

**Responses: Lincoln/Marshall/Pacific Survey (Oct 2022)**

Where do you **live or work**?

| Location   | Total      | %           |
|--|------------|-------------|
| Central island (Webster St-Park St)  | 86         | 55%         |
| West end of Alameda (west of Webster St)                                     | 31         | 20%         |
| East end (east of Park St)   | 21         | 14%         |
| West end of Alameda (west of Webster St),Central island (Webster St-Park St) | 5          | 3%          |
| Bay Farm Island  | 3          | 2%          |
| West end of Alameda (west of Webster St),East end (east of Park St)          | 2          | 1%          |
| Central island (Webster St-Park St),Bay Farm Island                          | 2          | 1%          |
| West end of Alameda (west of Webster St),Bay Farm Island                     | 1          | 1%          |
| Central island (Webster St-Park St),East end (east of Park St)               | 1          | 1%          |
| <b>Total</b>   | <b>155</b> | <b>100%</b> |

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

| Schools in Alameda | Total      | %           |
|--------------------|------------|-------------|
| Yes                | 92         | 62%         |
| No                 | 57         | 38%         |
| <b>Total</b>       | <b>149</b> | <b>100%</b> |

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

| 65 Years or Older | Total      | %           |
|-------------------|------------|-------------|
| No                | 126        | 85%         |
| Yes               | 22         | 15%         |
| <b>Total</b>      | <b>148</b> | <b>100%</b> |

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

| Own or Rent Home | Total      | %           |
|------------------|------------|-------------|
| Own              | 130        | 88%         |
| Rent             | 17         | 12%         |
| <b>Total</b>     | <b>147</b> | <b>100%</b> |

What is your **gender** identity?

| Gender Identity                        | Total      | %           |
|--|------------|-------------|
| Female                                 | 71         | 46%         |
| Male                                   | 58         | 37%         |
| Prefer not to answer                   | 11         | 7%          |
| Non-binary/gender-fluid/non-conforming | 11         | 7%          |
| Not listed                             | 3          | 2%          |
| <b>Total</b>                           | <b>155</b> | <b>100%</b> |

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

| Use   | Total      | %           |
|---|------------|-------------|
| White, Caucasian                                  | 85         | 55%         |
| Prefer not to answer                              | 20         | 13%         |
| Asian, Asian American                             | 15         | 10%         |
| Multi-ethnic/multi-racial                         | 11         | 7%          |
| Asian, Asian American,White, Caucasian            | 4          | 3%          |
| Hispanic, Latino/a/x                              | 4          | 3%          |
| Middle Eastern,White, Caucasian                   | 2          | 1%          |
| Hispanic, Latino/a/x,White, Caucasian             | 2          | 1%          |
| Black, African American,Multi-ethnic/multi-racial | 2          | 1%          |
| Asian, Asian American,Hispanic, Latino/a/x,Whi    | 1          | 1%          |
| Pacific Islander, Native Hawaiian,White, Cauca    | 1          | 1%          |
| Black, African American                           | 1          | 1%          |
| Prefer not to answer,Other: X                     | 1          | 1%          |
| Hispanic, Latino/a/x,Multi-ethnic/multi-racial,Wh | 1          | 1%          |
| Middle Eastern,Multi-ethnic/multi-racial,White, C | 1          | 1%          |
| Middle Eastern                                    | 1          | 1%          |
| Pacific Islander, Native Hawaiian                 | 1          | 1%          |
| American Indian, First Nation, Alaska Native, In  | 1          | 1%          |
| <b>Total</b>                                      | <b>155</b> | <b>100%</b> |

Which of these **goals** are important to you?

| Goal  | Total      | %   |
|---|------------|-----|
| Prioritize safety                                   | 135        | 87% |
| Provide flood reduction, landscaping & street trees | 68         | 44% |
| Reduce greenhouse gas emissions                     | 65         | 42% |
| Improve bus operations                              | 48         | 31% |
| Improve pavement                                    | 46         | 30% |
| Reduce vehicle delay                                | 29         | 19% |
| <b>Total Survey Respondents</b>                     | <b>155</b> |     |

Which improvements do you **support**?

|   | Yes | No  | Neutral | Total |
|---|-----|-----|---------|-------|
| Improved crosswalks at uncontrolled intersections | 133 | 16  | 6       | 155   |
|   | 86% | 10% | 4%      | 100%  |
| Improved striping and signage                     | 132 | 2   | 21      | 155   |
|   | 85% | 1%  | 14%     | 100%  |
| Signalized intersection improvements              | 130 | 9   | 15      | 154   |
|   | 84% | 6%  | 10%     | 100%  |
| Flashing beacons                                  | 127 | 6   | 20      | 153   |
|   | 83% | 4%  | 13%     | 100%  |
| Improved pavement                                 | 116 | 2   | 34      | 152   |
|   | 76% | 1%  | 22%     | 100%  |
| Road diets with center turn lanes and bike lanes  | 112 | 33  | 10      | 155   |
|   | 72% | 21% | 6%      | 100%  |
| Roundabouts                                       | 98  | 23  | 31      | 152   |
|   | 64% | 15% | 20%     | 100%  |
| Enhanced bus stops                                | 94  | 12  | 45      | 151   |
|   | 62% | 8%  | 30%     | 100%  |

## Survey, See Click Fix and Email Summary for Lincoln/Marshall/Pacific Corridor Project Open-ended Comments (November 1, 2022)

### Bike Lanes – In Favor

Bikes and pedestrians should be top of mind for the city.

Alameda is the perfect size and topography for biking. We need to do more to encourage bicycle use and slow car traffic down.

I hope that any bike lanes created can be protected bike lanes. That would make them much more welcoming.

Would also love to have more protected bike lanes.

Do the proposed bike lanes come and go rather than continuing for significant number of blocks? Bike lanes that come and go don't seem that useful, unless they connect to other bike routes on the side streets.

Please build protected bike lanes so that our son can bike safely to school and we can run errands without a car.

Protected bike lanes where possible

Love bike lanes.

The existing corridor is a vestige of auto-only design: 6 lanes for cars (including parking) and no lanes for bikes. There is enough room here for bicycles to reasonably have protected bike lanes and protected intersections (similar to e.g. Otis and Grand, or what's recently proposed in the Tilden project).

To me this road is fine with the lights. It needs more flashing crosswalks and perhaps a bike lane but I don't believe it needs a road diet.

Please add a bike lane! (Ideally protected.)

Santa Clara as a mid-island, east-west bike thoroughfare is substandard due to the unprotected bike lanes. A design that would provide a protected, low-stress, mid-island bike thoroughfare is ideal, and would enable more cross-island bike trips for me and my family.

So excited for this corridor to become bike-friendly!!

### Enforcement Improvements

Also, we need better enforcement of speed limits in Alameda. There are way too many vehicles driving way too fast even around parks, schools and other crosswalks.

Increase Police so they can ticket speeders and red light runners, keep Lincoln 4 lanes for cars only. We need at least one street crossing Alameda free of bikes.

If you just enforced the road system and rules that are in place, none of this would be needed. Each time I drive, I see people on their phones. Alameda used to be known for strict speed limit and driver safety enforcement. Not anymore! Each morning I take my life in my hands trying to cross Buena Vista.

Enforce speed limits! Perhaps we could have APD actually drive 25? That would be great.

Why don't you enforce the rules that are already in place??? I see people driving while on their phones all the time. A percentage of people don't yield to pedestrians at crosswalks. Cops in Alameda used to be strict and enforce the rules. Now none of them are enforced. Why doesn't the city have dedicated traffic cops? It would create huge revenue from tickets.

## General

Thank you for your important work.

I don't think there is a single solution for the entirety of Lincoln Ave. Some areas require more improvements than others.

Most important is that City Staff receive input from ALAMEDA citizens and NOT the consultants. Consultants offer advisory input only.

What in the world do you mean by "signalized intersection improvements with modernized signals and safety measures?" If you would use plain English, the results of the survey would be closer to reality. I'm so tired of trying to wade through all your "planner-ese."

## Parking

Removal of the diagonal parking by Oak/Lincoln will enhance safety.

For Bay at Lincoln, hard to see around parked cars, when turning onto Lincoln, any improvements to help with that?

Very difficult intersection when trying to right on Pacific from 4th street. Too many cars are parked along Pacific too close to the intersection making it nearly impossible to see if the road is clear to make a safe turn.

Please also consider reducing parking near intersections to improve visibility

As a frequent pedestrian crossing Lincoln any marked crossing at an uncontrolled intersection needs additional daylighting at a minimum - even the additional daylighting measures at Walnut still require a pedestrian to step into traffic to be seen. Longer stretches of Lincoln between lights have cars at high speeds rendering any crossing unsafe.

Stop reducing parking spaces!

## Road Diet - Support

Road diets are important in Alameda. Our speed limit is 25 mph but Lincoln is built like its 45

Yes, please create a road diet. There's too much speeding on Lincoln. I live on Lincoln between Walnut and Willow. There should be a stop sign or traffic light at Walnut and Lincoln. So many car crashes from cars shooting the gap across Lincoln. Flashing lights for peds do not address this issue.

Please do a road diet ASAP. Lincoln is terrifying.

Please implement a road diet along Lincoln to slow traffic and allow for more active mobility. Lincoln creates a major safety barrier that bifurcates the pedestrian network.

Please physically slow down cars. I live on Lincoln and it's a raceway.

Lincoln does not need to be a four-lane road, period.

## Road Diet – Opposed or Concerns

Moreover, "improvements" like on Shoreline Drive, seem so hazardous many drivers will avoid Shoreline. The lanes are very narrow, especially as cars are parked in the middle of the street, and car doors are open as you navigate a narrow lane as a driver. I agree with the public speakers who expressed concern about the 10 or 10.5 ft width of the lanes you are proposing on Lincoln.

Lincoln is a lifeline for Alameda in an emergency. Some will travel WB. Some will travel EB. Depends upon the emergency and what gateway exits are blocked.

Stop eliminating traffic lanes in this city.

I live here, on Pacific. Please don't ruin my street by reducing lanes. Once cars are carbon neutral, this anti-single occupant vehicle craze will be revealed from the awful set back it is. Save us all the tax money we will have to spend undoing the changes worsening Alameda's streets in recent years.

I don't know enough about the road diet to have an opinion

NO left turn lanes, it just slows traffic!!!

You seem determined to waste money on make a road one lane, which will cause more congestion, anger drivers so they'll speed when they can to make up for lost time, and try to force people out of their cars to walk and bike. It's not going to happen unless everyone lived and worked here. Cars are here to stay.

To me this road is fine with the lights. It needs more flashing crosswalks and perhaps a bike lane but I don't believe it needs a road diet.

Please don't get rid of last two lane road across town.

Drivers are rerouting in Lincoln Ave. on the West side of Alameda. Drivers avoid Webster ave. If Lincoln will be narrowed down into 2 lanes, there is no faster lane, will be traffic, congested during rush hours, irate drivers will overtake due to slow flow of traffic. Narrowing lanes create more accidents. Lots of blind spots, cars are parked close to the moving cars. Keep Lincoln west as it is. Too much traffic on Sundays n rush hours.

## Roundabouts – In Favor

Love roundabouts.

Roundabouts, roundabouts, roundabouts! Safer, faster, no idling engines.

Put roundabouts at high accident locations.

I'm a huge fan of roundabouts and would encourage the city to prioritize protecting pedestrian and cyclist crossing. Roundabouts are relatively unknown in California and I feel that most drivers are uncomfortable navigating them; increased care should be taken to ensure safe traveling for non-motorist users.

We need roundabouts desperately. We need to replace all 2-way stops. Put pedestrians, cyclists and transit users first.

Oh heck yeah roundabouts!!! More signalized intersections!

More roundabouts should be included at: Lincoln & Sherman, Lincoln & Grand, Lincoln & Willow

## Roundabouts – Opposed or Concerns

I like roundabouts at main/central and 8th/constitution but not 5th as it cuts off eastbound Lincoln. If that is kept I am in favor of all three.

As a senior, I have found roundabouts to be confusing and dangerous. In other cities, drivers go very fast around them. If you're not familiar with a particular roundabout, it feels like you're going to end up in a car accident.

While I am generally supportive of roundabouts, I do not think it is wise for the Constitution/Lincoln intersection that is extremely busy. It will be in high use by vehicles predominantly looking "left", so pedestrian safety will be compromised as vehicles prioritize their ability to proceed through the intersection without checking for pedestrians. Roundabouts also rely on a general "flow" assumption of the vehicles in front of you, so pedestrians crossing will slow the flow and add additional incentive for vehicles to prioritize their own objectives over pedestrian safety.

## Safety - General

Pedestrian bike safety are my number priority, especially during sunset and early morning when the sun shines right into drivers' eyes.

This road is so wide! At night, it's a field day for speedsters. Let's slow things down a bit for safety's sake.

Please hurry up and do this before someone is hurt on Lincoln

Lighting on major streets is too weak - very difficult to see pedestrians.

Bike and pedestrian safety comes from physical changes to the layout more than any signs or car-centric changes will

Please do not make Pacific a major thoroughfare. There are many families and elderly who live here. It would not be safe.

Please make Lincoln safe for bicyclists and pedestrians.

Thank you for your work on improving pedestrian and cyclist safety.

Lincoln is one of (if not the) worst roads for pedestrians and bicyclists in the whole City. This includes having to travel along it, and having to cross it.

I'd love to see the changes on the map above.

Please prioritize bikes and walking - the safer it is the easier it will be for people to choose this option, especially children and elderly.

Lincoln Avenue at Walnut Street

- I would like to see right-turn-only signs on Walnut for those attempting to cross Lincoln - as a homeowner near Walnut and Lincoln, I have seen many accidents, and almost all of them involved cars attempting to make a left turn or go straight across Lincoln
- I am a resident of Walnut Street between Lincoln and Santa Clara Avenues and we have been communicating with the transportation department for many years regarding the high auto collision rates at these uncontrolled intersections, across which hundreds of children of all ages, preschool to high school, cross each day. We have been advocating for safety solutions, particularly at the intersection of Walnut and Lincoln that would result in more effective traffic controls. We have also advocated for speed bumps/humps on Walnut Street to slow all the increased traffic going down this street which has come as a direct result of the reduced lanes on Park Street, as well as the implementation of the adjacent slow streets. We were informed that speed bumps/humps would not be considered as they would slow emergency vehicles. Surely, emergency vehicles would use the main roads of Lincoln, Santa Clara, Central, Encinal, etc. to quickly reach the emergency. If the emergency were on Walnut, they could surely traverse a few speed bumps/humps to reach their destination and provide aid without undue delay. There are speed bumps on Bayview and these don't seem to present a problem. The Transportation department is now also considering installing speed bumps/humps on the current and already slow streets when they are possibly turned into Greenbelts. It seems to us that all the resources are directed toward already safer and slower streets and the streets like Walnut Street, which have been greatly impacted by all the changes to the adjacent streets are not provided with the resources needed to effect substantive safety improvements, such as installing speed bumps/humps. The vastly increased number and speed of vehicles traveling down Walnut Street has greatly reduced safety and quality of life in the past several years and our communication with the transportation department has not yet yielded the results that are needed. At this point in our years' long dialogue with the city, we are feeling unheard.

## Safety - Pedestrian Issues

I don't feel safe standing on a refuge island, prefer to stay on the sidewalk.

Broadway at Lincoln could benefit from traffic calming like a cushioned intersection? People tend to speed here and it's near Edison Elem. I have almost been hit by a car here walking with a stroller. Also, the sidewalk is not accessible on all corners.

Most important goal is to reduce vehicle speed and avoid pedestrian death

I was pleasantly surprised to see that some of the "beg buttons" (i.e. must push for Walk sign) on Lincoln have been changed so Walk comes on automatically.

5th street crossing is heavily used by students from several schools and need flashing beacon for children's safety

Lincoln Avenue at Walnut Street:

- Please add a traffic light at the intersection of Walnut and Lincoln. I fear that people have been so used to speeding down Lincoln that they'll just avoid the flashing pedestrian lights. Tonight, a motorcyclist stopped for my husband, my mother, my 4 year old and my 8 month old to cross the street. Behind him was a speeding car that showed no signs of slowing down, so my husband yelled and waved his arms around like crazy at the motorcyclist to move out of the way or for the driver to notice and stop. Luckily, the motorcyclist stepped on the gas and got out of the way JUST in time. Thank goodness he was not hit because at the speed this lady was going, he would have gone flying. If it wasn't him, it would have been my family crossing the street! Please do something to keep residence safe! People speed down Lincoln like it's nothing. They don't even care that they are close to the police station. Please do something! I do not want to see that my message has just been "Acknowledged." I want action!
- BTW the Lincoln/Willow ped crossing is truly a death trap. Why not immediately install flashy lights? Kids are almost getting hit every dang day.

Lincoln Avenue at Ninth Street:

- The pedestrian crossing with school kids at 9th and Lincoln every morning is VERY dangerous. The crossing guard does a great job, but drivers ignore him routinely. People will sometimes drive across that crosswalk at 40+ miles an hour, while kids are crossing it. That crosswalk needs attention badly. A flashing light at the very least. It also could use some more traffic enforcement. An officer there from 8:00am - 8:15am would likely catch a dangerous moving violation there every day.
- Please prioritize improving safety of crossing at 9th St. Cars speed far too much and that crossing is full of children
- I hope that some action will be taken SOON when it comes to the dangerous intersection of 9th St & Lincoln. My family and I on several occasions have been ALMOST hit by speeding cars down Lincoln Ave when trying to cross that intersection. (Big vehicles parked near the crossing area don't help the fact that you cannot see oncoming traffic).It's frightening to think that on the daily children, families, elderly and disabled have to cross this intersection in fear because it's like a darn highway out there. Before anyone gets seriously injured trying to cross we as concerned Alameda residents/neighbors beg that City of Alameda take action against the speeding by putting up stop signs on all four sides or traffic lights.
- Lincoln Ave is difficult to cross when biking to/from Maya Lin Elementary School. Without better signage and/or flashing beacons we don't feel comfortable allowing our children to bike across Lincoln and 9th Street. Cars drive fast down this intersection and we've encountered cars that saw us but didn't stop (and even yelled at us for biking across!). We're probably had about 3 incidents personally at this intersection with close calls and unpleasant rider/driver exchanges.

- It's almost dangerous to cross Lincoln Ave. on 9th street to get to Maya Lin School. Cars drive way too fast, especially there are two lanes. The cars don't even stop for the cross-guard sometimes in the morning! Or sometimes when car stops in one lane, the other car continues on the other lane. I feel fearful to cross this street. We need to find a way to reduce the speed of the cars, and install flashing beacons.

#### Lincoln Avenue at Constitution Way

- Please include 4 way pedestrian crossing at Lincoln and Constitution. Please use automatic pedestrian signals and LPI.
- Yes to improvements at the Lincoln/Constitution/8th intersection. It's unsafe for pedestrians, particularly schoolchildren, and especially in the morning.
- Please mitigate the speeding and make it safer for people to cross the streets. Also, at Lincoln/Eighth/Constitution either add a roundabout or create controlled left turns from Lincoln to Eighth/Constitution.

#### Lincoln Avenue at Bay Street

- Add crosswalk blinking at Bay and Lincoln, given the retail corridor.
- The beacon crosswalk should be moved from St. Charles to Bay Street. There are more neighborhood businesses (e.g. Island Savoy, Dominos) and pedestrian crossings at the eastern side of Bay Street and it aligns with the bus stops on Santa Clara. St. Charles has only a plumbing shop with few pedestrians.

#### Lincoln Avenue at Benton Street

- Please do not make Pacific a major thoroughfare. There are many families and elderly who live here. It would not be safe.
- An RRFB should be strongly considered at Benton Street. This is set to become an N-S neighborhood pedestrian corridor connecting the commercial district at Encinal to Littlejohn Park and new amenities at the Del Monte warehouse and Encinal Terminals, and the Bay Trail. Improved pedestrian crossings with RRFB's are going in at Benton and Encinal and Benton at Buena Vista, and people will be able to walk through the Del Monte development at Benton to access Clement and the waterfront. Please don't miss this opportunity the address Lincoln as the weak link along this developing pedestrian corridor.
- Please put a pedestrian signal at Benton and Lincoln

#### Lincoln Avenue at Linden Street

- People drive like maniacs on Lincoln across from Longfellow Park. Nobody stops for pedestrians at that cross walk

#### Lincoln Avenue at Stanton Street

- Please help Improve pest rain crossing at Lincoln and Stanton it's very dangerous.



## Safety - Speeding

Do whatever you need to do to reduce lane widths and vehicle speeds. It's a dragstrip and drivers have way too long between signals or stops that might slow them down.

Lincoln has so much extra space, there's room to be both functional for cars, bikes and pedestrians, and to add additional shade and greenery. I'm neutral about the center turn lane because it would only be lightly used at most points, and the space could be better used - and prettier - as landscaping. Obviously, cars need places to turn, but not everywhere. Speed reduction should be a major goal for Lincoln. Grand and Lincoln would be another possible location for a roundabout. There's mention of new crosswalks and beacons, but no mention of additional 4-way stops at high injury intersections e.g. Lincoln and Walnut. Please consider additional measures to save lives at known dangerous intersections. We can all slow down just a bit to save lives.

Slowing cars down saves lives

We need traffic calming as automobile speed is a constant safety issue. Our daughter is afraid to ride her bike to Lincoln MS bc of traffic around Bway. Additionally, we live at Lincoln and Broadway. Lincoln between Park and Bway is used as a short cut for many and so there are many vehicles traveling at high speeds and taking the corner into Lincoln from Bway at high speeds. I understand that this intersection will get curb extensions, but I think we also need speed pillows on this block to discourage its use as a short cut. These were added to Bayview Dr, which has a similar problem as a short cut, and seem to be a success.

Speed of traffic is a BIG problem in Alameda now.

Please do what it takes to turn this part of Alameda into a safe, pleasant place to walk and cycle--instead of the automotive speedway it is today

Have in general noticed an increase of folks completely ignoring speed limits and driving dangerously. Would be great to have more traffic calming measures to reduce vehicle speeds and prevent reckless driving.

Cars are going too fast between Park and Broadway on Lincoln Ave.

Speeding needs to be controlled. Pacific needs to be totally turned into a slow street and traffic between Lincoln and Buena Vista minimized.

I live one block from Lincoln and it is too often treated like a speedway, especially late at night. Traffic calming is needed!

People drive insanely fast down this street. Traffic needs to be slowed down.

Cars go too fast as things are now on Lincoln.

We live on Wood Street and we have to make a left on Lincoln every morning. People drive so fast, that you truly feel like it's a dangerous thing. And if you want to walk across, that is absolutely treacherous. We also see MANY people use Wood as a shortcut to Buena Vista and then Constitution.

Lincoln is terrible for pedestrians trying to safely cross a street, cyclists (I personally avoid it at all costs), or even a car trying to turn on to Lincoln from a side street (cars are constantly parked too close to

intersections, you have to sneak out to see if you can safely turn, and if a car is speeding and you safely sneak out to get a visual and turn, you could easily be blindly hit by a speeding car.) Lincoln is the worst. The "crosswalk" at Ninth and Lincoln is absolutely terrible. Cars don't stop or because it's two lanes in each direction, one car will stop and the other lane's car will speed by nearly hitting pedestrians. Cars speed constantly going 40+mph. Oh, and as a pedestrian I've almost been hit by cars at Lincoln and Constitution/8th. As a driver, I've almost been hit by a fellow car at Lincoln and Constitution because it's such a long intersections, cars run the red light often. There needs to at least be a stop sign or roundabout somewhere between Constitution and Sherman. I don't think there are any stop signs or red lights on that stretch and cars really speed there. Please help this street!

One of the issues, we face as a resident who lives adjacent to Lincoln is that the noise from motor vehicle, especially motor cycles, is very concerning. I wonder if reduction in speed limit, in addition to the road diet should be considered for Alameda as a whole.

Drivers on Pacific exceed the speed limit.

Vehicle speeds on the west end are getting out of hand. All day and night cars and motorcycles are pushing into felony levels of speed limit violation. This wouldn't fly on the east end, we all pay the same taxes so why isn't this being addressed? I have already contacted APD asking for more speed patrols over here but it's just not happening.

Comment: ABSOLUTELY! we had a reprieve for awhile and now this problem is ramping up again and fast! was on the base by the hornet walking and saw three guys in expensive muscle cars doing a photo op. they then did donuts right there and took off full speed. I could hear them for several minutes as they drove away from the base. very loud and I assumed they were headed east off the base from the sound of their engines. so here we are AGAIN. what is your plan 'city of alameda'? the last bandaid has fallen off.

## School Access

Need to create ways for children safely get to the schools in the area by walking or biking.

More signage around schools to say slow down or adding speed bumps near schools

Academy of Alameda

- More drop off space for families at the Academy of Alameda (similar to changes on the back side of Love Elementary on Lincoln) so more families can drop off safely at high demand times. Provide crossing guards (students from Encinal, Junior Jets, AoA, Nea, and ACLC all use that crosswalk in the morning and you are not providing crossing guards but relying on charter schools to provide which is inequitable. The city provides 3 sets of crossing guards for students traveling to Earhart. Provide crossing guards at 4th and Pacific who can be there for longer periods before and after drop off/pick up like you do for other schools.
- Pedestrian or Bicycle Access Issues: Install crosswalk for pedestrians and schoolchildren to cross at the intersection of Pacific and Marshall. Children and pedestrians are crossing the street Pacific during school hours from 7:30 AM to 8:30 AM and 2:30 PM to 3:30 PM without a stop sign or a crosswalk for cars to stop in time. Children are often weaving through vehicles in oncoming traffic.

- Comment: yes. huge issue. daily the kids just cut across lanes at an angle and walk right in front of cars without looking. I have to stop and wait patiently as they zag across. This is a really bad situation in the making.
- October City staff/consultant meeting with AOA staff summary of comments:
  - Experience pedestrian traffic because also have Encinal School/NEA/ACLC pedestrians, especially Fourth Street and then through the AOA driveway with foot traffic until side gate closes in the evening
  - 650 students and not at maximum capacity, which is 750 students
  - Asked about crossing guard for elementary school
  - Wants solid median to reduce u-turns from WB to EB
  - Likes the idea of reducing traffic on Pacific Avenue
  - Very fast car movements because it is two lanes and going to the base; difficult visibility due to sun glare
  - After school until 6 p.m. and then gym will be rented 6 p.m. to 8:30 p.m. so will increase parking and traffic
  - Neighbors complain about parking issues or people blocking driveways
  - Likes island for the crosswalk adjacent to school
  - Wants the street to slow down
- I don't think getting rid of lanes of traffic around the Academy of Alameda will be beneficial for traffic flow and emergency vehicles that frequently use this street

#### Love School

- Excessive speeds on the east-west corridor of Lincoln Ave, especially problematic as children walk/ bike to Love School. The School Zone signs are not prominent and there are no speed warnings for drivers.
- Please consider updating signage on the Westbound approach on Lincoln to Love School; the existing signage at Lincoln x Chestnut is old and not highly visible to motorists entering a school zone.
- PTA email: We are asking for a road diet to reduce the number of lanes on Lincoln from 4 to 2 with parking and bicycle lanes. We know that this is a long term plan. In the interim, can you please renew our request to a) increase signage around Love Elementary school at both the Santa Clara and Lincoln entrances (the overhead signal and brighter signage, with painted street signage warning drivers to SLOW SCHOOL at Franklin, attached, is more prominent) and even include if possible, a "YOUR SPEED IS" sign to alert drivers to their speeds; b) have crossing guards for the morning hours on Lincoln at Lincoln and Chestnut and Lincoln and Walnut; and c) daylighting at Lincoln Lane x Lincoln Ave., where drivers who live on Lincoln Lane often have to pull the noses of their cars out to see around parked cars, creating an additional hazard for drivers speeding on Lincoln as they approach the drop-off circle (map photo attached). There is a traffic light at Lincoln Ave. x Chestnut. In the morning hours as the sun is rising, the visibility for drivers traveling eastbound is quite poor, and generally drivers are driving facing into the sun. The traffic light at Lincoln x Chestnut does not have a very long gap between a red (north/southbound) and a green (east/westbound) and a couple of times families walking to school have been in the crosswalk as cars are attempting to turn right or left onto Lincoln. Additionally, although the speed limit is 25, cars tend to speed up when approaching Chestnut on Lincoln as they are attempting to beat a

yellow or red light, resulting in very high traffic speeds. Although there is some caution signage for pedestrians, it is not nearly visible or high-profile enough to alert drivers that they are approaching a school zone. Traffic calming is absolutely needed around Love Elementary School. This spring, we polled parents at Love School in support of our discussions with you and the plans for the Lincoln-Marshall Project; the results of that survey are attached (and accessible at the below link). Parents overwhelmingly thought the morning traffic was more problematic than afternoon traffic; they asked for a crossing guard, increased signage, and increased traffic speed enforcement. Open-ended comments summary:

- Any other traffic calming devices like speed bumps/dots. It seems like multiple strategies are needed.
- We live on Lincoln Lane by Love School, and would like some marking there to deter cars from blocking our lane to let their kids out and back up traffic.
- 4-way stop at Willow and Buena Vista because many kids use this route to school and it is dangerous.
- No turn on red at Lincoln or dedicated walk only time.
- Educate Alameda community about school dismissal times.
- No left turn into/out of the drop-off/pick-up area of Love School on Lincoln Avenue.
- Bikes feel unwelcome! Where are we supposed to ride? Please give us a crossing zone! (like on Otis and Grand)
- Stop sign at Chestnut Street at Alameda Avenue to benefit Love School, AHS and St. Joe's students; enlarge the white curb zone at Santa Clara Avenue; create a white curb zone on street side of Lincoln gate
- I found the zoom meeting underwhelming as we have been talking about traffic issues for years, and it sounds like more delays and confusion about what steps to take.
- So many cars use Willow and it is extremely dangerous
- People turn into the crosswalk while kids and families walking in crosswalk onto Lincoln from Chestnut. A dedicated walk only would be most helpful. Kids could walk diagonal or cross at a dedicated time with cars stopped.
- I just wish everyone would slow down. I've had so many near-misses as a pedestrian with drivers as they speed into a turn, etc. More enforcement is necessary to keep kids safe.
- I have seen so many close calls on the intersections on Chestnut from Encinal to Lincoln largely in the mornings as parents race to drop off kids at the area schools. Traffic calming is absolutely needed. Double parking at both Santa Clara and Lincoln creates dangers for vehicles and bicyclists; this requires considerably more enforcement, i.e., more than once a semester.
- Thank you for doing this work.

## Traffic Signal Modernization

Alameda could improve the flow of traffic by programming traffic lights to use sensors. It's common to sit at a red light for a long time when there are no other cars in any direction.

## Transit Operations

And by the way, there's no bus on Lincoln.

Alameda is very dark during the night. My family was waiting for the bus after a school performance, and we were forced to stand in the street to wave down the bus.

## Other Locations/Issues

I feel that Wood needs a 4 way stop at Pacific.

We live on a slow street and feel it is valuable for our neighborhood and all that use it. I would like to see more tree planted on our block in the effort to make it beautiful, provide shade for walking pedestrians and four-legged friends. I see street trees on other blocks and as home owners would take pride in living in Alameda, we'd love to see street trees on our block as well and specifically near Pacific/Walnut. Thank you.

I love this initiative and would just encourage the city to consider extending this from Broadway to High St. Lincoln remains a thruway for folks past Broadway, and given the location of Edison school along the route, I think it would be important to extend any infrastructure considerations through to High St.

Please please please also consider safety improvements to Buena Vista as well. It is currently used as a speedway and there have been numerous accidents (5 within the past year just at the intersection of Buena Vista and Chapin alone). I worry that as improvements are made on Lincoln, impatient drivers will turn to use Buena Vista even more, increasing the speed and congestion with very few stop signs for pedestrians safety.

We walk out kindergartener to school daily and have been almost hit so many times. I would advocate for speed bumps on Santa Clara and Lincoln near Maya Lin.

Maintain Slow Streets on parallel Santa Clara route since that has four-way stops and thus is the best bike route (unless going to the schools).