

Virtual Workshop and In-person Open House Comments

Lincoln Avenue/Marshall Way/Pacific Avenue Improvement Project

Virtual Workshop Comments - April 27, 2022

During the community input part of the agenda, 11 community members provided comments out of the approximately 26 attendees, which is summarized as follows:

1. Cyndy Johnsen: The narrowing of the road is needed. She would like protected bike lanes where possible and early action ideas including trees. The Active Transportation Plan proposes bike boulevards such as Ninth, Paru and Chestnut, and she would like special attention to those intersections.
2. Kyle Navis: He prefers protected bike lanes and would like the City to consider the Shoreline Drive approach to use parked cars to protect bicyclists. Lincoln is a terrible road for visibility. For the Lincoln landscaped median area by Sherman, he suggested an expanded sidewalk for this area.
3. Jeremy Powers: He agrees with the previous speaker. He is in favor of roundabouts, and thinks they would bring character to Alameda. The section by Stanton is the worst speeding area. He is in favor of protected bike lanes, and likes the Shoreline Drive bikeway approach. He likes the café culture idea.
4. Rob Simpson: He drives Otis daily, and he sees people speeding in the center lane. Lincoln is the major corridor for Alameda Point so we need to make sure we have the capacity in the future. The landscaping should be drought tolerant. Roundabouts may add to the danger of the area. Policing should be increased. Traffic flow and pedestrian safety should be considered.
5. Denyse Trepanier: She would like to consider the bike boulevard intersections with special treatments. About flashing beacons, she does not want pedestrian beg buttons for bike boulevard intersections.
6. Jeff Knoth: Three to four lanes is a no brainer. He likes bulb-outs with refuge islands, and would like Walnut/Lincoln treatments here. Otis is a proven success, and Lincoln should receive this type of priority. Speeds are an issue, and he would like cameras.
7. Julia Teitelbaum: She lives near Pacific/Fifth, and is in favor of protected bike lanes, and bikes more where there are protected bike lanes. She would like protected bike lanes on as much of the street as possible. Pacific/Constitution is difficult. She prefers physical infrastructure rather than flashing lights. She requested flyers about the project at bus stops with QR codes.
8. Kevin Frederick: Lives on the corridor and his family has lived there since the 1930s. He crosses at Lincoln/Ninth and he feels unsafe here. He has seen at least five crashes in the past three years at this location. It is like Alameda's freeway, and it cuts Alameda in half. He would like to change things to make it like Pacific, which is like an oasis. He likes roundabouts at Ninth/Lincoln. He also mentioned the soot on window sills from the street.
9. Michael Sullivan: He drives down Lincoln because it is a good flow. He is a proponent of four to three lanes in that there is now double parking that occurs, which causes crashes. He is a fan of roundabouts. People can move through them more easily. Some people are opposed and we need to design for the future and people need to be educated to use them. Elk Grove is an example of a community with roundabouts.

10. Rebecca Miller: At Academy of Alameda, it is a difficult and challenging area during school access times. She likes the roundabout ideas, and appreciates the vision. Children are weaving in and out of cars, which needs to be considered. There is a fire station near this area and they go to Alameda Point at top speeds frequently, and wants to respect emergency response times. She likes the four to three lanes. She likes the café culture.
11. Jerry Serventi: At Marshall/Pacific, it is dangerous with the kids as well as Love School. Parents are double parked by Love School as well as on Pacific at Marshall. He wants to encourage kids walking to school. He likes roundabouts. He likes the bike lanes on these streets.

In-person Open House Comments - April 28, 2022

During the Open House, City staff and the Parisi consultant team met with about 15 participants, which included 12 people who signed in and a few others who did not sign in. The City staff/consultant team received the following comments:

- Patrick: Lives near the intersection of Lincoln/Webster. Vehicles, mainly motorcycles, park on the sidewalks near this intersection for the bar(s). He struggles finding parking. Children attend Ruby Bridges School. He supports this project and supports the roundabout at Constitution/8th.
- Parent 1: Daughter attends Academy of Alameda and constantly witnesses vehicles doing illegal U-turns at the Pacific/4th intersection. Requests that the project address/consider the side streets as well.
- Parent 2: He was injured (has a broken arm in a cast) while biking past Love Elementary School with her children along Lincoln at the drop-off/pick-up area. A parked vehicle door opened, causing injury to Parent 2, and thankfully the children accompanied were unharmed. The bike lane in front of Love ES is tiny. Signs posted for school pick-up/drop-off are large and block the sidewalk. This parent has spoken with the Love ES principal.
- Sue: She does not think that there is a need for change or the left-turn lane. She expressed the need for more police enforcement and that it would generate monies for the City. Shoreline is a mess with garbage trucks and deliveries. She is concerned about double parking. She does not want more new housing or people into Alameda. She feels that bike crashes are due to bikes going through red lights. She expressed concern about potholes on Harbor Bay Parkway as well as high vehicles parking near intersections. She likes flashing beacons.
- Sze Jin: She expressed concern about speeding, and avoids driving and walking on/across Lincoln Avenue because of it. She has kids at Love School, and would like to see no right turn on red.
- Marilyn: She expressed concern about how the small businesses on Lincoln Avenue will function with a road diet, and wants the City to reach out to them about this project. She lives on Lincoln at St. Charles, and finds it difficult backing out of her driveway.
- Barbara: She said that in the 1940s or 1950s, the City prohibited people from parking their vehicles on the streets after 5 p.m. She expressed the need for more police enforcement because people are running red lights including buses. She expressed concern about Lincoln at Park Street going eastbound and a conflict between the two travel lanes that either go to Lincoln or Tilden Way. She expressed concern about the 40-50 units being built east of Park Street by the Alameda Housing Authority. She is concerned about the road diet idea, and does not want bike lanes and instead wants to discourage bicyclists with signs directing bicyclists to ride on Pacific Avenue.