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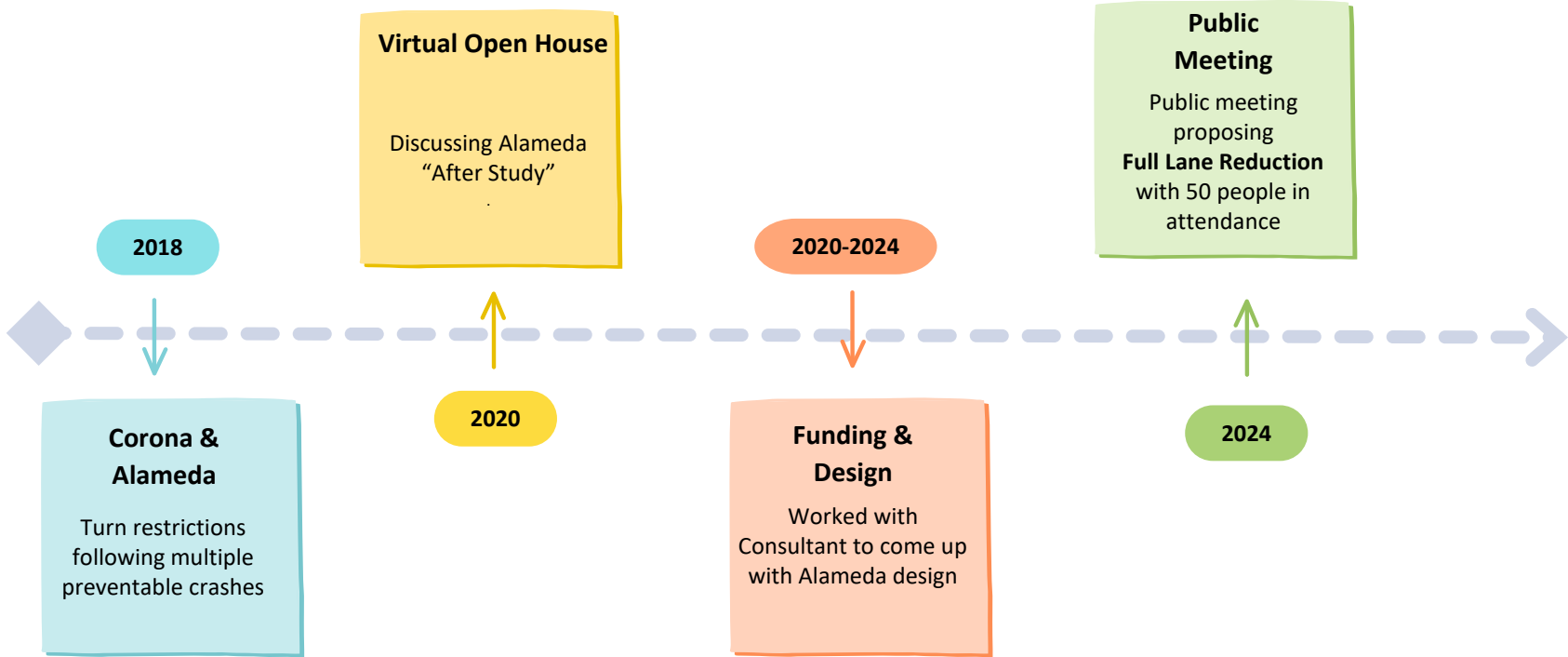
# Alameda Lane Repurposing

December, 2025  
Updated Design

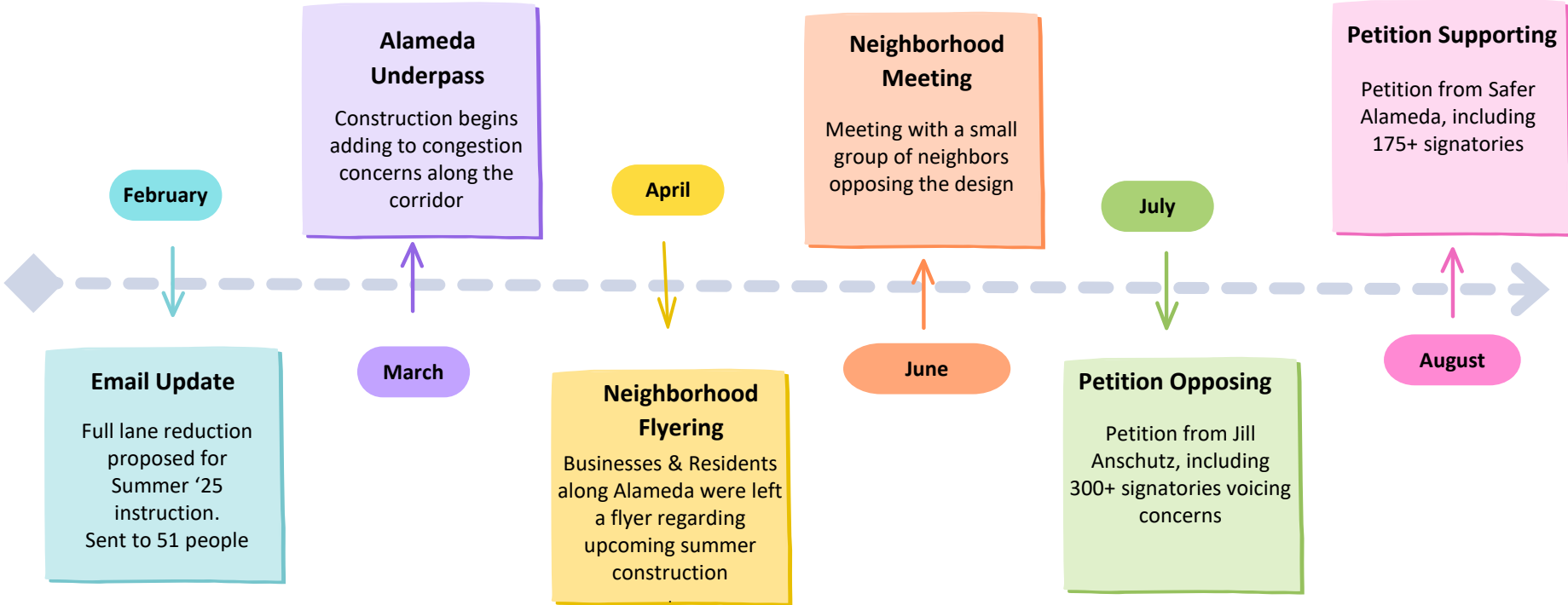
# Goals of Alameda Lane Repurposing

- Maintain safety and access for drivers
- Reduce crashes along the corridor
- Enhance safety and comfort for pedestrians and bicyclists
- Support transit service throughout the corridor
- Support business access and activity

# Community Engagement



# 2025 Community Engagement



# Community Concerns from Letter to the Mayor

1. Traffic Congestion
2. Side street Diversion
3. Risk to Virginia Avenue and park-adjacent areas
4. Increased difficulty entering and exiting neighborhood
5. Economic Harm to local businesses
6. Lack of justifying safety data
7. Need for transparent, collaborative planning

# Congestion / Travel Times

**Table 1 – Arterial Analysis Alternatives**

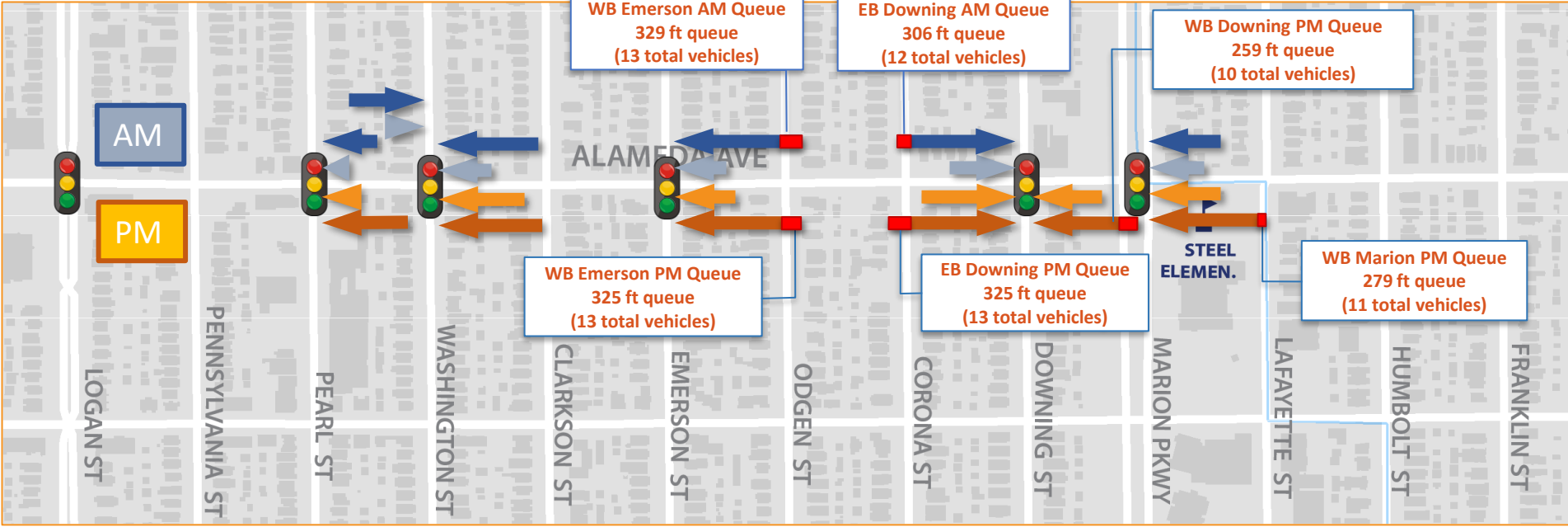
Peak Hour	Direction	Existing Average (s)	Full Lane Repurposing		Full Lane Repurposing w/ Diversion		Partial Repurposing	
			SimTraffic Travel Time (s)	Difference	SimTraffic Travel Time (s)	Difference	SimTraffic Travel Time (s)	Difference
AM	EB	222.5	208.1	-14.4	212.9	-9.6	226.9	4.4
	WB	201.7	226.5	24.8	212.7	11.0	220.2	18.5
PM	EB	247.1	345.4	98.3	241.5	-5.6	247.2	0.1
	WB	231.7	249.6	17.9	243.5	11.8	218.9	-12.8

\*90% EB/WB Through Traffic and assuming all side street traffic will continue using Alameda Avenue

**Full Lane Repurposing:** Worst case scenario is an extra 1.5 minute travel time on a 3.5 minute trip

**Partial Repurposing:** Worst case scenario is an extra 20 second travel time on a 3.5 minute trip

# Queuing Changes (Full repurposing AM/PM peak periods with 10% diversion)



▶ AM QUEUE Existing   
 ▶ AM QUEUE After   
 ▶ PM QUEUE Existing   
 ▶ PM QUEUE After   
 ■ QUEUE Stacking into Prior Intersection

# Side Street Diversion - Daily



Alameda Avenue Lane Reduction Report, January 2023

# Side Street Crash History – Virginia Ave 2021-2024

58 Total Crashes

Lincoln, Downing & Logan account for 43% of crashes along corridor



2 non-fatal injury crashes

- 2 pedestrians hit by left turning vehicles while in crosswalk (SB and WB vehicles)
- 2 bicycles hit at intersection

Source: January 1, 2021 thru December 31, 2024 Crash Database

# Justification for Change in Design

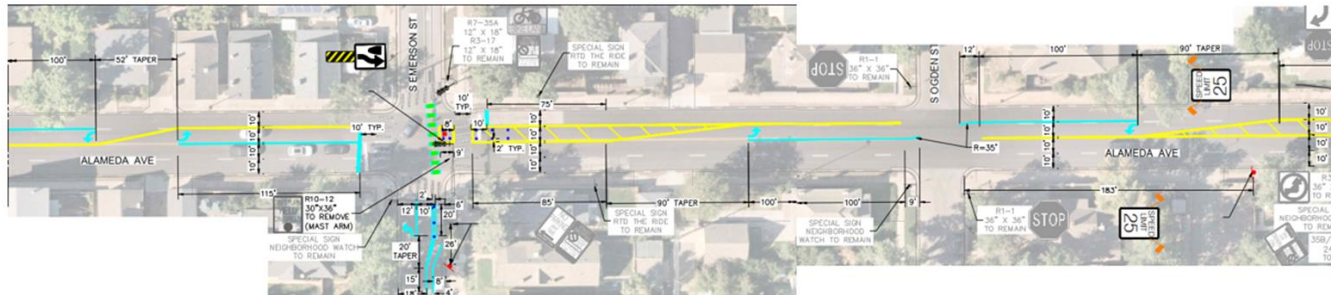
Alternatives	Potential for Crash Reduction	Pedestrian Safety	Diversion Impacts	Safety at Unsignalized Intersections	Congestion
<b>Partial Lane Reduction</b> - Westbound only	<b>Good</b> Marginal difference from full lane alternative	<b>Good</b> Investigating buffer along Alameda, but maintain RRFB and pedestrian islands and good for side street safety	<b>Moderate - &lt;5%</b> Mitigate with Virginia/Downing Safety Improvements	<b>Good</b> Restricting turn movements	<b>Good</b> Queuing increases for WB (timing changes may mitigate)
<b>Full Lane Reduction</b> - Both directions	<b>Good</b> Moderate potential crash reduction	<b>Good</b> Buffer* along Alameda, RRFB and pedestrian islands	<b>Greater Impact – 10%</b>	<b>Good</b> Restricting turn movements	<b>Greater Impact</b> Queuing is increased

\*Buffer refers to the area that remains between the edge of the outside travel lane to the face of the curb and does not include a physical barrier.

# Existing and Proposed – Emerson and Ogden St



EXISTING CONDITION



LANE REPURPOSING – Typical Cross Section

- WB Thru + Right
- EB Left & WB Left
- EB Thru
- EB Thru + Right

# Updated Design

\* Updated design graphic is forthcoming

## Changes with Partial Repurposing

- Partial lane repurposing:
  - Convert one lane westbound from Franklin St to Pearl St to allow for turn pockets at intersections
  - Maintain two lanes eastbound from Pearl St to Humboldt St
- Signal upgrades at Pearl and Emerson
- Bulb-outs, adjusting signal timing to include and protected left turns on Virginia/ Downing to mitigate future side street diversion
- Investigating available space for buffer

## No Change from Previous Design

- Designated turn lanes at eight intersections
- Striped medians and pedestrian refuge islands
- Reduced speed limit from 30 mph to 25 mph
- Installation of a RRFB
- Marked crosswalks
- School Zone signage and markings
- Protected bike lane approaches and green crossing markings
- Corner reconstruction and ADA ramp upgrades at Emerson St

# Updated Timeline

**Redesign:** Now-June 2026

**Contracting:** July – October 2026

**Construction:** November 2026 – September 2027

**Early safety improvements:**

Installation of the RRFB, refuge island, and crosswalks at Franklin Street is expected to start **at the beginning of 2026.**