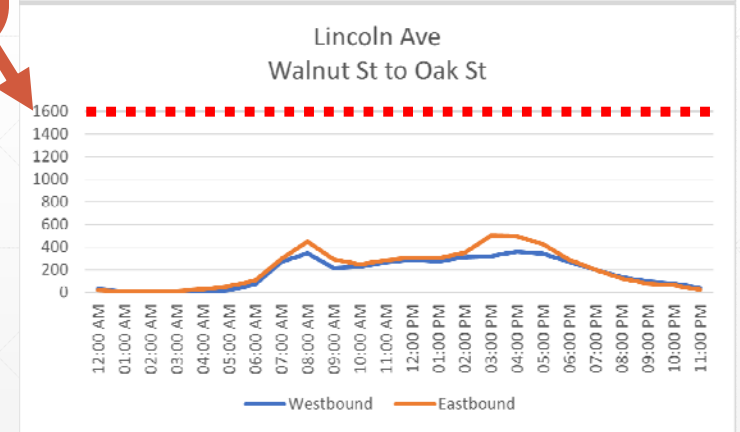
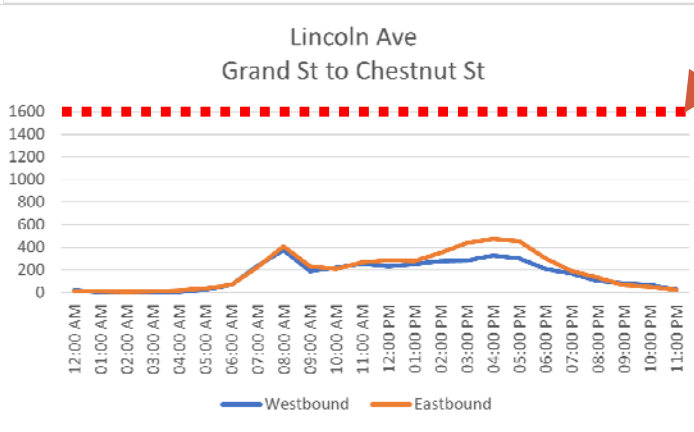
The roadway carries 200 to 700 vehicles per hour in each direction



The roadway's capacity is over 2 times what it currently carries



The roadway was designed to accommodate up to 1,600 vehicles per hour in each direction



The corridor has an existing speed limit of 25 mph, but observed speeds are often higher

- 85th percentile range
 - Westbound: 30 – 33 mph
 - Eastbound: 29 – 34 mph
- 4 vehicle feedback speed limit signs on corridor
- Large street widths relate to higher speeds



Lincoln Avenue is a high injury corridor

258

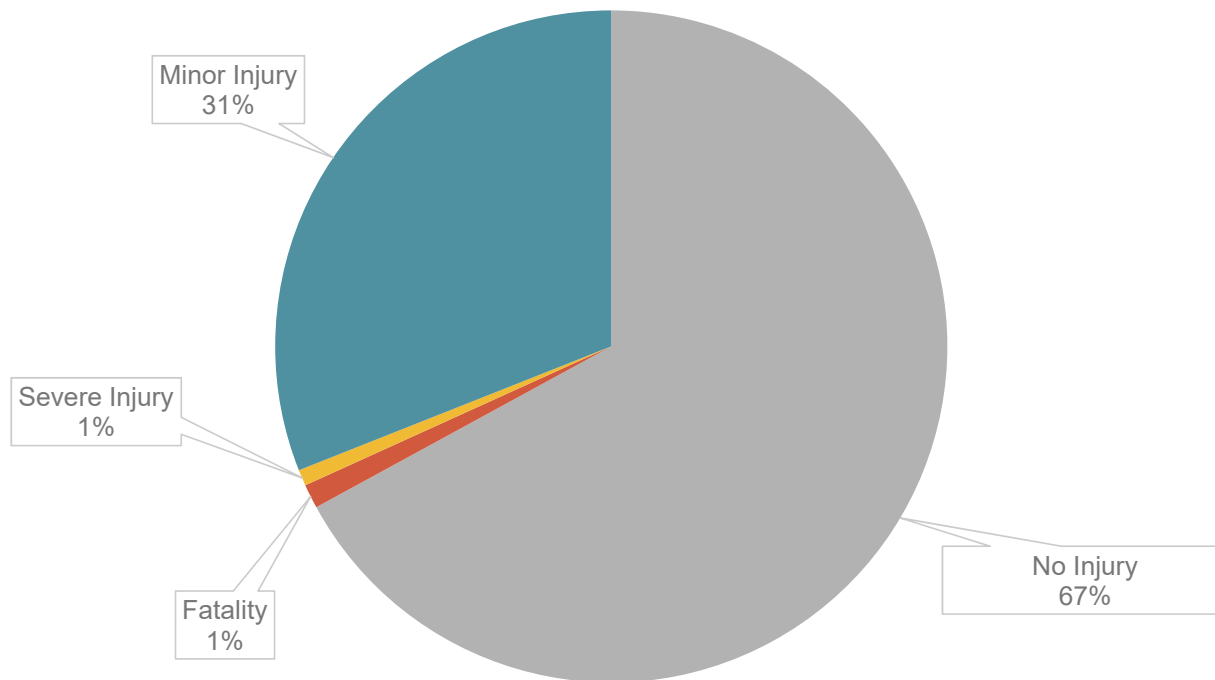
crashes from 2017-2021



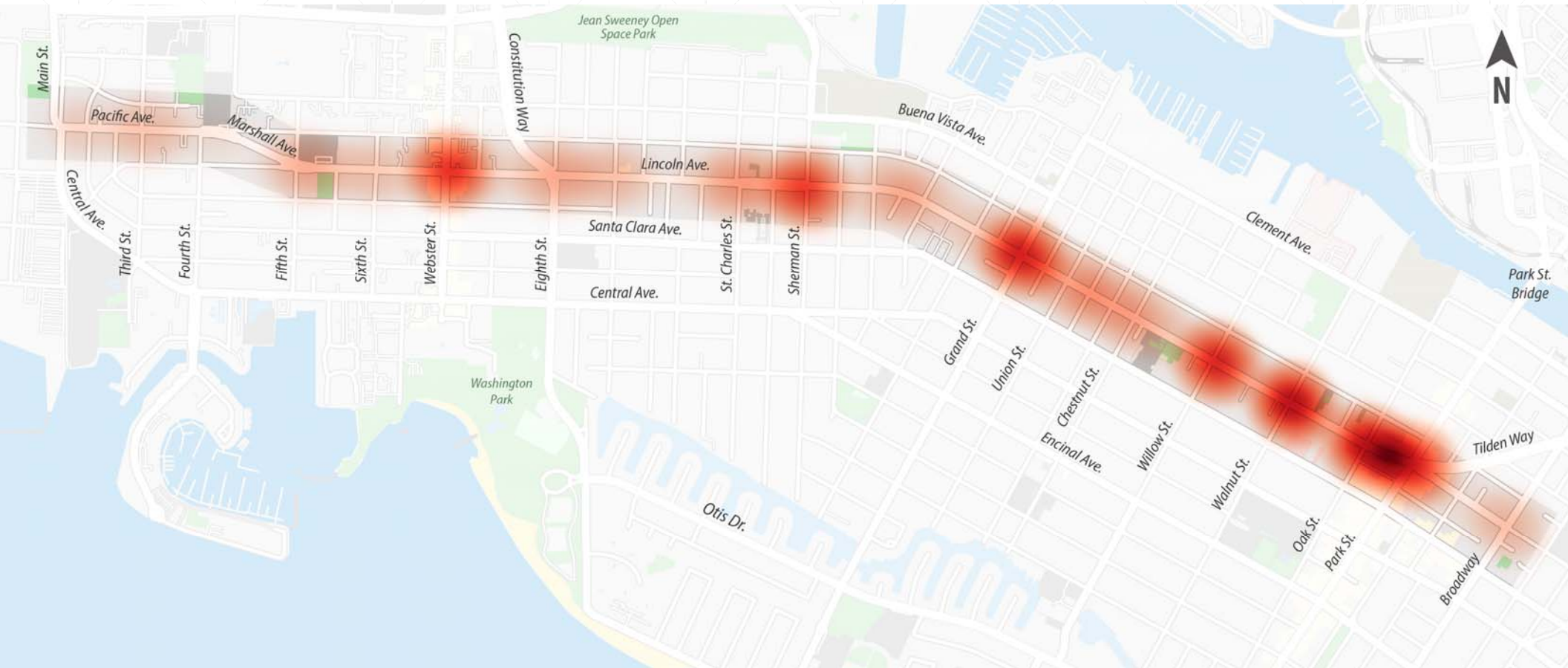
17 crashes involved pedestrians and
11 crashes involved cyclists

Of the 258 crashes on the corridor...

There were 3 fatal crashes and 2 resulting in severe injury.

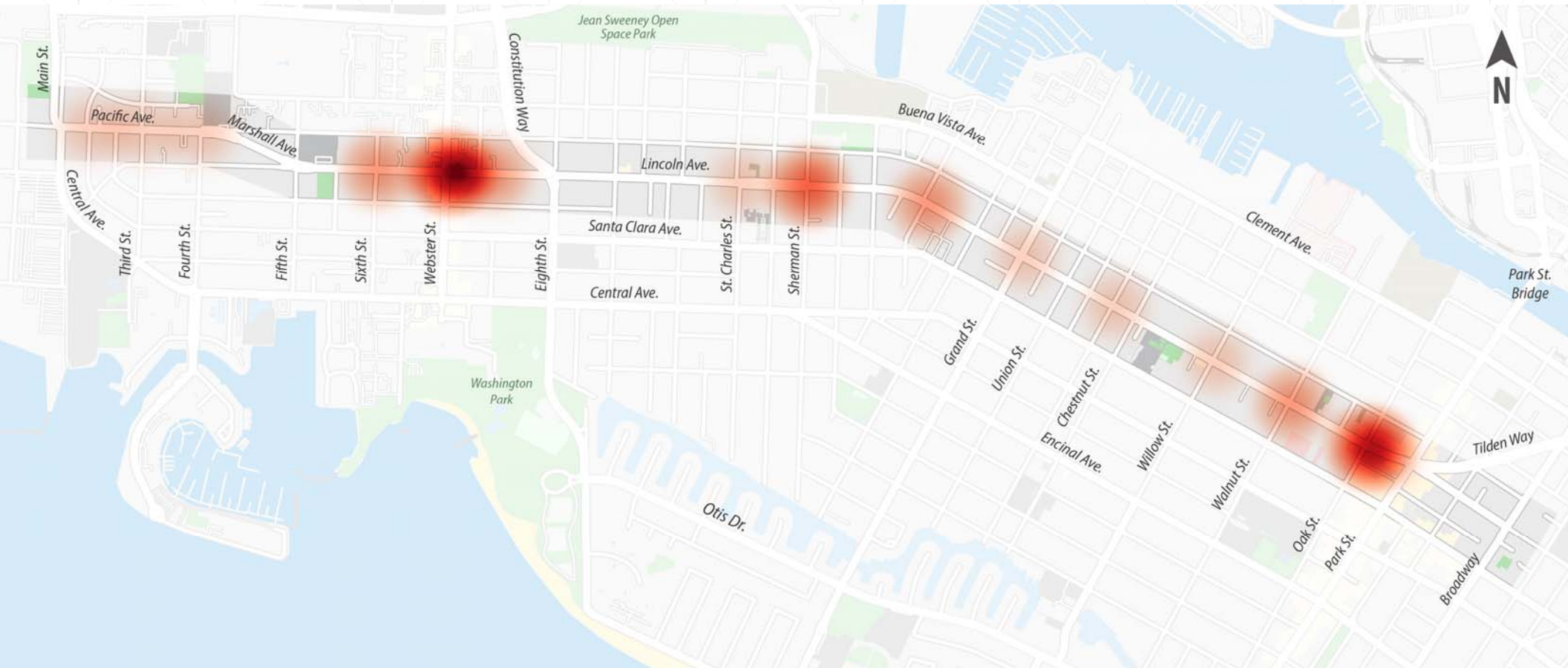


Hot spots for all crashes increase to the east



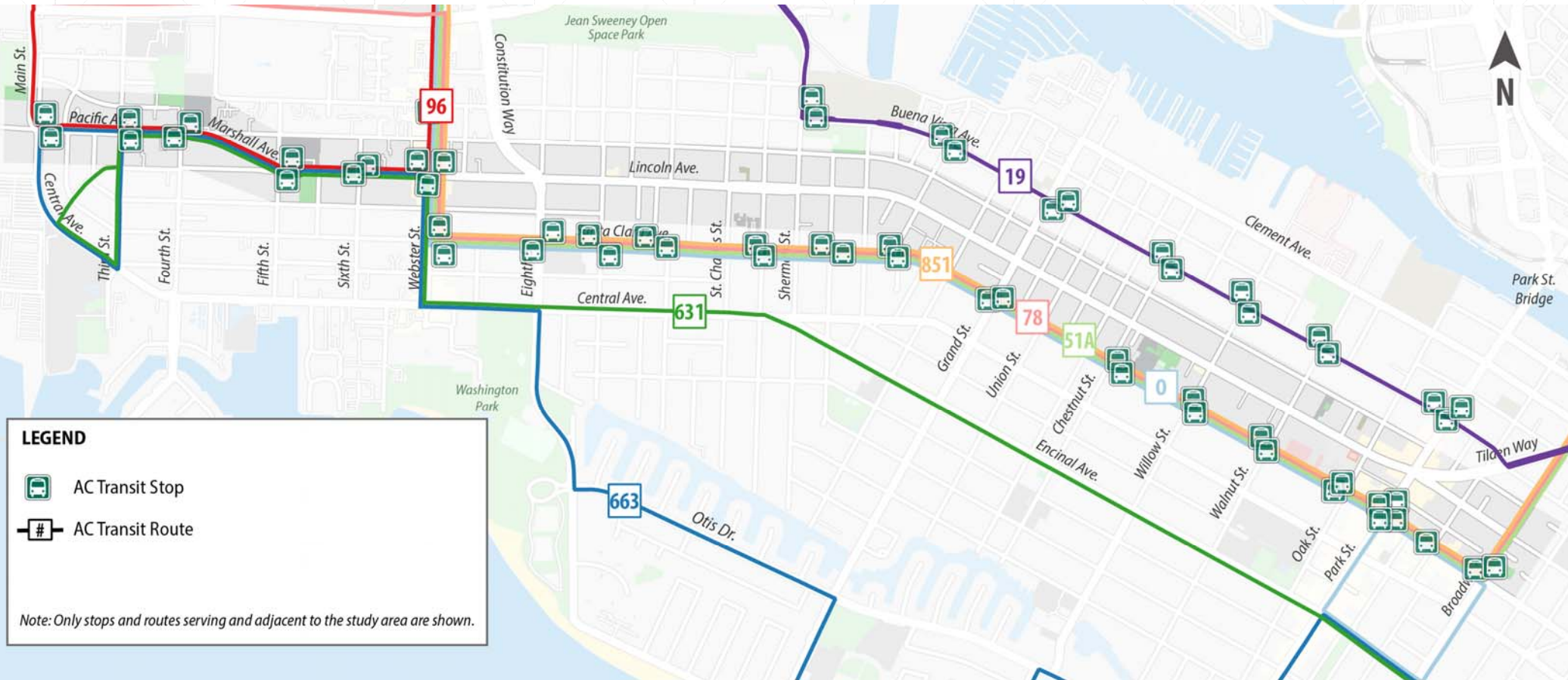
2017 - 2021

Two hot spots for bicycle and pedestrian crashes are near Webster St. and Park St.



2017 - 2021

3 bus routes serve Pacific Ave. and Marshall Way; no bus routes travel on Lincoln Ave.



Substantial bus use generates pedestrian travel across the roadway



There are no existing bicycle lanes along the corridor

- Existing bicycle facilities are located parallel to or crossing the study corridor
- Sharrows are on the western end of the study area – Pacific Avenue
- Similar to pedestrian crossings there are also long bike crossings



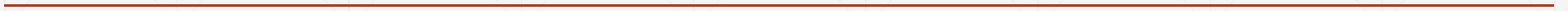
Near Lincoln Ave. / Mastick Ct.



Community Input

Stakeholders for this project include:

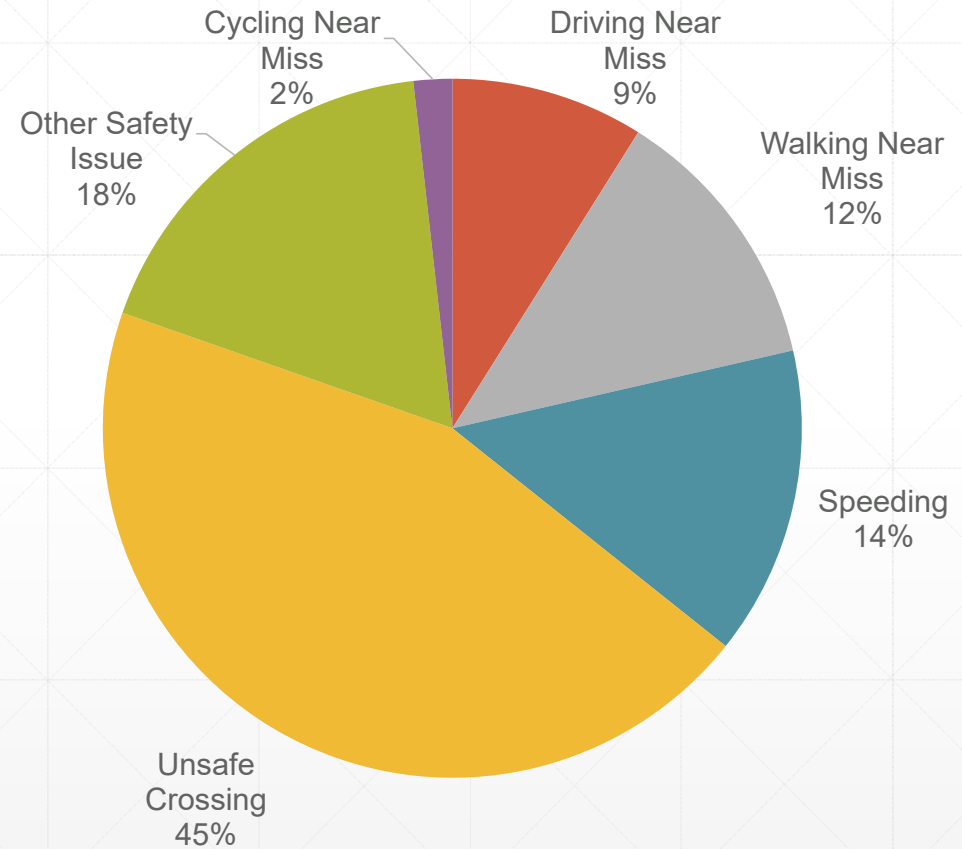
- City of Alameda
- Business communities
- Neighborhood / Community members
- AC Transit
- School communities



Alameda community members have voiced concern about the corridor

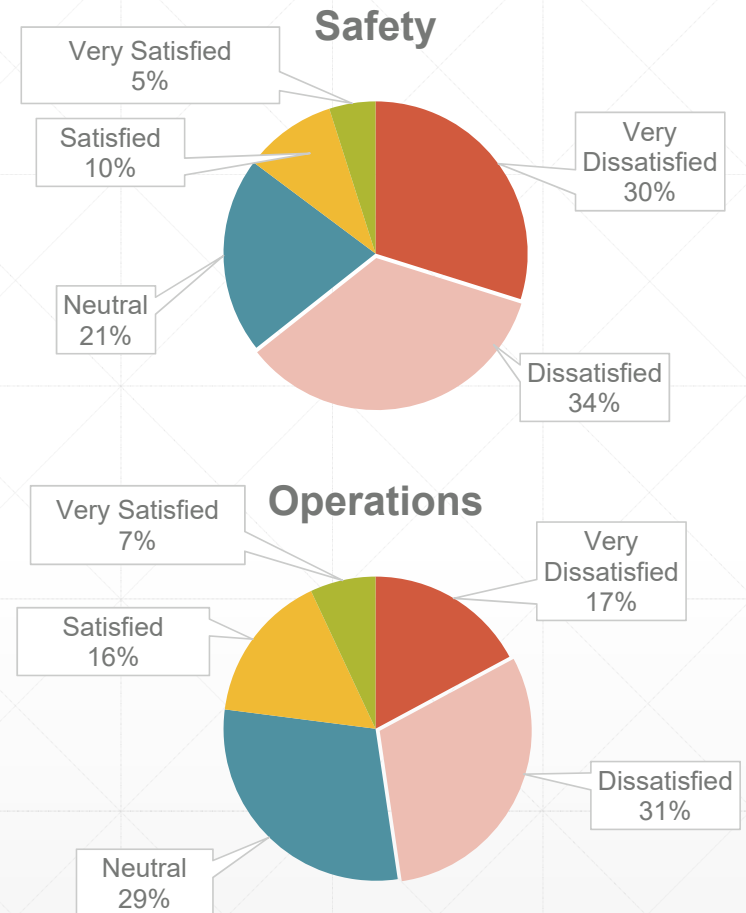
- Street Safety Concern Reports

- Community members reported 56 safety concerns along the corridor from 2021 - 2022
- Reports submitted via SeeClickFix website



Ongoing online survey

- 346 respondents to date
- Most respondents are dissatisfied or very dissatisfied with **safety** and **operations** throughout the corridor



When asked to rank a solution...

- Respondents ranked core maintenance and safety as highest priority
- Respondents preferred protected bike lanes rather than bike lanes adjacent to the travel lane

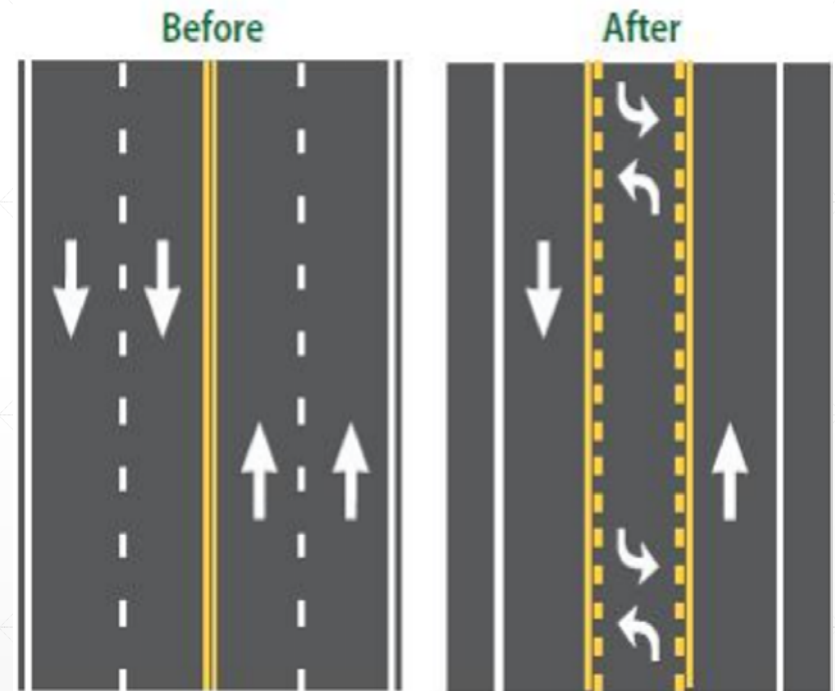
What are your top priorities?	Total	Use %
Paving, striping, signs, crosswalks	232	67%
Safer speeds and traffic calming	228	66%
Protected bike lanes	170	49%
Flashing beacons	157	45%
Roundabouts	136	39%
GHG emission reductions	107	31%
Bike lanes adjacent to travel lane	77	22%
Total	346	

Improvement Toolkit

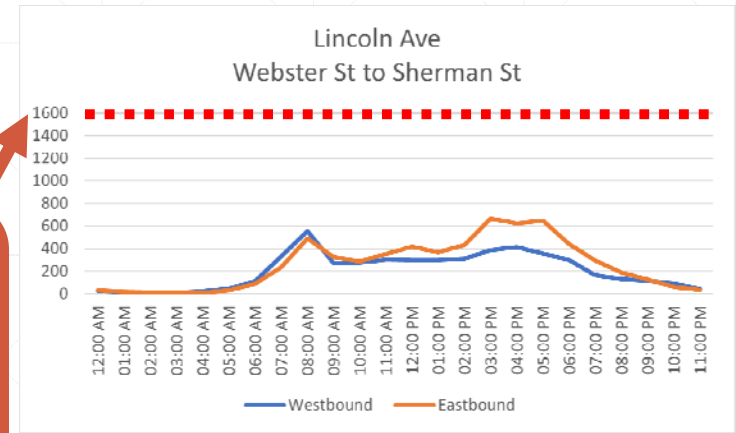
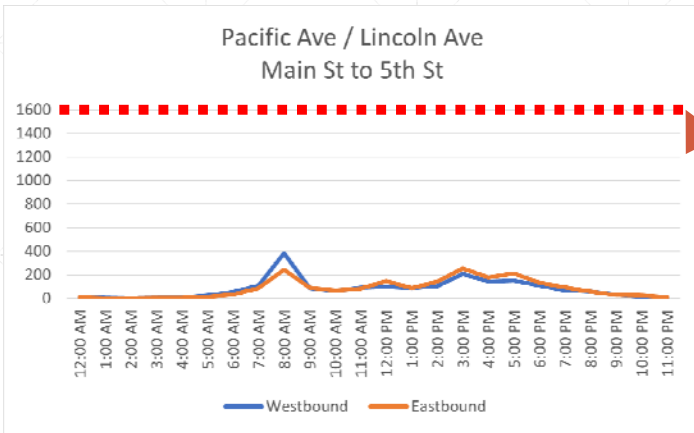
4-lane to 3-lane street conversion

According to the Federal Highway Administration:

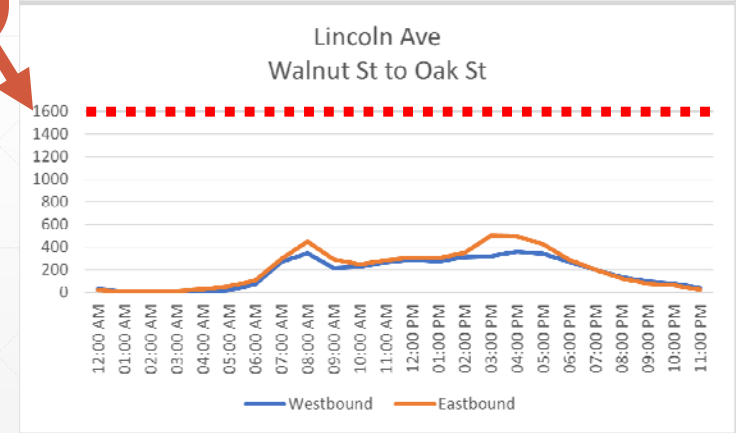
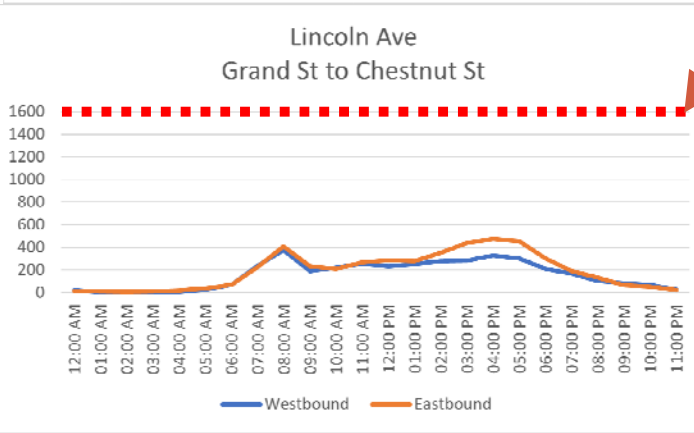
- 19% to 47% reduction in crashes
- Decreases speeds by at least 3 mph
- Results in less severe crashes
- Provides fewer vehicle lanes to cross
- Enables better visibility for pedestrians
- Allows space for bicyclists
- Provides smoother travel flow



The roadway's capacity is over 2 times what it currently carries



The roadway was designed to accommodate up to 1,600 vehicles per hour in each direction



Pedestrian improvements

- Higher visibility crosswalks
- Flashing beacons
- Pedestrian refuge island
- Bulb-outs
- Landscaping



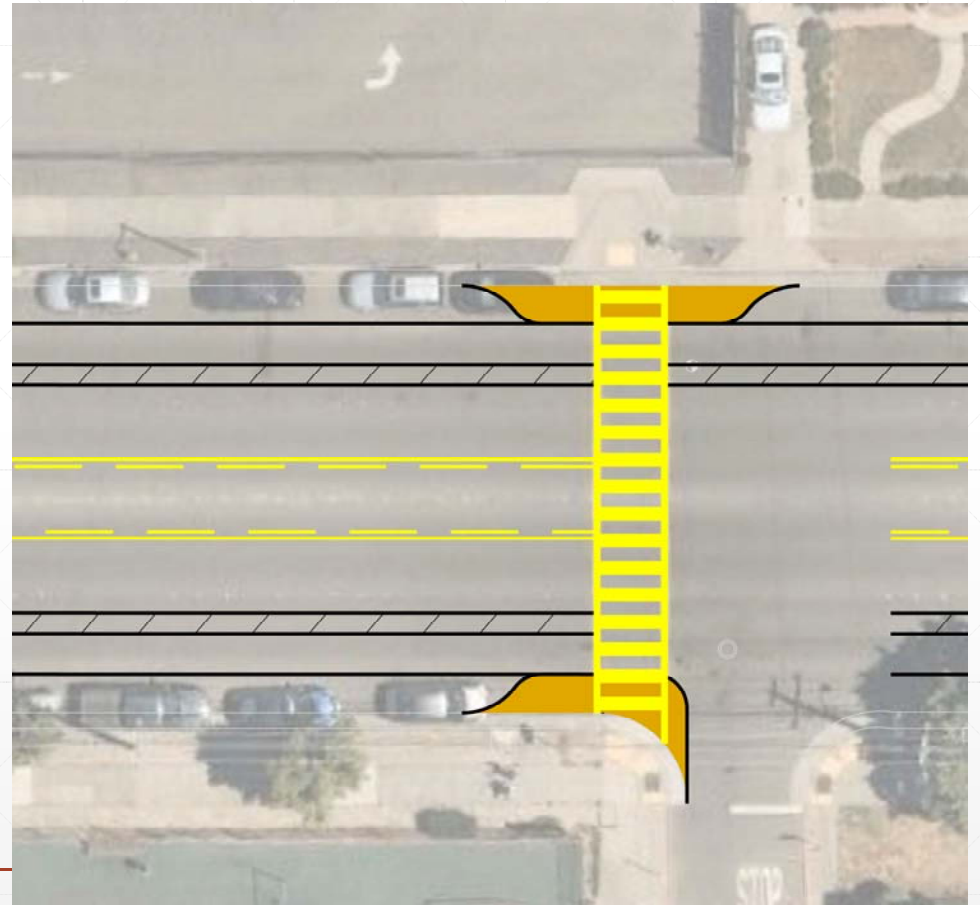
Buffered bicycle lanes & physically separated bicycle facilities



Potential combination of improvements

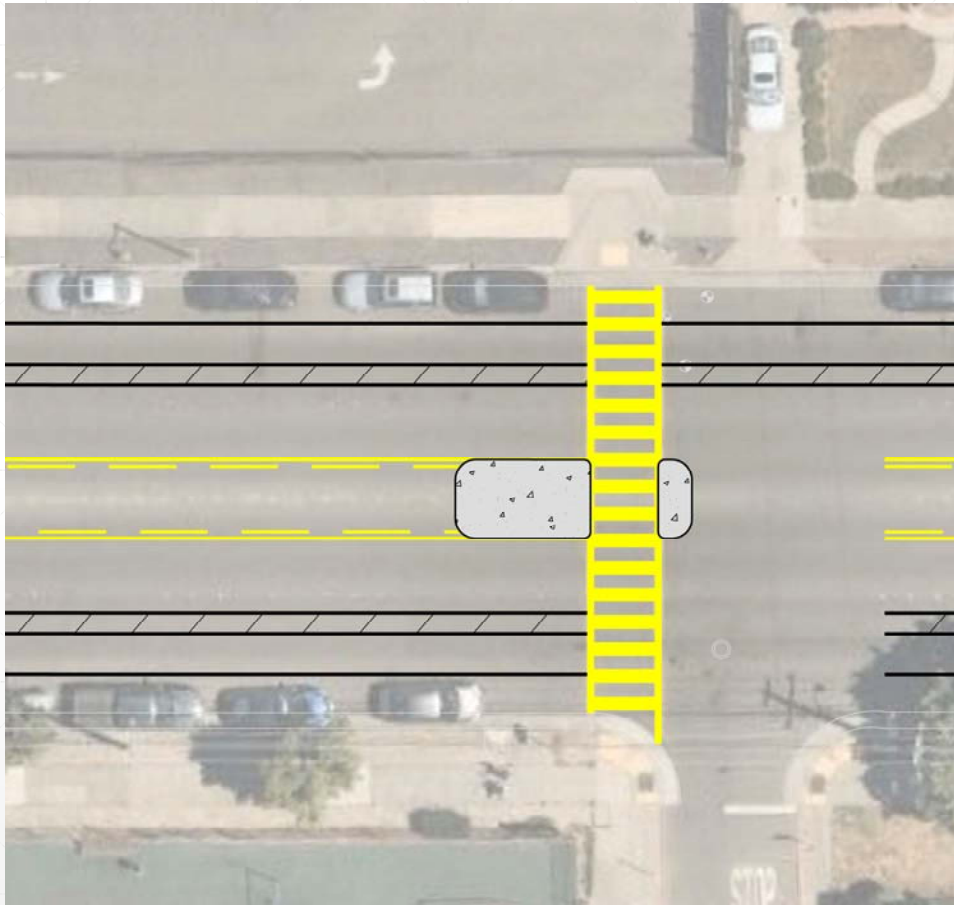


Existing conditions

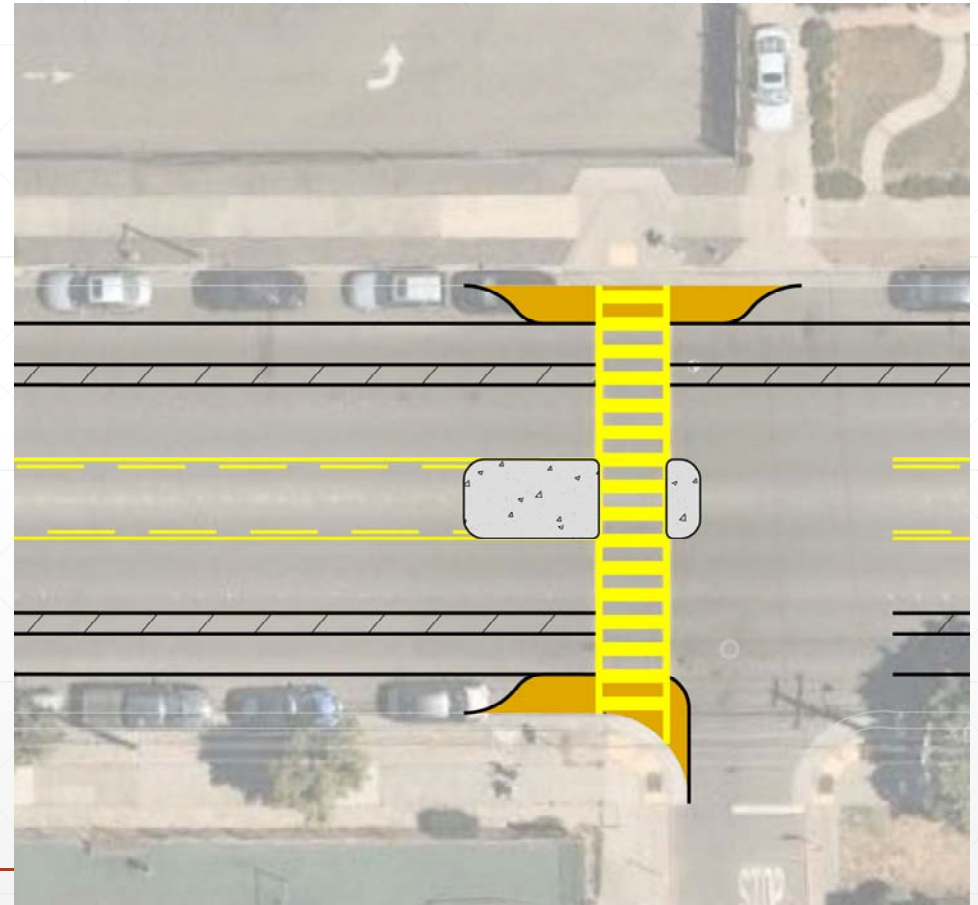


Roadway conversion with bulb-outs

Potential combination of improvements



Roadway conversion with refuge island

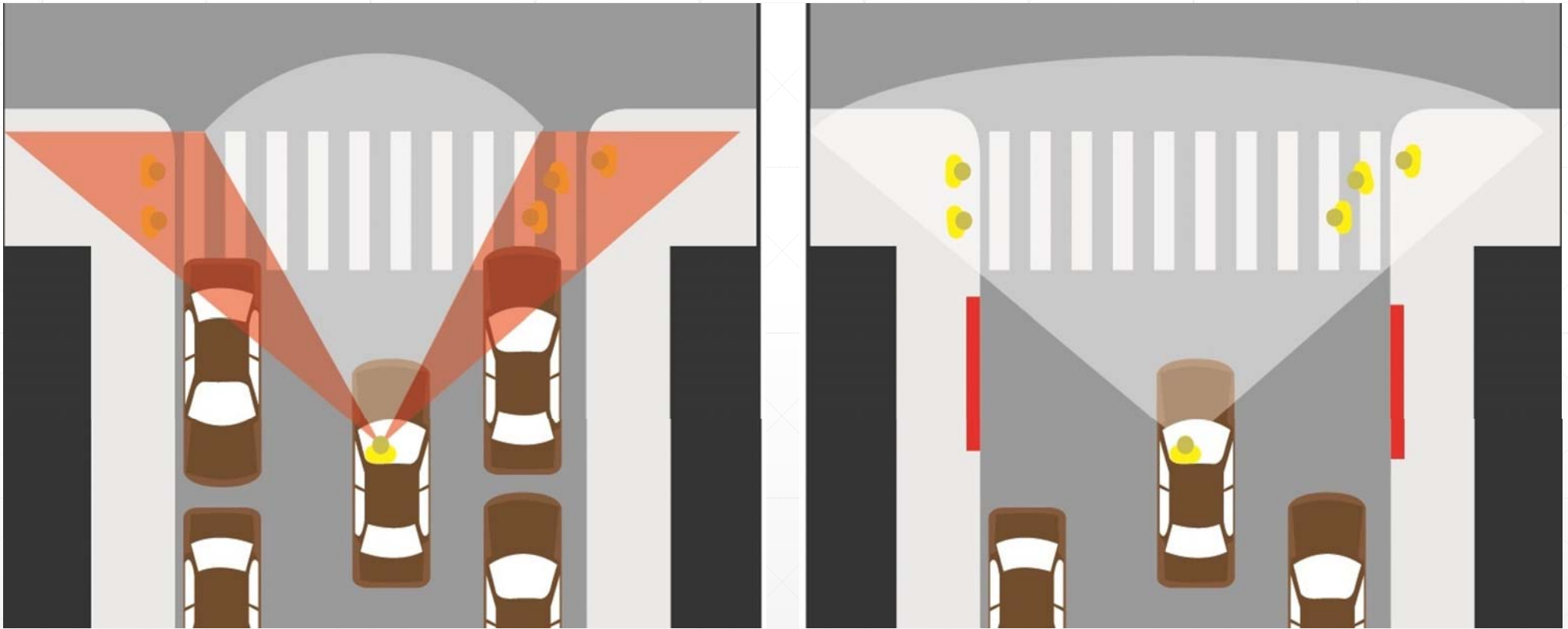


Roadway conversion with bulb-outs & refuge island

Turn lane & traffic signal enhancements



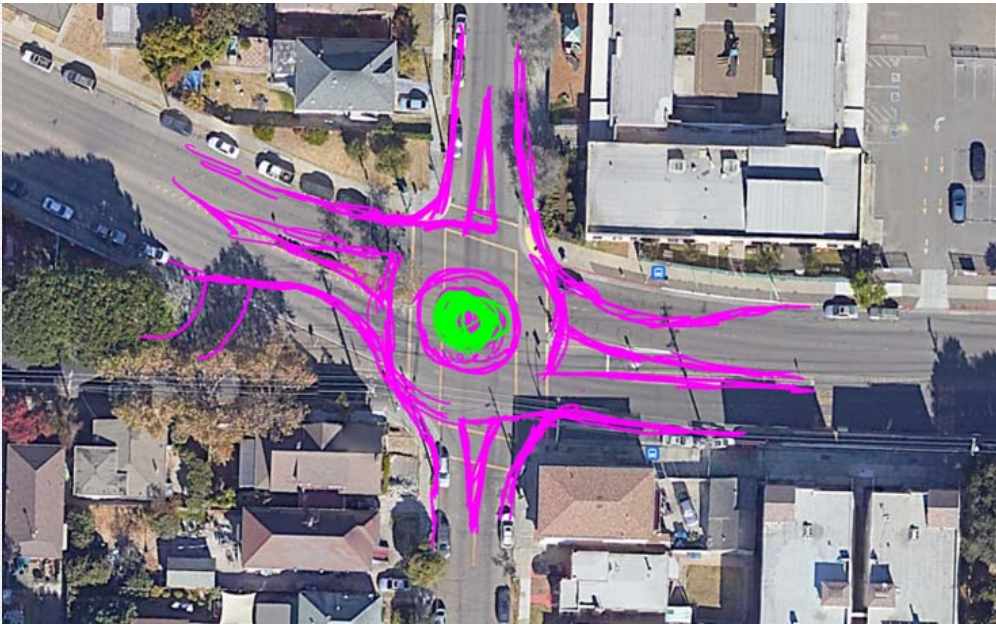
Improved sight lines



Roundabouts



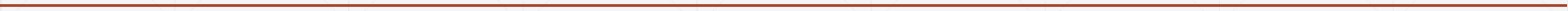
Roundabouts



Marshall Way / Lincoln Ave. / 5th St.



Lincoln Ave. / Constitution Way / 8th St.



Bus stop enhancements



Potential improvements based on crash hot spots



DRAFT

Discussion

We want to hear from you!

- Did we miss anything?
- Are there any improvements you think need to be prioritized over the others?
- **Survey** is open until end of April – project webpage:

www.alamedaca.gov/LincolnMarshallPacific

April 2022 Survey -
Lincoln/Marshall/Pacific
Improvement Project



Next steps

Existing
Conditions
Assessment
(early 2022)

Alternatives
Analysis &
Refinement
(late 2022)

Design of
Early Action
Improvements
(2023)

1st Phase of
Construction
(2023 to 2024)

April 18, 2022



Lincoln Avenue/Marshall Way/ Pacific Avenue Improvement Project

www.alamedaca.gov/LincolnMarshallPacific

Gail Payne – gpayne@alamedaca.gov – 510-747-6892



The roadway has varied widths and lane configurations



Looking East at Lincoln Ave. / Concordia St.



Looking West at Lincoln Ave. / Minturn St.

The roadway has multi-lane segments with varied widths and lane configurations



Looking East near Lincoln Ave. / Walnut St.



Looking West near Lincoln Ave. / Park St.

The average crosswalk crossing distance along Lincoln Avenue is 70 feet



Lincoln Ave. / Concordia St.



Lincoln Ave. / Linden St.

There are dozens of unmarked crosswalks on the corridor



Lincoln Ave. / Morton St.

There are proposed and recommended bike facilities on and parallel to the study area

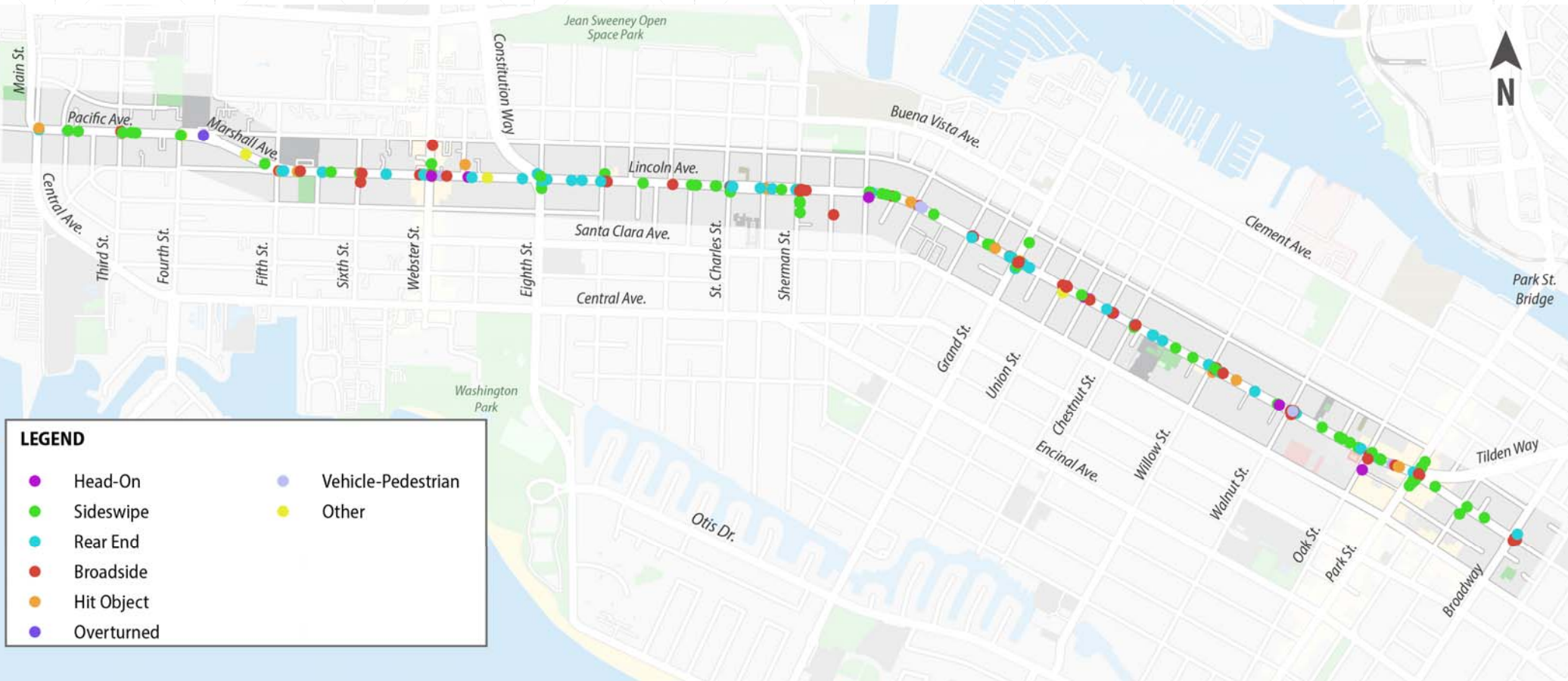


Source: Draft Active Transportation Plan

Existing bike facilities are parallel and intersect the roadway, but none exist along it

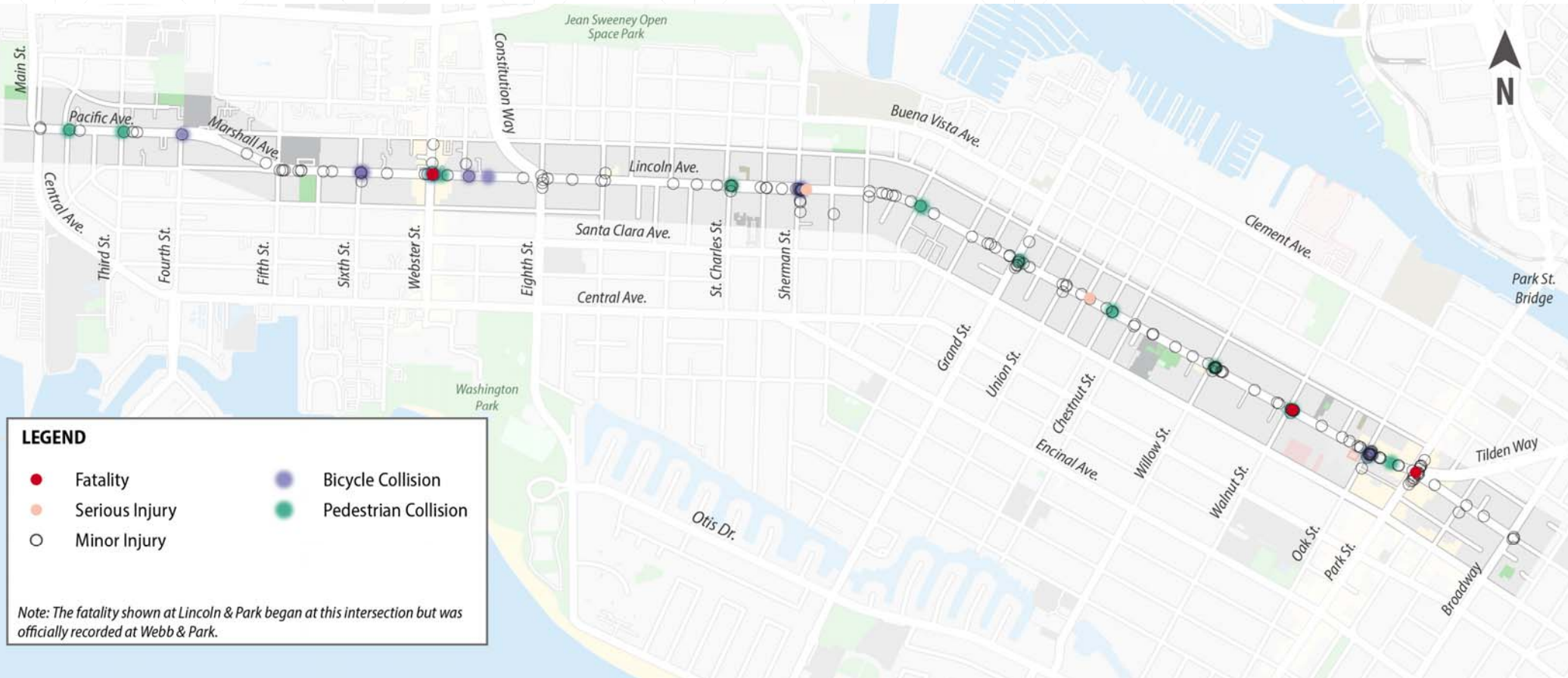


Sideswipe and broadside crashes each accounted for almost 1/3 of all crashes



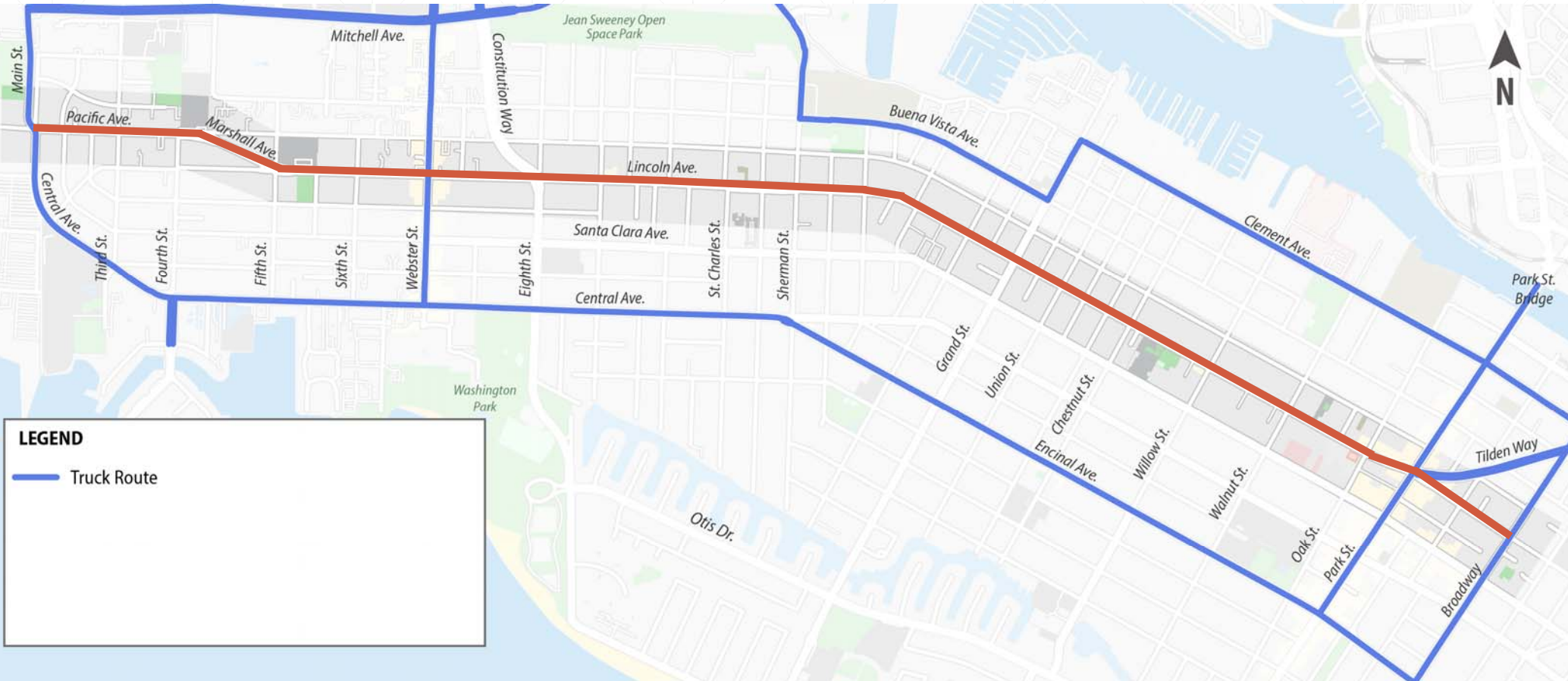
2017 - 2021

Bicycle and pedestrian crashes accounted for 13% of all crashes but almost 1/3 of all injuries



2017 - 2021

Designated truck routes run parallel to and intersect the corridor



Pedestrians have noted close calls throughout the corridor

"Parked cars reduce visibility and drivers come down Lincoln quite fast."

"Drivers almost never stop for pedestrians here, even while in the crosswalk."

"There needs to be better speed controls and stop signs on Lincoln mid-island to protect pedestrians and help people access their neighborhood."

"There should be a dedicated crosswalk for students."

"Unsafe for pedestrians. Often cars barely stop."

"There need to be speed controls here that put the pedestrians above the drivers in importance."

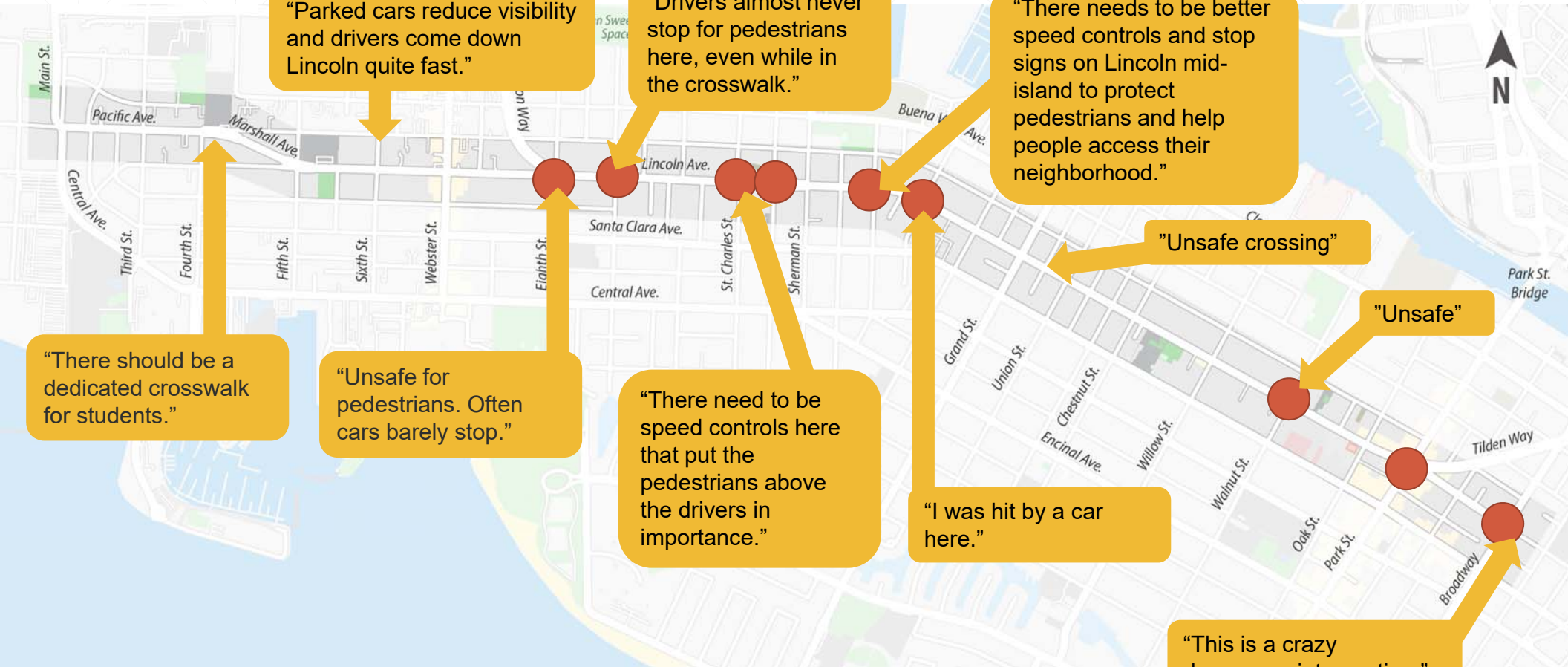
"Unsafe crossing"

"Unsafe"

"I was hit by a car here."

"This is a crazy dangerous intersection."

● "I was nearly hit by a vehicle here."



Cyclists also feel unsafe, particularly when crossing Lincoln

"This intersection is really tricky."

"Unsafe, marked crosswalk. 9th and Lincoln is a death trap waiting to happen."

"Cars never stop unless it's at a visible crosswalk and it makes it nearly impossible to cross."

"Really aggressive driving here. It's hard to cross the street."

"This intersection is difficult to traverse on a bike."

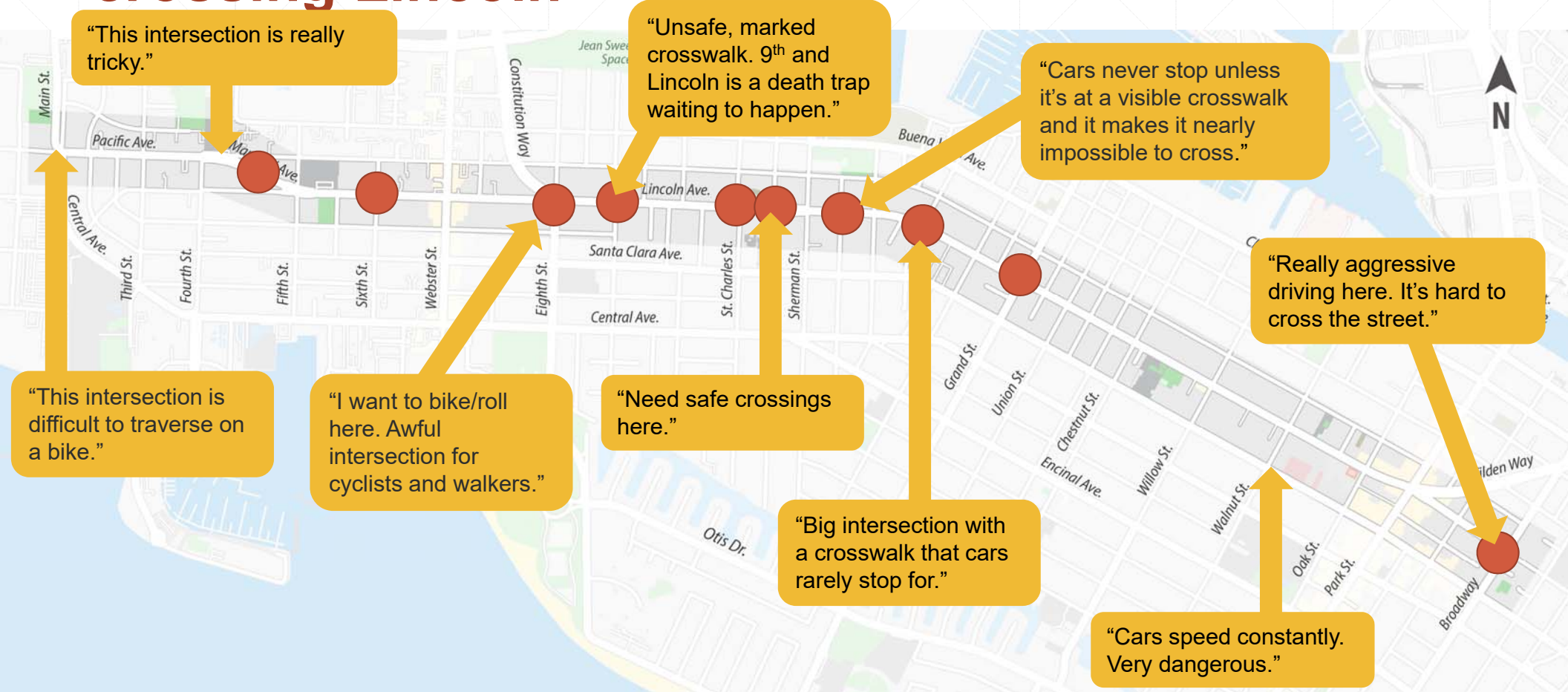
"I want to bike/roll here. Awful intersection for cyclists and walkers."

"Need safe crossings here."

"Big intersection with a crosswalk that cars rarely stop for."

"Cars speed constantly. Very dangerous."

● "I was nearly hit by a vehicle here."



The survey respondents represent a diversity of residences and travel modes

- Majority of respondents are west of Grand St.
- Lower renter population
- About half have kids in main island schools

