

January 12, 2022 –
Love School PTA
Kick-off

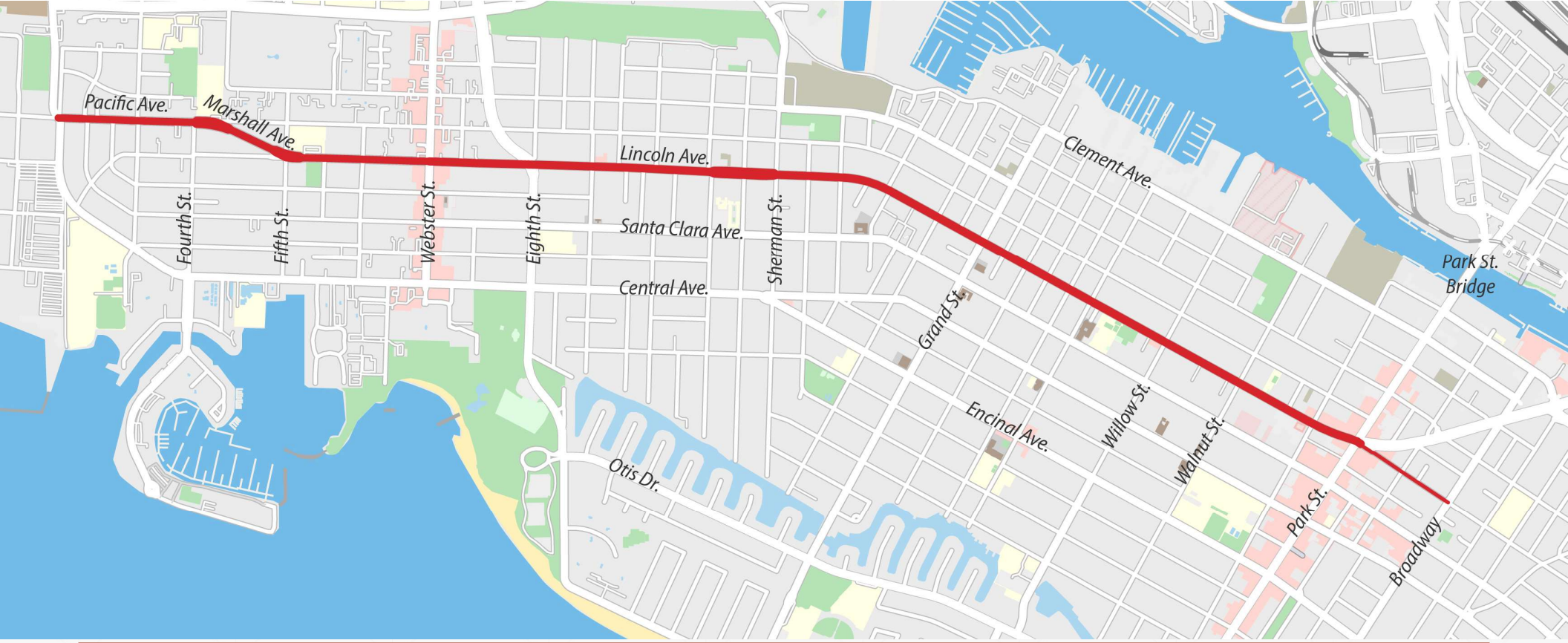


Lincoln/Marshall/Pacific Avenue

Safety Improvements



Study area: Lincoln Ave / Marshall Way / Pacific Ave between Main St and Broadway



Project Goals

- Promote safety for all users by prioritizing Vision Zero
 - Provide mobility for all modes, including AC Transit buses
 - Comply with City plans & polices
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Schedule

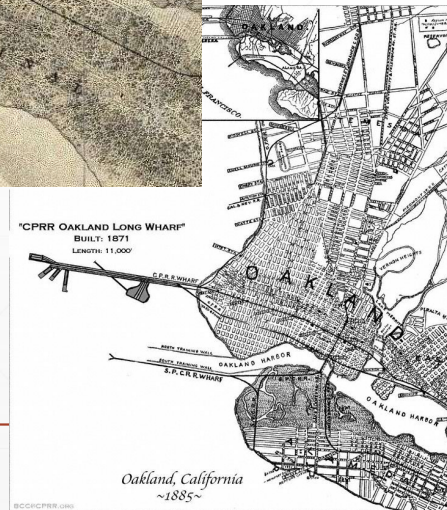
- Existing Conditions Assessment – early 2022
 - Alternative Analysis – Spring 2022
 - Alternatives Refinement – Summer / Fall 2022
 - Design of Early Action Improvements – TBD
 - Grant Application Support – TBD
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Stakeholders

- **City of Alameda** project manager
- **City staff** from Transportation Planning, Public Works, Library, Economic Development, City Attorney's Office, Police, Fire and Recreation and Parks Department
- **Business communities** such as West Alameda Business Association, Downtown Alameda Business Association and Greater Alameda Business Association
- **Neighborhood/community members** such as Woodstock Homes, Bike Walk Alameda, Mastick Senior Center, Jack Capon Villa, Alameda Renters Coalition and Youth Activists of Alameda
- **AC Transit** representative
- **School communities** such as Kiddie Kampus Cooperative Preschool, Golden Bay Preschool, My Escuela Bilingual Preschool, The Academy of Alameda, Nea Community Learning Center / Alameda Community Learning Center (ACLC), Woodstock Child Development, Love Elementary School, Maya Lin School, and Edison Elementary School

History



History

Cable Car in West Alameda



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



The Willow Glen electric street car ran from 1920 to 1930 down Lincoln Avenue

The corridor has multi-lane segments with varied widths and lane configurations.

Segments	Length (Approx.)	Width (Approx.)	Lane Configuration	Parking
Pacific Ave from Main to 4th	.3 mi	74'	4 lanes + 1 TWLT lane	Residential both sides
Marshall Way from 4 th to 5th	0.2 mi	58'	4 lanes	Residential both sides
Lincoln Ave from 5 th to Sherman	1 mi	60' – 75 '	4 lanes, Median from St Charles St to Sherman St	Residential both sides & Metered
Lincoln Ave from Sherman to Walnut	1.1 mi	55'	4 lanes	Residential both sides & Metered
Lincoln Ave from Walnut to Park	0.3 mi	55'	2 lanes + 1 TWLT lane	Residential both sides, Angled & Metered
Lincoln Ave from Park to Broadway	0.42 mi	30' – 39'	2 lanes	Residential both sides

Existing speed limit of 25 mph

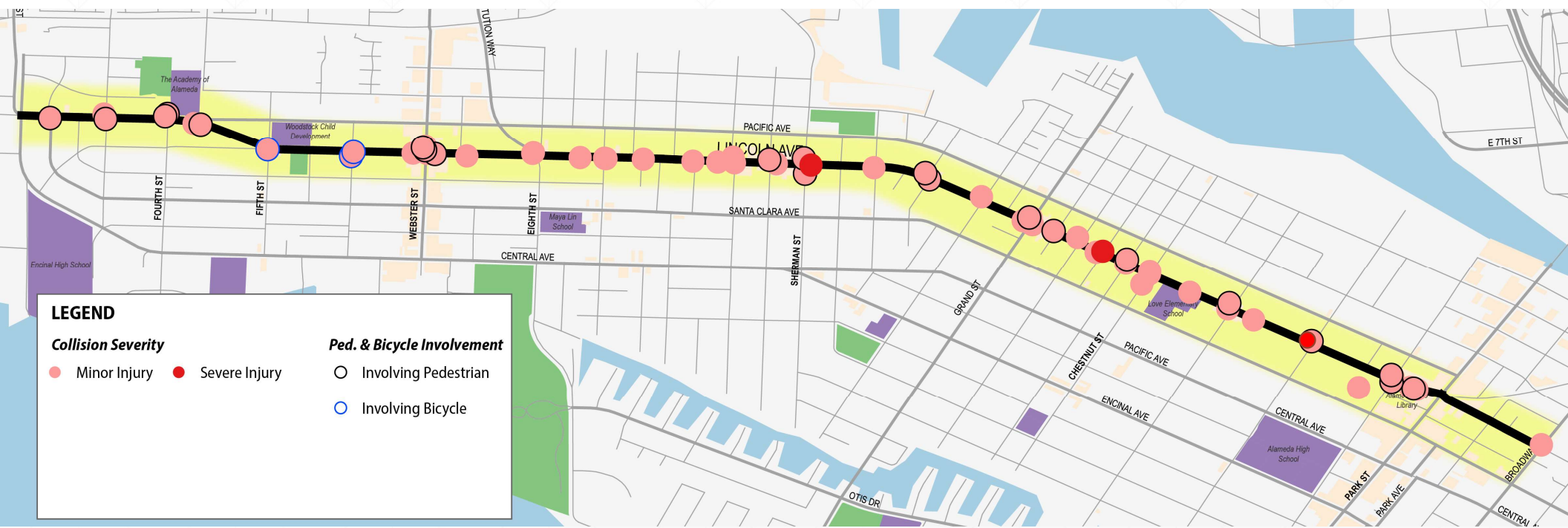
- Prima Facie
- 85th Percentile Range
 - Westbound: 30 – 33 mph
 - Eastbound: 29 – 34 mph
- Four Speed Limit Vehicle Feedback Signs in corridor
- Collecting Speed Data in January



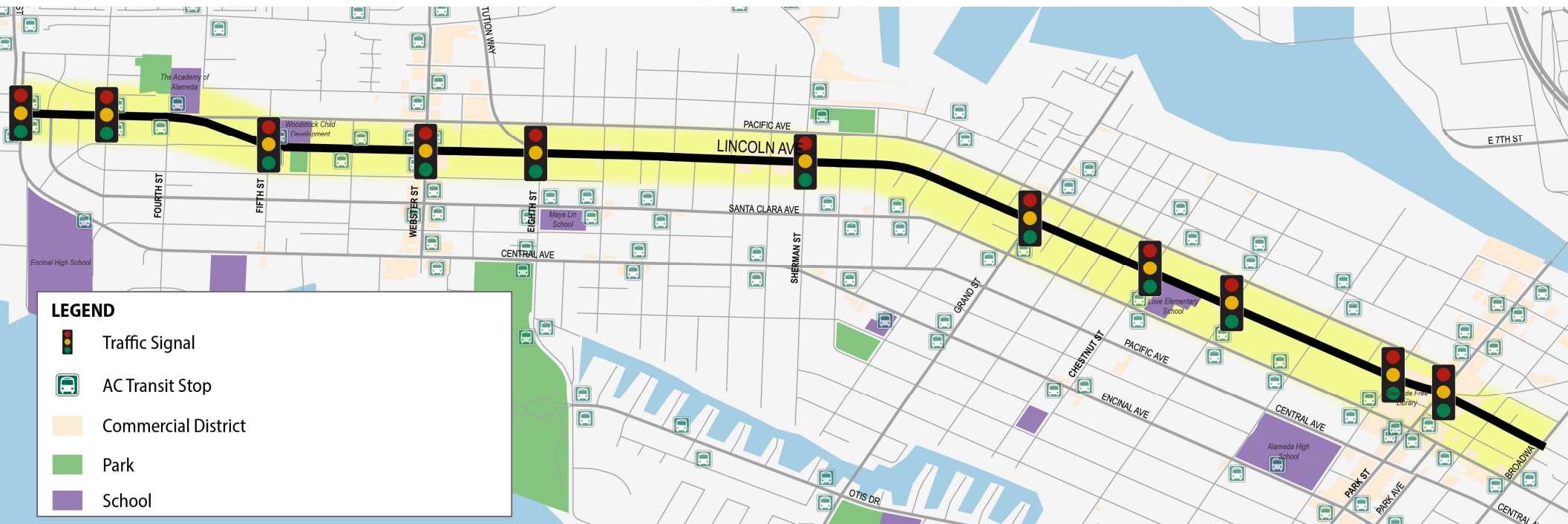
Sideswipe and broadside crashes each accounted for almost one-third of all collisions.



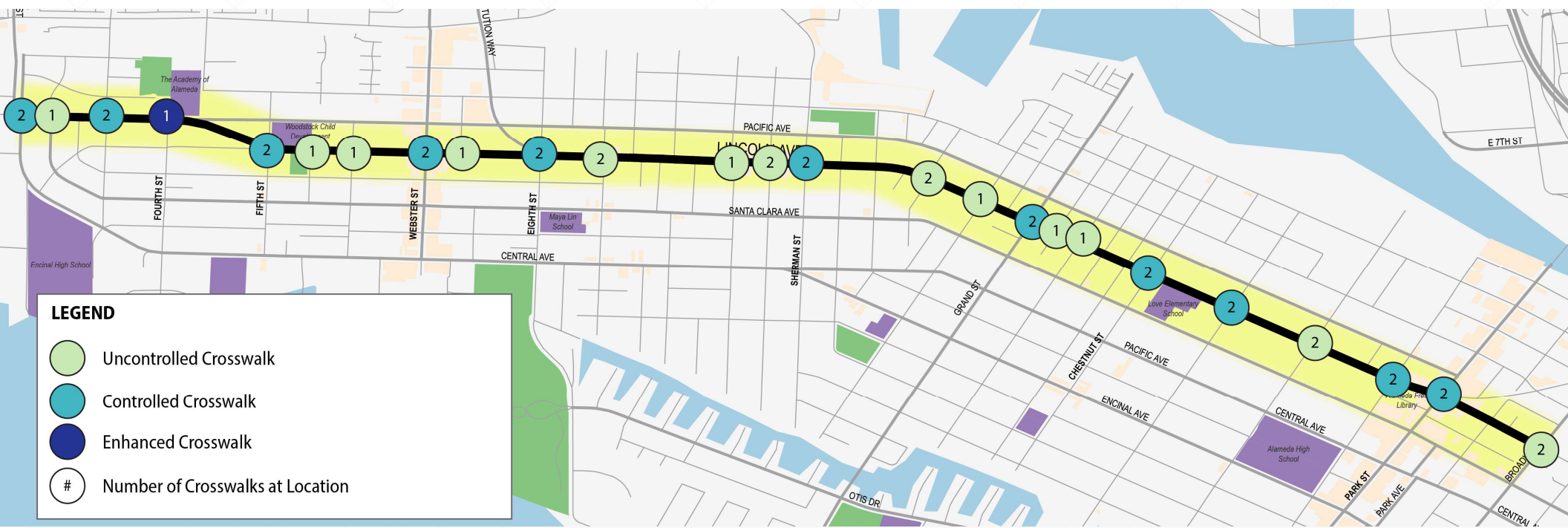
Bicycle and pedestrian collisions accounted for 13% of all collisions but almost one-third of all injuries.



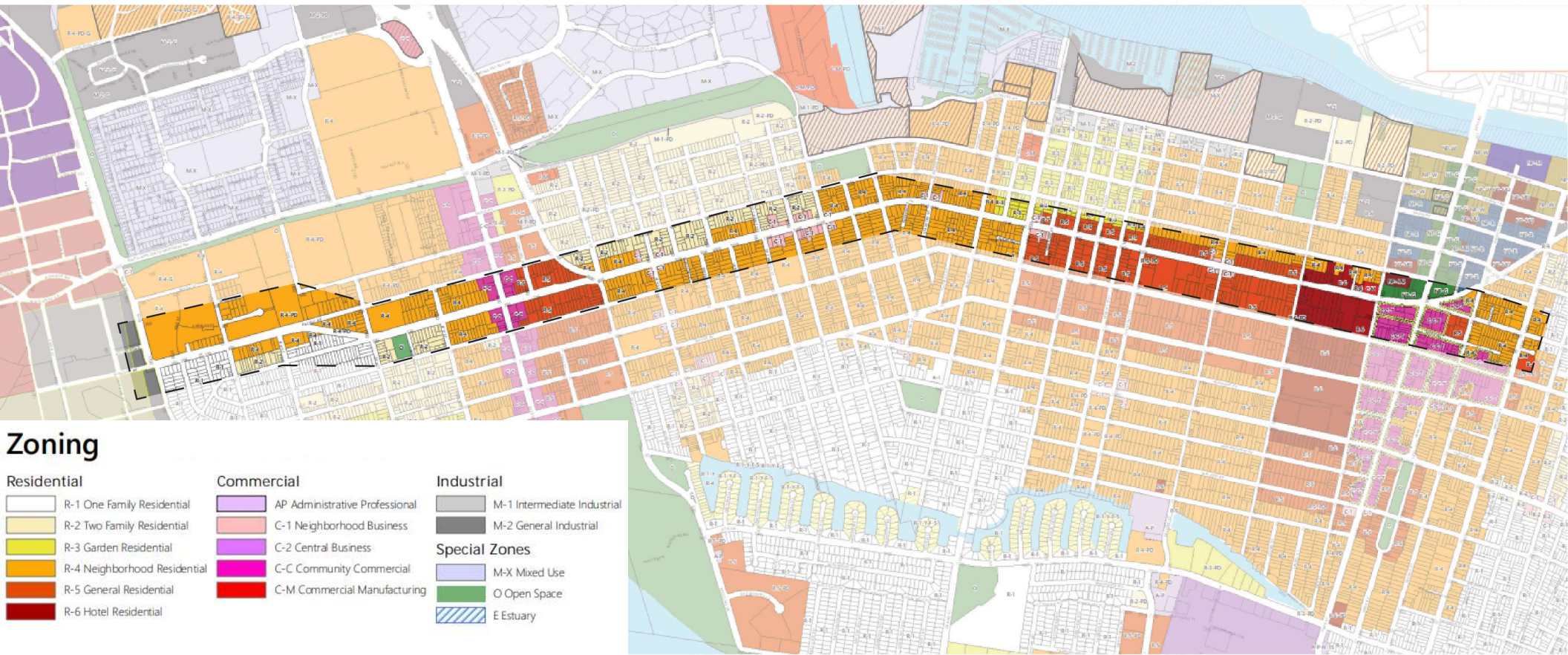
Traffic controls = an average of 1/4 mile apart



Marked crosswalks = an average of 400 feet apart



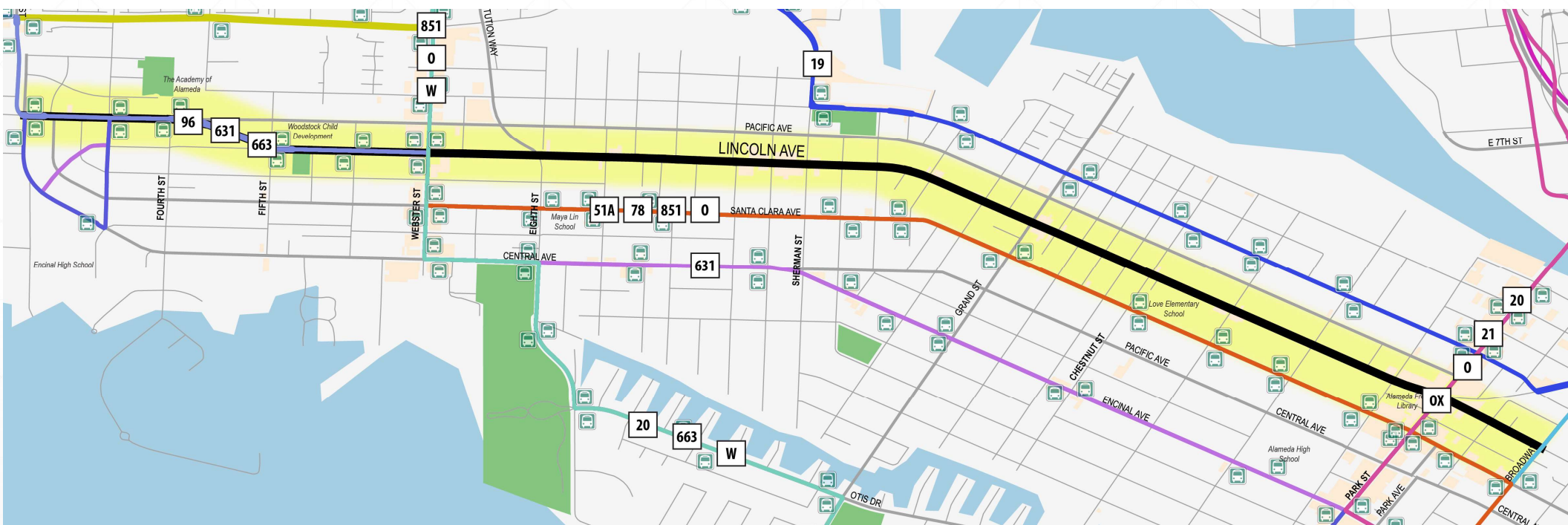
Land uses are primarily residential with a mix of commercial



Corridor includes some of Alameda's most socially vulnerable households

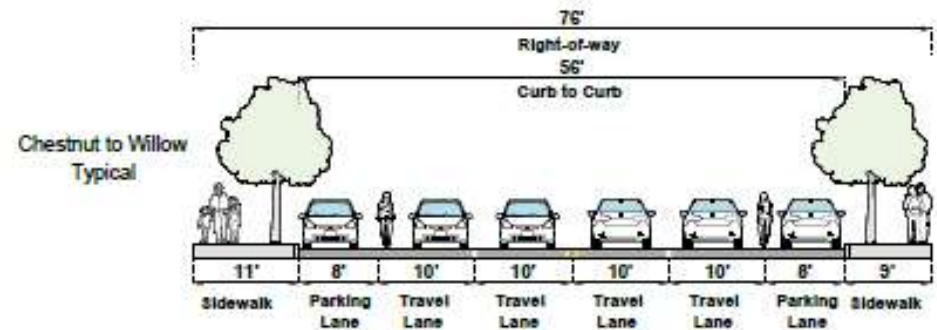


The corridor is served by three bus routes on the west end only.



Traffic volumes: low for four lanes

- Lincoln Ave / Webster: 7,000 ADT
- Lincoln Ave / 9th St: 12,200 AD
- 60% Eastbound traffic
- 40% Westbound traffic
- 20k ADT or less for road diet



Potential Options to be Explored

- Road Diet
 - Roundabouts
 - Bicycle Lanes
 - Higher Visibility Crosswalks
 - Flashing Beacons
 - Landscaped Medians & Pedestrian Refuge Islands
 - Bulb-outs & Rain Gardens
 - Improved Sight Lines
 - Turn Lane & Traffic Signal Enhancements
 - Bus Stop Enhancements
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Contact:

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Project webpage:

www.alamedaca.gov/LincolnMarshallPacific



Lincoln/Marshall/Pacific Safety Project

