

December 14, 2021



Lincoln/Marshall/Pacific Avenue

Safety Improvements



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

Agenda

- Introductions
 - Project Background
 - Existing Conditions
 - Goal Discussion
 - Next Steps
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PRELIMINARY

Project Background

Scope of Work

- Task 1: Existing Conditions Assessment
 - Project Development Team (PDT)
 - Data & Policy Review
 - Data Collection & Field Review
 - Existing Conditions Mapping
 - Initial Outreach – Project Introduction
 - Goals & Priorities
 - Task 2: Alternative Analysis
 - Alternatives Development
 - Outreach – Review of Potential Alternatives
 - End of Fiscal Year (April 30, 2022)
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Scope of Work

- Task 3: Alternatives Refinement – Summer / Fall 2022
 - Task 4: Design of Early Action Improvements – TBD
 - Task 5: Grant Application Support – TBD
 - Task 6: Potential Future Tasks – TBD
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Existing Conditions

History

- “On September 6, 1869, first transcontinental railroad train linking two great oceans and consisting of twelve cars and three locomotives passed here on way to a wharf terminal west of here, a location now covered by lagoon for take-off trans-pacific planes, and within confines present U.S. Naval Air Station. Original celebration held near this spot.”



Bench on the Northwest corner of Lincoln Ave / Webster St intersection

History

Cable Car in West Alameda

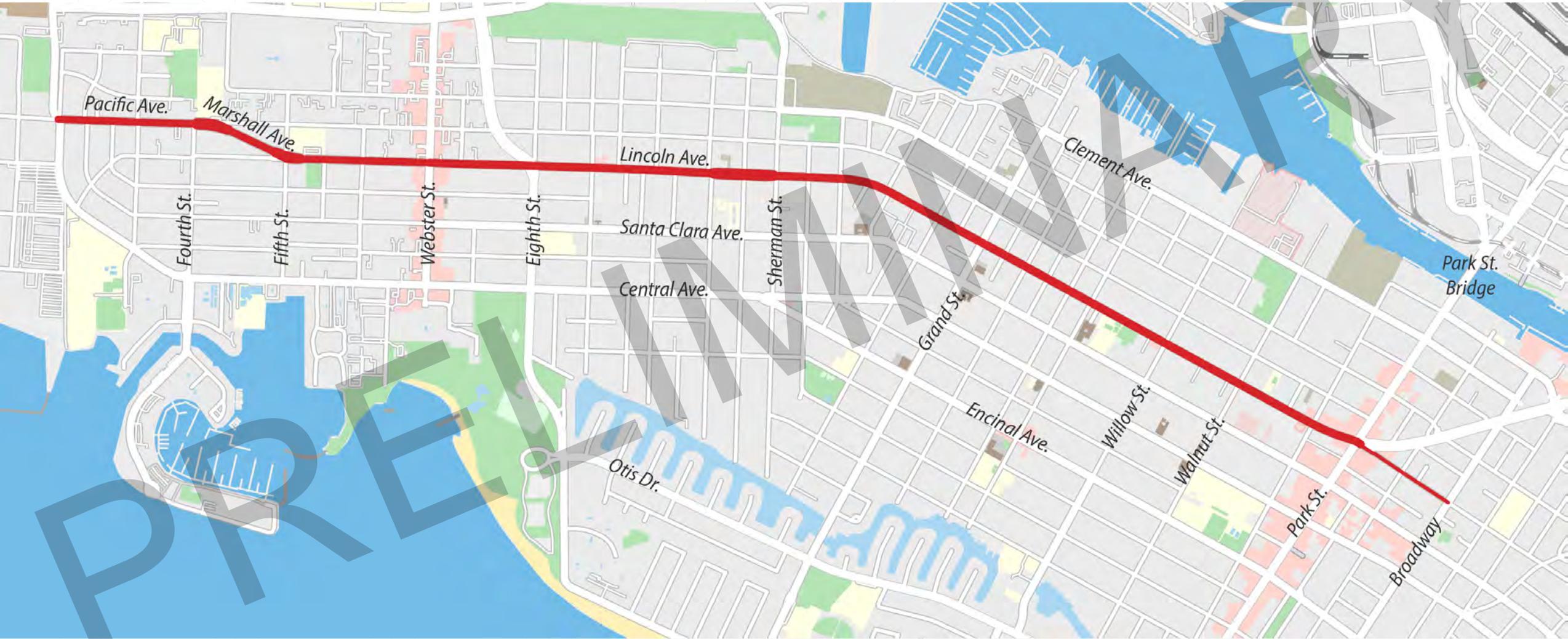


Willow Glen Electric streetcar ran from 1920 to 1930 down Lincoln Ave

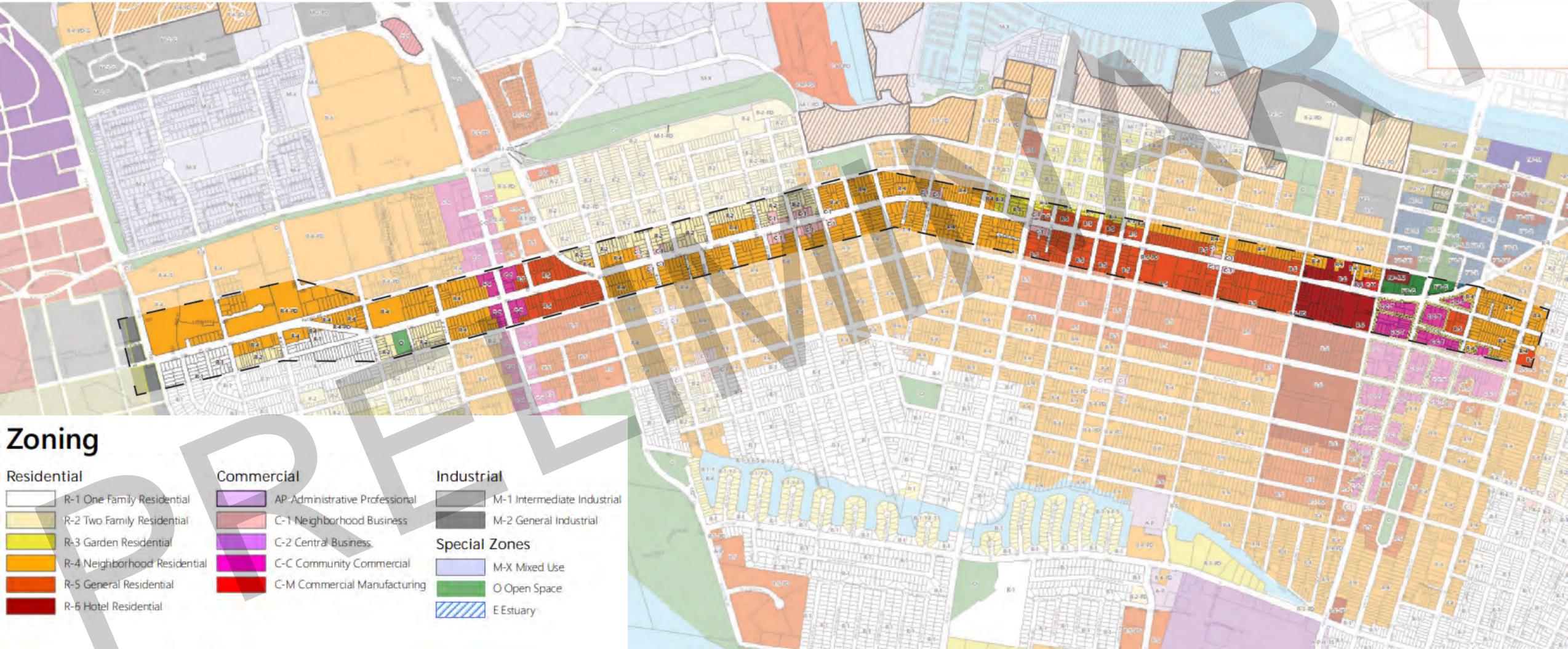


The Willow Glen electric street car ran from 1920 to 1930 down Lincoln Avenue

The study area includes Lincoln Ave / Marshall Way / Pacific Ave between Main St and Broadway.



Land uses are primarily residential with a mix of commercial.



The corridor includes some of Alameda's most socially vulnerable households.



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

The corridor has varied widths and lane configurations.



Looking East at Lincoln Ave / Concordia St



Looking West at Lincoln Ave / Minturn St

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

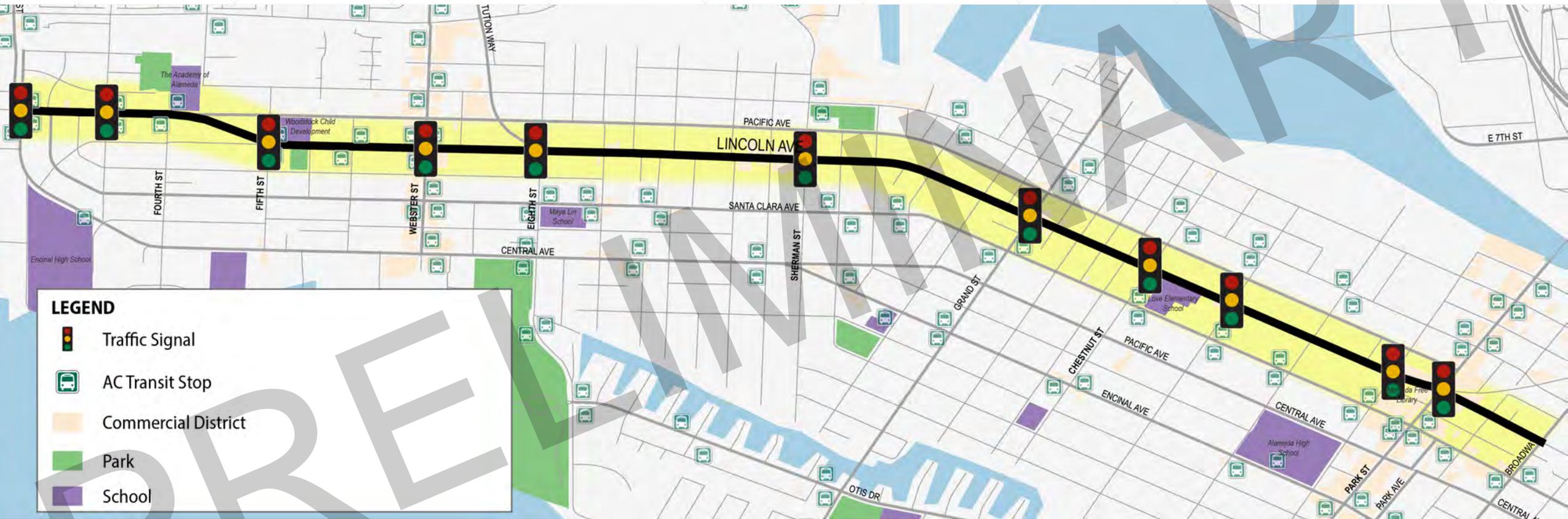


Looking East near Lincoln Ave / Walnut St



Looking West near Lincoln Ave / Park St

Traffic controls are spaced an average of one quarter mile apart.



41 crosswalks intersect the corridor.

- 22 controlled crosswalks
- 18 uncontrolled crosswalks
- 1 enhanced crosswalk with lighting
- Average spacing of crosswalks = 400 ft
- 10 unmarked crosswalks



Lincoln Ave / 6th St

The corridor has long crossing distances.

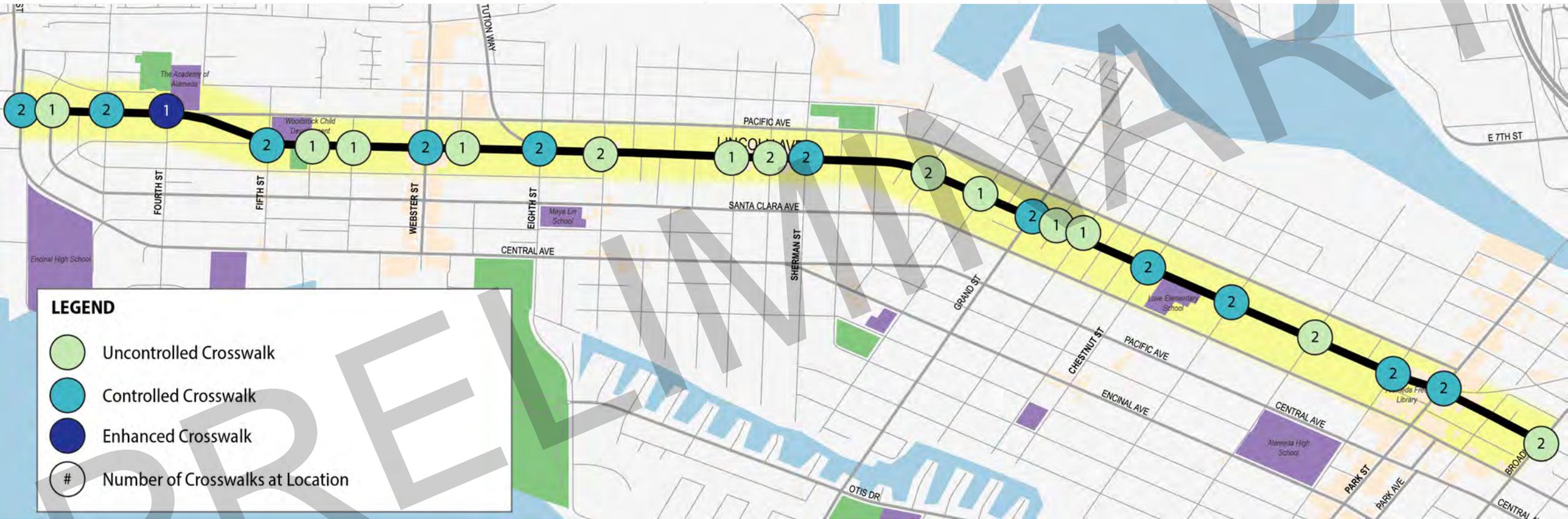


Lincoln Ave / Concordia St



Lincoln Ave / Linden St

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



Traffic volumes vary throughout the corridor.

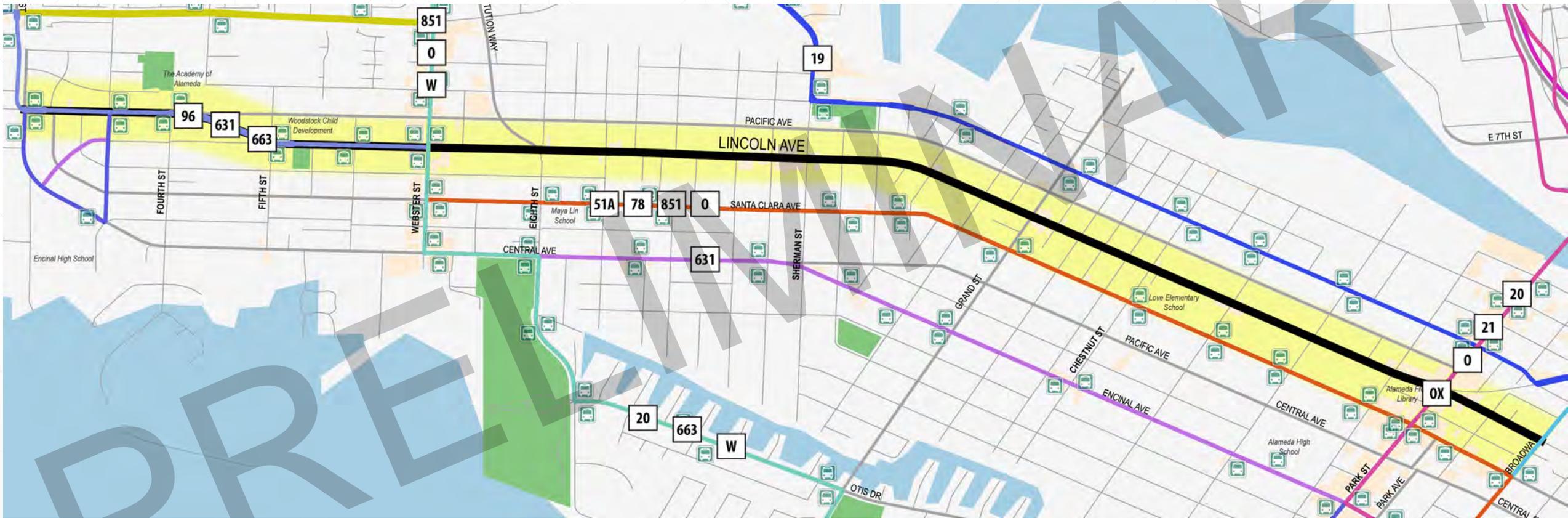
- Lincoln Ave / Webster: 7,000 ADT
 - Lincoln Ave / 9th St: 12,200 ADT
 - 60% Eastbound traffic
 - 40% Westbound traffic
 - 20k ADT or less for road diet
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The corridor has an existing speed limit of 25 mph

- 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



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



Transit Ridership

- Placeholder

PRELIMINARY

Existing bike facilities are located parallel to or crossing the study corridor.

- No bike lanes on Lincoln Ave
- Sharrows on West End
- Long Bike crossings



Near Lincoln Ave / Mastick Ct

Signage and pavement markings throughout the corridor show that there is a mixing zone issue.



Lincoln Ave / St. Charles St



Lincoln Ave / Park St

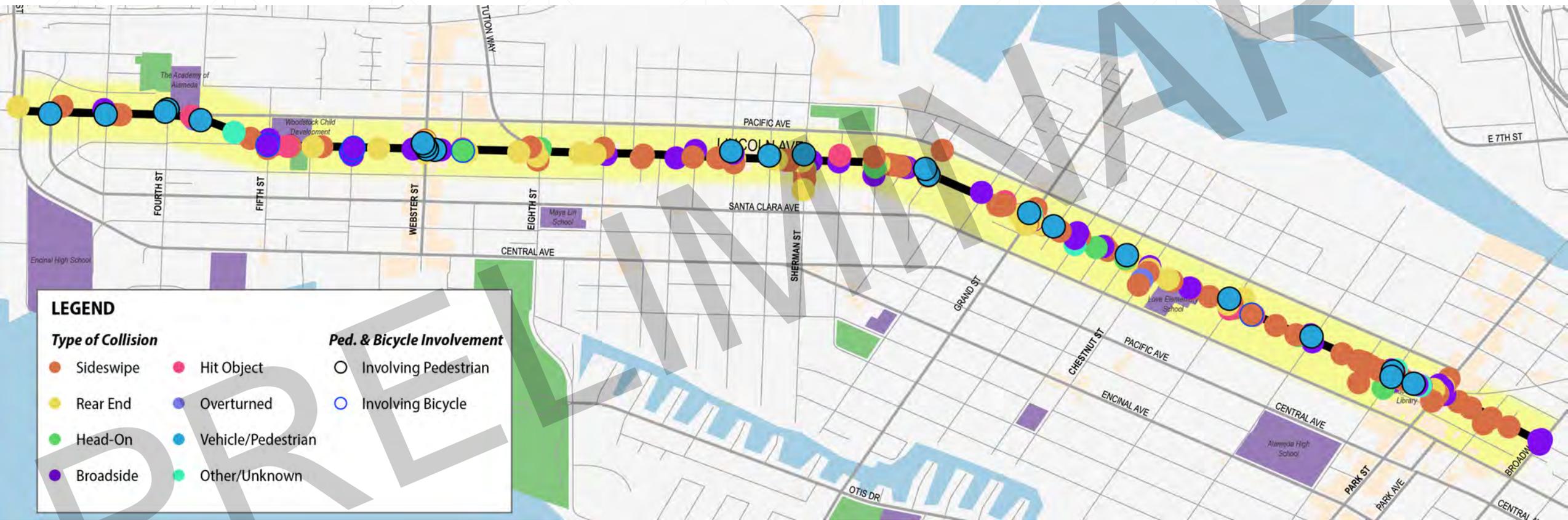
Proposed bike facilities will be constructed between 2020-2024 on parallel segments to Lincoln Ave.



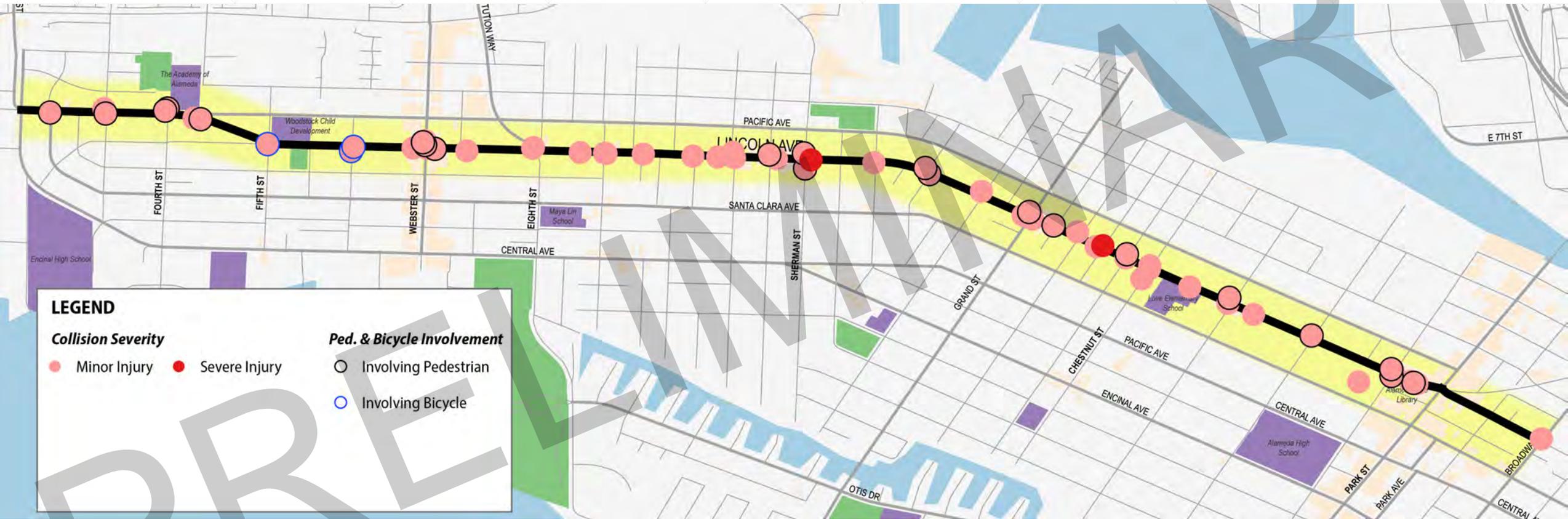
Lincoln Ave is a high injury corridor.

- Analyzed Collision Data from 2016 – 2020
 - Areas of query
 - Lincoln Ave / Webster St
 - Lincoln Ave / Sherman St
 - Lincoln Ave / Grand St
 - Lincoln Ave / Chestnut
 - Lincoln Ave / Park St
 - Lincoln Ave / Willow St
 - Are we missing anything?
-

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.



Potential Options to be Explored

- Higher Visibility Crosswalks
 - Flashing Beacons
 - Landscaped Medians & Pedestrian Refuge Islands
 - Bulb-outs & Rain Gardens
 - Road Diet
 - Protected Intersections
 - Buffered Bicycle Lanes
 - Physically Separated Bicycle Facilities
 - Improved Sight Lines
 - Roundabout
 - Turn Lane & Traffic Signal Enhancements
 - Gateway Treatments
 - Bus Stop Enhancements
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Coordination with Other Efforts

- Alameda Paving Program
- Alameda Transportation Plan
- Lincoln Ave / Walnut St Road Diet
- ???
- ???

PRELIMINARY

Goal Discussion

Project Goals: Improve Safety for All Users

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