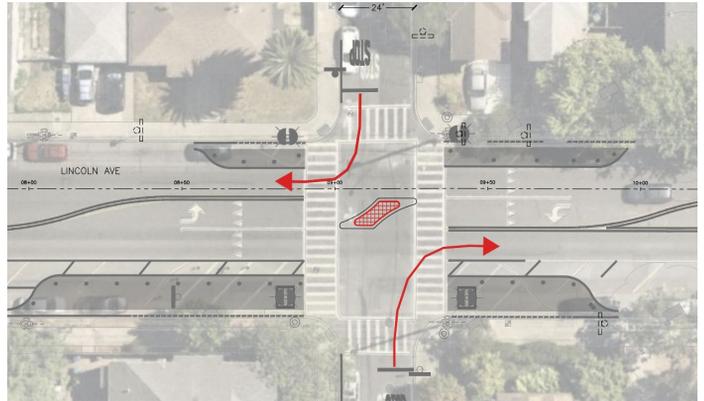


City of Alameda

Lincoln Walnut Proposed Diverter Island



City of Alameda
Transportation Commission
January 28, 2026

Agenda

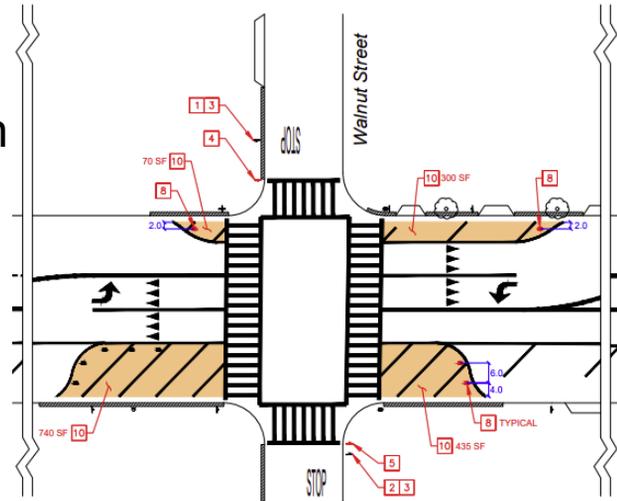
- Vision Zero Policy and Action Plan
 - Data Driven Approach
- Lincoln Walnut Intersection 2020
- Vision Zero Actions
 - Preliminary Data Review
- Lincoln Walnut Intersection 2025
- Proposed Diverter Island

Vision Zero – Data Driven Approach



Lincoln Walnut Intersection - 2020

- Road Diet from 4 Lanes to 3
- Lane Merge West of Intersection
- Left Turn Pockets on Walnut
- Red Curb to Improve Visibility
- Painted Bulbouts
- High Visibility Crosswalks



Vision Zero Actions - Corridors

The high injury corridors map is a useful tool for focusing design improvements and other roadway safety strategies to where they are likely to have the largest impact on improving safety for all users.



**\$120 Million Investment
in Traffic Safety**

Vision Zero Actions - Intersections

- Safety Improvements at 48 of top 75 Intersections
- Corridor Projects
- Annual Paving Projects
- Slow Streets
- Targeted Safety Projects

APD Collision Data from January 2009 through October 2024	Total since 2009	Notes	
CENTRAL AV / BROADWAY	41	High Vis crosswalk in 2024 with better bike markings	
LINCOLN AV / WALNUT ST	38	Eastbound lane reduction in 2020	non-signalized
PARK ST / BLANDING AV	38	No discernible changes	
WEBSTER ST / LINCOLN AV	34	Commercial Slow Streets 2020	
CENTRAL AV / PARK ST	32	Commercial Slow Streets / Lane reduction in 2020	
WEBSTER ST / BUENAVISTA AV	32	No discernible changes	
LINCOLN AV / PARK ST	30	No discernible change, new pavement in 2020	
CENTRAL AV / OAK ST	29	High Vis crosswalk in 2024 with better bike markings	
ATLANTIC AV / CONSTITUTION WY	28	Cross Alameda Trail in 2020	
SANTA CLARA AV / SHERMAN ST	27	New Stop sign in 2019	non-signalized
FERNSIDE BL / HIGH ST	27	no discernible changes	
LINCOLN AV / WILLOW ST	26	High Vis crosswalk in 2020	
MAIN ST / WILIE STARGELL AV	25	Lane reduction in 2019, new scalene ferry	
OTIS DR / WESTLINE DR	24	Shoulder and Otis lane reductions 2015, 2020	
LINCOLN AV / GRAND ST	24	No discernible changes	
CLEMENT AV / OAK ST	24	No discernible changes	non-signalized
PARK ST / CLEMENT AV	23	Cross Alameda Trail, high vis crosswalks 2024	
OTIS DR / BROADWAY	23	No discernible changes	
WEBSTER ST / CENTRAL AV	22	Commercial Slow Streets / lane reduction in 2020	
PARK ST / SANTA CLARA AV	22	Commercial Slow Streets / lane reduction in 2020	
SAN JOSE BL / PARK ST	22	Commercial Slow Streets / lane reduction in 2021	
GRAND ST / OTIS DR	22	Otis Lane reduction, protected intersection in 2021	
LINCOLN AV / BROADWAY	21	Repaved / restriped in 2020	
LINCOLN AV / OAK ST	21	No discernible changes	
8TH ST / TAYLOR AV	20	*Keep Clear markings in 2018, RFB in 2020	non-signalized
SANTA CLARA AV / WILLOW ST	19	New Stop sign in 2020	non-signalized
PARK ST / BUENAVISTA AV	19	No discernible change, new pavement in 2020	
ENCINAL AV / HIGH ST	19	High vis crosswalks in 2019	
LINCOLN AV / SHERMAN ST	19	No discernible changes	
BUENAVISTA AV / GRAND ST	19	No discernible changes	
BUENAVISTA AV / CONSTITUTION WY	18	No discernible change	
MAIN ST / WEDWAY AV	18	Lane reduction in 2019, new scalene ferry	
OAK ST / SANTA CLARA AV	18	Bike lanes / Lane width reduction in 2019 and 2023	
WEBSTER ST / WILIE STARGELL AV	18	No discernible changes	
CENTRAL AV / WILLOW ST	17	High Vis crosswalk in 2024 with better bike markings	non-signalized
TILDEN WY / BROADWAY	17	Broadway repaved/restriped in 2020	
BUENAVISTA AV / SHERMAN ST	16	Free right turn eliminated in 2022	
PACIFIC AV / OAK ST	16	Slow Street	non-signalized
PACIFIC AV / SHERMAN ST	16	Slow Street	non-signalized
CENTRAL AV / 8TH ST	16	no discernible change	
CONSTITUTION WY / MARINA VILLAGE PK	16	no discernible change	
RALPH APEZZATO MEMORIAL PK / MAIN ST	16	Site A complete in 2021	
CENTRAL AV / HIGH ST	16	High vis crosswalk in 2020, better bike markings in 2024	
BUENAVISTA AV / OAK ST	16	No discernible changes	
BUENAVISTA AV / LINCOLN ST	15	No discernible changes	non-signalized
CENTRAL AV / CHESTNUT ST	14	Minor changes, recent 2024 paint post bulb outs	non-signalized
SAN JOSE AV / PEARL ST	14	No discernible change	non-signalized
CENTRAL AV / GRAND ST	14	Repaved / restriped in 2024	
BUENAVISTA AV / WILLOW ST	14	No discernible changes	non-signalized
ENCINAL AV / PARK ST	14	Commercial Slow Streets 2020, Encinal Lane reduction 2023	
SANTA CLARA AV / EVERETT ST	13	High Vis crosswalk in 2020	non-signalized
8TH ST / HAIGHT AV	13	*Keep Clear markings in 2018	non-signalized

Vision Zero – Preliminary Data

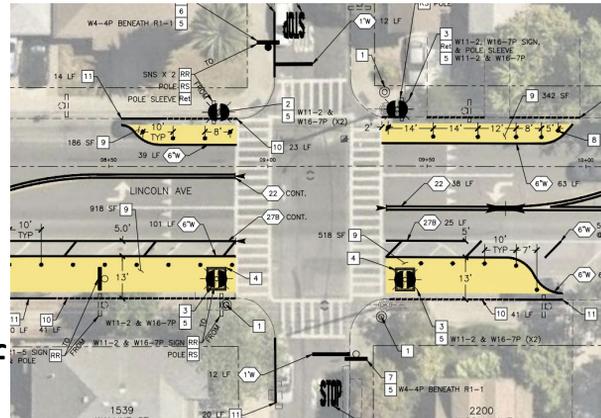
- APD Collision Data – 2009 through Oct 2024
 - Separated Data 2009 - 2019 and 2020 - Oct 2024
 - Overall 9% Reduction in Collision Rate
- Corridors with Road Diets
 - Main Street 26% Reduction
 - Otis 32% Reduction
 - Park Street 33% Reduction
 - Webster Street 40% Reduction
- Intersection Collisions
 - Where Improvements Made 39% Reduction

Vision Zero – Top 20 Intersections

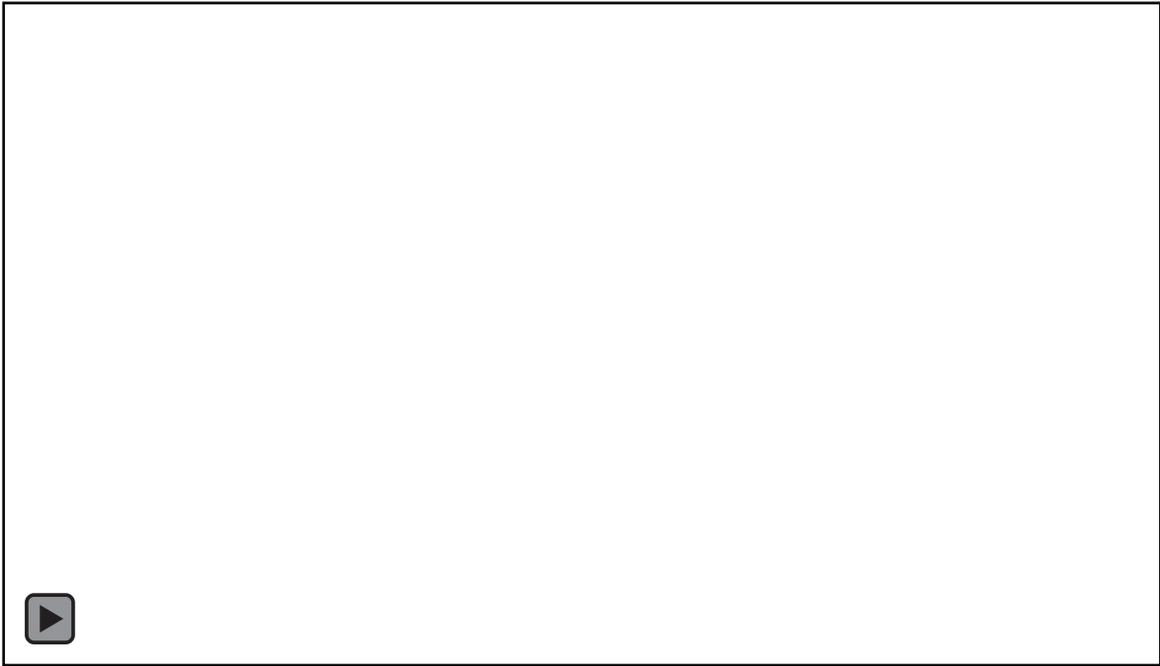
APD Collision Data from Jan 2009 through Oct 2024	Total since 2009	Rate / year	Total since 2020	Rate / year	Percent Reduction	Collisions Avoided 2020-2024	Notes
CENTRAL AV / BROADWAY	41	3.00	8	1.66	45%	7	High Vis crosswalk in 2024 with better bike markings
LINCOLN AV / WALNUT ST	38	2.45	11	2.28	7%	1	Eastbound lane reduction in 2020
PARK ST / BLANDING AV	38	2.00	16	3.31	-66%	-7	No discernable changes
WEBSTER ST / LINCOLN AV	34	2.27	9	1.86	18%	2	Commercial Slow Streets 2020
CENTRAL AV / PARK ST	32	2.36	6	1.24	47%	6	Commercial Slow Streets / lane reduction in 2020
WEBSTER ST / BUENA VISTA AV	32	1.82	12	2.48	-37%	-3	No discernable changes
LINCOLN AV / PARK ST	30	2.36	4	0.83	65%	8	No discernable change, new pavement in 2020
CENTRAL AV / OAK ST	29	2.09	6	1.24	41%	4	High Vis crosswalk in 2024 with better bike markings
ATLANTIC AV / CONSTITUTION WY	28	2.18	4	0.83	62%	7	Cross Alameda Trail in 2020
SANTA CLARA AV / SHERMAN ST	27	2.00	5	1.04	48%	5	New Stop sign in 2019
FERNSIDE BL / HIGH ST	27	1.82	7	1.45	20%	2	no discernable changes
LINCOLN AV / WILLOW ST	26	2.00	4	0.83	59%	6	High Vis crosswalk in 2020
MAIN ST / WILLIE STARGELL AV	25	2.09	2	0.41	80%	8	Lane reduction in 2019, new seaplane ferry
OTIS DR / WESTLINE DR	24	2.18	0	0.00	100%	11	Shoreline and Otis lane reductions 2015, 2020
LINCOLN AV / GRAND ST	24	1.27	10	2.07	-63%	-4	No discernable changes
CLEMENT AV / OAK ST	24	0.91	14	2.90	-219%	-10	Cross Alameda Trail in 2025
PARK ST / CLEMENT AV	23	1.27	9	1.86	-46%	-3	Cross Alameda Trail, high vis crosswalks 2025
OTIS DR / BROADWAY	23	0.91	13	2.69	-196%	-9	No discernable changes
WEBSTER ST / CENTRAL AV	22	1.73	3	0.62	64%	6	Commercial Slow Streets / lane reduction in 2020
PARK ST / SANTA CLARA AV	22	1.64	4	0.83	49%	4	Commercial Slow Streets / lane reduction in 2020

Lincoln Walnut Intersection – 2025

- Pedestrian Fatality in 2021
- Flashing Beacons Installed
- Shifted Lane Merge West
- Higher Visibility Bulbouts
- Lincoln / Walnut Collisions 7% Reduction
- Broadsides represent 30 of 38 Collisions



Lincoln Walnut Collision – 8/6/25



Lincoln Walnut Collision – 11/7/25



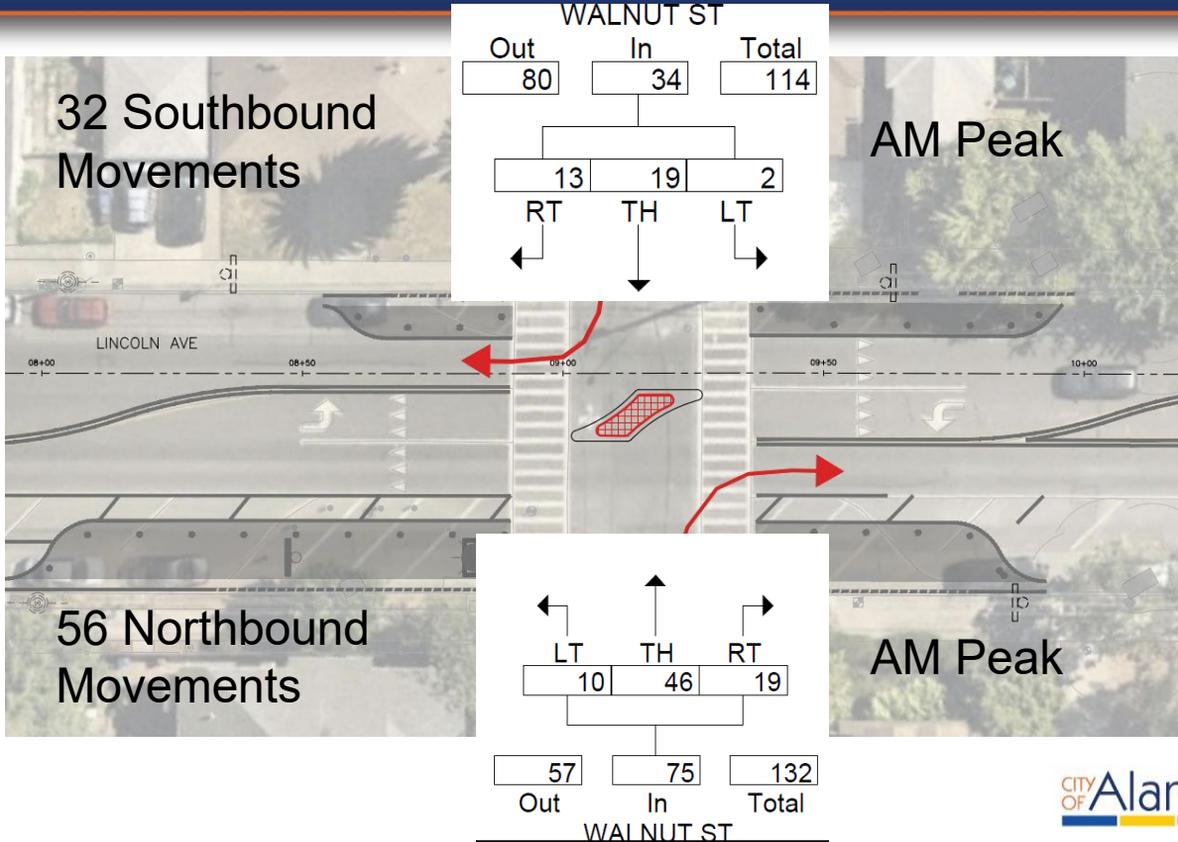
Lincoln Walnut Collision – 12/5/25



Lincoln / Walnut Options

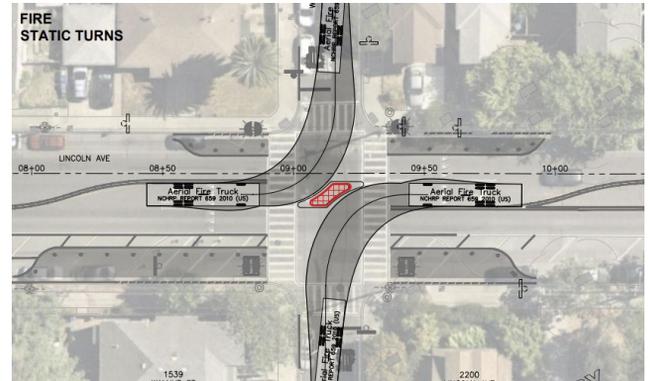
- Does not meet warrants for Stop Sign
 - Would be only stop on corridor, low compliance
- Does not meet warrants for Traffic Signal
 - Expensive ~\$800,000
- One-Way Couplet with either Willow or Oak
 - Larger impact on area, Doesn't address broadsides
- Prohibit Through/Left movement
 - Diverter Island, Limit exposure to broadsides

Proposed Diverter Island



Proposed Diverter Island

- Reduce Exposure to Broadside Collisions
- Allow Pedestrians and Bicycles to use Walnut St
- Maintain Left Turns from Lincoln to Walnut
- Acceptable to Fire Dept
- Quick and Relatively Inexpensive < \$30k



Proposed Diverter Island

- **Alters Vehicular Access and Operations**
 - Baseline Traffic Counts Collected at Willow and Oak
- **General Plan Mobility Element, Goal 2 Safety**
 - Eliminate fatalities and severe injuries on Alameda’s streets, avenues, sidewalks, crosswalks, paths and trails by 2035
- **General Plan Mobility Element Policy MU-13, Alameda Street Grid**
 - Manage and extend the Alameda street grid to maintain the character of Alameda, reduce traffic, and maximize mobility, access, and safety for all modes of transportation

Commission Action

- Receive the Presentation
- Provide Feedback of Proposed Changes
- Recommend Alternatives as Appropriate
- Forward to City Council for Approval