

October 25, 2022



Lincoln Avenue/Marshall Way/ Pacific Avenue

Corridor Improvement Project



Agenda

- Project background
- Phased approach to improvements
 - Immediate
 - Early
 - Ultimate
- Input & Discussion
- Next steps



Oak St. & Lincoln Ave. Intersection, looking west.



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



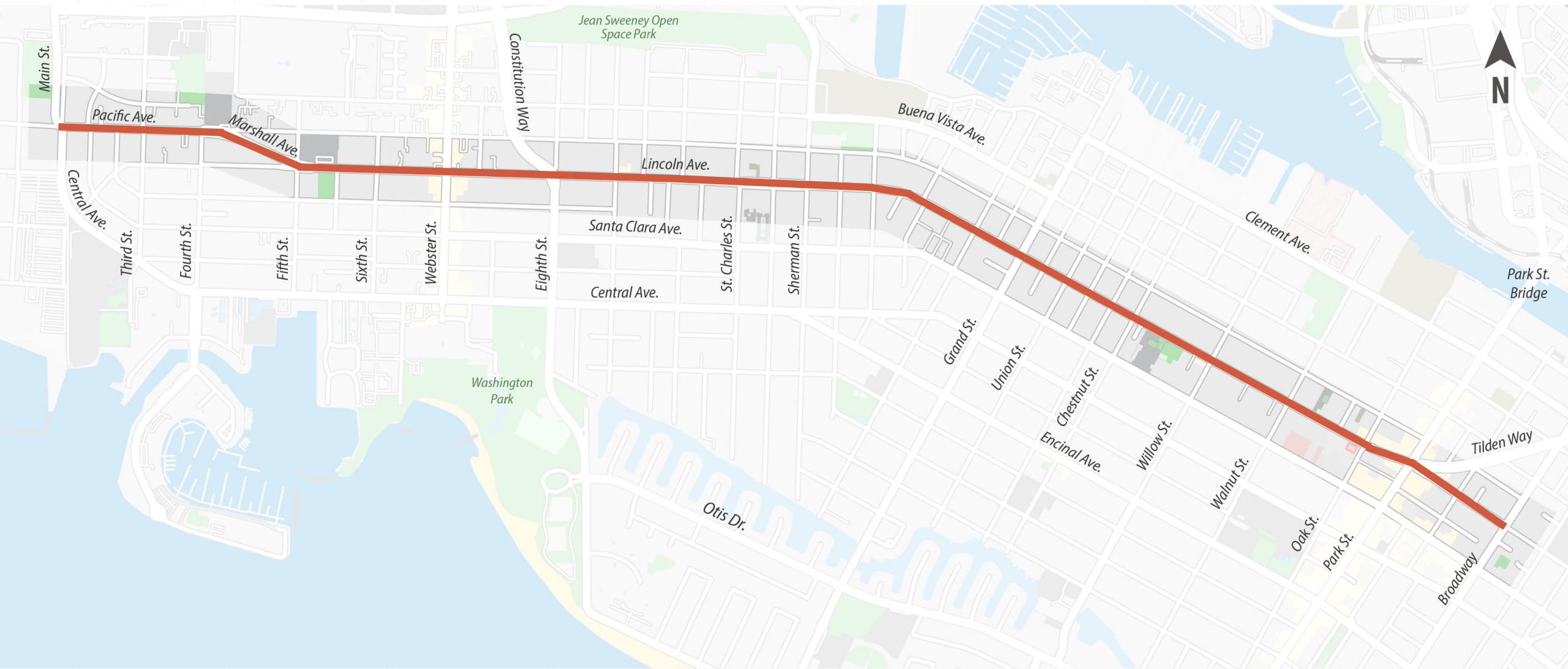
Project Background

Project goals



- Promote **safety** by prioritizing Vision Zero
 - Improve **mobility** for all users, including AC Transit buses
 - Improve **pavement** for better operations, user experience, & reduced maintenance
 - Provide **flood reduction & landscaping**
 - Reduce **greenhouse gas emissions** by improving traffic flow & shifting to walking, bicycling & transit
 - Comply with **City plans & policies**
-

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



Project workflow

Existing
Conditions
Assessment
(early 2022)

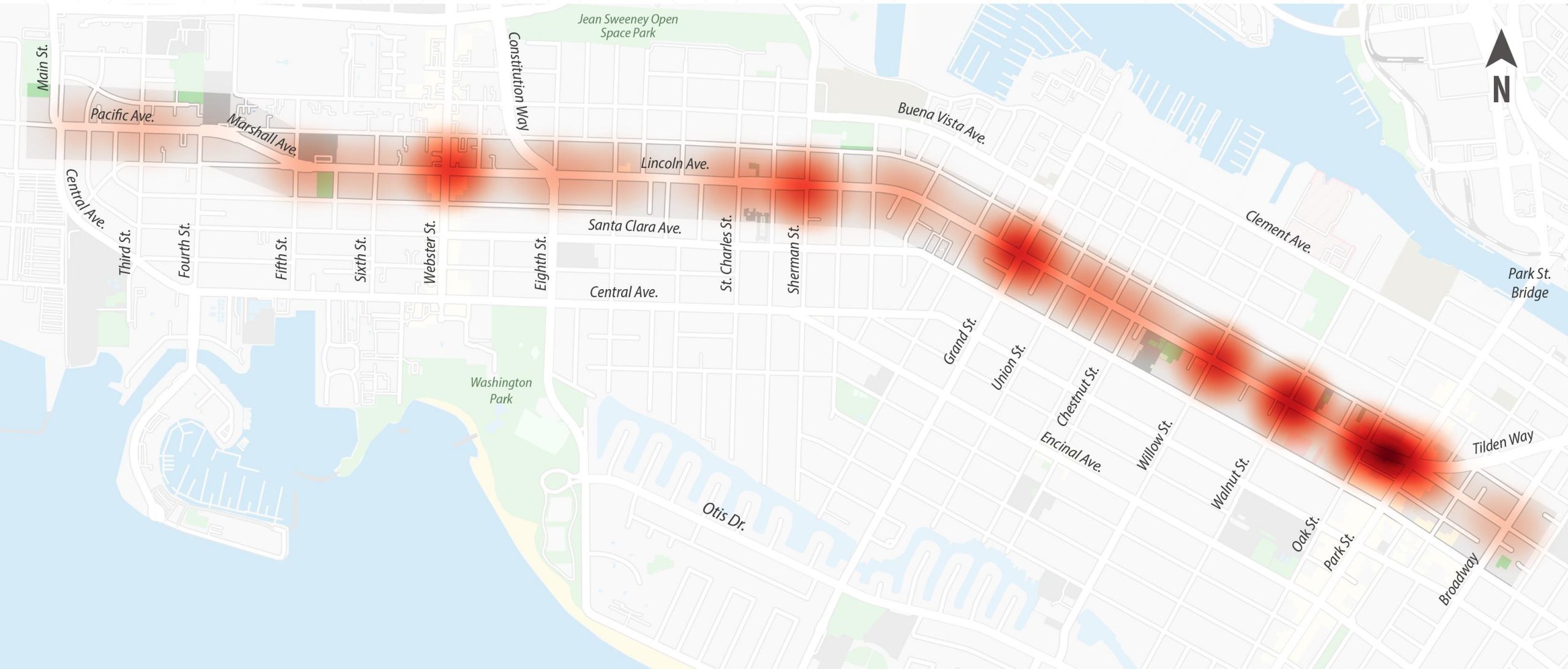
Alternatives
Analysis &
Refinement
(late 2022)

Design of
Early Action
Improvements
(2023)

1st Phase of
Construction
(2023 to 2024)

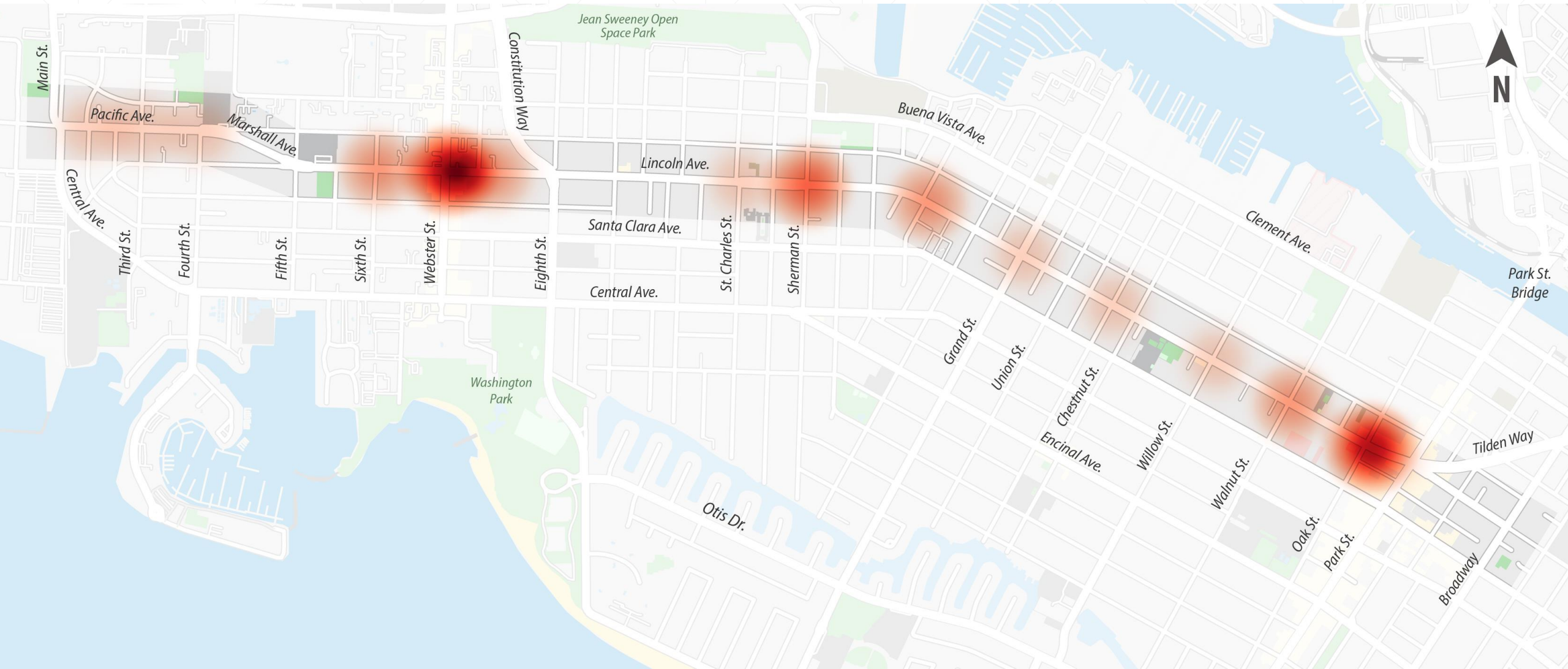


Hot spots for all crashes throughout the corridor



2017 - 2021

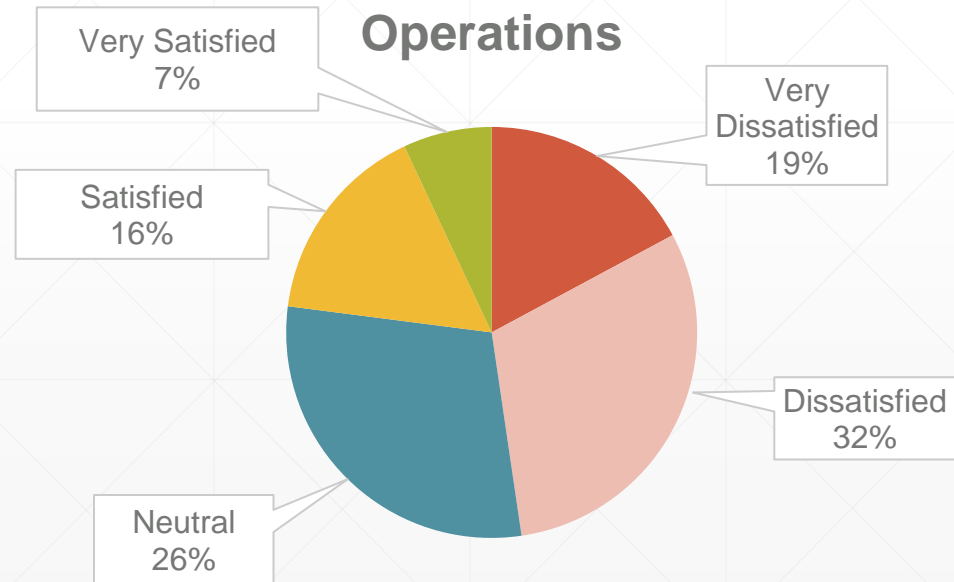
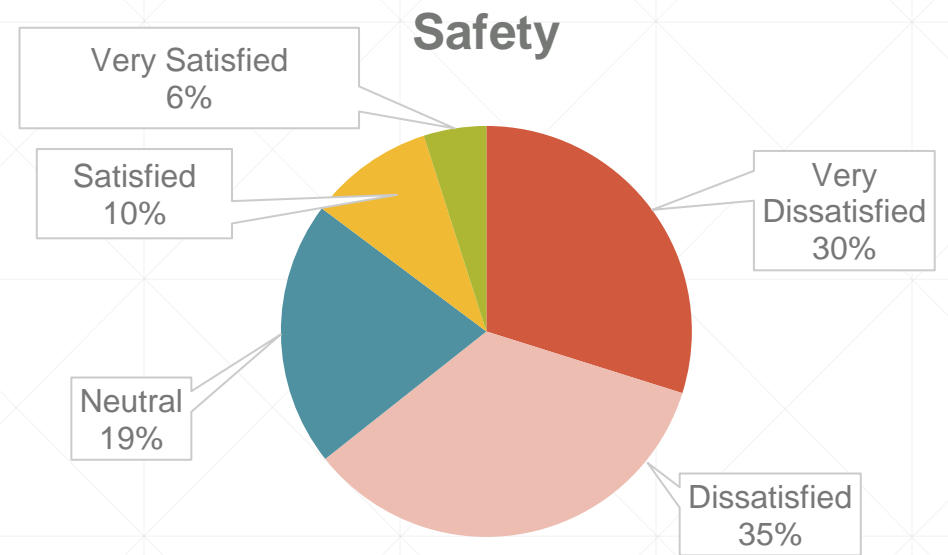
Two hot spots for bicycle & pedestrian crashes are near Webster St. & Park St.



2017 - 2021

Online survey

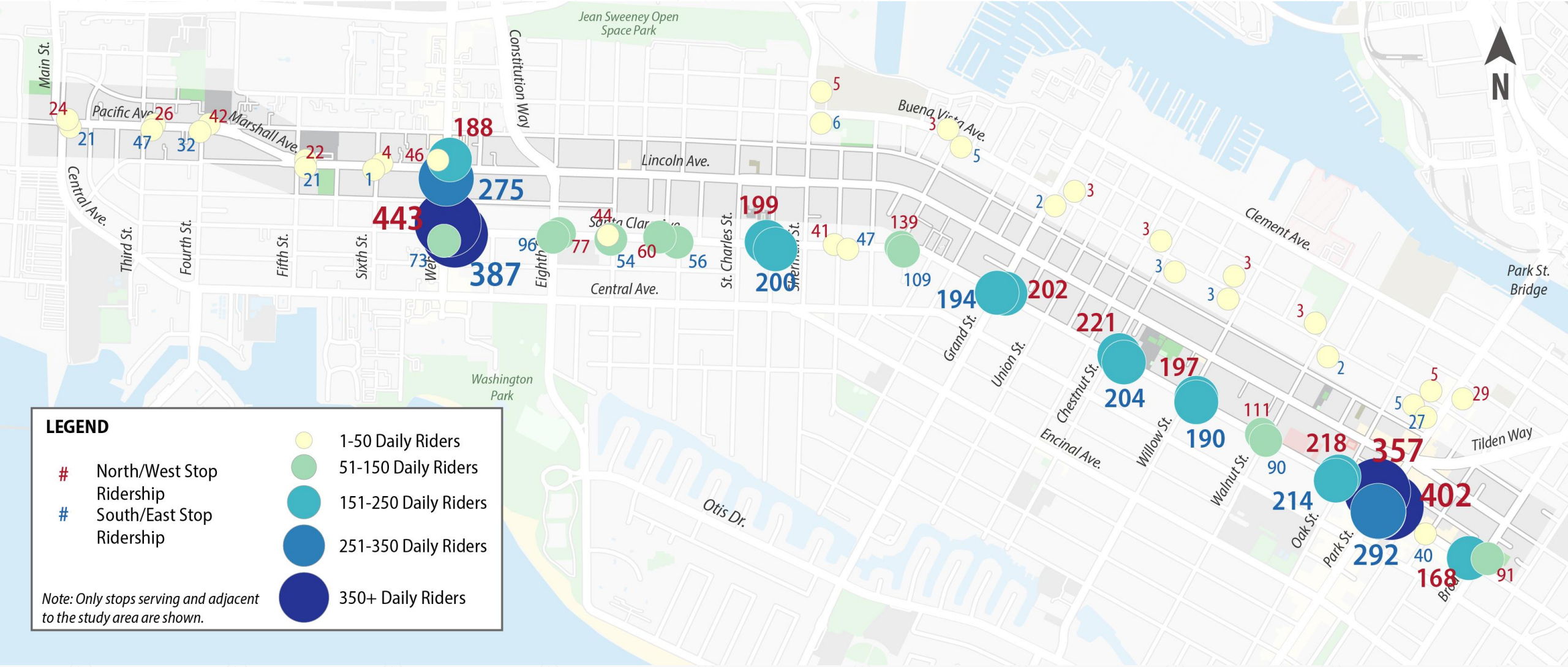
- 480 respondents
- Most respondents are dissatisfied or very dissatisfied with **safety & operations** throughout the corridor



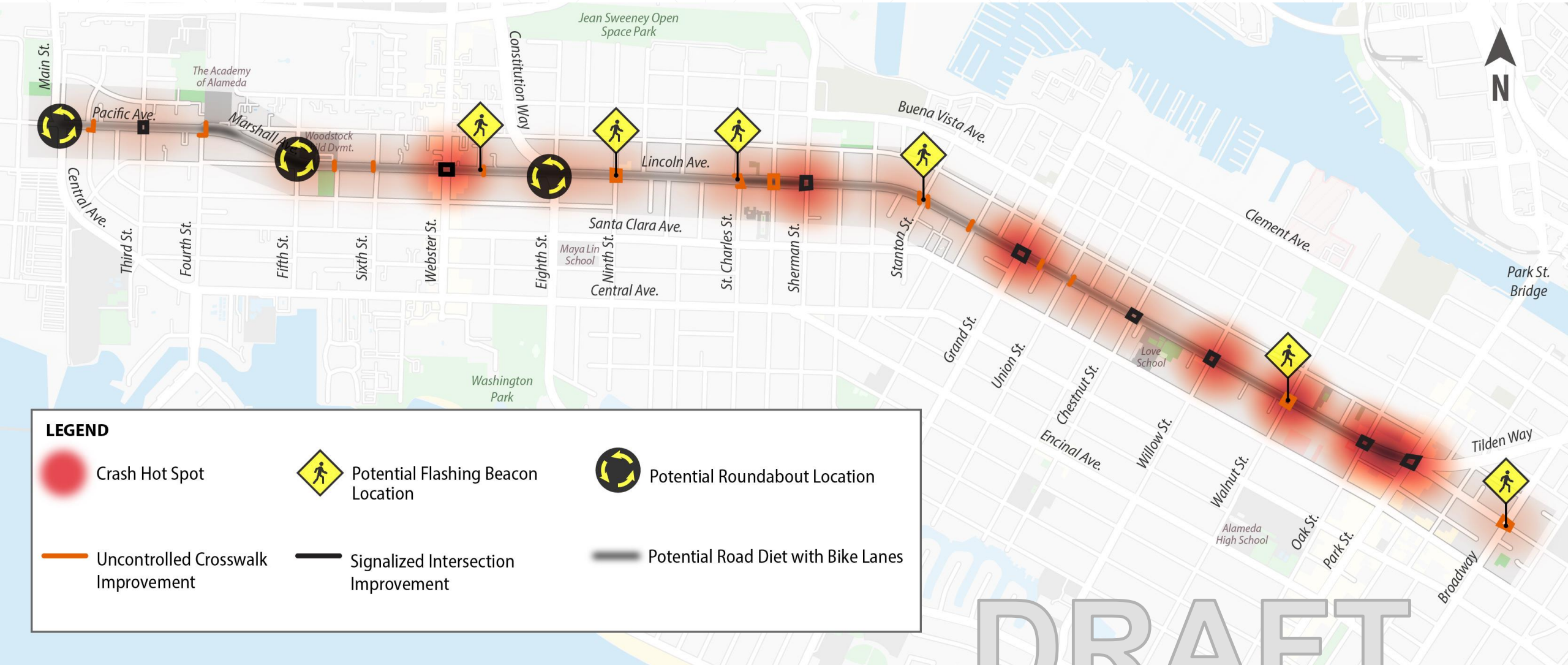
Marked crosswalks are spaced an average of 400 feet apart; 54% of these are signalized



Substantial bus use generates pedestrian travel across the roadway



Potential improvements based on crash hot spots

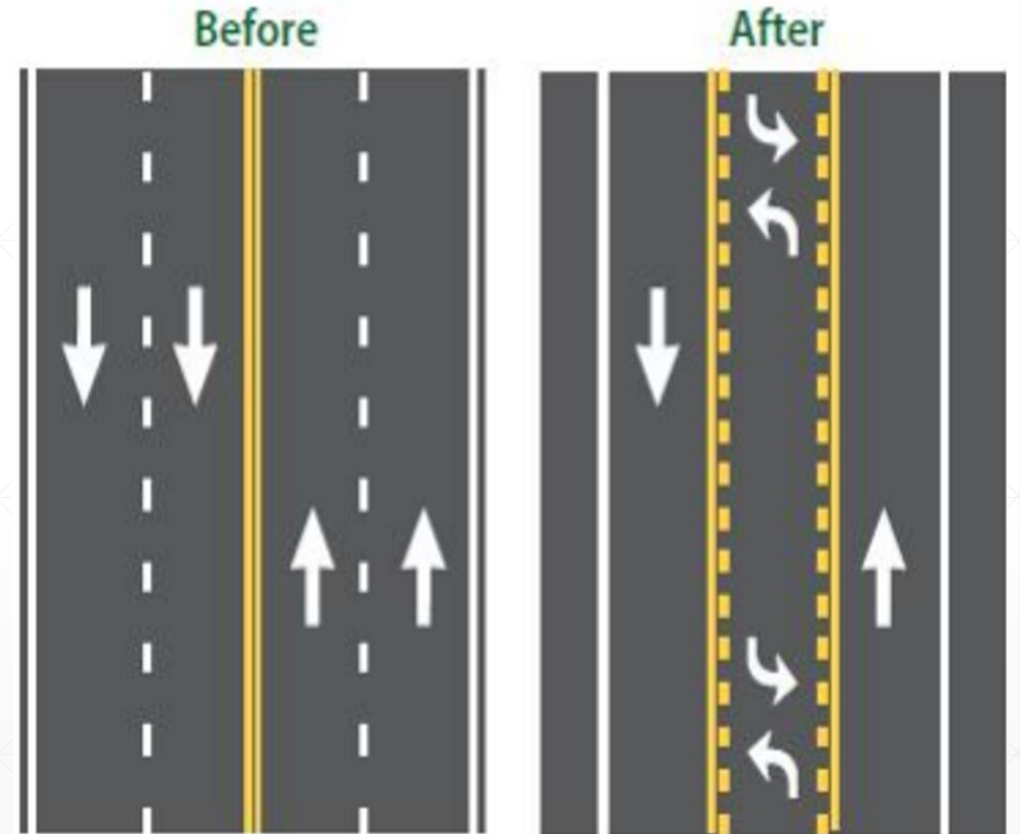


DRAFT

4-lane to 3-lane street conversion

According to the Federal Highway Administration:

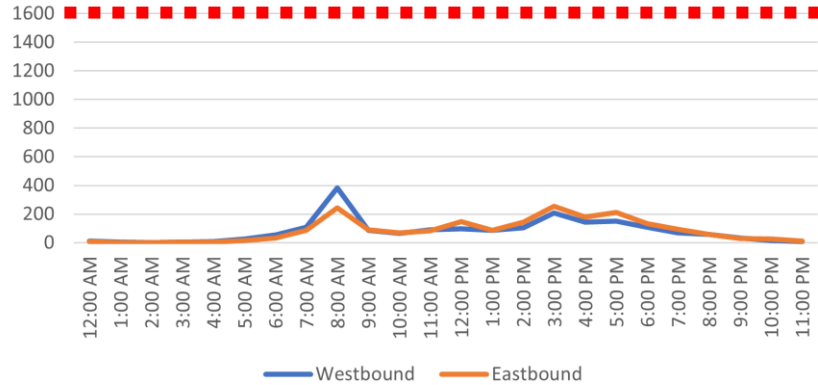
- 19% to 47% reduction in crashes
- Decreases speeds by at least 3 mph
- Results in less severe crashes
- Provides fewer vehicle lanes to cross
- Enables better visibility for pedestrians
- Allows space for bicyclists
- Provides smoother travel flow



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

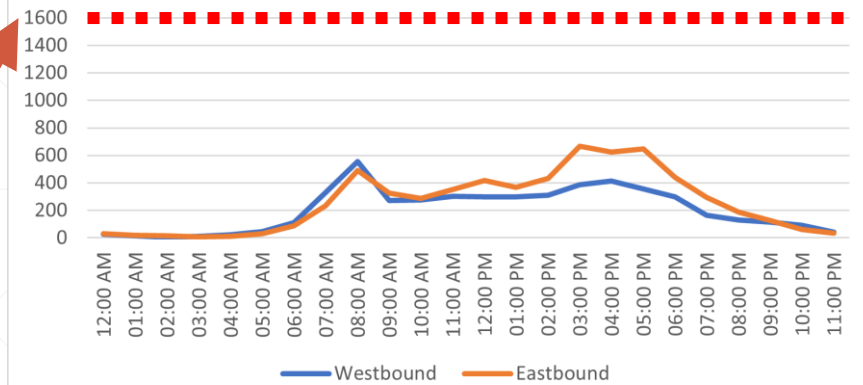
ADT: 3,900 vpd

Pacific Ave / Lincoln Ave
Main St to 5th St



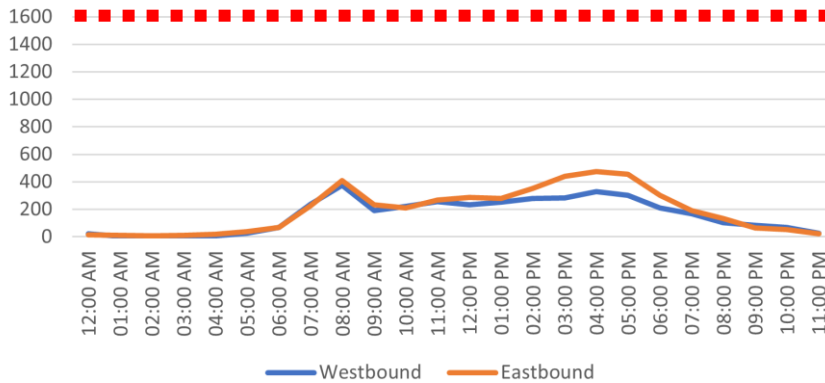
ADT: 11,000 vpd

Lincoln Ave
Webster St to Sherman St



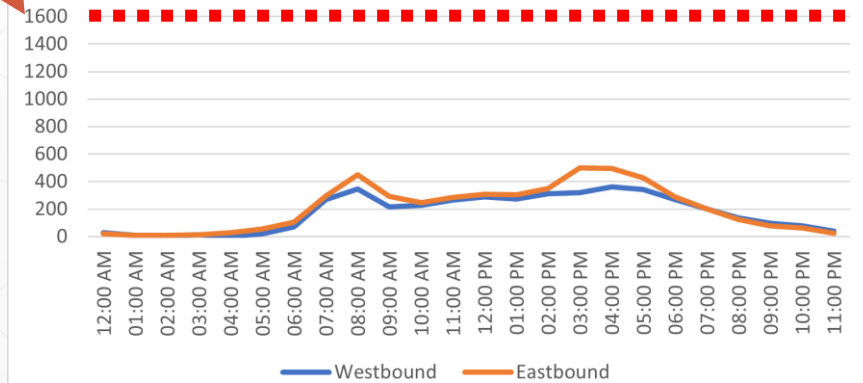
ADT: 8,300 vpd

Lincoln Ave
Grand St to Chestnut St



ADT: 9,200 vpd

Lincoln Ave
Walnut St to Oak St



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

Roundabout benefits

- Substantially reduces severe or fatal crashes
- Promotes lower speeds & traffic calming
- Reduces conflict points & improves operational performance
- Pedestrian safety increased





Phased Approach to Improvements

Phased approach to improvements

Immediate action

- Walnut Street / Lincoln Avenue intersection

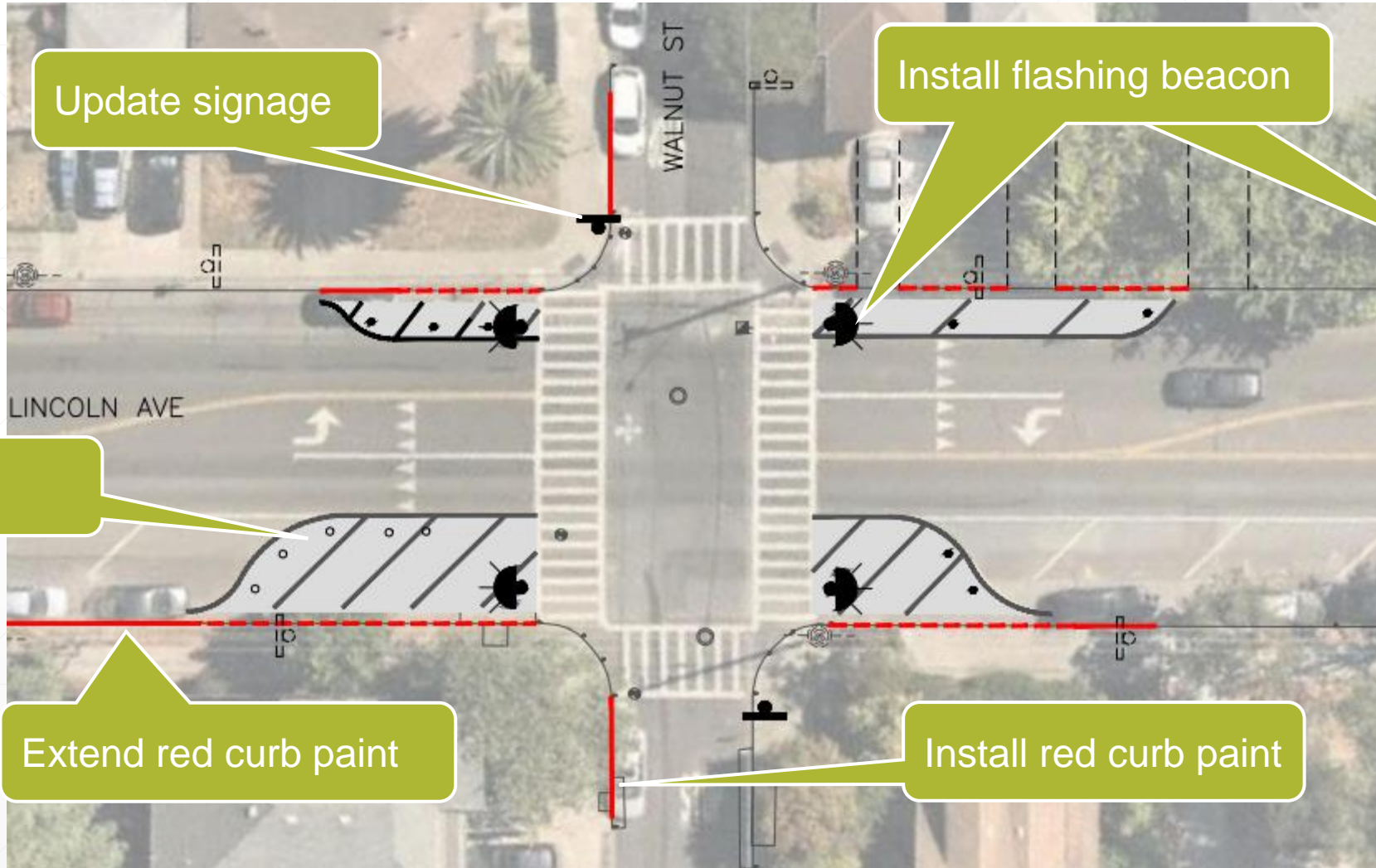
Early action

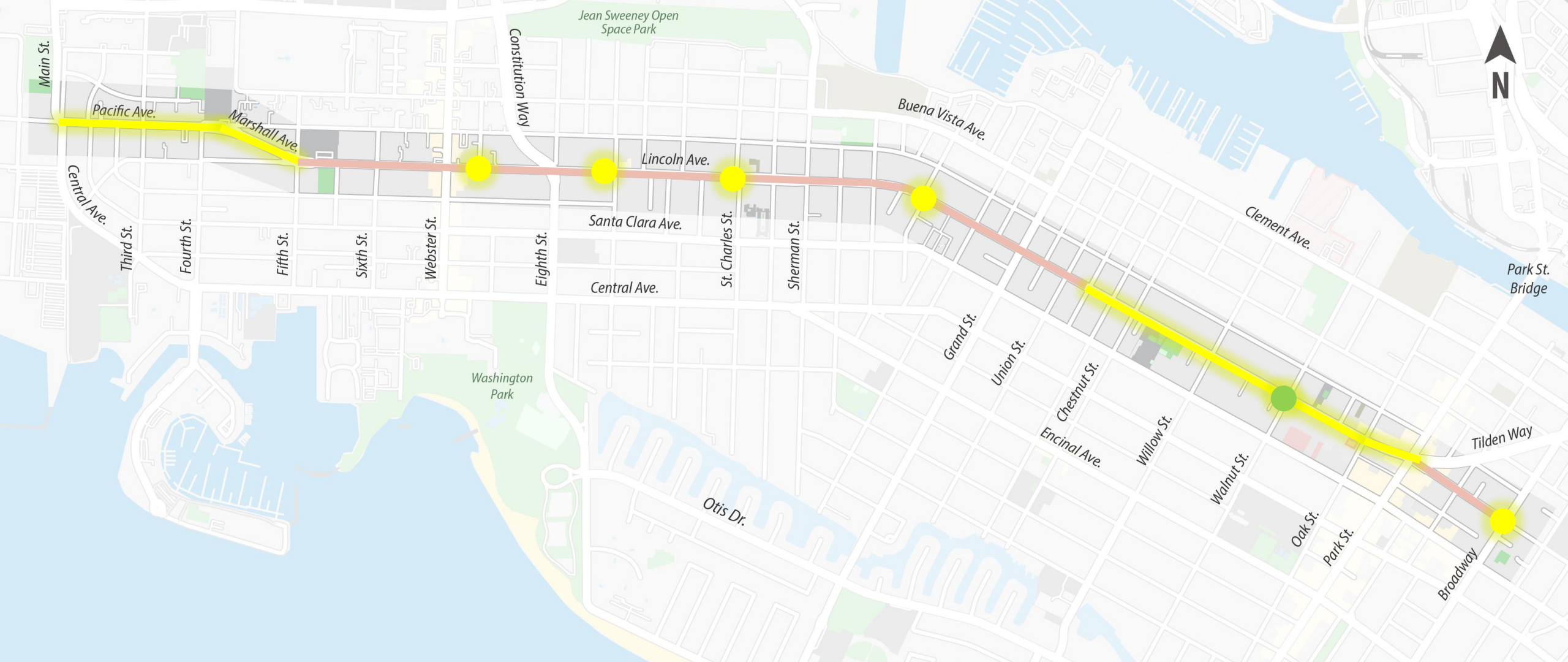
- Flashing beacons at key intersections
- Pacific Avenue corridor
- Walnut St. / Lincoln Ave. intersection

Ultimate vision

- Lincoln Avenue corridor

Immediate: Lincoln Avenue at Walnut Street





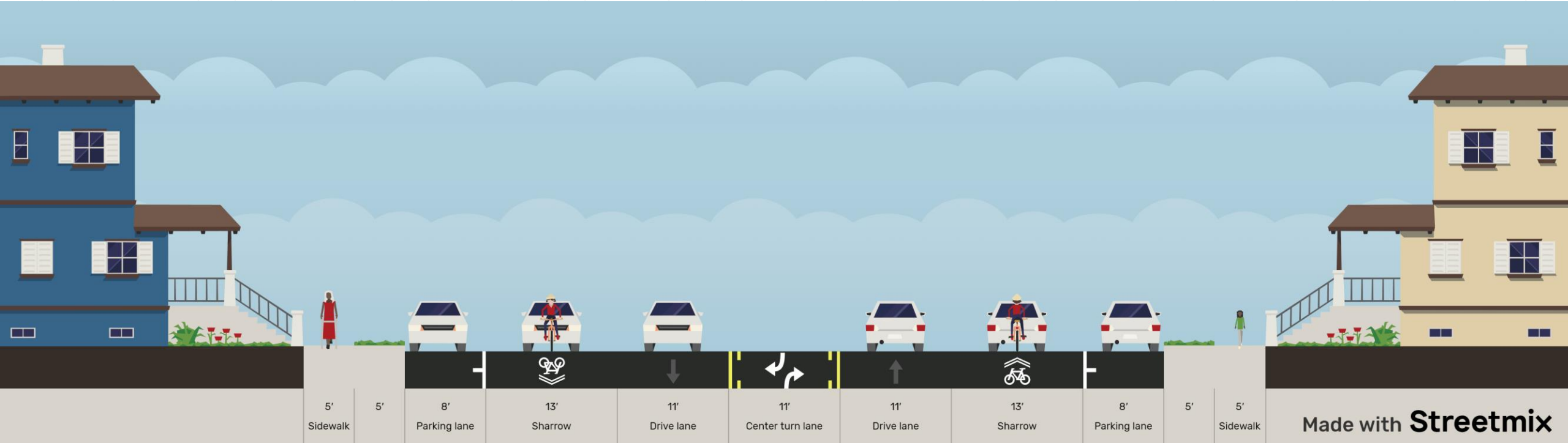
Early Action

Early action: Pacific Avenue layout

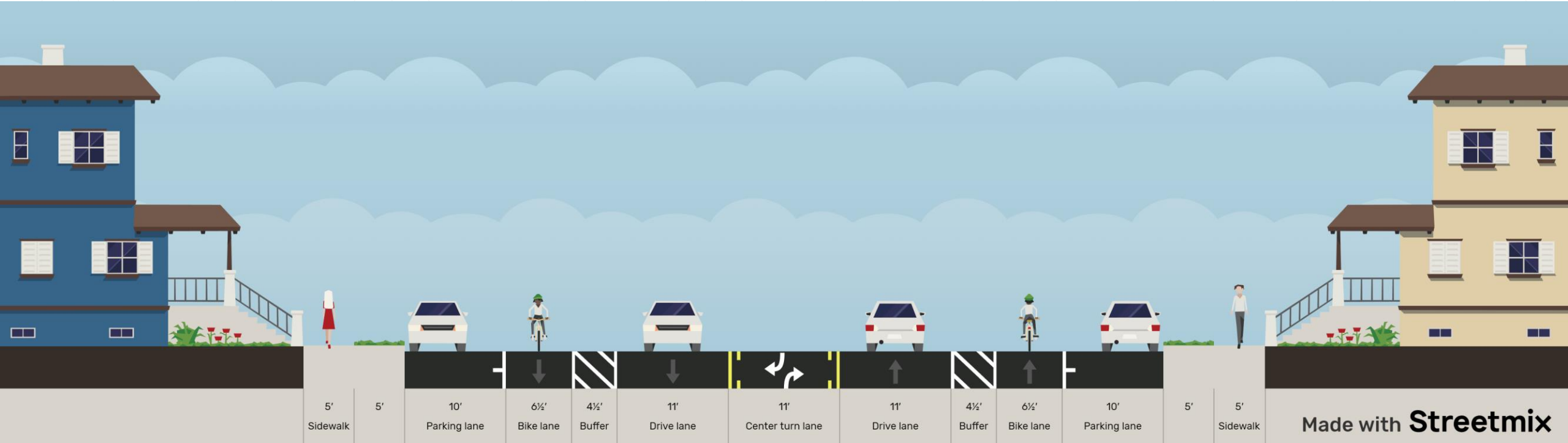


Pacific Ave. near 2nd St., looking east.

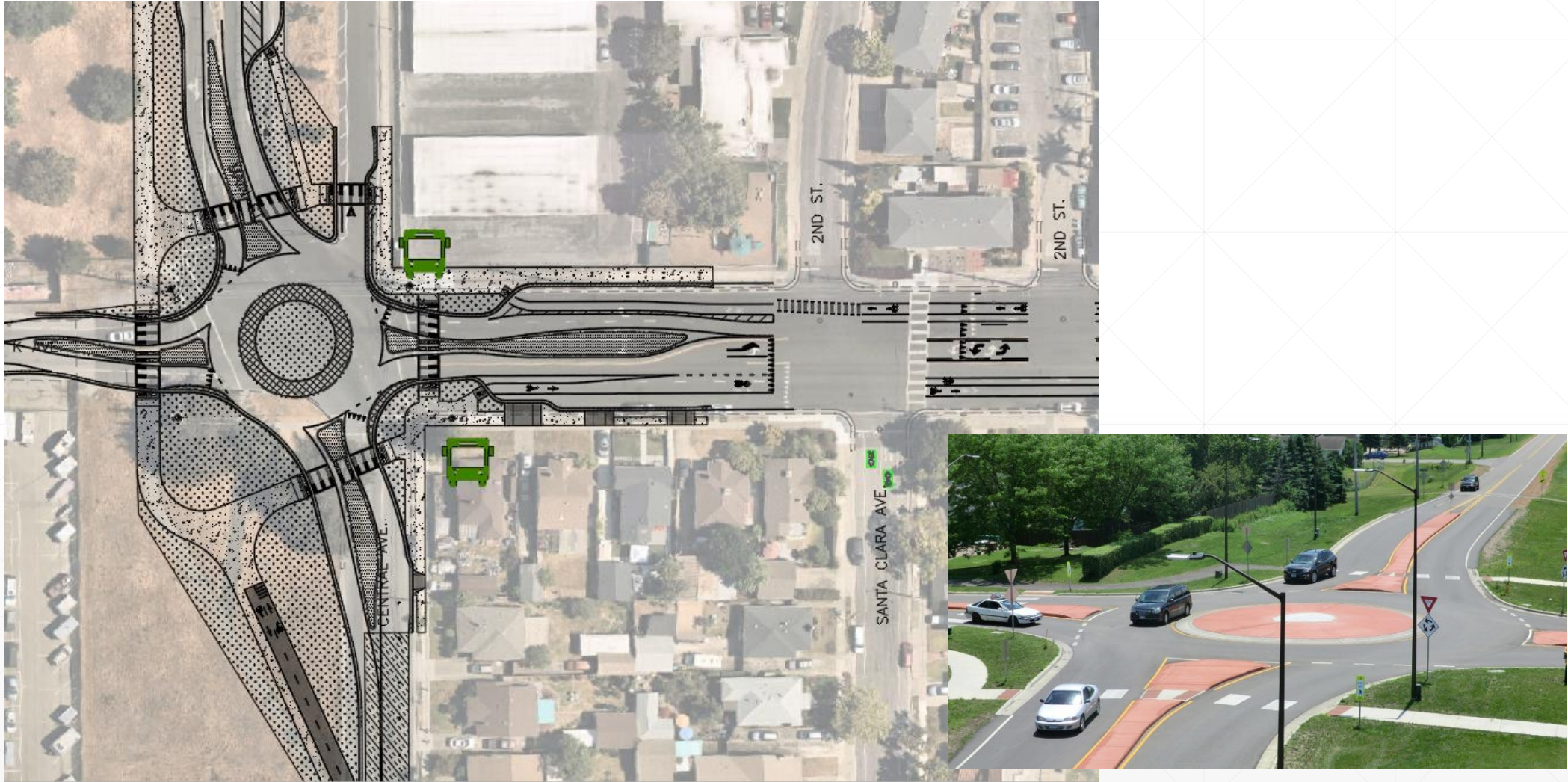
Pacific Avenue: Existing layout



Pacific Avenue: Proposed layout

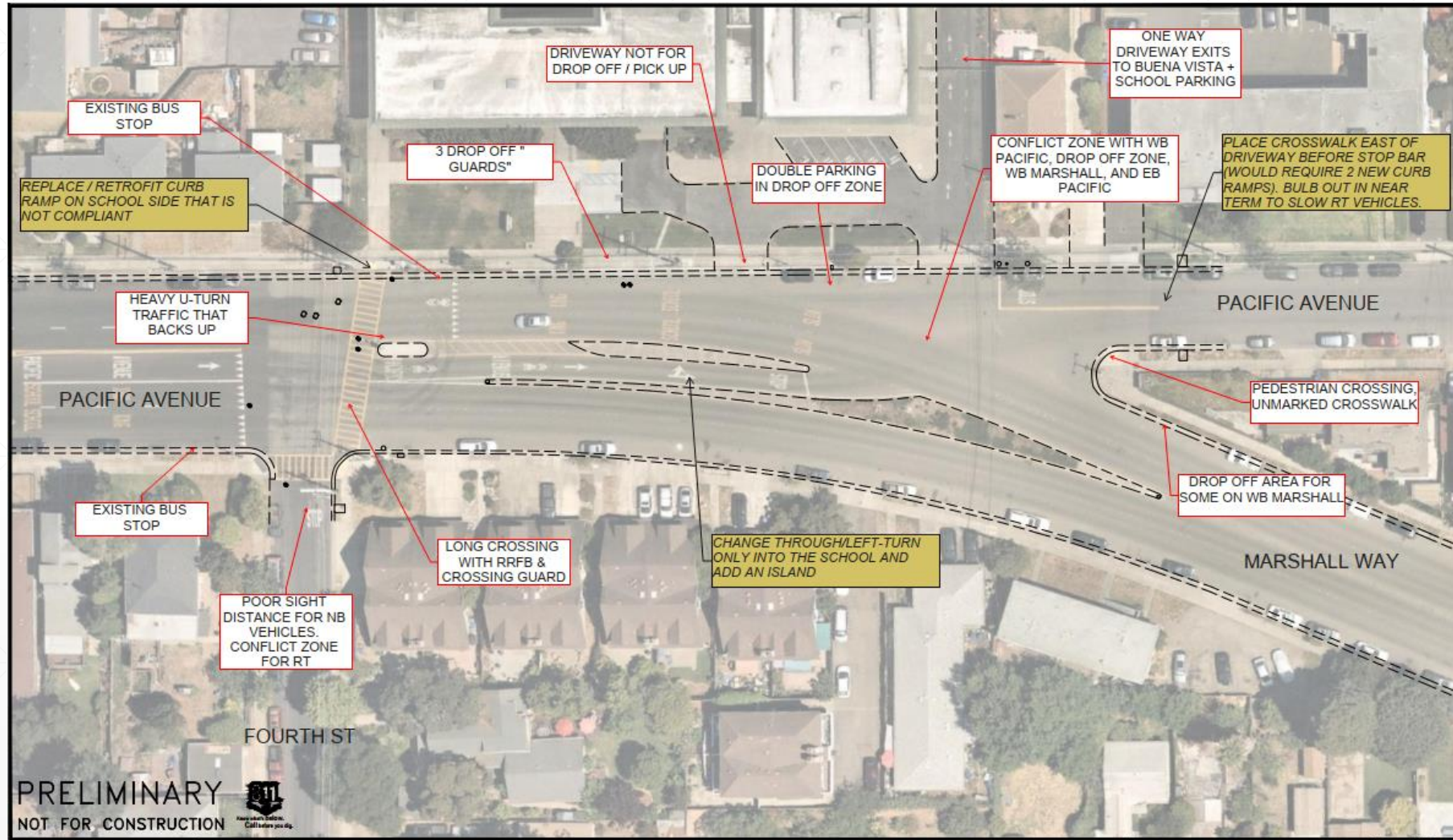


Pacific Ave. / Main St. / Central Ave. Roundabout

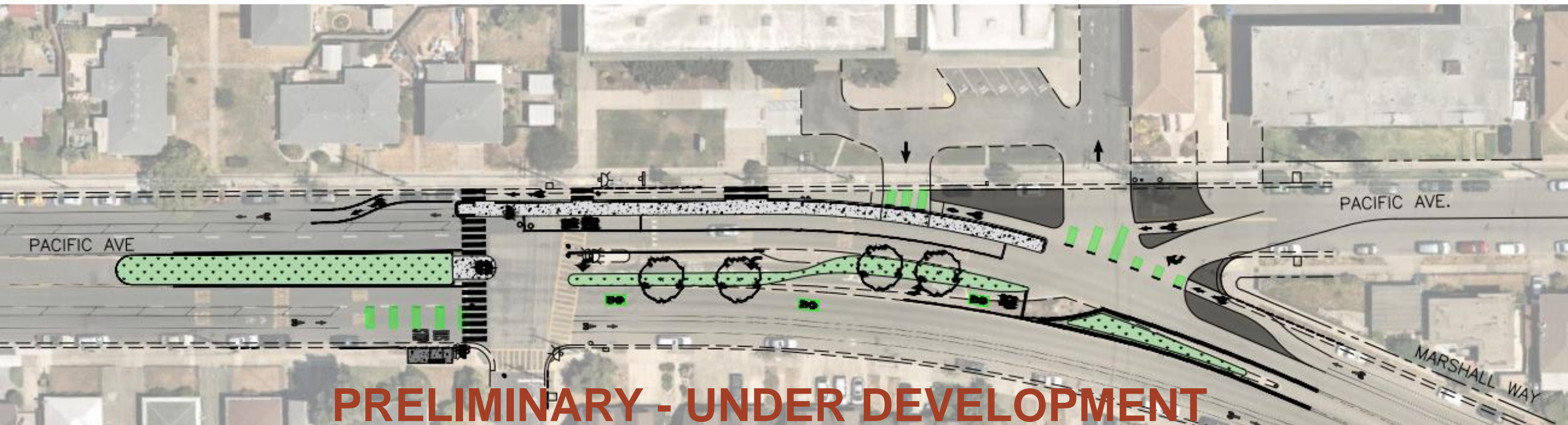


Pacific Ave. / Main St. / Central Ave.

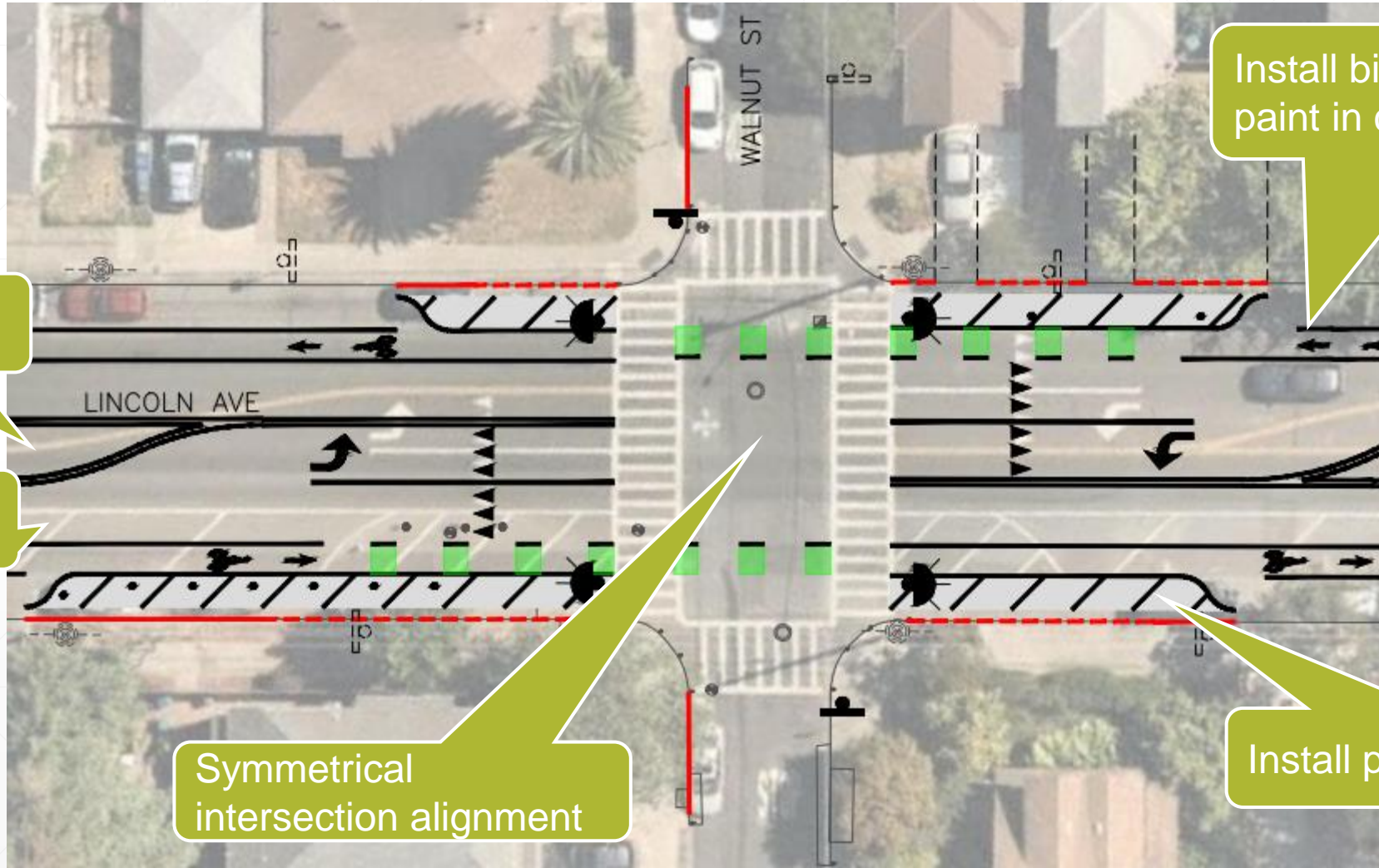
School access: Academy of Alameda



School access: Academy of Alameda



Early action: Lincoln Avenue at Walnut Street



Install two-way left turn lanes

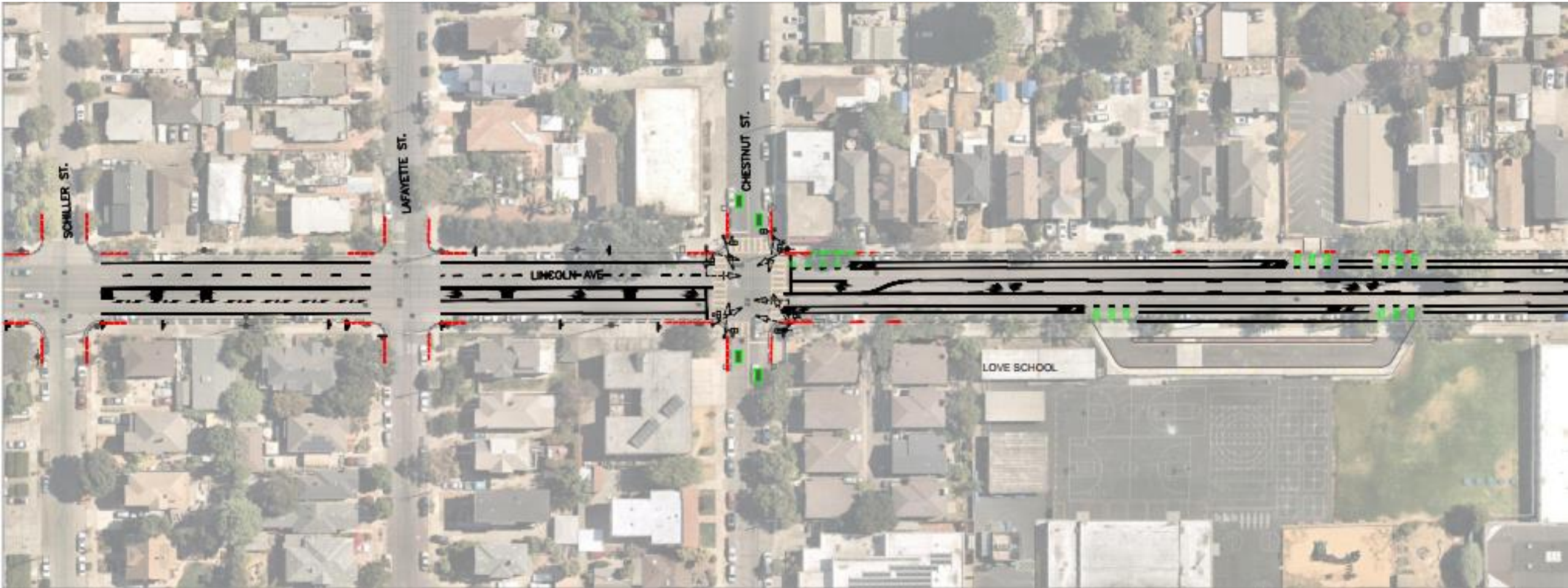
Remove the EB merge

Symmetrical intersection alignment

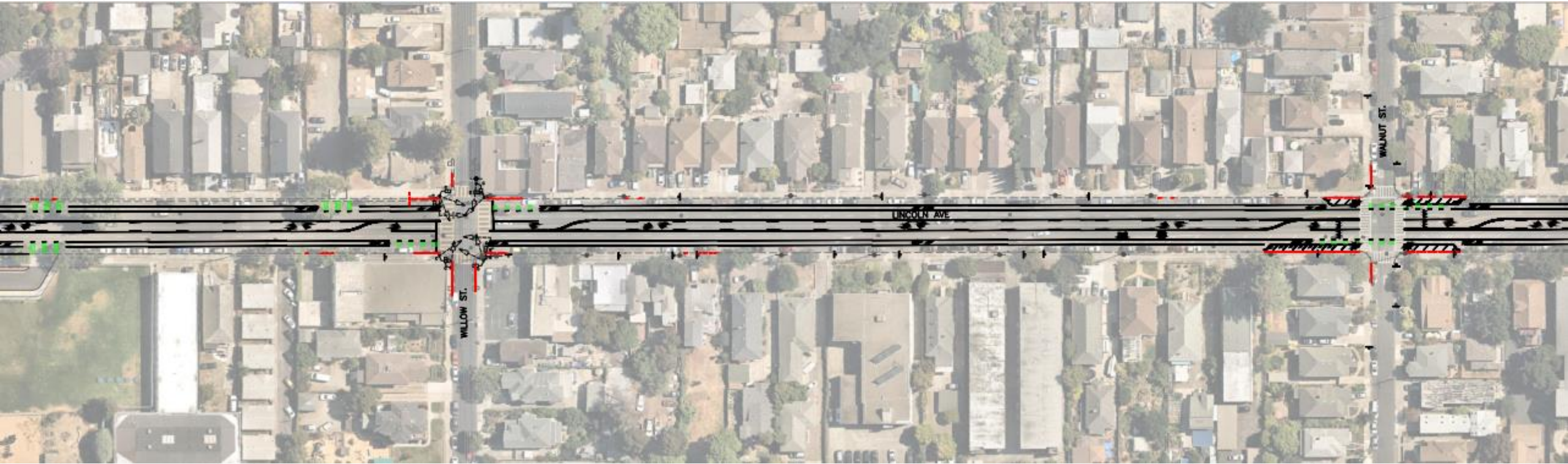
Install bike lanes & green paint in conflict zones

Install painted bulb-outs

Early action: Lincoln Avenue (Chestnut to Park)



Early action: Lincoln Avenue (Chestnut to Park)



Early action: Lincoln Avenue (Chestnut to Park)



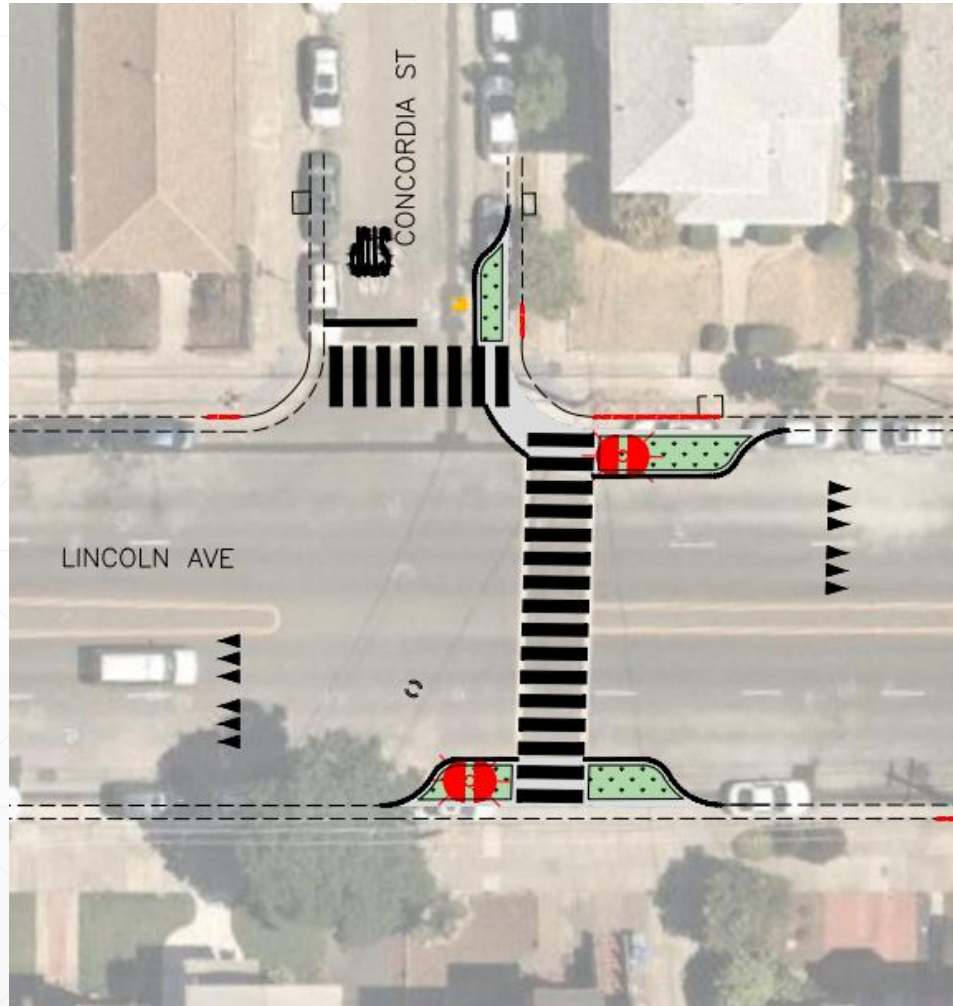
Early action: Pedestrian treatments

- Flashing beacons
- Curb bulbs – quick build vs. permanent
- High-visibility crosswalks
- Yield markings
- Green infrastructure

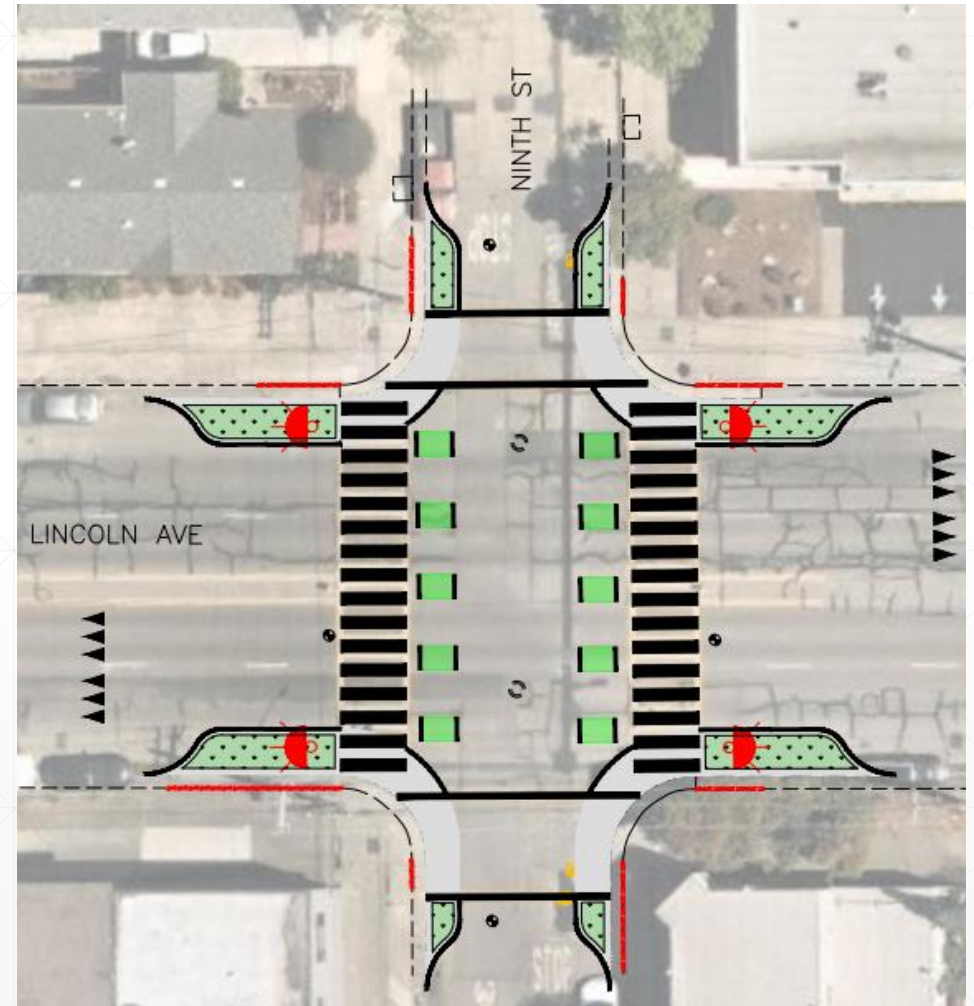


Otis Dr. at Lum Elementary School, looking southwest

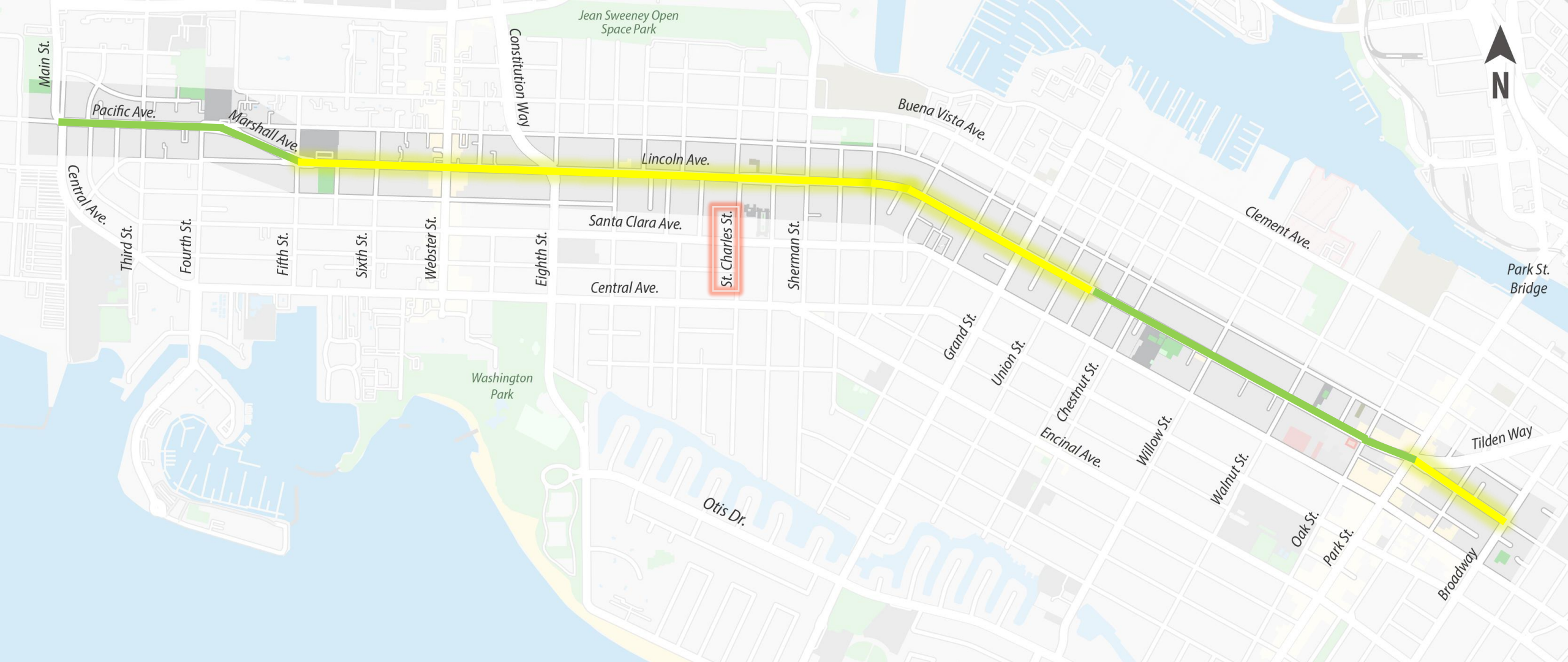
Immediate: Pedestrian treatments



Lincoln Ave. / Concordia St.



Lincoln Ave. / Ninth St.



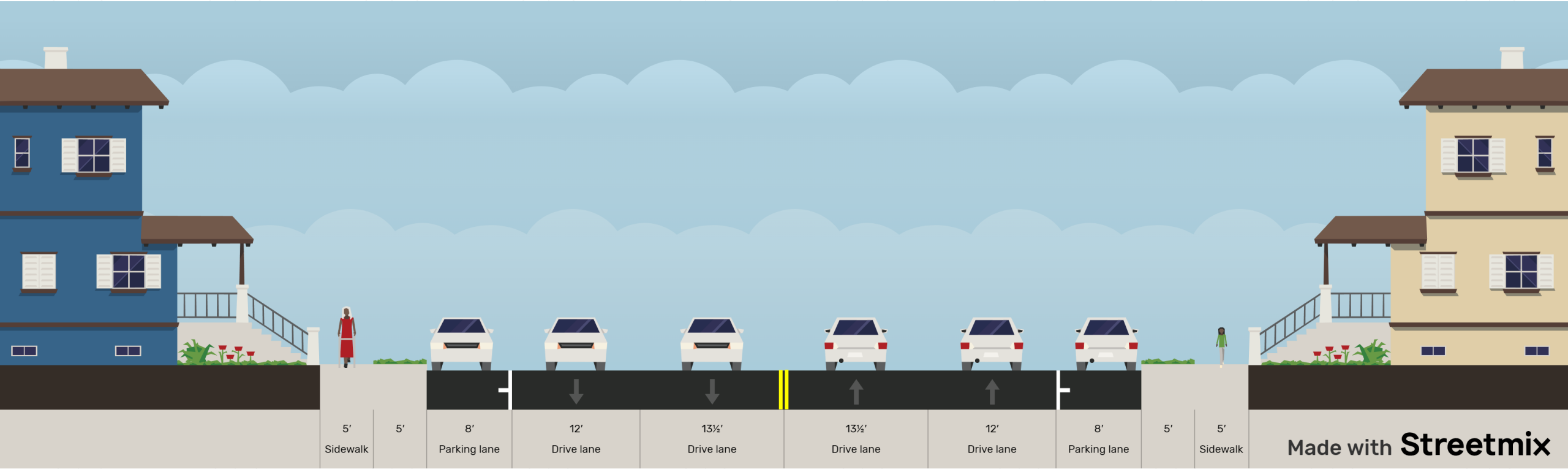
Ultimate Vision

Lincoln Avenue west of St. Charles Street

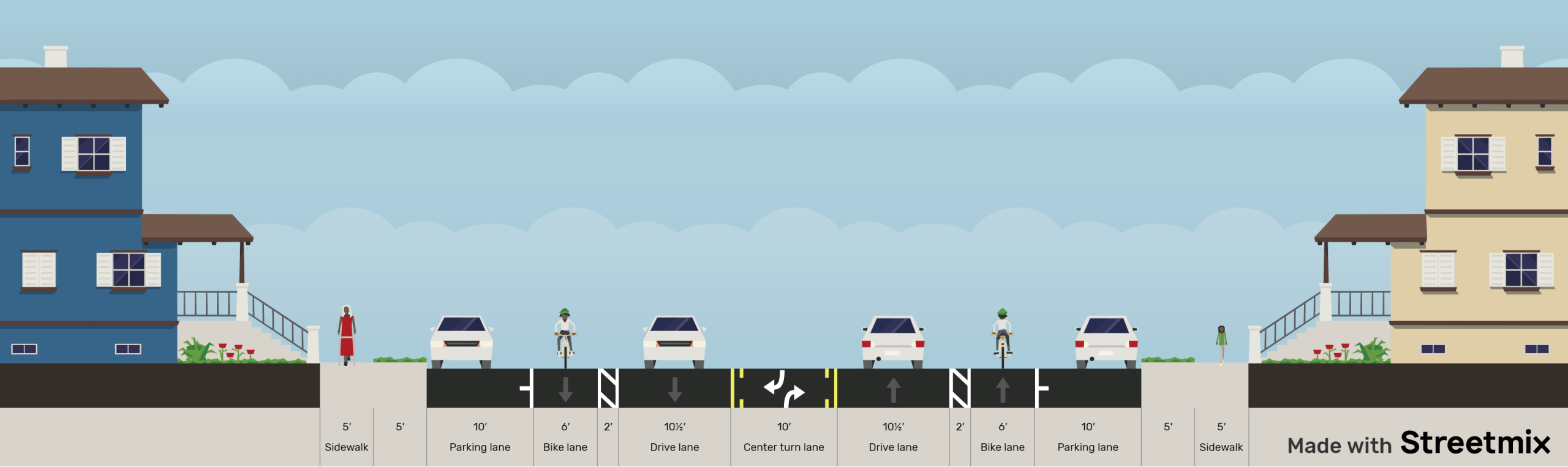


Lincoln Ave. near 6th St. , looking east.

Lincoln Avenue: Existing layout



Lincoln Avenue: Proposed layout



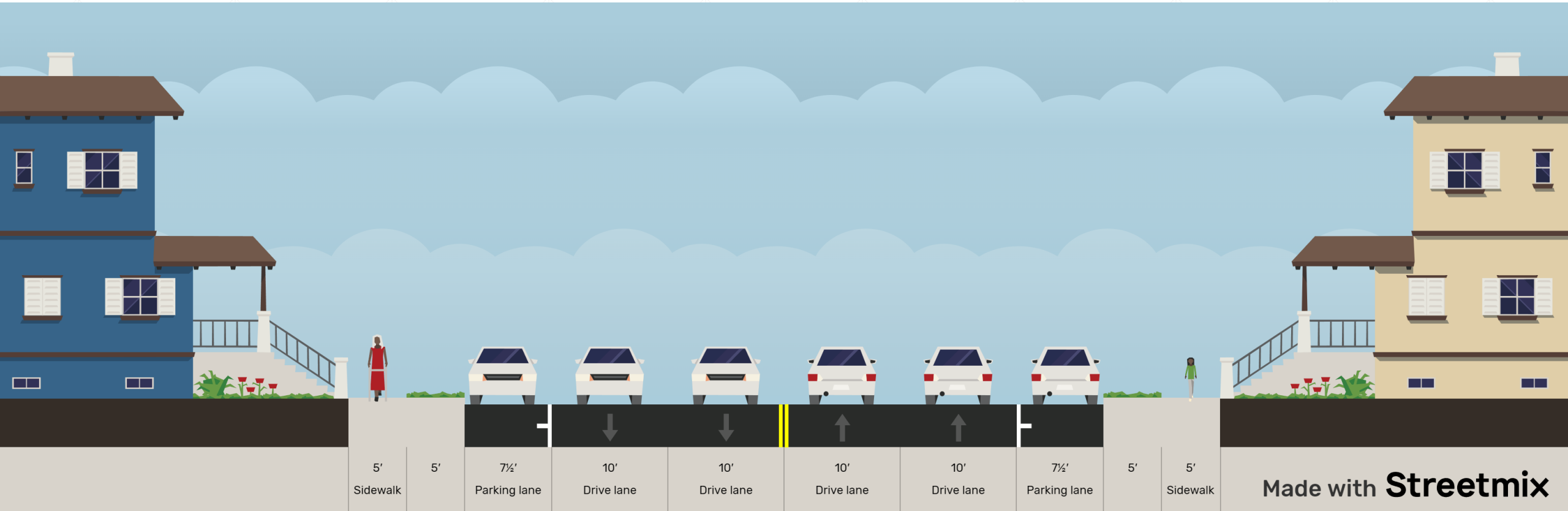
Made with **Streetmix**

Lincoln Avenue east of St. Charles Street

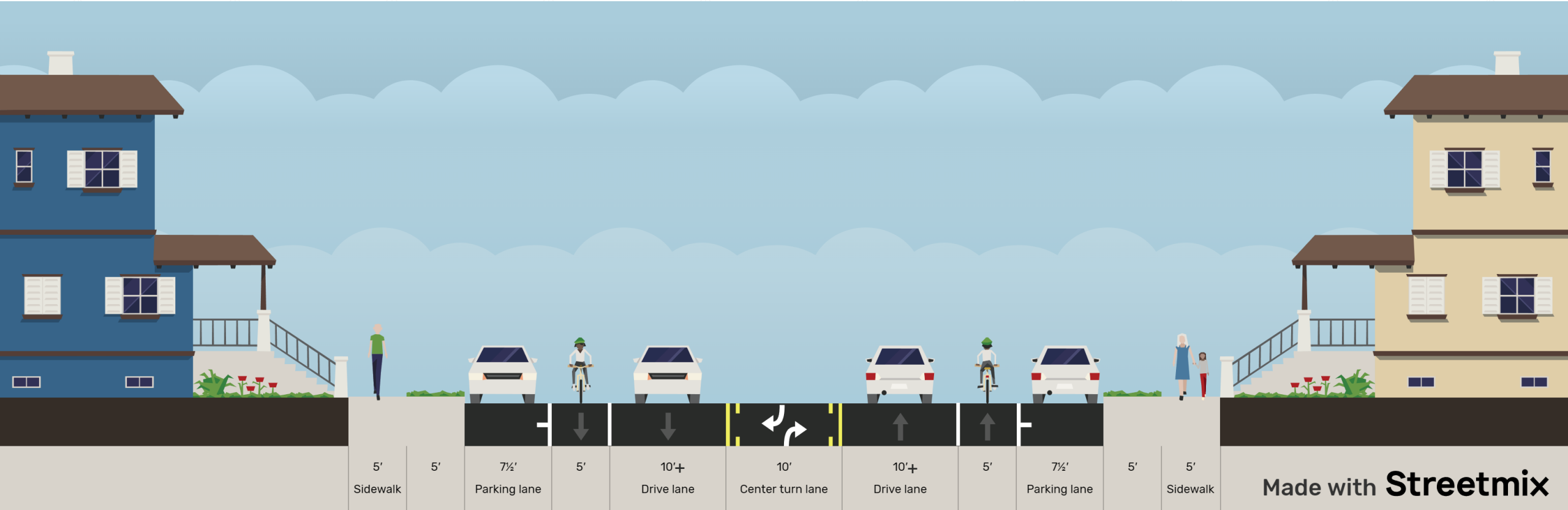


Lincoln Ave. at Love School, looking east.

Lincoln Avenue: Existing layout



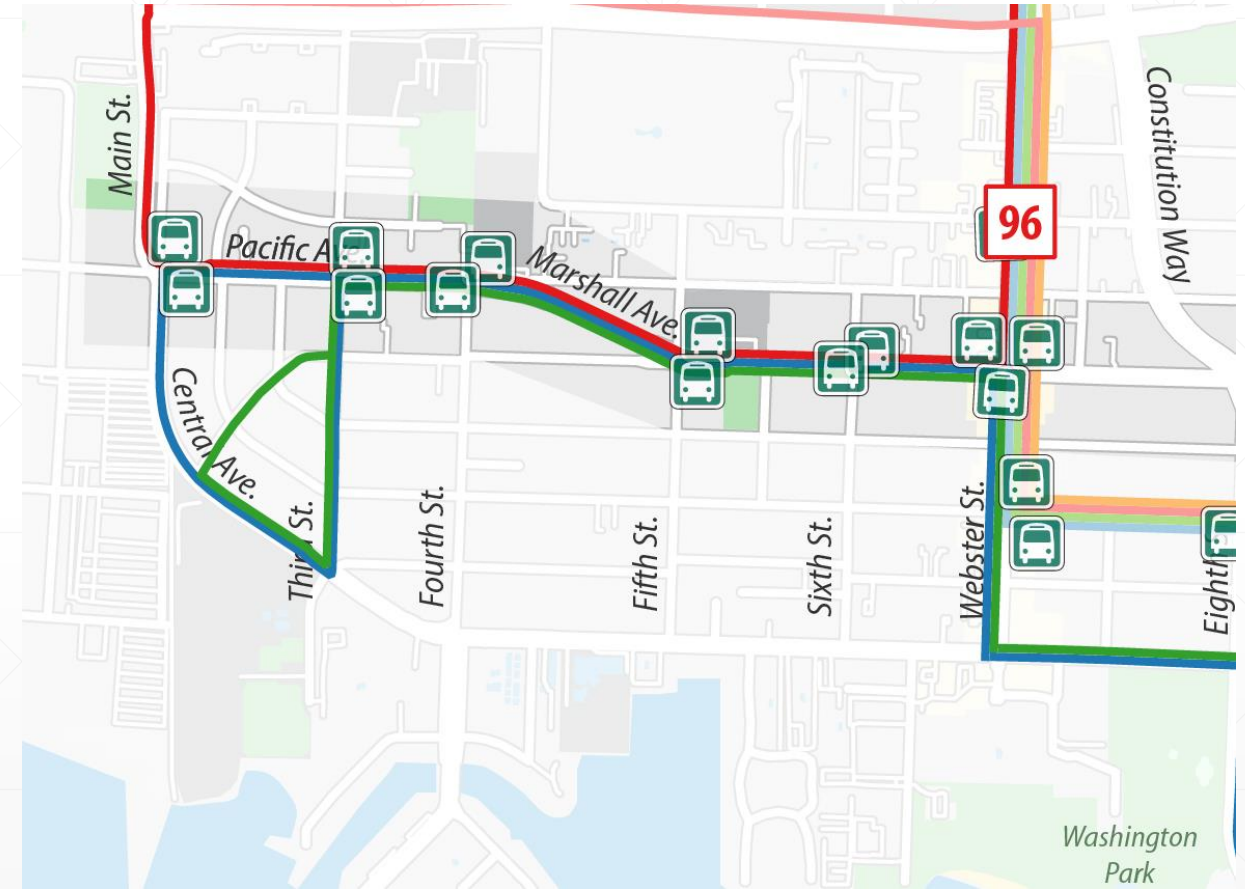
Lincoln Avenue: Proposed layout



Made with **Streetmix**

Transit enhancements

- Coordination with AC Transit
- Bus stop consolidation
 - 5th Street & 6th Street > Linden Street
- Potential bus stop location enhancements
 - ADA compliant sidewalks & landing areas
 - Benches



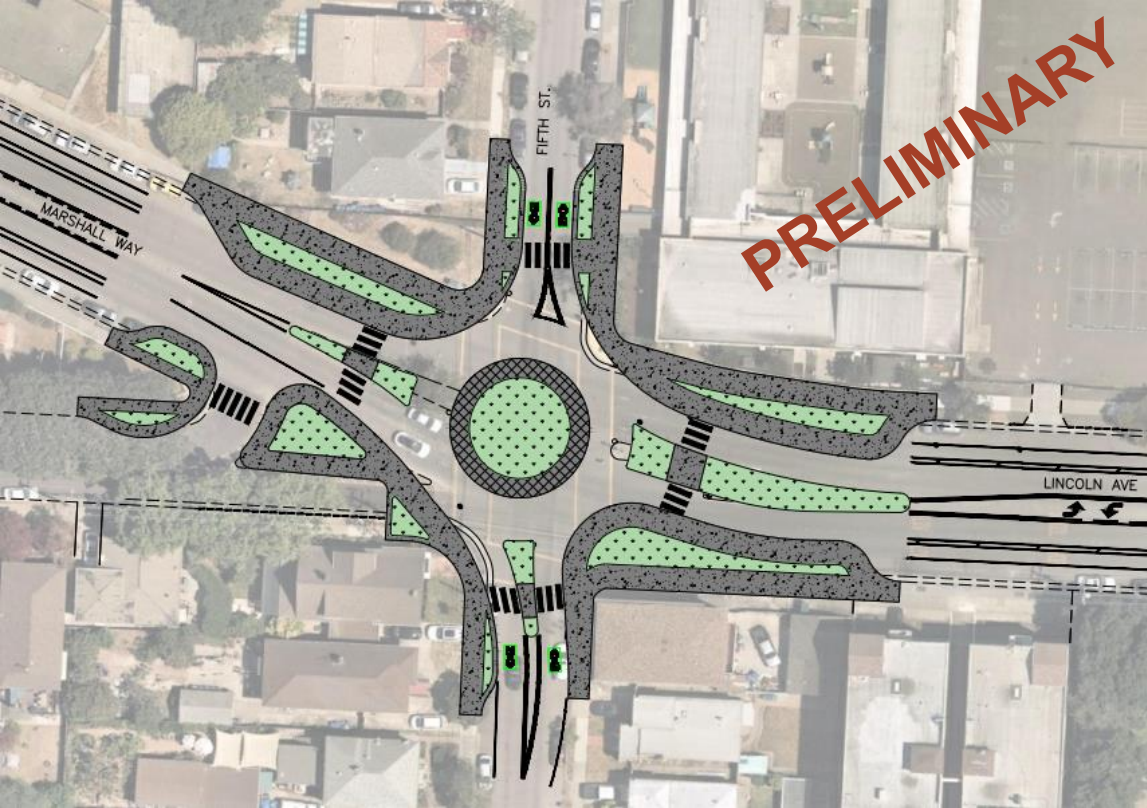
Traffic signal upgrades & phasing

- Upgrade signal system
- 12" heads
- Pedestrian signals
- Mast arms
- Review left-turn phasing
- Staging of signal upgrades with roadway improvements

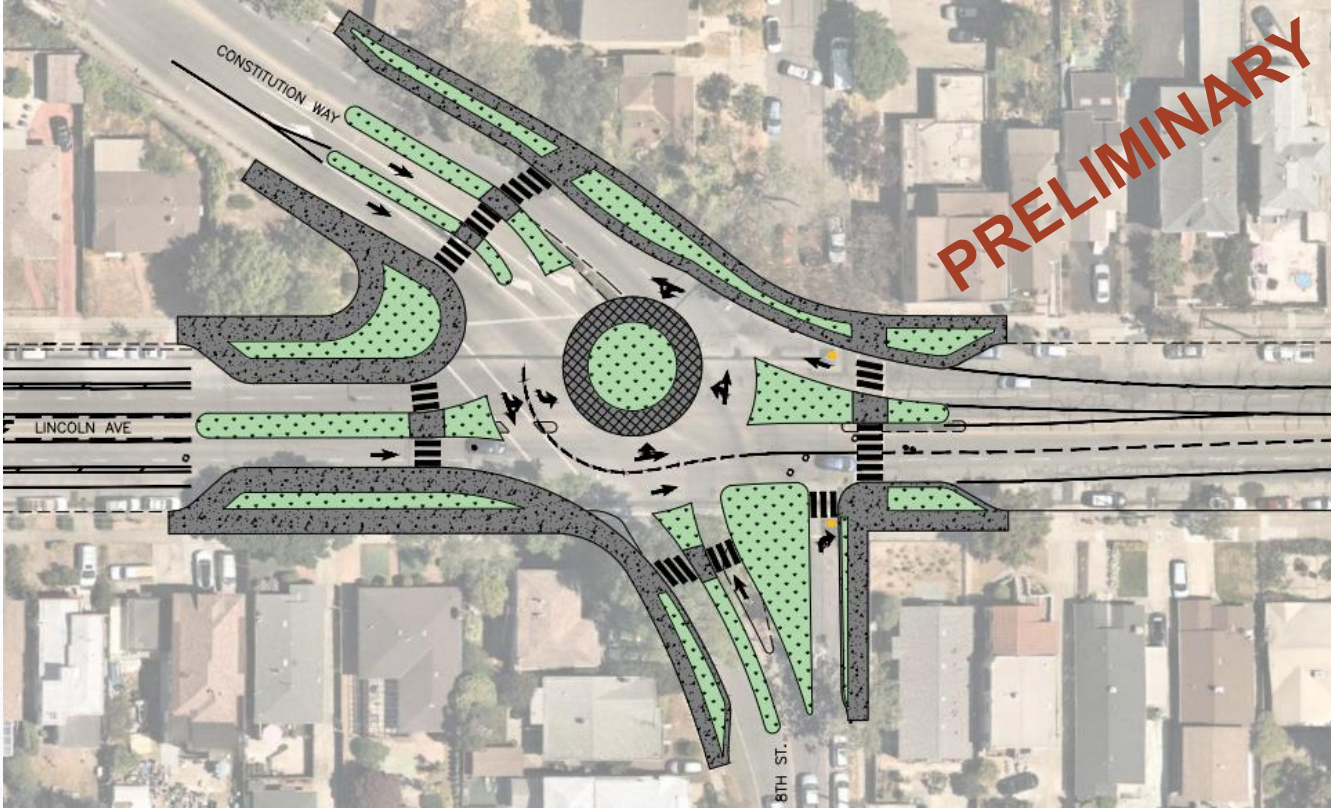


Lincoln Ave. & Webster St. Intersection

Roundabouts



Lincoln Ave. / 5th St. / Marshall Way



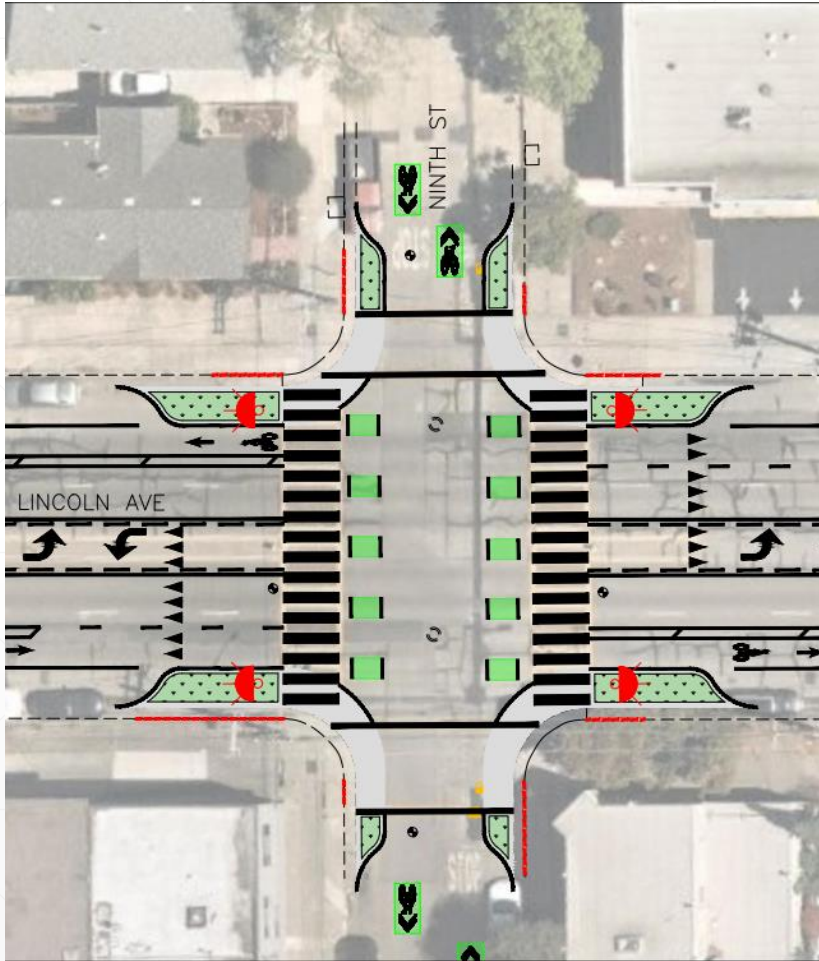
Lincoln Ave. / 8th St. / Constitution Way

Neighborhood Greenway treatments

- Intersection Considerations
 - Bike boxes
 - Intersection cross bike markings
 - Two-stage turn queue boxes
 - Median refuge islands
 - Bike detection / push buttons
 - Wayfinding signage



Pedestrian & neighborhood greenway treatments



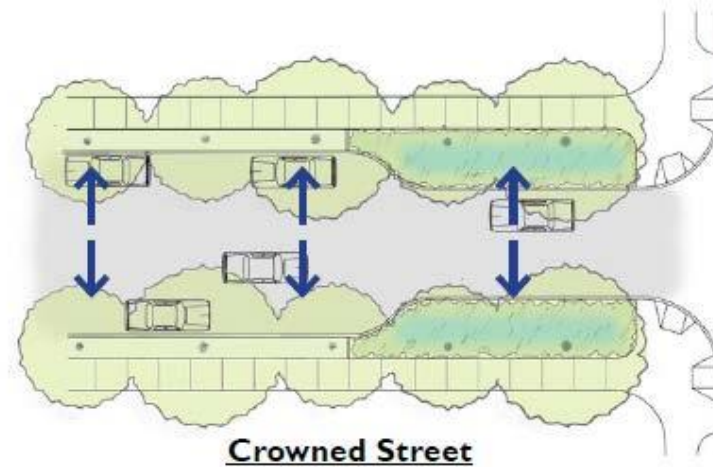
Lincoln Ave. & Ninth St. Intersection, plan view.



Martin Luther King Jr Way & Addison St Intersection, Berkeley, CA

Green infrastructure

- Storm water retention
- Planter strips
- Landscaping
- Street trees



Input & Discussion

Input

- Online survey open until Monday (10/31)
- In-person open house Thursday (10/27),
 - 11am - 1pm
 - Drop In at the Main Library

October 2022 Survey -
Lincoln/Marshall/Pacific
Corridor Improvement
Project



www.alamedaca.gov/LincolnMarshallPacific

Discussion

- 2-minute input time
 - Combined summary of questions and comments
 - Response
 - Further input during open house Thursday (10/27/22)
 - 11am - 1pm
 - Drop In at the Main Library
-

Next Steps

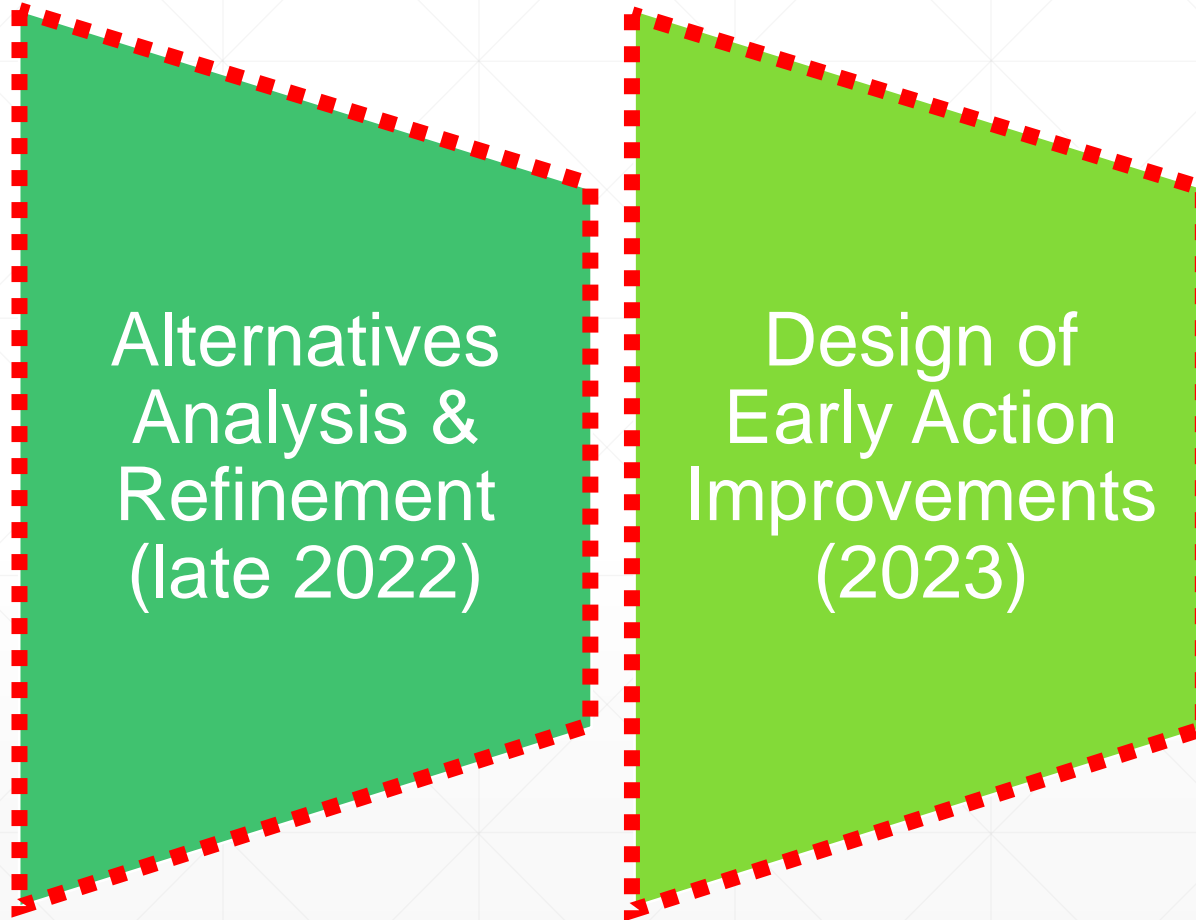
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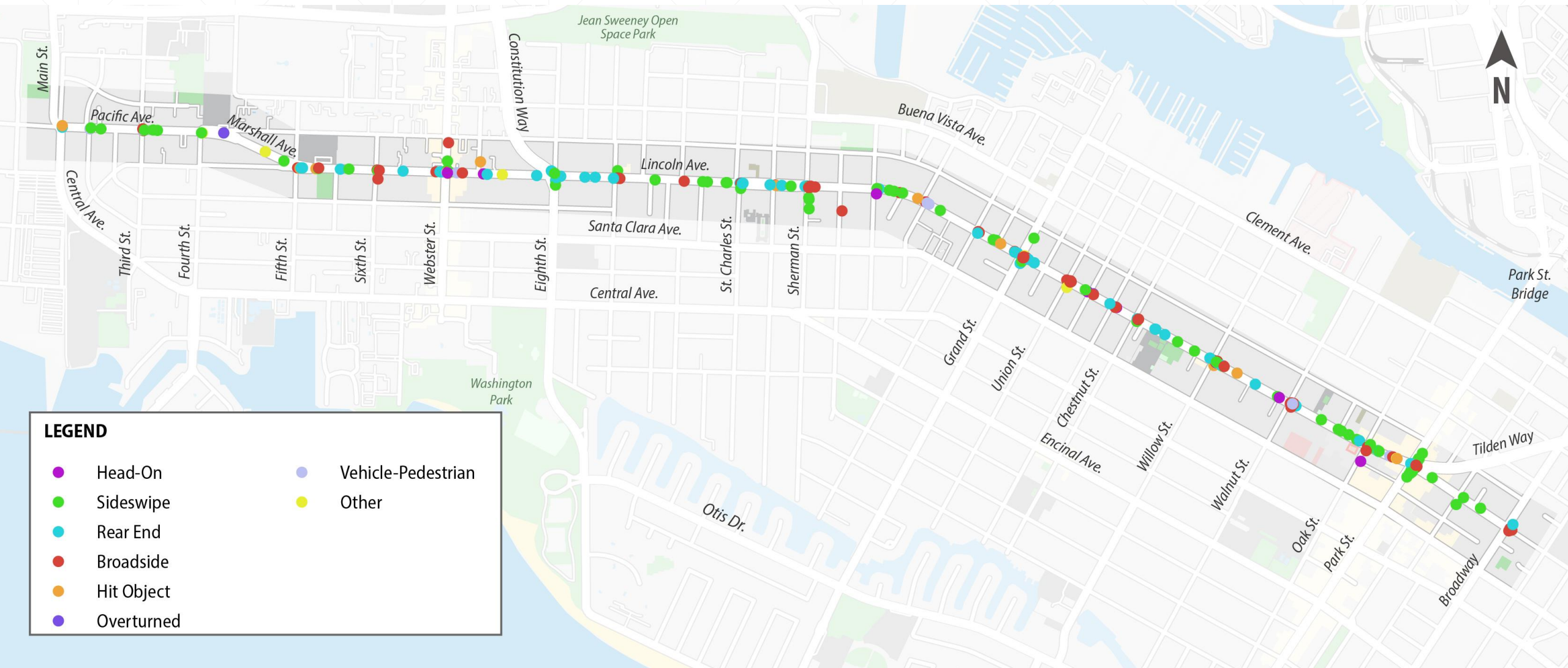
Lincoln Avenue/Marshall Way/ Pacific Avenue

www.alamedaca.gov/LincolnMarshallPacific

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

Parisi
TRANSPORTATION CONSULTING

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

