

## Survey Summary for Lincoln/Marshall/Pacific Improvement Project (April 2022)

How do you travel to/through the corridor?

| Use   | Total      | Use %       |
|---|------------|-------------|
| Private vehicle   | 143        | 30%         |
| Private vehicle, Walk, Bicycle                                | 131        | 27%         |
| Private vehicle, Walk   | 73         | 15%         |
| Private vehicle, Bicycle                                      | 53         | 11%         |
| Private vehicle, Walk, Bicycle, Ride a bus                    | 29         | 6%          |
| Bicycle   | 14         | 3%          |
| Walk, Bicycle   | 12         | 3%          |
| Private vehicle, Walk, Ride a bus                             | 6          | 1%          |
| Walk  | 4          | 1%          |
| Private vehicle, Ride a bus                                   | 3          | 1%          |
| Private vehicle, Bicycle, Ride a bus                          | 3          | 1%          |
| Walk, Bicycle, Ride a bus                                     | 2          | 0%          |
| Walk, Bicycle, Other: Uber/lyft                               | 1          | 0%          |
| Private vehicle, Bicycle, Other: Roller skate                 | 1          | 0%          |
| Walk, Ride a bus  | 1          | 0%          |
| Private vehicle, Walk, Bicycle, Ride a bus, Other: Motorcycle | 1          | 0%          |
| Private vehicle, Walk, Rollerblade                            | 1          | 0%          |
| Inline skating  | 1          | 0%          |
| By car  | 1          | 0%          |
| <b>Total</b>  | <b>480</b> | <b>100%</b> |

| Use Summary     | Total      | Use %       |
|-----------------|------------|-------------|
| Private Vehicle | 445        | 93%         |
| Walk            | 261        | 54%         |
| Bicycle         | 247        | 51%         |
| Ride a Bus      | 45         | 9%          |
| Skate           | 3          | 1%          |
| Uber/Lyft       | 1          | 0%          |
| Motorcycle      | 1          | 0%          |
| <b>Total</b>    | <b>480</b> | <b>100%</b> |

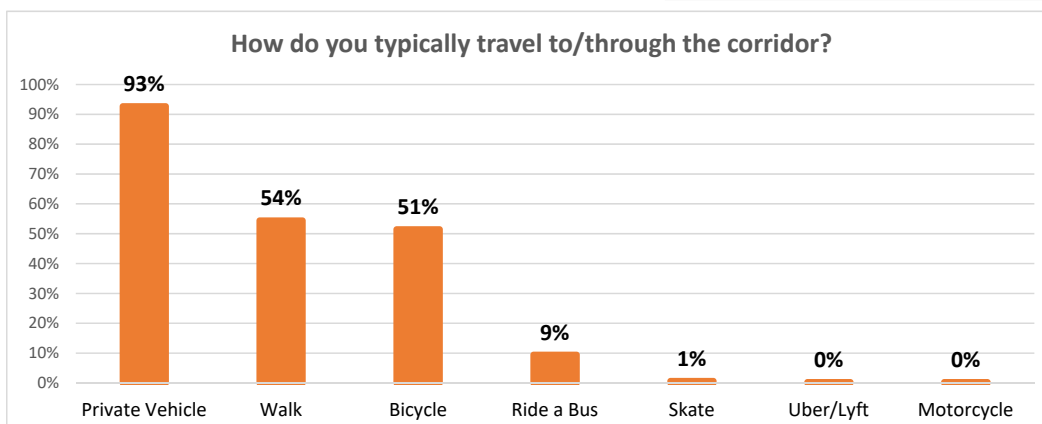
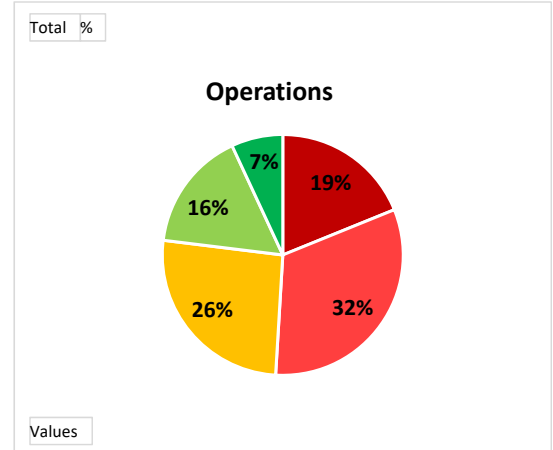
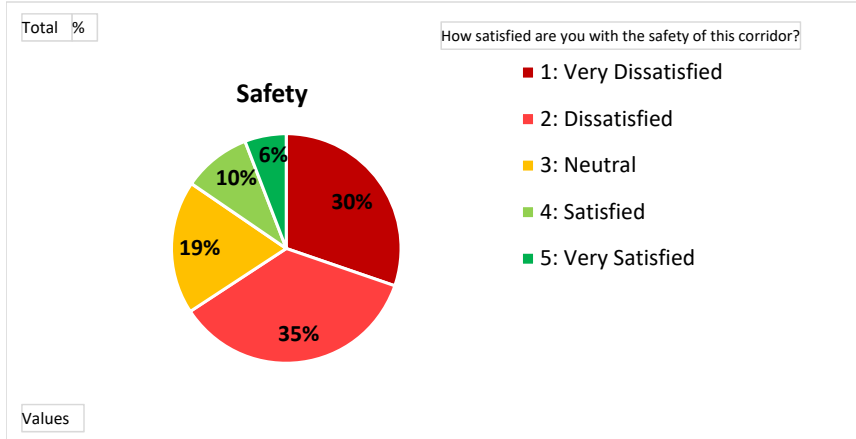
How satisfied are you with safety?

| Safety               | Total      | %           |
|----------------------|------------|-------------|
| 1: Very Dissatisfied | 145        | 30%         |
| 2: Dissatisfied      | 170        | 35%         |
| 3: Neutral           | 90         | 19%         |
| 4: Satisfied         | 46         | 10%         |
| 5: Very Satisfied    | 28         | 6%          |
| <b>Total</b>         | <b>479</b> | <b>100%</b> |

How satisfied are you with how operates?

| Operations           | Total      | %           |
|----------------------|------------|-------------|
| 1: Very Dissatisfied | 90         | 19%         |
| 2: Dissatisfied      | 153        | 32%         |
| 3: Neutral           | 124        | 26%         |
| 4: Satisfied         | 77         | 16%         |
| 5: Very Satisfied    | 33         | 7%          |
| <b>Total</b>         | <b>477</b> | <b>100%</b> |

| What are your top priorities?         | Total      | Use %       |
|---------------------------------------|------------|-------------|
| Paving, striping, signs, crosswalks   | 232        | 67%         |
| Safer speeds and traffic calming      | 228        | 66%         |
| Protected bike lanes                  | 185        | 53%         |
| Flashing beacons                      | 157        | 45%         |
| Roundabouts                           | 136        | 39%         |
| GHG emission reductions               | 107        | 31%         |
| Bike lanes adjacent to travel lane    | 81         | 23%         |
| Enhanced bus stops and bus operations | 55         | 16%         |
| Landscaping and flood control         | 51         | 15%         |
| <b>Total</b>                          | <b>346</b> | <b>100%</b> |



## Demographic Responses on the Optional Questions (April 2022)

Where do you **live or work**?

| Location                               | Total      | %           |
|--|------------|-------------|
| West end of Alameda (west of Grand St) | 261        | 57%         |
| Central island (Grand St-Park St)      | 104        | 23%         |
| East end (east of Park St)             | 72         | 16%         |
| Bay Farm Island                        | 15         | 3%          |
| Other                                  | 9          | 2%          |
| <b>Total</b>                           | <b>461</b> | <b>100%</b> |

Do you have kids in **main island schools**?

| Schools in Alameda | Total      | %           |
|--------------------|------------|-------------|
| No                 | 235        | 51%         |
| Yes                | 222        | 49%         |
| <b>Total</b>       | <b>457</b> | <b>100%</b> |

Are you **65 years old or older**?

| 65 Years or Older | Total      | %           |
|-------------------|------------|-------------|
| No                | 396        | 88%         |
| Yes               | 56         | 12%         |
| <b>Total</b>      | <b>452</b> | <b>100%</b> |

Do you **own or rent** your home?

| Own or Rent Home? | Total      | %           |
|-------------------|------------|-------------|
| Own               | 358        | 79%         |
| Rent              | 98         | 21%         |
| <b>Total</b>      | <b>456</b> | <b>100%</b> |

What is your **gender** identity?

| Gender Identity?                       | Total      | %           |
|--|------------|-------------|
| Female                                 | 219        | 46%         |
| Male                                   | 161        | 34%         |
|  | 48         | 10%         |
| Prefer not to answer                   | 43         | 9%          |
| Non-binary/gender-fluid/non-conforming | 7          | 1%          |
| Transgender female                     | 1          | 0%          |
| Not listed                             | 1          | 0%          |
| <b>Total</b>                           | <b>480</b> | <b>100%</b> |

What **race or ethnicity** do you identify with?

| Use  | Total      | %           |
|--|------------|-------------|
| White, Caucasian   | 263        | 55%         |
| Prefer not to answer   | 60         | 13%         |
|  | 49         | 10%         |
| Asian, Asian American  | 32         | 7%          |
| Hispanic, Latino/a/x   | 17         | 4%          |
| Multi-ethnic/multi-racial  | 11         | 2%          |
| Black, African American  | 8          | 2%          |
| Hispanic, Latino/a/x, White, Caucasian   | 7          | 1%          |
| Asian, Asian American, White, Caucasian  | 7          | 1%          |
| American Indian, First Nation, Alaska Native, Indigenous   | 3          | 1%          |
| American Indian, First Nation, Alaska Native, Indigenous, White, Caucasian   | 3          | 1%          |
| Asian, Asian American, Pacific Islander, Native Hawaiian, White, Caucasian   | 3          | 1%          |
| Pacific Islander, Native Hawaiian, White, Caucasian  | 2          | 0%          |
| Middle Eastern, White, Caucasian   | 2          | 0%          |
| Asian, Asian American, Black, African American   | 2          | 0%          |
| Middle Eastern   | 2          | 0%          |
| Multi-ethnic/multi-racial, White, Caucasian  | 1          | 0%          |
| American Indian, First Nation, Alaska Native, Indigenous, Hispanic, Latino/a/x, White, Caucasian                   | 1          | 0%          |
| Middle Eastern, Multi-ethnic/multi-racial, White, Caucasian  | 1          | 0%          |
| Pacific Islander, Native Hawaiian  | 1          | 0%          |
| Asian, Asian American, Hispanic, Latino/a/x, White, Caucasian  | 1          | 0%          |
| Other: American  | 1          | 0%          |
| Asian, Asian American, Multi-ethnic/multi-racial, White, Caucasian   | 1          | 0%          |
| American Indian, First Nation, Alaska Native, Indigenous, Asian, Asian American, Pacific Islander, Native Hawaiian | 1          | 0%          |
| Asian, Asian American, Multi-ethnic/multi-racial, Pacific Islander, Native Hawaiian, White, Caucasian              | 1          | 0%          |
| <b>Total</b>   | <b>480</b> | <b>100%</b> |

## Survey and Email Summary for Lincoln/Marshall/Pacific Project: Open-ended Question Responses (April 2022)

### Bike Lanes - Support

Would love to see bike lanes

I don't think people will want their kids riding on the streets unless the bike lanes are protected

I don't bike ride much, too many close calls. I do ride shoreline.

I'd also be thrilled if protected bike lanes were added. Protected bike lanes make biking feel much safer, and I think more people will bike with protected lanes vs. stripes only

Please, separate bike lanes from car traffic with street parking. So, it should be pedestrian road, bike lane, street parking, car lane. When I lived in DC, many streets were designed like that and I felt very safe when biking around.

Bicycles need a lane as they often need to ride on the sidewalk to avoid the traffic.

Better bike infrastructure throughout Alameda. Many intersections won't even allow a bike to turn because the lights appear to be pressure/weight sensitive which isn't triggered by a bike.

Could make Pacific Ave a biking thoroughfare (maintaining current closures to through-traffic and avoid needing to put bike lanes on Lincoln.

Speeding and pedestrian risks are the biggest current issues on Lincoln. I have cycled it regularly, and that is only safe when one "takes the lane." Its needs a lot of work. Buffered Class 2 ones are my first preference over separated or curbside bike lanes.

We need to think about how our east/west crossings for bike/peds connect with north/south crossings.

Protected biking is far better than unprotected.

Non protected bike lanes with parking next to them are dangerous for riders. People aren't going to ride or let their kids ride down such a busy street unless there is concrete or steel separating them from traffic.

There are no good ways to cross park street on a bicycle. Lincoln--which is very calm on the East Side--could present a way to connect from the East End to Pacific/Clement.

Only consider class 1 or 2 bike lanes. Class 3 bike lanes are not safe, especially at intersections.

Thank you for shifting our roads back away from prioritizing cars

I live on Lincoln. I would love to see protected bike lanes and less car traffic. People FLY up and down our street. I drive, but my convenience to do so should not stop safe, protected lanes from being installed. I will get rid of some of our cars if you can make the island safer for biking.

As it is right now, Lincoln is not usable as a bikeway because of extreme speeding and unsafe driving by drivers.

As a cyclist I feel unsafe throughout Alameda with the cracks and potholes in the street. I am fearful my tire will get stuck and send me flying over my handlebars.

A lot of parents like me with kids who do sports near Hornet travel on Lincoln across town. I'd love to see safer bike lanes, as many kids bike to soccer. Reducing traffic speeds is a must!

Pacific from Main is a drag race course for the car show participants on weekends. It's a nightmare. We have been begging for bike lanes for years and we are still waiting.

I would like to see the Grand Ave bike lane more protected as this is the direct route to a main middle school and Lincoln Middle School students have this already.

## Bike Lanes – Opposed or Concerns

I have concerns that converting from two lanes to one lane will have a negative impact on exiting driveways. It will take longer as there likely will be a longer stream of cars that will make it harder to find enough space and time to exit a driveway, particularly on a block where there are a number of cars parked. Visibility is impaired and having bicyclists who speed by makes it even more difficult to exit. Also in business areas, single lanes will negatively impact delivery trucks. There are at least 3 business districts on Lincoln Ave. On garbage pick-up days, cars will slow to a crawl behind garbage trucks.

Just adding painted bike lanes doesn't seem to work. Basically bikers do whatever they want and don't follow any rules.

Please stop messing up all the thoroughfares in Alameda! Not every street needs to accommodate the bike riders that are few!

We do not support bike lanes on Lincoln Avenue because it is extremely difficult for the residents to see the bikes when getting out the garages and driveways.

Route bikes from Lincoln to Santa Clara and Sweeney Parkway.

I am opposed to having bicycle lanes on all the streets. Too many fatal accidents, due to the narrower lanes on the streets.

Don't think this street needs exclusive bike lanes as we have them already on Santa Clara, along the beach and the new calming areas work fine. Primarily, you just need to pave it correctly and stripe it right, and light the sidewalks at the street crossings for night

no bike lanes. We have enough of those on other streets...

Satisfaction depends on mode of travel. Car - satisfied, although people go too fast. Bike/ped, not so much. I think it is important for the city to prioritize vehicular traffic on 1-2 major cross-island thoroughfares, including Lincoln. (And I say this as a person who strongly supports the slow streets, the shoreline bike lane, the Central Avenue project, etc.). I would not put a bike lane, in any form, on Lincoln. In a short period of time, there will be safer alternatives for bikes on surrounding streets. The city should continue to prioritize further traffic calming on already quiet streets for bikes/peds, versus trying to make every street bike friendly. Putting bike lanes on all streets will also likely result in some traffic diversions, meaning more cars on side streets where a pedestrian or bike encounter is more likely. The key is separation - keep cars on their routes, and bikes on other routes, but don't mix the

two. I would, however, absolutely do something to enable safer crossings across Lincoln for bikes and peds and increased calming around the commercial districts. It is a very harrowing experience to try to cross Lincoln to go shopping, to visit a local park, or otherwise.

Protected bike lanes unfortunately are a good idea but end up not working due to people slamming their doors into bicyclists after parking next to the lane and/or crossing the lane without looking. I lived in Oakland and biked Telegraph Ave and it was a nightmare. Lincoln needs lower speeds and designated bike lanes and better illumination at night.

Keep Santa Clara for the main bicycle route rather than adding it to Lincoln

NO MORE BIKE LANES... taking away lanes while developments are adding so many people and additional cars is not smart. I am in lending and real estate and having to tell new potential homeowners that it takes over 35 minutes to get through the streets and tube NOW is bad enough. Taking away lanes is not good for the increased developments - look at the WHOLE PICTURE. I live on the 300 block of Lincoln and have to go to Park Street and jump on the freeway to go towards SF to get off the island as it takes over 30 minutes to get through the tube. YOU Should all come commute from our End of the island BEFORE you make these decisions. Now that COVID is allowing back to work it is even WORSE !!!!! I would start telling clients to NOT BUY here or SHOP here as you can't get around the island without running into someone riding a bike and does NOT STOP at intersections or light or stop signs. When are you going to ticket BIKE RIDERS? by the way I also ride a bike around the island BUT I STOP at stop signs and lights!

Don't even think of going bike lane here... we have more than enough routes now on the west end! and this corridor will not work just like the crappy bike lane design on shoreline!

Please stop make all of our thoroughfares into bike corridors. You can't just make all the cars go away. Angry frustrated drivers are the result of much of the road changes. I've lived here for 30 years and this was never a problem until fairly recently. Ticket the speeders!

Please do not do what Oakland did to Telegraph Ave, with the bike lane inside the parked cars. Get rid of all the potholes, make crosswalks obvious. Are you planning to make Pacific pedestrian only? People are much less respectful than before, when slow streets were novel.

I'm a bicyclist primarily and I'd like to see funding for bike lanes to be provided via ticketing bicyclists who run red lights and break traffic laws.

## Do Nothing, Opposition, Traffic Concerns or Improved Enforcement

Leave it alone; bikers should not use Lincoln; Cars trump bike; People need to be responsible for the actions; driving skills and bikes that obey laws; What is the cause of crashes? I am firmly against making any changes to Lincoln due to similar changes on Shoreline, Otis and Park. Crashes are caused by increasing the population in our city so STOP building more homes and thereby increasing the traffic problems in Alameda. Making it harder to drive on our streets is not a viable option. No left turn lanes are needed on Lincoln except Park and Webster. I have been cut off several times on Park Street going eastbound to Tilden Way by people driving to Lincoln Avenue.

Do not add more signs, they are an eye sore.

The street is fine as it is. No changes are needed. The changes made in the past 5 years on major streets have made them significantly worse. Please stop allowing the lobbyists and activists to dominate the discussion. Get Bike East Bay and Walk Bike Alameda out of the process. And stop wasting public funds on these street reconfigurations. Webster is a disaster. Park is a disaster. Shoreline is a disaster. Leave Lincoln alone. JUST STOP.

When need more attention paid to traffic being and speeds created by slow streets, east/west travel, and preparing for the traffic created by 5000 new units and the allowance of 4 units per R1 zoned lot. What about clement being travelled through? Not every N/S thoroughfare needs to be for bikes and pedestrians. We need to create a healthy balance.

Roads are fine for their current purpose, I drive Lincoln almost daily and use Pacific for biking.

Without traffic enforcement of speeding and aggressive driving like passing on the right, narrowly hitting other drivers intentionally NONE OF THE EFFORTS OF COTY PLANNING MEAN ANYTHING. So what if you have signs that day 25? It doesn't stop the aggressive mostly male drivers who are 25-35 years old from being dangerous. Either enforce laws or don't waste money on the awful traffic management this city has enacted in the past 3 years.

Traffic in Alameda is AWFUL and only getting worse! There has to be something done!

It's not clear to me how plans for this corridor can be evaluated in isolation from overall plans for traffic flows. That the City seems to be engaged in an isolated evaluation is concerning to me. Lincoln seems to offer potential, given its width, for a corridor focused on vehicular traffic. But the utility and safety of such a potential plan seems to depend on what's done elsewhere and what plan exists (the nature of this survey suggests no such plan exists) for overall flows of vehicular and other traffic. Please understand that questions like these can't be answered intelligently on a street-by-street basis.

Like it the way it is

Do not mess with the large amount of drivers you have, we also need convenience to get in and off the island.

You have produced more traffic delays in both business districts, Park Street and Webster Street, by reconfiguring the streets. There is the Cross Alameda Trail for bikes that runs along Ralf Appezato Memorial Parkway. If the plan is to make it such a pain in the neck that people will get out of their cars and walk or bike - it won't work. It is either a street for car traffic or it is not. Make up your mind.

Leave it the fuck alone. It works fine. Where are the options for none of this garbage?

Get rid of the stupid "safe streets"

Please don't fuck it up like you did with Otis at grand, and the 1 lane thing please don't take away crosswalks like near Earhart school

Stop signs should be on cross streets. Not on pacific.

I know BikeWalkAlameda is VERY vocal. I frequently disagree with them and I feel like others' voices get drowned out by their strident advocacy for what they believe in. I do want a safer Alameda with no pedestrian injuries or fatalities too. At the same time, we need to be able to move vehicles through

town quickly and safely as well. There are many people in town with physical limitations who need to be able to drive their own cars. There is a lot to consider, so please don't let them drown the rest of us out. Thank you.

## Landscaping

Beautify the street by adding native trees and native landscaping which encourages safer driving.

Add middle divide with landscape including trees to reduce pollution, total greenhouse, less head on accidents, and beautify neighborhood

Because the street is so barren (ie no landscaping) it feels more like a highway that ppl can speed down. If it had more greenery like central Ave, ppl would slow down much more.

Lincoln is one of the least attractive thoroughfares through the city. Landscaping and making it more pedestrian friendly would be good for businesses and residents.

The roundabouts could also provide beautification in the center area with flowers, etc.

And, the island landscaping right now on Bay/Lincoln is stunning. Thank you for putting that in.

A green median is needed to beautify and to cut from 4 lanes. Thanks.

## Parking

Three areas for improvement - remove slanted parking by Oak St; buffered bike lanes; safer crosswalks

With parked cars blocking the view of pedestrians at intersections it is very dangerous.

Visibility is poor on many streets crossing Lincoln, often because parking goes right up to the corner. Consider measures to increase visibility at intersections where crossing traffic does not stop.

Please do NOT reduce parking spaces or convert existing traffic lanes to bicycles, scooters, etc.

Parking restrictions wherever bike lanes are added is a MUST. Throughout the city where there are bike lanes, I advise limiting parking to one side of the street where possible, and introducing 2 new classes of parking restrictions. Namely, 1.) no vehicles taller than "5" feet within 20 feet of any driveway, and 2.) zones for specific vehicles: car share, hybrid or electric. If you want safety, I advise reducing the number of vehicles in general via multiple motivations. Encourage people toward car share use/public transportation use. This would also finally align the safety initiatives of the City along with the General Plan to address climate change.

Double parking is a big problem in commerce areas, so I think a striping only bike laden will not be enough.

Pacific is terrible with loading trucks and double parking,

Figure out how to keep cars southbound on Park from blocking the intersection at Lincoln

A LOT of people have to park on Lincoln/Pacific. Please keep that in mind.

Please do not eliminate parking spaces. Parking on the street is a premium especially at or around intersections with business locations.

I live on Mozart Street, near Lincoln and there has been a steep increase in traffic in the past few years (minus a slowdown during COVID). The speeds are greater. Plus, there is a new trend toward commercial vehicles parking on Lincoln, blocking visibility of oncoming traffic. It's caused several accidents. I'd like to see no big van/truck parking on Lincoln as well as some traffic calming.

Don't be putting parking away from the curb either.

Homes/apartments have no off street parking. How will this be addressed?

## Road Diet - Support

Narrow the lanes and streets! It's such a huge distance to cross when walking and the lanes are not currently used enough to justify how much space they occupy

Lincoln Ave needs a severe toad diet to slow traffic and create a safer pedestrian environment. The volume of traffic on the street in no way justifies 4 travel lanes.

This road is way wider than needed for the traffic volume it carries leading to speeding and making it unsafe to cross.

The current 4-lane configuration encourages drivers to weave and pass to move faster. We live a block away on Bay Street and it's very difficult to cross on foot, bicycle, and even by car.

It should be one lane in each direction. I have to drive through there every day to drop off my kids and it's very dangerous with so many lanes of travel. Not enough traffic to justify four lanes of travel. After today's accident all of Lincoln should be one lane in each direction. What ever happened to that?

Street should be reduced to 1 lane each direction with a turn lane.

Make Lincoln a single lane for cars with a turning lane, add protected bike lanes.

I think cars just go fast down this corridor because there are 4 lanes. If it was reduced to include bike lanes with protection, like Oakland, it would help greatly with safety.

I like the idea of a center turn lane. As it is I'm afraid to get out of my car with cars whizzing by!

I am glad you are considering improvements to the Lincoln Ave corridor. I think reducing it from two lanes each direction to one lane each direction with a turn lane in the middle would be helpful, especially if that allows more room or safer options for bikes.

I am a resident on Lincoln Ave and I am overjoyed to hear about the Lincoln Ave project. Losing a lane each way and creating bike lanes is an amazing idea that will reduce speeding and accidents. There's a speed sign by our house and it's not uncommon to see people speeding by and have it hit 40-50mph!!! This is a residential neighborhood with many kids so we need to solve this issue and I believe the reduction of one lane each way is a great start.

Lincoln Avenue is incredibly dangerous, with vehicle speeds routinely above 40 mph (according to the speed radar sign between Morton and Benton). With 4-lanes, Lincoln also has way more capacity than is



needed. Lincoln Avenue should be reduced to two general purpose lanes in each direction, which is sufficient for current traffic volumes, and the excess capacity should be prioritized for other modes.

Corridor lanes need to be narrowed; also support creating a road diet along the entire length, similar to the section by the police station but also making room for bike lanes adjacent to parking lane. Create bulb-outs, textured crosswalks to make safer and shorter pedestrian crossing lengths. Traffic volume for vast majority of daily hours do not justify a four-lane section anywhere on this corridor (before pandemic or currently), especially west of Eighth / Constitution, but even between Park and Webster corridors. My former neighbor's house was on Lincoln by Walnut and they stated the daily adventure attempting to back onto a higher-speed four lane roadway with limited visibility over parked cars in the curb parking lane. Please take this rare, important opportunity to meaningfully slow vehicular traffic for residents and businesses alike along this corridor. Speed limit signs and occasional enforcement are merely performative means to control unsafe vehicle speed in a residential / commercial area; true safety design will be way more effective.

Projects like this are our rare opportunity to improve the wellbeing and health of our community into the next decades. I strongly support a road diet and encouragement of non-private vehicular options that will make our island home more pleasant and livable as the density increases. Fully protected bike lanes, less treacherous intersections through roundabouts, and decreased speeds through lane reductions will go a long way for a cross-island route like this.

Would like to see Lincoln changed to one lane in each direction with a middle lane for left turns. All intersections with major cross streets such as Grand and Constitution should have either protected left turn lanes with left turn arrows on the traffic lights or be replaced with roundabouts.

Lincoln offers an incredible opportunity to develop a charming corridor through the middle of Alameda that will rival Park and Webster. Here's the thing: Lincoln doesn't get enough traffic to warrant 4 lanes of traffic + 2 lanes of parking. I would ideally like to see 2 traffic lanes converted to a protected bicycle lane and large sidewalk/space for cafe seating. At a minimum, 1 traffic lane could be removed for protected bike lane+sidewalk space. Just imagine the stretch from St Charles to Sherman--convert one side of the median to a protected bicycle and pedestrian space and let the businesses develop out the sidewalk and shoulder as sidewalk cafe dining space. It would be incredibly charming!

A road diet for Lincoln would be great.

Reducing Lincoln to a single lane each way with the retired land dedicated to a middle turn lane and exterior bike lanes sounds great.

The top priority should be reducing automobile lanes to reduce auto speeds and add protected bike lanes and pedestrian safety improvements.

Lincoln needs to be made a single lane in both directions. It's terrifying to be driving along next to parked cars with someone zipping past you on the left.

Needs a road diet

I have owned my home on Lincoln/6th for 20 years. All of my neighbors loathe the four lane street. We cannot cross it for fear of god. Cars fly down it constantly. The last few years have only worsened due to the Mustang muscle car crowd the city cannot control.

This is a very wide road with a lot of lanes but a low speed limit that encourages speeding, a road diet would do this cross island connector a lot of good!

I live between Park and Broadway on Lincoln. I drove my kids to school on the west end for nine years. I experienced getting hit by another driver at the intersection of Grand and Lincoln five years ago. I avoid driving on Lincoln and take Buena Vista instead to get across town because Lincoln is too narrow for four lanes. Lincoln definitely needs to go on a road diet. I used to see walkers walk out onto Lincoln to cross without looking at the cars coming. Because Lincoln is so wide as a driver it was hard to see them. I noticed that the intersection at Lincoln and Willow has been improved but I think a road diet for all of Lincoln would help even more with reduction of speed as well. Also the intersection at Lincoln and Park, where Lincoln narrows is very dangerous for pedestrians. Pedestrians tend to stand on the lip of the bulb out to cross Lincoln at Park (where it turns into Tilden). Very scary to see them out there. I am hoping for improvement in the 2400 block with pedestrian safety and landscaping. There is a lot of foot traffic along 2400, 2500 block of Lincoln to Park Street, but where the street narrows from Park Street it's not pedestrian or car friendly. I have seen many cars going the wrong way on both the east direction as well as the west direction of Lincoln in the 2400 entrance/exit to Park/Tilden.

Lincoln needs a road diet with stop signs or roundabouts at each intersection to allow for safety for all users.

Lincoln is almost the prototypical street that would benefit from reducing from 4 lanes to 3 with bike lanes. Traffic is not so heavy that it needs four lanes.

My primary experience with Lincoln is crossing it on foot or bike, sometimes with kids, and it feels like I'm risking my life every time. When I drive down Lincoln, my primary thought is, "There is no reason this needs to be 4 lanes"

Would LOVE it if Lincoln ran westbound, just east of Park Street

## Road Diet – Opposed or Concerns

Maintain current number of car lanes.

Most of the "improvements" to our roads in recent years have meant lots and lots of extra concrete barriers. Driving along Shoreline used to be a pleasure. Now it feels very dangerous, and I avoid it at all costs. At this rate it will be dangerous to drive at all.

I do my biking on Pacific Ave, a slow street, which is a lot quieter and safer for biking. I only cross Lincoln on a bike. I don't want to ride a bike on Lincoln. As a senior, I find it impossible to drive on streets that have bike lanes protected by parked cars. So I never drive on Shoreline anymore. Nor can I drive on Park St. for the same reason. I find it very dangerous (cars trying to park or leave a parking space, car doors opening, etc.) Therefore, given the large number of seniors living in Central Alameda, I beg you to consider our needs. Please do NOT put protected bike lanes on Lincoln. I would then have to avoid driving on this major street, which is my cross street, and the way I exit and return to Alameda. Also, though I agree with having 3 lanes on Lincoln, please do not narrow the lanes from their current width. Again, that creates a hardship for seniors. (I am including anyone 60 and up.) So if you would have to narrow the lanes in order to accommodate striped bike lanes, I am opposed even though I love to bike. I can happily bike on quiet, slow streets instead of Lincoln.

Keep Lincoln as two lanes each direction ... for emergency evacuation purposes

Stop reducing lanes! We all Drive alone in our cars. We need more space for cars.

We need two lanes for continuing the smooth flow of traffic. It also needs to be repaved. It's in ridiculous condition. However, greater visibility at crosswalks is a must. Cars don't stop when I am waiting to cross.

Do not make this street a single lane please.

Maintain 2 lanes in each direction. Enough road diet - we need our high traffic corridors. Please do not make the entire island one lane in each direction. We need to leave the island for work.

PLEASE do not reduce Lincoln Avenue to three lanes with a center turn lane. It would seriously impede traffic flow on a main artery in Alameda. San Francisco has done this and made a complete mess of their main traffic corridors.

This is not an improvement project. This is designed for bikes and pedestrians without acknowledging the reality that people need to drive to work and school making this a traffic nightmare rather than a traffic calming. The city continues to build and add residents, which is great but the reality is this means more cars. If these main thoroughfares on the island (Lincoln and Central) are reduced to two lanes, it will push traffic to side streets where our children bike, walk and play. Please just fix what we have and stop this nonsense and illogical thinking of less lanes equals less cars.

The terminology "4 lane to 3 lane" is TOTAL BULLSHIT. City of Alameda already congested the hell out of Park Street, Webster Street, Otis Drive, not to mention Shoreline Drive. Now the city wants to single lane the majority of Lincoln Ave into a Two Lane street with a middle lane for left turns??? Seriously, does the City of Alameda Council loce spending money in projects that Create more traffic? Fun fact, since creating extended corner crossings around Alameda, pedestrians are now feeling empowered to stick themselves past those corner crossing almost into the middle of a "live" drive lane. Hang around at the corner of Grand Street and Otis Drive to see for yourself. See it all the damn time along Park Street. Now Alameda wants to do tue same dilemma to Lincoln Avenue. Seriously, what civil engineer sold the idea of creating a "4 to 3 lane street" with a left turning liddpe lane? Did Alameda council members go to happy hour before getting sold of approving that ridiculous idea????? Why don't Alameda make every corner a stoplight while you're at it and throw money down the drain.

Not concern with the speeding and loud cars. Slow Traffic, congestion, double parking cause of would be limited lanes added to that are the busses, garbage trucks, UPS, Amazon. 4 lanes give a wiggle room for more cars knowing Webster is just 2 way street and cars reroute to Lincoln. The 2 cannabis stores added to the influx of cars parking in Lincoln and the drugged smoked minded people are the ones creating the race and speedy cars. Rush hours are disasters that even you are in green light, you cannot still turn left cause of the many cars going straight. Working people need these lanes. Alameda is keep narrowing the streets but housing projects are soaring high and number of peeps is increasing. Leave these 3 lanes by themselves.

Do not reduce the lanes. What will happen will be congestion, more emissions, frustrated drivers looking at residential streets to get through the slow streets. It's s as greasy happening at other locations. Park, Webster, Shoreline are horrible now. Everything feels crunched together.

Stop removing lanes on the island. There's no sensible reason to do this while we markedly increase the number of dwelling units, island-wide. After reading through the public documentation, there is no explanation as to how reducing lanes will improve public transportation. Furthermore, cycling is a predominantly a leisure activity. It is not an efficient or even functional way to accomplish routine tasks like grocery shopping or supply shopping. Why? Because the island is suburban, not urban. Their business zoning infrastructure does not support this notion that everything is practically accessible via walking or biking. Stop removing lanes without first addressing the existing structural limitations of our neighborhoods.

Don't go and make this a mess like Shoreline.

The city has already ruined Shoreline turning it into a congested mess. Stop reducing lanes. That is NOT the answer. People won't magically stop driving. It only leads to more congestion. This is the wrong plan!

Rather than turning this street into a single lane each way, why not just police it and issue speeding tickets? Also buses and bicycles have been safe on Santa Clara Ave, why would you dream of moving them to Lincoln?

PLEASE do not make this 3 lanes with a center turn lane and bike lanes. Bikes should not take Lincoln, PERIOD. That's what Pacific is for. We NEED a major thru-way across the island. Stop signs, sure. But please don't mess up Lincoln like the city has mess up Shoreline and Otis.

Not thrilled with losing 2 lanes

Impeding traffic on Lincoln is a bad idea, you will just make it worse on adjacent streets. I hope you aren't thinking of reducing the limit below 25 mph, that would be ridiculous. Perhaps better enforcement of existing traffic rules would help?

My experience with "road diets" in Alameda is poor. Rather than reducing/ calming traffic, they seem to increase driver frustration and aggressive driving.

Put all lanes back to two lanes

Don't turn this into a single lane

Please work on Central/Encinal. Keep Lincoln as thoroughfares

Pls leave these 3 lanes alone. It's already horrible during rush hours. Traffic is already horrible esp rush hours in the morning

Don't take lanes away

Keep Lincoln Ave 4 lanes. It is a major artery for the island.

No more reductions of traffic lanes. It's taking longer to get my kids and their carpool to sports, school and shopping due to the reduction of auto lanes.

Do not turn Lincoln into a 2 way!

Do not create yet another traffic blockage!!!

## Roundabouts

My other comment is about roundabouts. I have used them in other cities and find them very dangerous because drivers fly around them at fast speeds while I try to figure out my exit. If you do create roundabouts, PLEASE have a posted SPEED LIMIT of 5 or 10 mph, whatever is considered safe. I think a roundabout at Pacific and Marshall is a good idea especially with the school nearby. I think a roundabout on Lincoln and Constitution Way would actually be more dangerous than the lights we have now. I wait till there is no one in sight and then I turn right onto Constitution, but I fear with a roundabout commuters will fly through it and it will be less safe than our current traffic lights. I think an alternative is to have a green arrow light on the corner for drivers heading in the direction of the Tube.

I'm uncertain roundabouts will work well during commute hours. It seems that cars observe the 3-way signal lights work well and I don't see the necessity of roundabouts.

Love the roundabout idea and a reduction to one lane each way.

Safety would be greatly improved if there was less speeding in this corridor. Roundabouts where possible would be very helpful to achieve safer speeds and still facilitate traffic flow.

I also love the roundabout idea. A roundabout at Lincoln and Stanton would make that intersection safer as that is where Lincoln turns and drivers can't see pedestrians trying to cross.

100% support roundabout idea for Lincoln/Marshall intersection, currently a bit confusing as a motorist, right of way, medians, and signing are awkward and I've nearly headed into wrong lane a couple times from eastbound Marshall into Lincoln. And way more must be done to lower speeds along the entire Lincoln/Marshall/Pacific corridor. The lanes are way too wide, and with 4 lanes, there is higher speed passing occurring. Signed for 25 mph, but I'm easily passed as motorist by those driving 30-35 mph speed or more. It is also not fun to cross at unprotected (no traffic signal) crosswalks.

Another roundabout at Lincoln & 8th would be great; traffic flow on the 8th St corridor is so heavy.

I do not like roundabouts

STOP TRYING TO MAKE ROUNDABOUTS

Install quick build roundabouts.

Roundabouts "yes", diet "no". Park street diet is a disaster. Made things worse. Please enforce existing speed limit, clamp down on lane changing, aggressive drivers, keeping intersections clear where it's written in bold keep intersection clear, and other laws. Otherwise what's the point of having the laws. that itself would reduce accidents.

The intersection where Constitution starts (8th/Lincoln) is dangerous at all times, but particularly in the mornings. I cross with my children, along with other families, on the way to Maya Lin. Cars turning right from Lincoln onto Constitution hardly look right and blow through the traffic signal all the time. I don't know whether a roundabout would help, but at minimum, there should be an arrow signal for cars to be able to turn there.

Many of the intersections along this corridor are confusing and produce dangerous conditions. These intersections need roundabouts, improved signage and crosswalks, protected bike lanes, and the like, to increase ease of use and safe travel.

Do not put in a roundabout.

How does a pedestrian or bicyclist cross a roundabout?

Lincoln definitely needs roundabouts.

Roundabouts would not improve safety - they would make it much more dangerous!

As there are no other roundabouts on the island adding them would be confusing to

PLEASE no more bike lanes and no roundabouts! We are not Berkeley! We just need better speed control and flashing beacons for crosswalks.

No roundabouts or making less lanes. Leave it alone except pave it and restripe

## Safety - General

Police need to enforce laws on driver's who persistently ignore the cycle lane on Ralph apezato. Every day drivers ignore the lanes and turn right or drive out of Walgreens. I see a near miss EVERYDAY.

Deadly

Make alameda a walking/biking city

Overall, it would be great to have safer and more pleasant streets that are designed for people and to be safe.

There should be only two thoroughfares for cars from west-to-east. and our neighborhoods should be protected and blocked off from through-automobile-traffic, just like Berkeley, and we should have safe intersections from each neighborhood to each school for the kids, lit crosswalks.

1 = East of Park, this is a scary street for pedestrians and bicyclists due to: high speed of vehicles, width of street for pedestrians to navigate safely between lights, lack of crosswalks with at least flashing beacons, lack of marked bike lanes. I do not use a bike on Lincoln because I do not feel safe. 2 = It is difficult for vehicles to turn safely from side streets and out of driveways onto Lincoln due to limited sight lines and vehicle speeds.

Please make street safe for all users and not just for car use

Fix the potholes.

There needs to be 4-way stop signs installed on Lincoln at busy intersections when people are trying to turn onto Lincoln.

I live half a block from Lincoln. I have personally seen a man killed, a car driving into an infant's bedroom and nearly kill them, and countless wrecks. I fear for my family's safety daily.

It is also extremely difficult to turn out of 6th onto Lincoln because of poor visibility with parked cars- a stop sign would allow safer turning and would hopefully encourage less speeding down Lincoln from the base to Webster.

I like this as a faster thoroughfare for the island. I would like for there to be improvements for safety and vision though. More cross walks with flashing lights, even pedestrian bridges should be considered

While driving, it is extremely hard to see people trying to cross the street; while biking, it is extremely hard to feel safe crossing Lincoln without scooting significantly into the street. Parking is too close to most corners and visibility suffers.

Lincoln is very obviously the most dangerous street in Alameda. Needs a serious update. Rampant speeding and negligent driver at all hours

Cars regularly blow through intersections, even when there are pedestrians at crosswalks.

1500 block of Paru pavement is extremely hazardous and long overdue for repair. Low sun angle and speeding are significant risk factors on Lincoln.

Safer; more pedestrian and bike friendly

More reflectors for the Pacific Avenue eastbound continuation at Marshall St junction. At this same junction, adding a stop sign for Marshall Ave westbound traffic would create added safety for the Pacific Ave westbound traffic at this intersection.

Please also consider no right turn onto Webster or Park Street to alleviate traffic jams. \*

Turning westbound onto Lincoln from Paru is really dangerous and frightening. I always opt to go town to Sherman in order to get onto Lincoln westbound. This problem would be resolved if Lincoln was a two lane road w a center divider like Otis. A protected bike lane would be a huge positive move. Riding a bike on Lincoln w the busses and traffic is very dangerous.

The current safe streets implementation on Lincoln is beneficial to that street, however, other streets have been packed by rerouted traffic. More equitable and serious traffic calming measures should be taken to address speed and throughput over the long term.

5th is terrible during school pickup and drop off, since Santa Clara became a slow street, cars now race down Haight to Encinal and the 5th/Haight intersection is really unsafe. I drive all daily, and Pacific and 5th are way more stressful than Lincoln.

There have been at least four major traffic collisions on Lincoln alone in the last five years, three of which resulted in fatalities. While I recognize that it is a major crosstown thoroughfare, the amount of speeding and negligent driving I encounter on a daily basis is maddening. Please consider reducing it by a full lane and incorporating a dual-direction protected bike lane.

Thank you for doing this great work!

Fewer cars, please

Too many fatal crashes on Lincoln. This must be addressed. Also people would ride their bikes more if they weren't afraid of dying.

When I park on Lincoln, I do not feel safe walking to my car as cars speed by. Furthermore, it's difficult to safely turn on to Lincoln when there are parked cars obstructing your view and if you turn you just pray that cars aren't speeding or else you'd be F\*\*\*\*d.

Majority of left turns onto Lincoln are still difficult with parked cars reducing visibility.

Yes, I believe left turns onto Lincoln from the side streets should be made illegal except when turning left at one of the street light intersection. I've seen numerous close calls by someone trying to turn left onto Lincoln from the smaller side streets it's dangerous.

I live on this section of Lincoln and would welcome safety improvement for all forms of transportation. I feel much safer on the parallel section of Santa Clara Ave, as a driver, biker, and pedestrian.

Intersection at grand and Lincoln is also dangerous for cyclists and pedestrians. Drivers swerving around other drivers who are waiting to turn left are a hazard as they swerve into the path of cyclists.

Important to create safer corridors to cross Lincoln to access Sweeney park and for families living on the north side of Lincoln to cross to schools on the other side like Maya lin.

I live on pacific ave near 4th Street. Safety improvements on this corridor are much needed.

It has been lovely to have less busy street options parallel to Santa Clara and Lincoln and Central though there could be all-way stops instead of two-way stops to help with protected left turns or crossovers and slowdowns for interval safety awareness.

## Safety - Speeding

Traffic on Lincoln is far too dangerous, usually exceeding the posted speed limits. Our family would welcome the traffic-calming influence of fewer traffic lanes, replaced by protected bike lanes.

The speeds down Lincoln are atrocious and I have never seen the speed limit enforced.

People drive way too fast on this street.

The speed at which people drive on Lincoln is shocking.

Slow down the flow of traffic.

Speed bumps!

It really seems like this street should be 30mph and then traffic calmed so people can't go over that.

This feels like a solution looking for a problem. I would love it if we could focus on traffic calming on the west end, specifically on the base.

I avoid Lincoln, especially on bicycle as the constant speeding is very dangerous.

There are speeding issues but maybe because the limit is so low. Maybe increasing the limit to 30 would make people drive less crazily.

Western and central portions are way too wide, encouraging drivers to speed, very hard to cross when I am walking or on bike. Eastern portion with diagonal parking and the complicated Park/Lincoln/Tilden



intersection cuts up the downtown area, making it less pleasant to walk between businesses, restaurant, library, etc.

As Lincoln stands right now, you can have high speed or safety but not both. Reducing speeds, increasing visibility from cross-streets, or both, is needed.

Speeding is a constant problem on Lincoln

I am a pedestrian as well as a driver and I feel that cars drive too fast here!

I am a homeowner on the 900 block of Lincoln Ave and excessive speeds are constant and scary at times.

I'm interested in traffic calming- I want Alameda to be more walkable as it is such a great place to bike but Lincoln between Park Street and Constitution way is very unsafe - cars are driving fast and passing the slower cars.

There are two safety-related problems with Lincoln. Both were created by the City of Alameda. First, the Alameda police no longer cite speeding drivers. Twenty years ago, everyone in the Bay Area knew that if you exceeded the speed limit in Alameda, you would get a ticket. That is no longer the case. Result? Everyone in a motor vehicle drives over the speed limit. No enforcement of the law = no compliance with the law. Second problem - the City of Alameda installed barricades on other E-W streets as part of the so-called "slow streets" project. In relation to Lincoln, the most relevant is Pacific. When the city closed off Pacific, residents were told that the traffic would be diverted to Lincoln and Buena Vista. And so it was. And now, the City is shocked -- shocked!! -- To discover that there is a lot more motor vehicle traffic on Lincoln. And now they want to somehow make it more difficult to drive on Lincoln. All the city has to do is get rid of the barriers on Pacific, and let cars back on that street. Oh, and start enforcing the speed limits. No need for this huge boondoggle. No need to spend millions of dollars on cycle tracks and fancy roundabouts and so forth. Just fix the things the City has done wrong.

I live on Lincoln Ave (right by Willow Station) with two small children and as it is primarily a residential street I am always in awe by how much speeding and other reckless driving occurs on it, on a daily basis. I think it can still be a "corridor" however modeling it more after Central with single lanes wherever possible and addition of landscaping will likely increase safety. Please at least consider a four-way stop at Lincoln and Walnut!!!

I was moved to write after hearing an accident this morning at 6th and Lincoln. Based on reports from neighbors, it sounds like no one was seriously injured, thankfully. Some people drive too fast down Lincoln. It would be great if a flashing crosswalk light could be installed, or other measures to make it safer for pedestrians too. Discouraging cars from racing down Lincoln on their way to or from the Base would be very helpful.

Speeding across the island is one of my biggest concerns, as a driver, pedestrian, and a cyclist. I have had close calls in all three situations, all of which were due to drivers exceeding the speed limit. Too many residents live within feet of all our major streets to justify raising the speed limit over 25mph. We need more stop lights and signs on Lincoln, and more safe corridors for cyclists and pedestrians.

I never bike on Lincoln because it's known for high traffic and speeding. Instead I take Pacific and would like to see it remain a slow street and be repaved. The road is uneven with many cracks.

Crossing Lincoln is harrowing, whether you're on a bike, walking, or in a car. I don't think I've ever biked ON Lincoln, it's so high speed and seems to have the most aggressive drivers. Same it I'm in my car and driving 25 mph, I get a lot of angry folks behind me.

People drive super-fast on Lincoln, it's very dangerous to turn onto Lincoln from side streets. Due to speeds and the four lanes, it's dangerous to cross as a pedestrian. More crosswalks/flashing crosswalks, traffic calming and speeding enforcement are needed.

Need to reduce car speeds and improve safety for pedestrians and cyclists. Stop Lincoln from being alameda's "freeway" to benefit the people (especially families) who actual live near these streets.

Great that you are working on this!! I'm very excited to see improvements!

This corridor is very dangerous for bicyclists, with cars often speeding.

The current road layout actively encourages speeding. And actively discourages biking or even pedestrians crossing the street.

This corridor encourages speeding and other dangerous driving behaviors. I would like to see the infrastructure to mimic Otis but also include more bulb outs for pedestrians, flashing beacons, protected bike lanes and added stop signs.

Reduce speeds!!!!

Drag racing and speeding is a chronic problem.

Honestly posting cops to stop speeders would do a lot as an immediate band aid in my opinion

I live on the 500 block of Lincoln. The traffic is increasing, and it's moving too fast. Drag racing is particularly concerning.

Ridiculously wide and hostile to people bicycling and walking. Encourages people in cars to speed.

This area sees cars traveling at high speeds and can be scary when walking or biking the area.

Car travel lanes are way too wide and there are no design elements to encourage 25mph. Please put in chicanes, roundabouts, protected bike lanes, bus boarding islands and anything and everything else to discourage not just speeding, but driving!

Speeding is really bad on Lincoln when there are two travel lanes in the same direction.

Speed bumps on Pacific?

People drive very fast on this road and it is unsafe for biking. I would like to be able to bike and walk down Lincoln especially to access the shops

Speed humps would slow traffic down. More police presence for out of town commuters cutting through Alameda to avoid 880 traffic!

Enforce the speed limit

More stop signs and traffic lights between Sherman and Webster. Speeding and drag racing has to stop. None of the above is a good idea- MORE TRAFFIC LIGHTS. Please install a 4 way STOP SIGN (now just a 2

way) on Chapin and Pacific heading to Lincoln and Buena Vista. Also more traffic lights/STOP signs to calm speeders on Buena Vista between Constitution and Sherman. Thank you!!

Crossing these streets is a particular issue for my children as is speeding. IF cars stop, the cars behind them often speed around.

Everything you can do to slow speeds, improve visibility and enforce traffic laws!

Yes. ARREST speeders, I see it all the time like not 30 35 but 50 or 60 MPH Speed bumps may help. It's awful the speeders!! in Alameda

The one section of Pacific Ave which has not been addressed is between 5th and Marshall. Motorists speed between these two points. I would like to see speed bumps or a stop light at Pacific and Marshall. Between the kids at two schools and the crazy parents, someone is going to get killed. Finally, if traffic is slowed on Lincoln, more people will take Pacific with its long straightaways with few stop signs.

Safer and more permanent solution to Pacific Slow Street. Reduced speed and traffic on Lincoln

Greater Police presence along this route would help with the constant speeding and reckless driving that I witness on a daily basis.

You've been collecting data for years. Why is it taking so long to see any kind of improvement with traffic calming, excessive speeders... Stand on Lincoln ave between Grand and Webster for 10 mins and you'll have more data than you've collected the past 20 years. What a waste of tax payers money and government funds you have created. DO SOMETHING!!!!

You need more traffic control officers. A large part of the problem is people speed, ignore stop signs, and make illegal u-turns. Because the city was caught counting on increased traffic fines in the budget, they reduced the number of traffic control officers. There is little chance of being caught speeding or ignoring other traffic violations.

Lincoln is extremely unsafe right now, people cruise from NAS down Lincoln across the island and 40, 50, 60 Mph while little kids are playing in front yards.

Please do whatever it takes to slow drivers down, including narrowing, and please make it easier/safer for bicyclists and pedestrians to cross Lincoln.

There are too many speeding cars on Pacific Ave between Main/Central and Marshal.

Lincoln continues to be a speedway that endangers people both in and out of cars. We need to improve the infrastructure to ensure safer speeds and conditions. Help people help themselves.

## Safety – Pedestrian Issues

Add or move beacon to Bay Street from St Charles - more businesses are on Bay Street and Bay Street is used as a through street.

We need flashing beacons to alert drivers.

Cars NEVER stop at the intersection crossing to Longfellow Park.

I just witnessed a horrible accident on 6th and Lincoln! There are many children that live on 6th Street, and we are afraid to cross the intersection at Lincoln to get to Longfellow Park because so many cars speed down Lincoln. We would love a stop sign or stop light on Lincoln and 6th!

I've almost been hit by cars while crossing in a crosswalk a handful of times in the last 6 months. People are just going too fast or not paying enough attention.

I bike and walk on these streets often, and drive occasionally. I am most concerned with adding lights or crosswalks at intersections where there aren't any.

Lincoln and Stanton is a very hard intersection to cross.

Lincoln Ave., a street my disabled son lives on, is so hard for him to travel while on his scooter due to the horrible nature of the sidewalks, the insane traffic speeds, the blind corners and the conditions of the crosswalks. Also, on Broadway and Lincoln (where I currently live), there is an accident every week on that corner. DO SOMETHING. My great-grandson was almost killed by a City vehicle on that corner. A driver stopped to let him cross in the marked crosswalk and an AMP truck went around them and almost killed him. If the only way to slow people down is more lights, stop signs and crosswalk flashers, please do it now. I'm 90 and can't dodge cars anymore and I'm afraid to walk around my own neighborhood because my street is now known as the "Broadway Speedway" by those of use that routinely help out the car accident victims before APD and EMS arrive.

The intersection at constitution way feels like the freeway - especially during commute times. Very difficult to cross - even when cars stop you have to hurry

Traffic speeds are high making is very difficult to cross especially for children and people with low mobility. Would like to see the section between Grand and Sherman improved as there are a lot of parks on either side of Lincoln and people are trying to cross.

Folks do tend to drive pretty fast on this road and there are very few pedestrian crosswalks, especially around Longfellow Park

My family and I live on 6th Street and Lincoln Ave, and I'm writing to ask for a stop light or stop sign in that intersection. I know the city is planning improvements for safety, and I would be grateful if you would consider that intersection! Every family that lives on our block is afraid to use the intersection for walking or biking because cars come down so quickly and we have all had near misses. It is also difficult to turn out of our street because of low visibility with parked cars. Today there was a terrible accident involving that intersection- I would ask to please consider a stop sign or stop light and not just flashing lights (although even flashing lights would be a big improvement). I think cars need a deterrent because so many speed down Webster to the base via Lincoln. Thank you for your consideration!

Additionally, intersection pedestrian safety improvements are greatly needed, particularly at cross streets that provide access to schools at parks, such as 9th (Maya Lin and My Escuela) and Benton (Little John Park)

Lincoln has long stretches where people speed and can't/don't drive slowly enough to stop for crosswalks which is where I think flashers would help.

I believe we need better pedestrian safety and more speed enforcement. On the weekends, especially Sundays, cars literally race up and down Lincoln with no police in sight.

The intervention at Lincoln/Walnut at minimum could / should be repeated at other unprotected crosswalks along corridor for pedestrian safety.

This survey is driver oriented. I'm concerned with pedestrians, especially those trying to cross Lincoln  
Need much better speed enforcement and cross walks. It is terrifying to walk with kids

Crossing Lincoln at Ninth St while walking or biking is horrible. Cars rarely slow down or stop. This is an important bike/walk north/south route.

Crossing Broadway at Lincoln feels dicey because traffic is moving quickly and cars turning onto Broadway are often just paying attention to car traffic. There is often a car blocking the Lincoln crosswalk on the west side, forcing pedestrians to move behind the cars to cross.

The 8th street intersection is especially dangerous. Would be great to see the number of lanes reduced (4 is too many) and a protected bike lane. Thanks!

Please also consider adding brighter streetlights and or create red curbs 100 to 200 feet from corners to help eliminate blind spot for pedestrian safety as well as traffic safety.

I cross Walnut/Lincoln 4 times a day with my 3 year to go to school. The wide road and impatience of drivers coming from the light at Oak St result in fast speeds and cars \*not\* watching for pedestrians crossing. The daylighting of the intersection is not enough and still requires you to step out in traffic to see/be seen. Please help improve this problematic intersection so I don't have to explain to my child \*again\* why we're passing blood splatters on the crosswalk (which were visible for MONTHS until it finally rained).

My kids and I have had multiple close calls on Lincoln as pedestrians and cyclists. There is no reason for Lincoln to be 4 lanes. We need protected bike lanes and safer crossings for kids at 9th, and at Stanton (among other places).

Improved visibility at crossings with reduced lanes (center turn lane).

I'm particularly concerned with the intersection at Lincoln and St. Charles. We live near there, and there are approximately 1 serious accident there every 18 months or so.

Vehicle speeds are often 30-35mph and visibility of pedestrian crossings isn't great. Because of this I have seen many near misses with pedestrians and bicyclists where cars can't or choose not to stop speeding to avoid them. I also see drivers upset when a car does stop, attempting to pass them or continuing through an intersection in the opposite direction, which is extremely unsafe.

Please prioritize the safety of pedestrians. I used to cross Lincoln frequently pre-pandemic on my commute home where it was dark and was incredibly fearful of getting hit by a car. There is no visibility to see if a car is coming and vice versa for a car to see a pedestrian with the ability for cars to park so close to the intersection.

My child and I love walking around Alameda. I'm hopeful that officials will take action to make it easy for people to get out of their cars, which would also make Lincoln safer for pedestrians.

We cross on foot at Lincoln and 8th- the road curves there and people rarely come to a full stop. It is highly frustrating and so very dangerous. We've been almost hit on numerous occasions.

The intersection of Lincoln/8th/Constitution is so treacherous for pedestrians. Cars do not stop when traveling westbound on Lincoln and turning right onto Constitution. We have had so many close calls with cars when trying to cross the street. I wish I could feel comfortable with my kids walking to the library or school which is only a couple blocks away but can't with the dangerous nature of that intersection.

I live on Lincoln, near Bay and St. Charles - would like to see traffic slowed down, safer crosswalks. Would like to keep bus lines going down Santa Clara

Lincoln is terrible to cross as a pedestrian, which makes it harder to get to the 51A and commute via bus. It needs a fully protected bike lane and more frequent (and better designed) cross walks in order to slow traffic speeds.

More protected crossings north south, e.g. with stoplights or stop signs, especially on bike corridor crossing at 9th or nearby

The intersection at Lincoln and Walnut, a Tier 1 unsafe area, needs a four way stop. Neighbors have yet to hear a reason for the failure to install one

Very busy at school times, could use better traffic control. Need better crossing for people.

Do have crosswalks signals that work like those in china town where all ped traffic goes at once. Do make protected left hand turn lanes opposed to unsignaled left turn lanes.

Lincoln definitely feels like a barrier splitting the island in half. At many intersections there aren't even crosswalks.

Additionally, more green lighting via restricted parking at the crosswalks. When travel east on Lincoln, it is impossible to see pedestrians waiting on our right to cross, especially at Stanton.

I answered flashing beacons because I interpreted that to mean beacons for cross walks. Other items: better pavement indicators and when turning off of Lincoln and greater visibility on corners when turning onto Lincoln.

Safer crosswalks

I live on 2700 block of Lincoln. Please put a street light on Lincoln/Broadway before Edison School and speed bumps on Lincoln between Broadway and Park St.

I live on Verdi St off Lincoln - trying to cross Lincoln as a pedestrian/bike to get to Jean Sweeney is hair raising. Even trying to turn onto Lincoln in a car feels dangerous. Most traffic is going way faster than 25, and parked cars obscure the view of oncoming traffic.

I have to cross Lincoln Ave @ Union every morning with my 3yo to get him to childcare. We wait at the giant white cross walk, and only about 40% of them time for people stop for us. We try to remain viable by staying on edge of corner but it is also dangerous as ppl are traveling at high rate of speed. In the event somebody does stop for us, the cars behind them off have to slam on their brakes/come to abrupt stop as they are driving too fast. It's is not safe, it needs more lights/an actual crossing walk.

Once the market at Lincoln & Bay opens there is sure to be more foot & car traffic. As it stands, that intersection is crazy! No one slows for pedestrians. We all just wait for cars to speed by before crossing.

Would love if bikes/peds got a green light a few seconds before cars at intersections

Lincoln Ave needs more dedicated crosswalks/traffic slowing, especially to get across to Little John Park. A round about, or even a dedicated crosswalk with lights on the corner of Lincoln and Benton would be very helpful in improving safety for people trying to get across Lincoln to the park. Additionally, this would also help improve the left turn from Powers court onto Lincoln, which is made somewhat precarious due to the bend in the street which makes it difficult to see cars in either direction. A roundabout at Benton could help provide a bit of a time buffer for cars coming out of Powers Court to safely make the turn rather than having cars approaching at speeds (often above 30mph)

The crossing at Stanton and Lincoln is dangerous as cars come round the curve and don't stop. A pedestrian activated crossing might help.

My children and I have had multiple near-misses with cars when crossing Lincoln at St. Charles.

I often cross Lincoln as a pedestrian and on a bike at 6th St, and it's one of the worst crossing I have to deal with in the city.

As a pedestrian with a weak ankle I struggle with the uneven surfaces on streets and sidewalks. I am fearful of falling and hurting my joints further.

People treat this street as a highway, I am afraid to cross the street sometimes, even at a light

We cross Lincoln at paru often as pedestrians. It is very unsafe with high speeds and people not stopping for the crosswalk. Not enough traffic enforcement.

I use Ninth a lot and it's always scary crossing so many lanes.

Needs to be flashing lights of the crosswalks of Lincoln and Linden for Longfellow Park and 6th and Lincoln. Too many people speeding. It's a huge busy street and scary to see pedestrian crossing with no safety

Crossing Lincoln is the scariest thing I do on a daily basis and in the years I've lived in Alameda have had over a dozen near misses near death experiences...

## School Access

Please prioritize safety for bicyclists and, especially, for children commuting along or crossing Lincoln to Maya Lin school and to the park near charter schools.

Students arriving/departing at The Academy by 4th St. create much congestion. Reducing lanes would be \*terrible.\* Survey the site to see how bad honking, double-parking is, 8-8:30 am, 3-3:30 pm. Please do not reduce lanes, build redundant bike lanes! They go barely used already, we don't need more.

I travel it round trip 4 times a week. The parents picking up their children on Lincoln between willow and chestnut is a key area that needs help. Parents double park and jay walk their kids across the street. I have seen several near misses of vehicles and pedestrians. This needs to be safer and unfortunately the adults aren't setting good examples with this congestion.

The existing signs identifying the school zone for Love Elementary are obstructed from view of drivers on Lincoln Ave. Drivers make unsafe turns to drop-off/pickup students from Love Elementary on Lincoln Ave. Several Love Elementary students have been nearly hit by impatient drivers at the intersection of Chestnut and Lincoln at pickup and drop-off times.

It is dangerous with all the double parking for love school

Lincoln in front of Alameda Academy at that crosswalk is very dangerous in mornings/afternoons

I am particularly concerned about the safety of pedestrians in the cross walk in front of Academy of Alameda.

The area around AOA is dangerous at the beginning and end of school

I think Lincoln works well as is but could use better striping especially near AoA.

During school drop-off at Academy of Alameda, very chaotic intersection at Pacific.

In the mornings and in the afternoons when school ends there is congestion and unsafe conditions in this area.

I'm very concerned about the school kids crossing Pacific at the school. not enough lights, crossing guards, Etc.

It also lets us avoid the very chaotic intersection where Pacific meets Lincoln in front of the driveway into Academy of Alameda. There is usually a crossing guard at 4th and Pacific during school drop-off hours, which is very helpful, but traffic/pedestrian improvements at the Pacific/Lincoln/AoA driveway intersection are much needed, especially during school drop-off/pick-up times. I'm not sure what the best solution for this intersection is, but I'm hoping you have transportation experts to help figure something out.

I am concerned about the flow of traffic where Marshall and Pacific merge. I work at AoA and it is very challenging to control traffic and keep everyone safe for drop--off/pick-up.

No bike lanes make it difficult to get to The Academy, NEA, etc. And the crossover at Marshall and Pacific in front of The Academy is waiting for an accident to happen

I live at 431 Pacific Ave and witness near vehicle & pedestrian collisions at the intersection of Pacific & Marshall. Children are often jay walking and running across the street with blind spots. It's very scary.! We need a round-about to prevent speeding and barriers for cars to stop before proceeding. Please inquire directly with the Academy of Alameda and speak with the crossing guards who witness unsafe activity every day. I've sent emails to the AoA and requested that they participate in this survey and workshop. The longer we wait, the more we risk the probability of a pedestrian/vehicle accident. I pray we don't see a fatality.

I live right across Love Elementary, traffic has increase, cars don't follow speed limits "25 miles/hour" any more, I am afraid that during school time a KID will be struck by one of this irresponsible divers and get injured or keeled, we need more Police presence or better street markings to slow the traffic overall.

Stop cars from double parking at The Academy School!!!



The way Marshall & Pacific meet in front of a school with no signals or stop is an accident waiting to happen.

We live on Mozart Street. Crossing Lincoln Ave at 9th St. is very dangerous, particularly for the children and families going to or returning from Maya Lin Elementary School. A crossing guard can only do so much. Visibility is poor and there are 4 lanes of speeding traffic that rarely stop when someone is in the crosswalk. Ideally, that intersection needs stoplights. But at LEAST please install flashing beacons to notify drivers that pedestrians need to cross. Also, there are NO crosswalks between 9th and St. Charles. That is a long distance, so people tend to jaywalk. Cars often speed between the 8th Street and Sherman Street lights, so it's extremely dangerous. Please install some safety measures in this section of Lincoln.

Crossing Lincoln either on foot, bike or by car at the many unprotected intersections with small streets is dangerous. Traffic control measures around Love School and AOA are very needed.

I don't know what to select for "top priorities" because they all sound important. I guess my top priorities are my daughter being able to cross the street safely (as it is now, I would never let her cross Lincoln on her own, and she needs to cross Lincoln to get to school) and bike lanes.

We walk to Maya Lin every day and we are almost hit along with the crossing guard Jack. The drivers do not stop, even for the crossing guard. Where are the police? Where are the flashing lights? Why encourage walking to school when you know children cross dangerous intersections to get there? Someone will get hit. There needs to be speed and pedestrian control during morning school drop off

Also, I don't have kids, but it's a little alarming that there's so little traffic calming where Marshal turns into Pacific, right at the middle school.

There is a real safety hazard near schools (specifically Academy of Alameda) and far too much speeding and racing happening in this corridor.

I live off of Lincoln and cars consistently drive 40+ MPH. Even in the morning when there are crossing guards, I have seen the crossing guards almost be hit.

Need safe crossing for kids going to Maya Lin School

We live near the corner of Lincoln and Saint Charles, and we have a 6.5 year old. We are really concerned about her safety on Lincoln. Cars blast down Lincoln every day. At the corner of Lincoln and Saint Charles there is no daylighting. When turning onto Lincoln from Saint Charles as a pedestrian/cyclist/driver you cannot see oncoming traffic. Parked cars obstruct driver views of pedestrians waiting to cross. Cars often don't see us in the crosswalk. We have almost been hit by cars several times, and in general now we wait until there are no cars, because it just isn't worth the risk. Further down the street we cross at 9th where there is a crossing guard wearing a safety vest with a stop sign on our way to Maya Lin School. I can't tell you how many times we've been crossing and heard cars coming to a screeching halt because they just didn't see him or us. We bike to and from school at Maya Lin every day, we walk our dog every day in the neighborhood (even though his parents dislike walking on Lincoln he insists), we're really familiar with the Lincoln corridor because we're on it every day. There's so much promise for the corridor. We hope improvements are made before someone is hurt.

Children cross at Lincoln and 9th and are nearly hit daily between the elementary school and several preschools. The crossing guard does his best, but many cars zoom past him, blatantly ignoring his stop sign and barely missing the crossing guard and families crossing the street. Flashing lights for the crosswalk are needed at this intersection at a bare minimum.

Please make it safer for small children to walk and ride bikes

Nobody should be allowed to do a U-Turn at the crosswalk at 4th/Pacific (in front of AoA). But it happens all the time. Extremely dangerous. The speeding and reckless driving on the stretch of Lincoln/Pacific between Webster and Main, is ridiculous and needs stepped-up enforcement by the police dept. immediately; eventually I hope traffic calming measures will force autos to slow down, and enforcement won't be as necessary as it is now.

Lincoln serves so many communities and crosses through school zones. Please prioritize bike and ped improvements that'll also calm traffic.

## Transit Operations

I have often wondered why there are no bus lines on Lincoln.

Dedicated east-west bus lanes on Lincoln

While protected bike lanes would be an excellent option, and one that I am not against, I would prefer to see Pacific continue to be developed as a slow street/neighborhood greenway (coupled with the Cross Alameda Trail, Class 2 lanes on Santa Clara, Central, and Encinal), and the excess space on Lincoln be utilized to provide true high-quality transit priority space across the island, setting up our community for generations of fast and reliable transit service.

Please bring back frequent AC transit buses. It should be say to get from Webster to Southshore via a main road like Santa Clara.

Need to separate this bus route from the Alameda Point 96.

Would it be possible to bring back the rail line that ran the length of Lincoln? Provide a free trolley the length of Alameda?

Bring back light rail/trams to Alameda!

No bus line on Lincoln!!!

## Other Locations/Issues

FIX Buena Vista!! Do not let the fire department hold you hostage

One more very dangerous intersection is at Pacific and 5th. There is a 4-way stop sign but people don't always stop, or certainly don't spend much time looking out for pedestrians, especially during the morning school drop-off rush. I walk to school (Nea) with my two kids from 6th St. It would be faster for us to go down Pacific, but because we nearly got hit by a car at that intersection, we now avoid it and take a significantly longer, but safer-feeling route.

More lights on Buena Vista please. More traffic circles.

Tell the idiot City Hall members Marilyn Ashcraft, Malia Vella and John White to give ANOTHER \$275K to the race hustling "consulting firm" Seed Collaborative so they can lecture the taxpayers on diversity and equity. What morons!

Rather than improve biking along Lincoln, please improve bike access from Lincoln to Sweeney Parkway.

I'd very much like for a stoplight at the corner of Pacific and Constitution, just a block away. Since Pacific is a bike street and a slow street, it has a lot of bicycle traffic. The crossing at Constitution is dangerous.

Pacific Ave at major street crossings need protected crosswalks (Constitution Way, Grand Street)

There should be flashing lights at the Crosswalks on Constitution Way to protect pedestrians.

I have witnessed many accidents at the intersection of Constitution Way and Pacific Avenue since we have lived here.

Pacific sounds be a permanent slow street with permanent barriers.

Also Haight and 9th desperately needs a crosswalk painted on the street.

The Slow Streets Project on Pacific has been a game changer for our family, our neighbors and our community. We would like to keep our street safe!

Can we please please fix a north/south street or two first? It's painful to have to go to Grand constantly...