

From: [Thushan Amarasiriwardena](#)
To: [Transportation Commission](#); [Erin Smith](#); [Lisa Foster](#); [Allen Tai](#); [Scott Wikstrom](#); [Transportation](#); [PW Mailbox](#)
Subject: [EXTERNAL] IN FAVOR – Proposed Quick-Build Improvements to the Lincoln/Walnut Intersection
Transportation Commission January 28th AGENDA ITEM: 10-A 2026-5722
Date: Wednesday, January 28, 2026 9:27:40 AM
Attachments: [ALAMEDA TRANSPORTATION COMMISSION – Road Projects – January 26 2026 - 2026-5722.pdf](#)

Below and attached in a PDF is our letter in support of Transportation 10-A 2026-5722

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IN FAVOR – Proposed Quick-Build Improvements to the Lincoln/Walnut Intersection Transportation Commission January 28th AGENDA ITEM: 10-A 2026-5722

Dear Commissioners Weitze, Suthanthira, Nachtigall, Johnson, Dara-Abrams, Kim and Gloyne, Public Works Director Erin Smith, City Engineer Scott Wikstrom, Secretary to the Transportation Commission Lisa Foster, and Planning, Building, and Transportation Director Allen Tai,

We are writing *strongly* in favor of the intersection diverter at Lincoln Ave. and Walnut St. in Central Alameda. It is a solution that shows the strongest possibility to manage this very unsafe and deadly intersection in our neighborhood. We are a wide-ranging group of parents with young kids, senior citizens, and accessibility advocates that live around this intersection, or use it regularly.

Lincoln Ave. and Walnut St. is a pivotal intersection for pedestrians in Central Alameda. Lincoln Ave. bisects the Love Elementary school catchment boundaries, with many young students finding themselves having to cross that street twice a day. Alameda High School student athletes regularly practice at Thompson Field and walk this specific intersection from the school to the fields. For many of us this is the primary way to visit McKinley Park, our neighborhood playground. The Alameda Free Library is also a block away.

Yet this intersection for pedestrians and drivers alike is dangerous – despite the much appreciated pedestrian signal, reduction of lanes, and painted bulbouts. Many of us have experienced cars driving through the intersection while we are walking mid-crosswalk, with the signal blinking. Cross-bound traffic on Walnut St. has perennially been the major source of accidents, with poor visibility for those traveling south. And sadly there was a [senior citizen pedestrian who was killed by a car](#) just a few years ago at this crossing. As the staff report notes, and we want to underline, [it is the most-dangerous non-signalized intersection on the Island.](#)

The proposed mid-intersection diverter is an appropriate next step to further improve this intersection. Forcing turns onto Lincoln will prohibit the highly accident-prone crossing. While it will inconvenience many of us to get to our homes

by car, we believe there are ample alternative routes to do that on roads with signals to better help navigate drivers. Diverted traffic will be able to use Oak St. and Willow St. intersections with Lincoln Ave., both signalized intersections, to continue their journeys safely.

This change will positively affect other street blocks. Because this will make Walnut less of a north-south path, we believe it will also bring improvements to blocks up and down the street. Two of us own a home on Walnut St. near Buena Vista Ave. (also a problematic intersection) and have a Telraam traffic analysis device which has telling data on this street. Somedays it [sees as many as 900+ vehicles a day traverse this segment \(data linked\)](#) a block from Lincoln and Walnut.

We appreciate both the alerting and boots-on-the-ground community outreach by Transportation and elected officials, a data driven approach, the no impact to fire and EMT crews, and the iterative nature with quick-build plans. We hope this iteration solves the issue and then is further incorporated into the mid-term Lincoln Avenue road plans (perhaps as a full pedestrian island) and serves as a replicable solution for other problematic intersections as we work toward our Vision Zero goals.

Thanks for making Alameda a city friendly for pedestrians of all walks, and drivers using our streets.

Thushan Amarasiriwardena

Parent of two Love Elementary, lives on Santa Clara, 500 feet away from intersection, and President of the Alameda Free Library Board

Megan Amarasiriwardena

Garden Teacher at Love Elementary, Parent of two at Love, lives on Santa Clara, 500 feet away from intersection

Tim McQuillan

Love Elementary PTA President, parent of three, homeowner on Walnut, a block from this intersection

Sean McQuillan

Parent of three at Love Elementary homeowner on Walnut, a block from this intersection

Jan Santos

Former director of the East Bay Center for the Blind, Senior citizen, Lincoln Ave. resident on this block

Doyle Saylor

Accessibility advocate, Senior citizen, Lincoln Ave. resident on this block

Emily Hellicar

Resident of Walnut, houses down from this intersection and parent of two Love Elementary students

David Ellicott

Resident of Walnut, houses down from this intersection and parent of two Love Elementary students

Jen Warner

Central Alameda Resident who uses this intersection to walk to work, parent of two Love Elementary students

Avi Warner

Central Alameda Resident, parent of two Love Elementary students that have to cross Lincoln to get to school

Joe Vachon

Resident on Pacific Ave. a block and a half from this intersection and frequent walker in Alameda

Aileen Haxo

Central Alameda Resident, lives on Santa Clara, 700 feet away from intersection

Robin Oliva-Kraft

Central Alameda Resident, parent of two Love Elementary students

Viviana Oliva-Kraft

Central Alameda Resident, parent of two Love Elementary students

William Collins

Central Alameda resident, Parent of Love Elementary student

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From: [Simon Mathieu](#)
To: [Transportation Commission](#)
Subject: [EXTERNAL] Lincoln/Walnut Project
Date: Wednesday, January 28, 2026 10:50:30 AM

I'd like to voice my support for the plan for a quick build to this intersection. I live on Clinton/Walnut and frequently cross this intersection on my way out of the island.

Although being able to continue straight on Walnut is a convenient route, the reality is this is not safe to do. Lincoln is wide, has lots of vehicular and pedestrian traffic. I've seen many vehicle conflicts at this intersection and I believe the proposed quick build can make this safer.

I would also like to urge the transportation committee to accelerate making the Lincoln/Chestnut intersection MUCH safer. This is the "safe" route to school for students at Love elementary school, but is actually much less safe than Lincoln/Walnut.

Simon Mathieu