

Gail Payne

From: Keith Nealy
Sent: Thursday, February 2, 2023 3:14 PM Gail
To: Payne
Subject: [EXTERNAL] Lincoln Avenue roundabouts

Roundabouts are a good idea, but I'm puzzled as to how bicycles and pedestrians get across them.

Thanks for your help.

Keith Nealy
Alameda CA 94501
510-769-6789

Gail Payne

From: Matthew Dito
Sent: Thursday, February 2, 2023 10:49 AM
To: Gail Payne
Subject: [EXTERNAL] Lincoln Avenue road diet

Hi Gale,

I was wondering why the Lincoln Avenue road diet doesn't include crosswalks at every intersection, but specifically Schiller and Lafayette? Every other four way intersection from Grand to Park has crosswalks. Is there any data to back up their exclusion or is it just a policy decision to not have crosswalks for every four way intersection?

Thanks for your time,
Matt

Gail Payne

From: Tom Casteen
Sent: Sunday, February 5, 2023 1:18 PM
To: Gail Payne
Subject: [EXTERNAL] Lincoln Avenue/mashall way/pacific avenue project

I want to point out that all the streets getting lane reductions or already having reductions and the 'quiet' streets are simply forcing traffic to adjoining streets...thus increasing the dangers on those streets. Also as the many added housing projects currently in progress (not to mention the ADUs popping up in back yards everywhere) and those proposed will also increase the traffic loads on all of Alameda's streets. Further, the projects and ADUs are turning parking into a nightmare around the City and the added population will exacerbate this problem as well.

I also suspect that the roundabouts will allow the speeders on the roadway to not slow down and blow through the roundabouts at unsafe speeds. Timing the lights on our high traffic streets to match the speed limits might do a better job controlling speeding.

Thank you or the opportunity to provide my comments, Tom Casteen

From: [Pleasurefaith](#)
To: [Transportation Commission](#)
Subject: [EXTERNAL] Lincoln Ave Corridor Project
Date: Tuesday, February 7, 2023 6:10:18 PM

Hi there,

My name is Olivia, I am a resident on Lincoln Ave and recently received a notice in the mail regarding the proposed project to improve the safety of the Lincoln Ave corridor. I live at 8th and Lincoln and I can see why the project was proposed, as a pedestrian I do think the safety of Lincoln could be improved by many of the items outlined in the mailer. As somebody who would be directly impacted by this project on a daily basis, I felt I may as well write in and share my perspective and the perspective of a lot of my neighbors before you make your endorsement of the project next week.

I wanted to respectfully voice my objection to the proposed roundabout at Lincoln and 8th. Any benefits the roundabout would provide could easily be accomplished with protected green arrows, at a much lower cost to the city and much less disruption at a major intersection. I would greatly appreciate the commission weighing the pragmatism of this choice relative to the disruption, congestion and cost of putting in a roundabout when a simpler solution is possible. For such an impactful and heavily traversed intersection, your decision will be highly consequential- might it be wiser to pilot a green arrow system before committing a much more costly, lengthy and expensive project at a major crossroads?

Thank you for your time and consideration,
Olivia May

From: [John](#)
To: [Transportation Commission](#)
Subject: [EXTERNAL] Support for Lincoln/Marshall/Pacific Corridor Concept
Date: Thursday, February 9, 2023 8:56:57 AM

I have owned a home on Lincoln Ave/6th for 22 years. I have raised two children in Alameda amid streets designed in a different era, for cars alone. It is not to expose my aging grouchiness to point out that there are more cars, faster and louder, and more reckless drivers than ever in town, on Lincoln and elsewhere.

I heartily support all of these improvements; in particular Roundabouts are very effective. Any European knows they work far better than stop signs or lights where apt. Alamedans can and will get used to them.

Lincoln Ave was designed in an era of Auto domination, for Cold War purposes. It is time to change Lincoln to suit the needs of the younger families raising kids, and those of us who drive, but recognize a world of pedestrians and cyclists is good for all in town.

Thank you,
John Corbally

--
John

From: [Thaddeus Wozniak](#)
To: [Transportation Commission](#)
Subject: [EXTERNAL] Lincoln/Marshall/Pacific Corridor
Date: Thursday, February 9, 2023 10:34:01 AM

Dear Transportation Commission,

I am writing to express my strong support of the Lincoln/Marshall/Pacific Corridor project. As an Alameda resident who lives within 1/2 block of Lincoln, and who has young children who attend school on Lincoln, I can attest that the current design and conditions of Lincoln are dangerous and terrifying.

The dynamic speed sign on Lincoln between Morton and Benton routinely shows that vehicles travel along Lincoln at up to 45 mph. At these vehicle speeds, the risk of significant injury or death for pedestrians and people who bike is between 50% and 75% when struck by a vehicle. Additionally, the four lane configuration, which is excessive for Lincoln (there is never any congestion on Lincoln) makes crossing the street very dangerous given the high speeds and the tendency for drivers to blindly swerve into the adjacent lane and around the cars who do stop for pedestrians in the crosswalk.

The addition of bicycle lanes on Lincoln will help facilitate mode shift to more sustainable modes of transportation (living on an island, we are all concerned about climate change, correct?) and increase access to neighborhood service commercial districts such as Bay Station.

In review of the concept design, I find the plan to be well thought out and appropriate for the Lincoln corridor. My one request for future project development would be to reconsider the location of the Rapid Rectangular Flashing Beacon (RRFB) at Stanton and instead locate the RRFB at Benton. Benton provides a better north-south connection across Alameda, with connections to the Cross Alameda Trail (through Star Harbor), Littlejohn Park, and the commercial center at Benton and Encinal. Adding the RRFB at Benton would create a stronger network effect, with RRFBs currently being installed at Benton and Encinal and Benton and Buena Vista, providing a strong north-south spine of safe crossings for pedestrians. Stanton on the other hand dead-ends a block south of Lincoln, limiting connectivity to the south, does not contain a safe RRFB crossing of Buena Vista to the north, and does not connect to community destinations such as Littlejohn Park, which is frequented by families with small kids.

I do want to be clear that my comment above is merely a recommendation to improve an already great plan, which I fully support.

Thank you,

Thaddeus Wozniak
Alameda

From: [Jonathan MacMillan](#)
To: [Transportation Commission](#)
Subject: [EXTERNAL] Lincoln/Marshall/Pacific Corridor
Date: Thursday, February 9, 2023 9:52:29 AM

Hello,

I am writing to show my support of the proposal. I wish it went further with on-street parking removed and replaced with protected bike lanes, but this is a good start. The roundabout/traffic circle is a really good idea at Wilma Chan Way. I live on Lincoln on this block and use this intersection as a driver any time I leave the island.

I am a bike commuter as well, so anything you can do to make this street safer is appreciated. We regularly ride bikes as a family, so please make these streets as safe as possible for all of us, including my 8 year old child. He will be biking to Paden Elementary soon.

Thank you.

Jonathan, Christine, and Lucas MacMillan
728 Lincoln

From: [Gail Payne](#)
To: [Transportation Commission](#)
Subject: FW: [EXTERNAL] Question about proposed Lincoln Ave improvements
Date: Thursday, February 9, 2023 9:50:11 AM

fyi

Gail Payne, Senior Transportation Coordinator, City of Alameda (she/her/hers)
510-747-6892 - gpayne@alamedaca.gov

From: Jessica Chan
Sent: Thursday, February 9, 2023 9:30 AM
To: Gail Payne <GPayne@alamedaca.gov>
Cc: wolf chan
Subject: [EXTERNAL] Question about proposed Lincoln Ave improvements

Hi Ms. Payne,

I have a question about the proposed Lincoln Avenue improvements. I saw that a roundabout is proposed for the intersection of Lincoln Ave/8th Street/Wilma Chan Way. Will the pedestrian crossing points at this intersection also have flashing lights to alert drivers when a pedestrian needs to cross? I live at 814 Lincoln Avenue, and I cross this intersection with my young child frequently. I fear that if there is a constant flow of traffic and drivers are looking to merge with the roundabout, we will never find a pause in the traffic to cross during commute times even with the crosswalk set back slightly from the roundabout itself. Right now, all of our near misses are due to drivers looking to see when they can make a right or left turn and merging into traffic so they are not looking out for pedestrians.

On a related note, do you know whether the slow street on Pacific will be removed soon? Having the slow street one block over has significantly increased the back up of cars down Lincoln, especially during commute times. It is quite difficult to exit our driveway with the constant flow of cars and it is even more dangerous than usual to cross the street at 9th and Lincoln.

Thank you in advance for your help with these questions.

Jessica Chan



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February 10, 2023

RE: 2/15 TC Meeting, Item 6-B, Lincoln/Marshall/Pacific Corridor Project

Dear Transportation Commissioners and Staff,

It's good to see this overly-wide high injury corridor getting much-needed safety and mobility upgrades. We urge you to enhance this project further by focusing on improving key intersections.

Low Stress Network Intersections

There are ten intersections along this corridor that interface with the Low Stress Vision Network you just unanimously endorsed as part of the Active Transportation Plan. Half of these intersections are controlled by traffic signals, offering bicyclists and pedestrians a dedicated crossing phase, where cross traffic is completely stopped. At the other half, whether roundabouts or typical uncontrolled intersections, cars won't stop unless their drivers are forced to slow, see, and yield to vulnerable users.

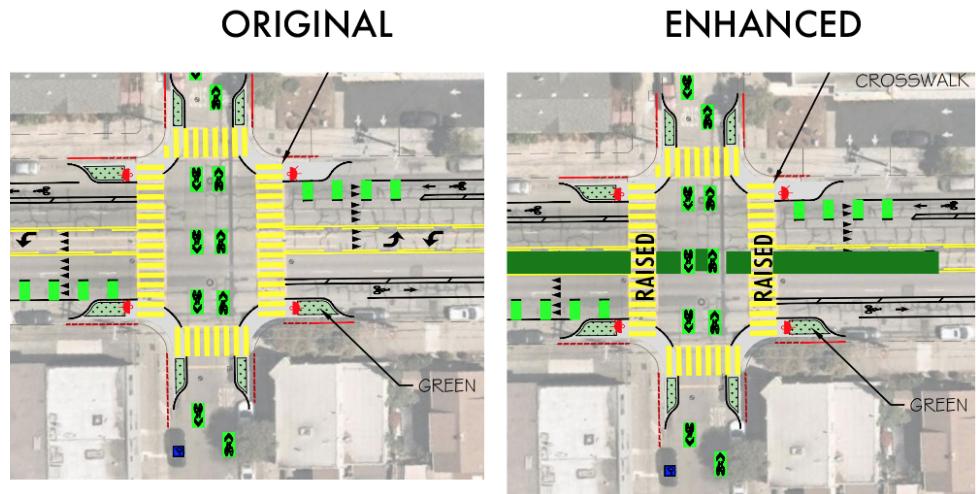
We should make these intersections safe enough that we would be comfortable with our own eight year old child or 80 year old grandparent navigating it by foot, bike, or wheelchair on their own, on a daily basis, in the dark, at sunset or dawn, when the sun might be in a driver's eyes. If we're not comfortable imagining that, it's not good enough. Sadly, we have just been reminded of the consequences of lax street design for pedestrians crossing wide roads similar to Lincoln. Three of the ten more standard intersections in this project, in our estimation, do not yet pass this 8-80 test: Ninth, St. Charles, and Broadway. In order to achieve the goals of our Low Stress Network, we ask you to direct staff to include the following standard countermeasures: reduced crossing distances via concrete bulbouts, pedestrian refuges, raised intersections or crosswalks, and rapid flashing beacons that are easily accessible to bicyclists as well as pedestrians.

Specific suggestions follow.

Ninth Street — *Included in 2030 Low Stress Backbone

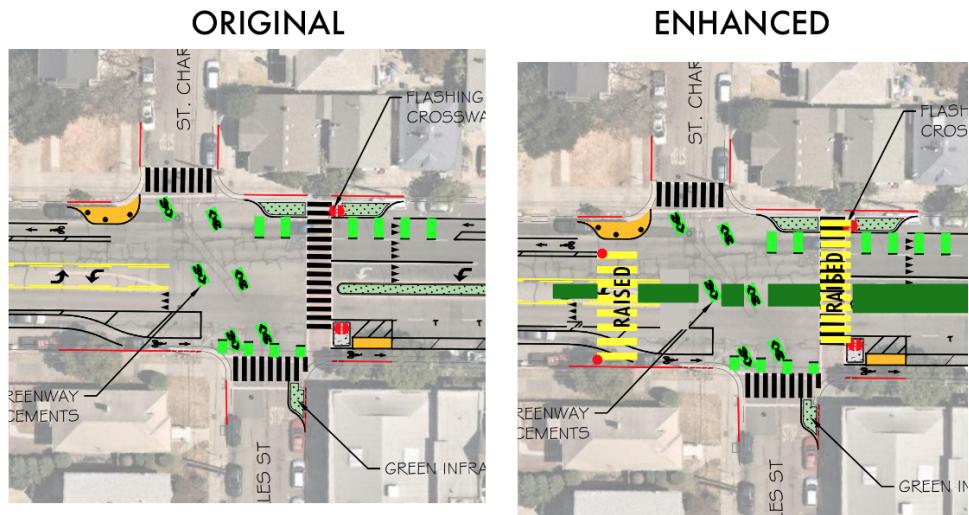
Raise the intersection, or both crosswalks across Lincoln; add pedestrian refuges and a modal filter to prohibit left turns (which will also help

reduce traffic volumes on the neighborhood greenway); make sure rapid flashing beacon activation buttons are easily accessible to people on bikes; install additional lighting.



St Charles — *Included in Low Stress Vision Network

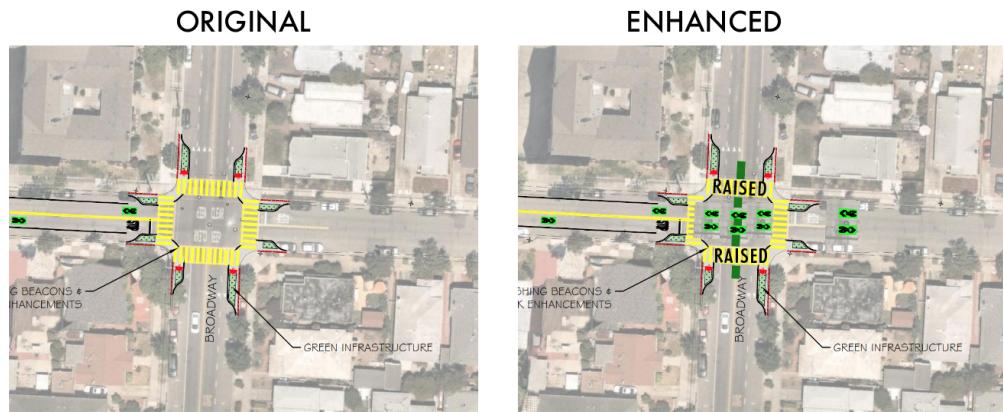
Add a high visibility crosswalk and rapid flashing beacon to the west side; raise intersection or both crosswalks; add pedestrian refuges and a modal filter (which will also help reduce traffic volumes on the neighborhood greenway); make sure rapid flashing beacon activation buttons are easily accessible to people on bikes; install additional lighting.



Lincoln crossing Broadway (a neighborhood greenway here) —

***Included in 2030 Low Stress Backbone**

Raise the intersection or both crosswalks across Broadway; add pedestrian refuges and a modal filter; add bike stencils on Broadway; make sure rapid flashing beacon activation buttons are easily accessible to people on bikes; ensure sufficient lighting.



Roundabouts

We ask that the proposed roundabouts, two of which are on the 2030 Low Stress Backbone Network, get additional treatments discussed earlier to maximize safety.

To reduce conflicts between bicyclists and pedestrians, we strongly recommend separating those modes' facilities wherever possible, rather than making them shared as shown in some of these schematics. Related, we're concerned about the sharp turning angles for bicyclists we're seeing in places. With more people riding longer cargo bikes, tight cornering will be an issue. Their experience should be fluid and [effortless](#), more closely aligning with the car flow than pedestrian flow.

Finally, the proposed roundabout at Wilma Chan is not the single-lane "modern" roundabout configuration that has been proposed elsewhere in Alameda. We appreciate the challenge of making the intersection safer and more pedestrian-accessible while accommodating high car volumes, but we're not comfortable with this unusual configuration. We think it would be well worth the time and effort to create and walk the public through additional concepts, and their pros and cons, including an upgraded signalized intersection with bike/ped enhancements, a single-lane roundabout that would be safer for all modes, and others that our consultants might think are worth considering.

Other Thoughts

- **Walnut** is not on the Low Stress Network, but given its history, additional countermeasures seem like a worthy investment. We request raised crosswalks and pedestrian refuges — the intersection is not stop or signal controlled so the left turn pockets offer little benefit, whereas center refuges could save a life.
- Because many people do not understand unmarked crosswalks (the portion of a street that's in between sidewalks at an intersection), and they frequently drive through these intersections regardless of whether or not there are pedestrians at the curb waiting to cross, we think our city

would be much more walkable with **marked (painted) crosswalks at every intersection** along the entire corridor.

Thank you for your consideration,

Bike Walk Alameda

From: [Gail Payne](#)
To: [Transportation Commission](#)
Subject: FW: [EXTERNAL] Praise for Lincoln/Marshall/Pacific Corridor Concept
Date: Friday, February 10, 2023 9:35:49 AM

fyi

From: Ramzy Bejjani
Sent: Friday, February 10, 2023 8:55 AM
To: Gail Payne <GPayne@alamedaca.gov>
Subject: [EXTERNAL] Praise for Lincoln/Marshall/Pacific Corridor Concept

Coordinator Payne and all Alameda transportation and planning staff,

Thank you so much for this project. I live on Lincoln, and I bike and walk as my primary modes of transportation.

Lincoln's current configuration -- with it's multiple lanes and uncontrolled crosswalks -- is dangerous by design and encourages cars to speed.

These planned crosswalk improvements, road diet, and bike lanes will improve safety and quality of life along a major road for Alameda. Thank you for prioritizing the safety of our denizens regardless of how they get to where they need to go.

Best,
Ramzy

From: [Lindsey](#)
To: [Transportation Commission](#)
Subject: [EXTERNAL] Comment: Re: Lincoln/Marshall/Pacific Corridor Concept Approval Request Reminder
Date: Sunday, February 12, 2023 10:58:36 AM

I urge the Transportation Commission to approve this project.

I live on Lincoln Ave and cannot believe how dangerous of a road it is for pedestrians, despite being a main walking path for students going to school. Every morning High School students cross at Walnut and cars speed past them. The Walnut intersection has taken 3 lives since I moved here - horrible.

There is no reason for 4 lanes of traffic on this road. The excess traffic lanes only promote people speeding down Lincoln at 45mph+. Even Alameda Police routinely pass at high speeds!! It's become so normalized to use the Lincoln Highway across town, they're not enforcing the limit nor abiding by it. A center turn lane is absolutely sufficient for residents to access their driveways, and will keep turning cars from slowing down the flow of traffic.

I hope this project concept is accepted and implemented quickly, before any more pedestrians lose their lives.

Lindsey Parker

From: [Jennifer Macy](#)
To: [Transportation Commission](#)
Subject: [EXTERNAL] Comment in support of Lincoln/Marshall/Pacific Corridor Concept Approval
Date: Saturday, February 11, 2023 10:44:38 AM

Dear Alameda Transportation Commissioners:

I am an Alameda resident, mother of two, and homeowner within the Lincoln/Marshall/Pacific Corridor. I'm writing in support of the Lincoln/Marshall/Pacific Corridor Concept, as improving safety along this corridor is critical. In particular, reducing traffic speed on Lincoln Avenue and increasing crosswalk safety at Lincoln/Ninth Street is a top priority to ensure the safety of our children walking to and from school.

I encourage the Commission to endorse this plan and ensure timely and complete implementation.

Thank you for your time and consideration,
Jenn Humberstone

--
Jennifer Macy Humberstone

From: [Catherine Egelhoff](#)
To: [Transportation Commission](#)
Subject: [EXTERNAL] Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Project
Date: Friday, February 10, 2023 2:35:08 PM

Dear Transportation Committee,
I am very much in favor of the Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Project. Road diets are so very needed in Alameda. Traffic safety must be our priority. Thank you for your work on this project.

Sincerely,
Catherine Egelhoff
Alameda resident

February 13, 2023

Transportation Commission meeting

February 15, 2023

RE: Item 6B

Dear Transportation Commissioners and Staff,

The Lincoln Corridor is an important corridor to Alameda TMA members along the Northern Waterfront. New residents of the Northern Waterfront will most likely use the Cross Alameda Trail to traverse Alameda east -west. However, Lincoln Avenue intersections, will be key to protecting these residents as they bike and walk southward.

To fulfill its mission, the Alameda TMA aims to encourage new and established residents to bike and walk towards transit, businesses and recreation and therefore the low stress network crossings are key to their safety and comfort. While all intersections are, of course, important, these particular ones will help encourage more sustainable transportation.

In the next five years, the northern waterfront will have over 2,000 NEW housing units, including new students who will attend local schools. Good infrastructure can help to influence the new residents' transportation choices.

Unfortunately, the current proposal does not improve several important intersections. Paint will not protect people biking and walking.

Broadway

This is great change to reduce the walking distance and create real barriers to slowing traffic

Park Street

Could there be a buildout at the NE corner similar to the one proposed Oak and Lincoln. The proposal makes no improvement to the current random placement of bicyclists. Can there be protected area and protected bike lanes. This is an important section of roadway, that leave bicyclists mostly unprotected between a business district and city center.

Chestnut & St. Charles

These bulbouts will reduce the crossing distance, however, both Chestnut & St. Charles are part of the low stress network and deserve better. **Eliminate the left turn lanes into the bike facility by creating pedestrian refuge.**

Willow and Chestnut (Love Elementary)

Love Elementary School children deserve **protected** bike lanes here because regular bike lanes are always blocked by drop off and pickup. With the new housing, there will be many new children attending this school in the near future. Let's make their trip easier for biking and walking.

Bay and Sherman

Great protected bike lanes along this street, but it would be great if there were more, such as near Love elementary.

Sincerely,



Lucy Gigli

TDM Manager, Alameda Transportation Management Association



Lincoln Corridor Project



ATP Low Stress Vision Network

From: [Maria Piper](#)
To: [Transportation Commission](#)
Cc: [Lisa Foster](#)
Subject: [EXTERNAL] Item 6-B, Lincoln/Marshall/Pacific Corridor Project
Date: Tuesday, February 14, 2023 4:01:16 PM

Hello Transportation Commission,

I'm writing to encourage you to consider adding additional safety improvements to the roundabouts/uncontrolled intersections to this item as suggested by the Bike Walk Alameda team.

Adding raised crosswalks with rapid flashing beacons will help drivers see pedestrians and cyclists as they cross and help slow cars down to a reasonable speed. Pedestrians should also be given refuges to stop.

We need more people to walk and bike in Alameda, and one of the main ways to do this is by helping ensure the safety of pedestrians and cyclists. We've prioritized car throughput too much in the past, so much so that streets have been designed that encourage people to speed even in crosswalks. As a driver, I have to constantly monitor my speed even as others speed past me since the road design speed is much higher. Especially with the recent pedestrian death in Bay Farm, I would love to see improvements that encourage drivers to go the speed limit and help them see others more easily.

Thank you very much for your time and consideration of these improvements.

Sincerely,
Maria Piper
Bay Farm Resident

From: [William Niland](#)
To: [Transportation Commission](#)
Cc: [sarah baroody](#); [jeff knoth](#); [sandtann](#); [Christian Kazakoff](#); [warren hope](#); [malka](#) [\[EXTERNAL\]](#) Lincoln Marshall Corridor Project
Subject: Tuesday, February 14, 2023 4:00:16 PM
Date:

Transportation Commissioners, As comment in advance of your meeting February 15:

As long time residents of Walnut at Lincoln, we're fully in support of the changes to the Lincoln corridor from four lanes to three as proposed by the City. As we've said many times before, these changes can't be made fast enough.

We are however opposed to the bike lanes proposed for Lincoln in the plan. There are already sufficient bike lanes on other parallel streets for bicyclists to travel east and west, and the heavy traffic on Lincoln (8,000 to 9,000 vehicles per day), speeding cars, and busy cross traffic make adding bike lanes on Lincoln unsafe.

The City's money would be far better spent on speed enforcement and additional traffic calming.

Thanks. Bill Niland