

Exhibit 4 Item 6-B
Transportation Commission Meeting
July 22, 2026

May 28 Workshop: 23 attendees

Workshop Feedback: Sticky Notes

What is your experience of the intersection as it is today?

- Ticket the drivers who break the law. Do not punish law abiding drivers for others' mistakes!
- Speeding vehicles traveling north from Lincoln
- As a driver on Wilma Chan, I've noticed it is very difficult for pedestrians to cross W.C. at Pacific – This will help!
- Risky to cross; blind spot for turning
- I avoid this intersection, but there are no safe alternatives. I walk or bike a block away to cross at a light. Drivers on Wilma Chan are out of control, driving much too fast!
- Challenging to cross with 4 lanes and “unofficial” right turn lane
- Dangerous! Daily near accidents because of speeding drivers.

What do you think of the median traffic diverter concept?

- I wouldn't have expected it but it makes a lot of sense. I think it will do more to calm Pacific than any other element.
- This looks like a good, safe, and relatively cheap option.
- Love the diverter!
- LOVE IT!!!

What do you think of the traffic control options?

- [PHB] Too many combinations. Creates driver confusion. Limit signal to blank, solid yellow, solid double red only. I like the general idea, though, of the hybrid model.
- Many traffic lights on Wilma Chan is good because people have a lot of residual speed and adrenaline coming off the highway and through the tunnel. (Ditto! From second commenter)
- Concern about bikes actuating a PHB consistently and accurately. (Ditto, from second commenter)
- For PHB alt, please install a bike push button (+1 from second commenter)
- [PHB] Concerned about education vs a traditional light
- I'd generally prefer a sensorized traffic signal to the hybrid beacon. (Ditto! From a second commenter)
- After discussion, I favor full signal light. (Yes! From second commenter)

- I like the idea of having a pedestrian hybrid beacon (+1! From a second commenter)
- Concern that drivers wouldn't understand how to use PHB (Ditto! From second commenter)

What do you think of the bikeway alignment options?

- Would prefer left alignment IF there's a traffic diverter, to avoid right hooks.

What do you think of the concept? What features would you change? [concept with diverter, center bikeway, and full signal]

- With a median 24 hrs 7 days a week you would penalize the local residents from going east-west and west-east along Pacific.
- Many drivers intentionally drive SB on Wilma Chan and WB onto Pacific to enter rear parking lot of Grocery Outlet because front entrance is often too busy from Buena Vista
- This combination is the best in my opinion. There are some combinations that don't make sense to me.
- Like it.
- Would like more speed humps on Pacific.
- I like the median diverter.
- Love the median divider.
- This is clever.

Workshop Feedback: Staff Notes from Discussions

- Don't want median without signal
- With a PHB or any improvements, want to focus on speed management on Wilma Chan Way
- Really like the PHB, not as enthusiastic about a signal because of having so many lights in a row. Like the median.
- Signal is better than PHB because it is not as confusing. WC traffic is really fast and people aren't used to a PHB.
- Visibility is a huge issue. Drivers are only watching for traffic (looking left) and not paying attention to pedestrians.
- Is it possible to remove the flashing yellow or flashing red from the PHB?
- Support signal because of speeds coming from tubes
- Not supportive of PHB with median because it would encourage speeding on Wilma Chan
- Has there been study of PHBs on curved roadways?

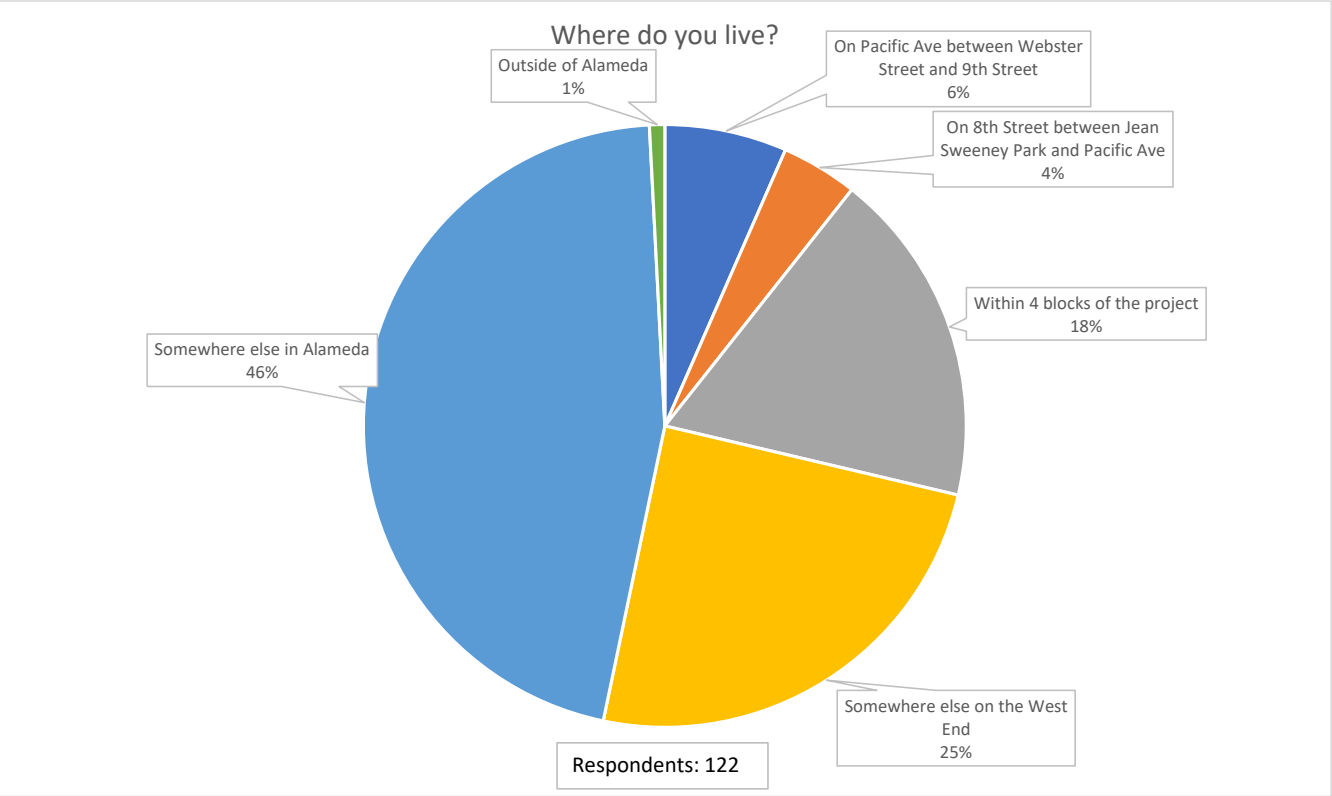
- Do people ever get used to PHBs?
- Why would we need a signal for cars if it's right turn only?

Online Survey Results: Pacific/Wilma Chan Intersection

Questions with "select one" responses are shown as pie charts and questions with "select multiple" responses are shown as bar charts.

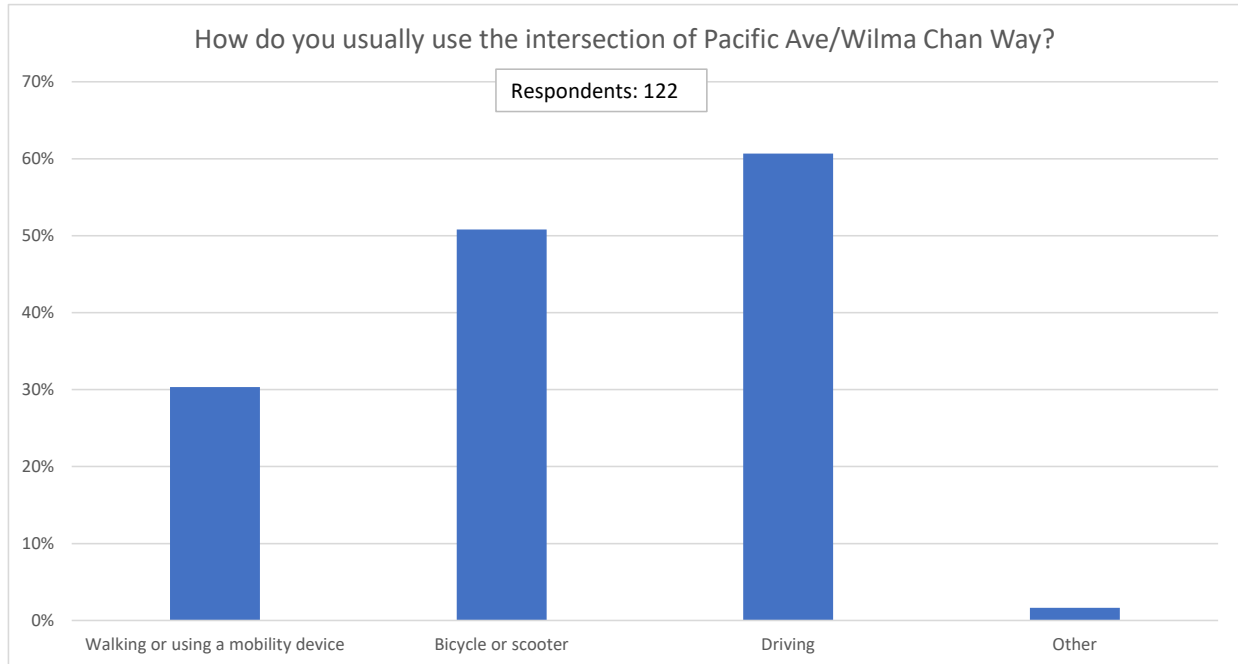
Survey was open from May 26 until June 26, 2026.

Where do you live?	Count
On Pacific Ave between Webster	8
On 8th Street between Jean Swe	5
Within 4 blocks of the project	22
Somewhere else on the West En	30
Somewhere else in Alameda	56
Outside of Alameda	1
Total	122



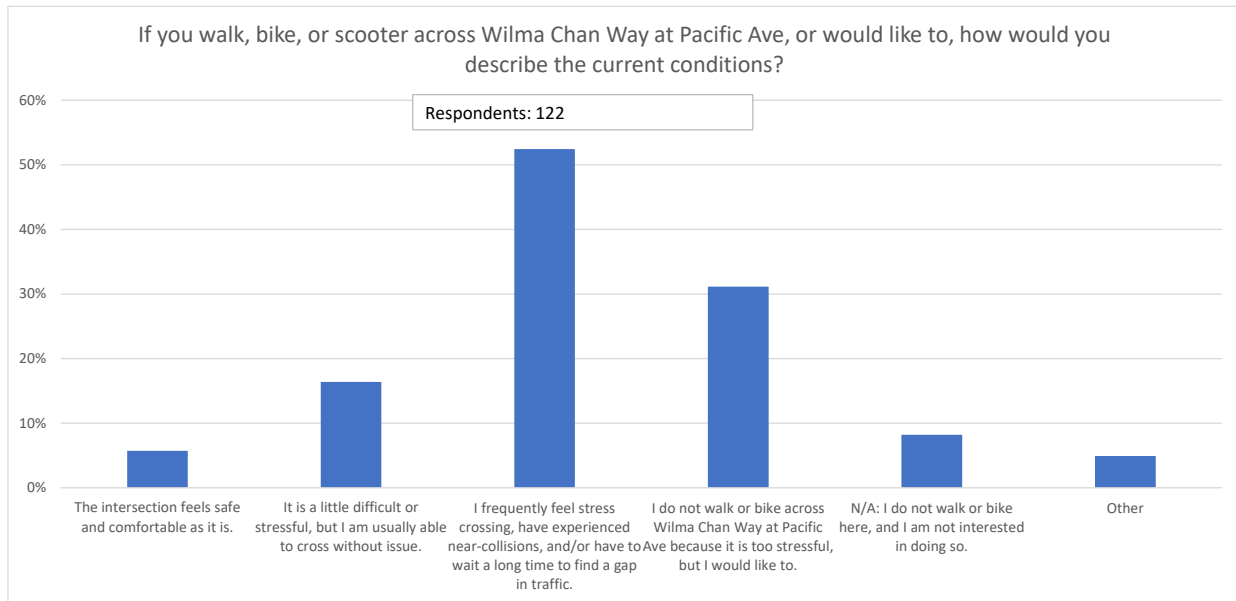
How do you usually use the intersection of Pacific Ave/Wilma Chan Way?

	Count	Percent of respondents
Walking or using a mobility device	37	30%
Bicycle or scooter	62	51%
Driving	74	61%
Other	2	2%
Total	175	
Multiple responses	53	



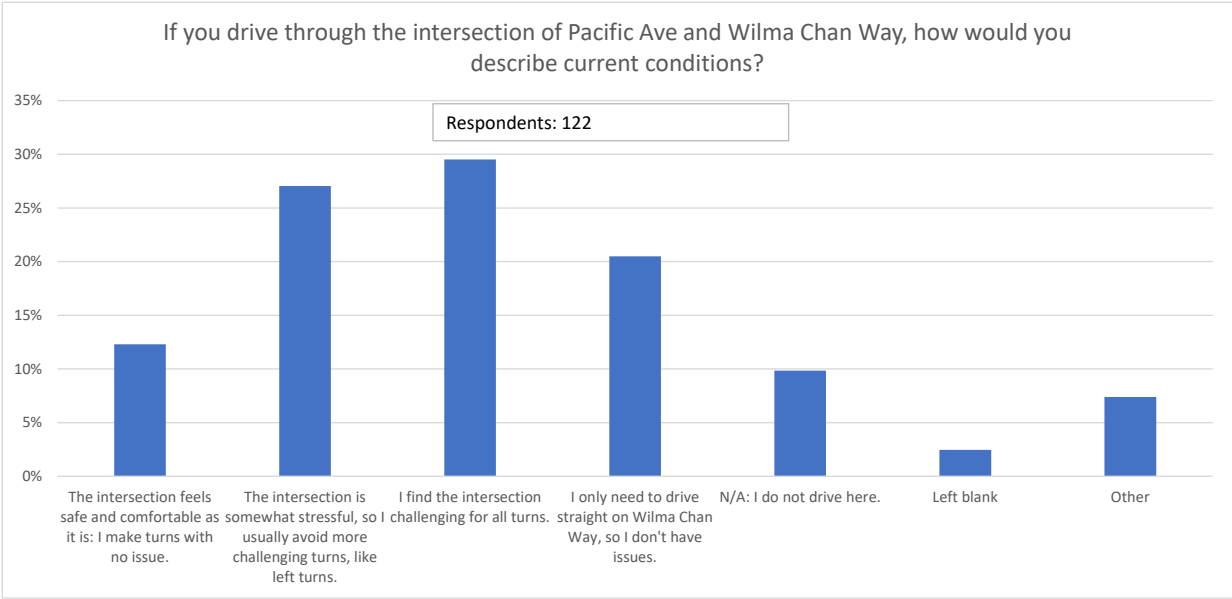
If you walk, bike, or scooter across Wilma Chan Way at Pacific Ave, or would like to, how would you describe the current conditions?

	Count	Percent of respondents
The intersection feels safe and comfortable as it is.	7	6%
It is a little difficult or stressful, but I am usually able to cross without issue.	20	16%
I frequently feel stress crossing, have experienced near-collisions, and/or have to wait a long time to find a gap in traffic.	64	52%
I do not walk or bike across Wilma Chan Way at Pacific Ave because it is too stressful, but I would like to.	38	31%
N/A: I do not walk or bike here, and I am not interested in doing so.	10	8%
Other	6	5%
Total	145	
Multiple responses	23	

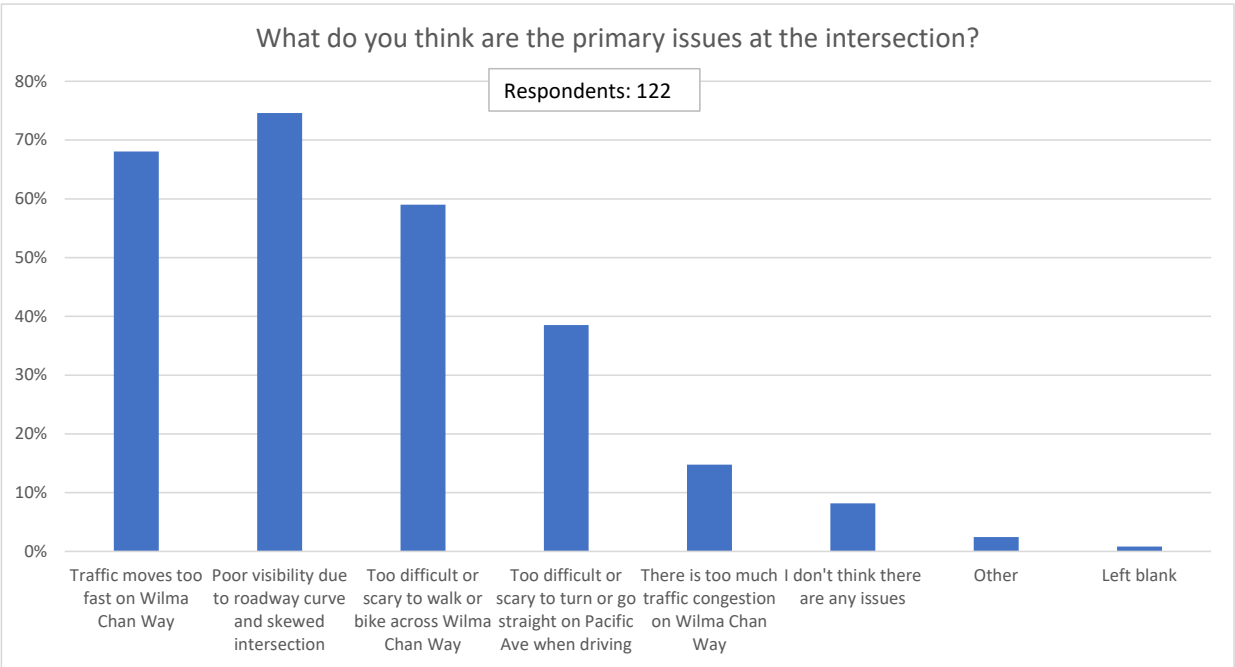


If you drive through the intersection of Pacific Ave and Wilma Chan Way, how would you describe current conditions?

	Count	Percent of respondents
The intersection feels safe and comfortable as it is: I make turns with no issue.	15	12%
The intersection is somewhat stressful, so I usually avoid more challenging turns, like left turns.	33	27%
I find the intersection challenging for all turns.	36	30%
I only need to drive straight on Wilma Chan Way, so I don't have issues.	25	20%
N/A: I do not drive here.	12	10%
Left blank	3	2%
Other	9	7%
Total	133	
Multiple responses	11	

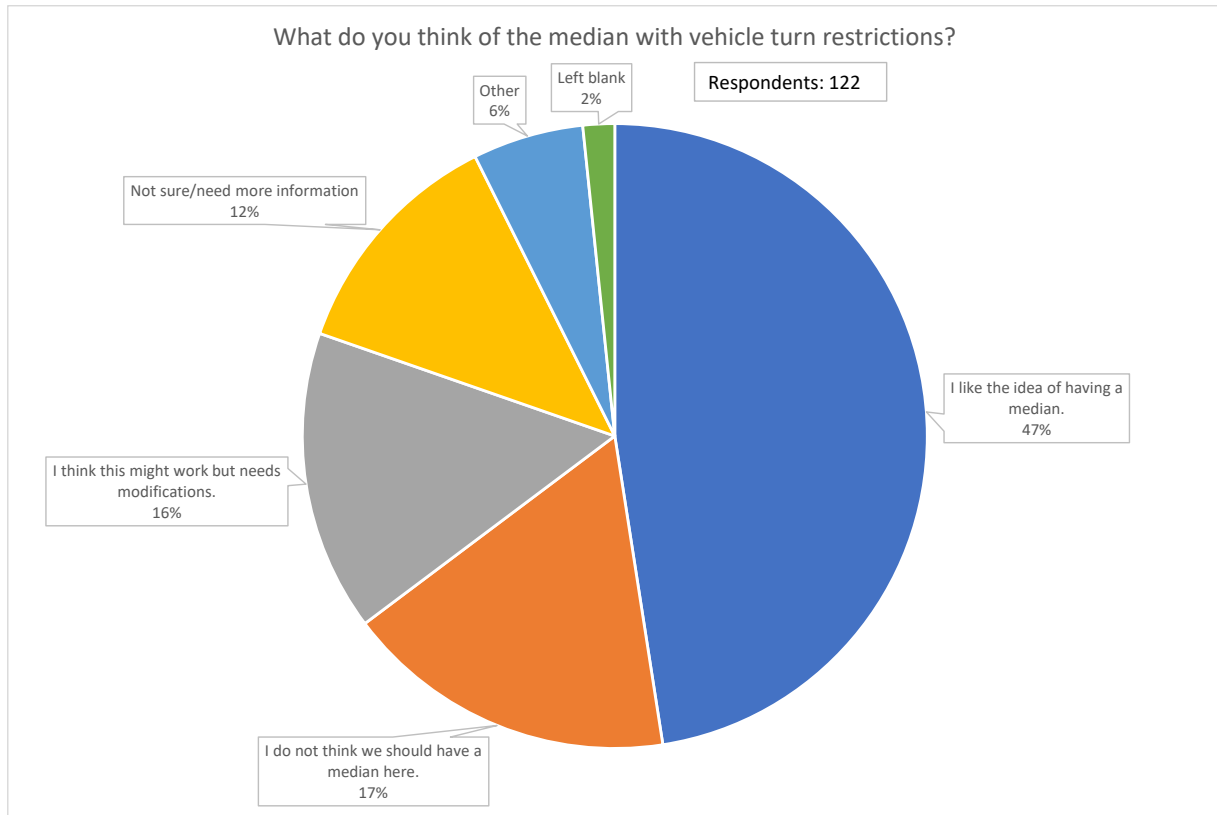


What do you think are the primary issues at the intersection?		Percent of respondents	
Traffic moves too fast on Wilma Chan Way	83	68%	
Poor visibility due to roadway curve and skewed intersection	91	75%	
Too difficult or scary to walk or bike across Wilma Chan Way	72	59%	
Too difficult or scary to turn or go straight on Pacific Ave when driv	47	39%	
There is too much traffic congestion on Wilma Chan Way	18	15%	
I don't think there are any issues	10	8%	
Other	3	2%	
Left blank	1	1%	
Total	325		
Multiple responses	203		

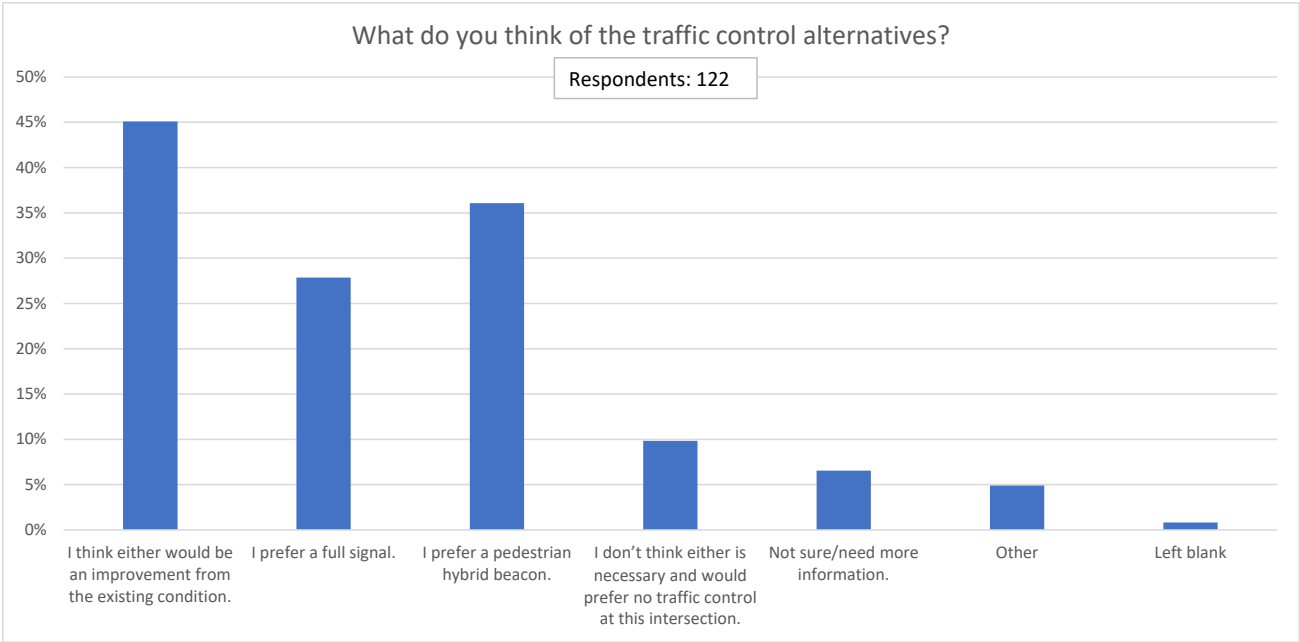


What do you think of the median with vehicle turn restrictions?

I like the idea of having a median.	58
I do not think we should have a median here.	21
I think this might work but needs modifications.	19
Not sure/need more information	15
Other	7
Left blank	2
Total	122

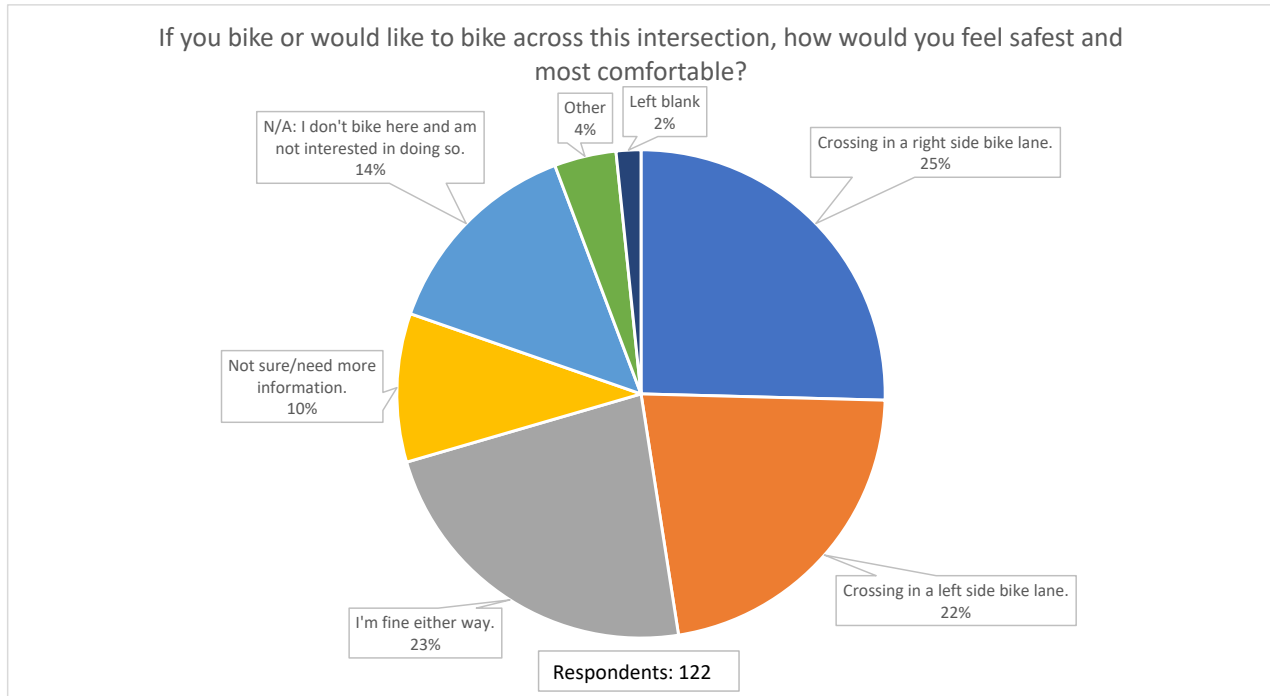


What do you think of the traffic control alternatives?	Count	Percent of respondents
I think either would be an improvement from the existing condition.	55	45%
I prefer a full signal.	34	28%
I prefer a pedestrian hybrid beacon.	44	36%
I don't think either is necessary and would prefer no traffic control at this intersection.	12	10%
Not sure/need more information.	8	7%
Other	6	5%
Left blank	1	1%
Total	160	
Multiple responses	38	



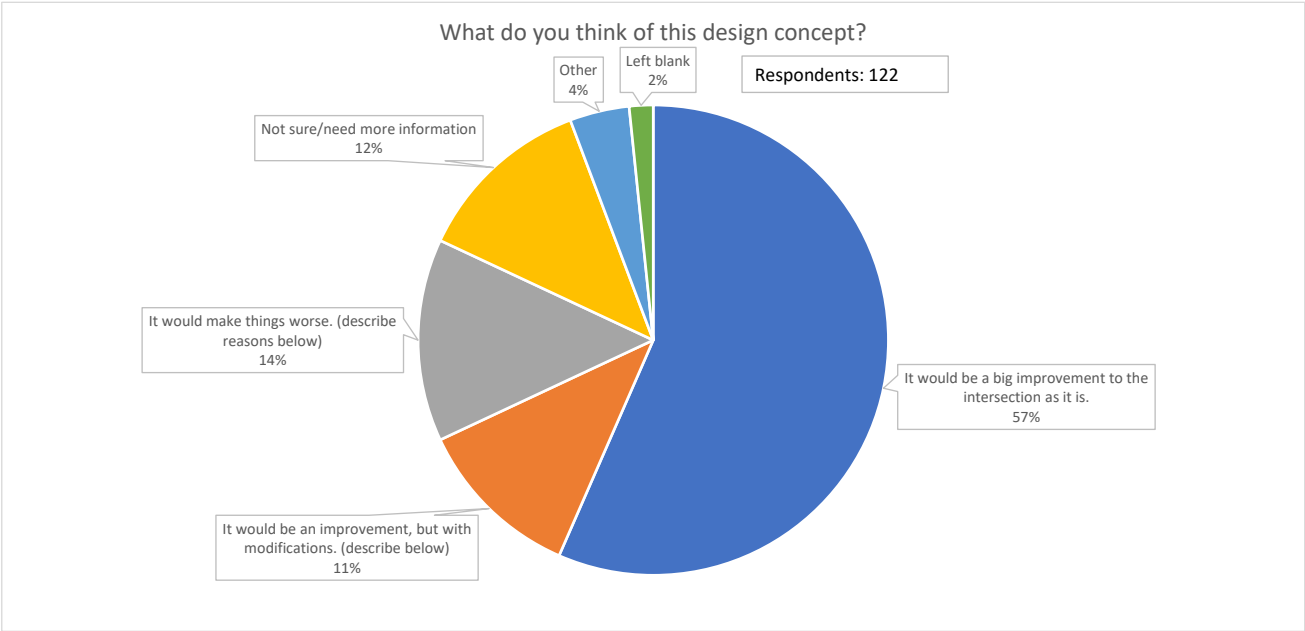
If you bike or would like to bike across this intersection, how would you feel safest and most comfortable?

Crossing in a right side bike lane.	31
Crossing in a left side bike lane.	27
I'm fine either way.	28
Not sure/need more information.	12
N/A: I don't bike here and am not intere	17
Other	5
Left blank	2



What do you think of this design concept? [median, signal, left bikeway]

It would be a big improvement to the intersection as it is.	69
It would be an improvement, but with modifications. (describe below)	14
It would make things worse. (describe reasons below)	17
Not sure/need more information	15
Other	5
Left blank	2
Total	122



Do you have other comments on the Pacific Ave/Wilma Chan Way intersection as it is today?

There should be at least a stop sign, and a road diet, because at the current state, cars are driving like they are on the highway. Also add trees to give a sense of peace and calming effect for drivers as well as for pedestrians and cyclists.

Wilma Chan Way is a major route for crossing the island and it should not be changed for pedestrian or bicycle reasons.

I regularly bike on Pacific Ave. and crossing Wilma Chan Way is the most stressful part of the trip to Grocery Outlet. Traffic on Wilma Chan moves too fast, and it is very difficult to see cars coming around the curve from Lincoln Ave. Even when cars see pedestrians or bikes wanting to cross, they often do not stop. This intersection needs lights to allow bikes and pedestrians to cross.

I usually cross Wilma Chan Way at Pacific early in the morning when traffic is light. Even then I have had close calls with speeding drivers who do not stop for me in the crosswalk. I can only imagine how dangerous it would be at night or in heavy traffic.

It's truly dreadful. When we're crossing on foot, we morbidly joke that we actually lived. The sidewalk is so close and unprotected. As a driver, both directions suck. Having everybody try to get out of the left turn lane onto Lincoln is awful. Going north, god forbid you need to turn left. Better just to head through the tube to Oakland and turn around there! But wait, you might think, just turn on Buena Vista! That's almost worse as all the Grocery Outlet traffic and double parked cars make BV a hazard all its own.

It works just fine. These sorts of projects are a harm to the public and are a Public Sector Racketeering Jobs Project.

There needs to be a safe option or no option (e.g., non-drivers go to next intersection that has a safe option) with pedestrian deterrents.

Yellow flashing beacons would help, but such should affect northbound traffic coming from the Lincoln Ave/8th St intersection.

Totally unsafe for walking and biking, it's a speedway for cars racing towards the tube, it's difficult for them to see due to the curve in the road, and they are usually going too fast to react.

It's a typical Alameda nightmare involving speeding vehicles on Wilma Chan Way and a street that's wider than it needs to be. This intersection needs some serious traffic calming and "shrinking" before it will be safe.

I often see cars illegally use the shoulder as a right turn lane.

As a driver I find the average traffic speed too fast here, with dangerous behavior from other drivers regularly.

Drivers do not respect people walking here because it's 2 lanes, and even if one stops, the other 3 keep speeding by making it much scarier

This intersection is unsafe for pedestrian crossing in its current configuration.

Dangerous.

Once again, your efforts are directed toward making Alameda more automobile averse. This prompts you to find issues where they do not exist.

I tend to avoid walking or cycling there because it seems too dangerous. Crossing Wilma Chan on foot can take a while before there is a large enough break in the traffic. Driving straight is fine. Turning left in a car can take a while due to traffic volume. I usually avoid it.

The curvature and wide street invites drivers to drive fast. Just yesterday, multiple drivers did not yield to a pedestrian trying to cross, in addition, because it's a 4 way lane, I've witnessed drivers in one of the other lanes do not stop for pedestrians, even if another did stop.

It's unclear what the speed limit here, and I see vehicles frequently traveling greater than 25mph here.

Cars on Wilma Chan Way drive way too fast. It seems like most people speed on that road. It definitely makes it challenging to cross the street or bike across.

Drivers speed far over 30mph on Wilma Chan Way. At night time, this intersection is terrifying and a complete gamble to cross on bicycle. In daytime visibility by drivers on Wilma Chan way is limited, but at nighttime it is impossible to see pedestrians or bikes. I have personally almost been hit by cars while walking across the intersection and almost had wrecks with cars while crossing on my bike. Drivers do not stop for pedestrians in the cross walk.

I intentionally take other longer routes when biking with my kids or not biking on my electric bike. I also avoid this intersection while driving, if possible.

Vehicles move too quickly for the curve especially during traffic times. Often vehicles turn onto Pacific with little care. Pedestrians including myself will get stuck in the middle of the roadway because traffic in one direction starts quickly. One option may be to consider closing 8th street at Wilma Chan entirely to vehicular traffic; living at this intersection I would not mind driving one to three extra blocks (up to Buena Vista) if needed but would GREATLY appreciate walking/biking through that intersection (less vehicles to watch when on foot/bike). This can perhaps be closed like 8th st and Lincoln which was closed several years ago (before I moved to the area). If that's too much traffic, perhaps the city can revive the Lincoln, 8th, circle option

It's a particularly bad intersection in many respects. One that's not mentioned is that the next block forces a left turn on Lincoln, which creates many forced lane changes in the last block. So you have vehicles trying to make a lane change, in a congested street, at high speed, over a cross walk.

Often you'll get a gap in traffic in one direction only to be blocked midway through the crossing by a speeding driver in the other direction. The current median doesn't feel safe to wait in.

Cars usually stop for people in the crosswalk, but not always

it just feels like a serious pedestrian accident waiting to happen. visibility is low, cars are moving fast.

This is one of the worst interactions for ped visibility while driving. It feels very dangerous for all parties in all directions and I frequently witness close calls of all types.

Leave it the way it is.

Need separated space for cyclists especially heading to local destinations like the Jean Sweeney Park and Grocery Outlet

PLEASE DO NOT Start another project until you finish the current ones! Please. This is simply too much. When I do drive from one end of town to the other, I can easily come into two construction projects. Even when I go in another direction to avoid a project, voila, there is a new project on that street! Seems any day of the week, some portion of Lincoln is being worked on. Over a year, the Central/Lincoln/Pacific/Main area is under construction but truly just being ignored. Now there's work near two of the bridges, the roundabouts, etc. Slow your roll, please!

I live west of Wilma Chan, but cross Pacific on bikes with my kids to get to the slow street and Jean Sweeney Park. We are able to cross, but it is easily the most hazardous part of the trip.

I am used to it the way it is. Changing it will only inject uncertainty and confusion.

The poor visibility due to the curve and the speed of the traffic on this road definitely makes this one of the most stressful intersections for a pedestrian or cyclist. I ride from Broadway to Webster a few times a month and the final stretch to cross Wilma Chan Way is usually the only major slow-down. I often avoid peak traffic hours because it can sometimes get very difficult and will sometimes choose to cross at the Lincoln crosswalk instead.

If I'm with my baby or dog I will never cross this crossing as it's too dangerous and have had my dog or stroller almost hit because cars rarely fully stop and will just go around me.

A roundabout would be perfect at this intersection

better roadway condition and markings is all you need. please don't bike-ify it.

My kids used to cross it every day to get to school. It was terrifying.

Really bad visibility crossing toward Webster given the curve.

When biking on Pacific Ave, I usually make a detour as there are no stop signs at the intersection of Wilma Chan Way & Pacific Ave and traffic is heavy in both directions on Wilma Chan Way.

Please fix it before some pedestrian or cyclist is killed. Also, put a traffic cop out there with a radar gun to discourage speeders and encourage the Island speed limit if 25 mph

The current setup is inadequate to be considered a bike route. Bikes and pedestrians have to take a leap of faith into gap in traffic and hope they will be spotted by cars with limited visibility approaching the intersection. I actively avoid this crossing.

I'm used to it and ok with it just the way it is now.

Paint is worn out

It should be called Wilma Chan Expressway the way drivers use it

Pedestrian crossing without lights over four lanes of traffic are outright dangerous, let alone ones on a blind corner. Witnessed so many close calls on this crossing. Please remedy before someone dies.

I can't think of a worse intersection in Alameda that combines multiple lanes, with a curve that blocks vision, and lots of traffic. Lincoln at Stanton is almost as bad, Central at Paru a close third.

It isn't even safe for people in the crosswalk as cars come fast off of Lincoln and down Wilma Chan way - well over 40 mph. If some stop for a bike or ped, other cars do not.

By far the most dangerous element in this intersection for pedestrians is the lack of visibility of northbound traffic due to the sound wall. Perhaps the wall could be rebuilt to slope down as it approaches the intersection, that would "daylight" pedestrians to cars. Or perhaps just "Blind Intersection--slow for pedestrians" signage would help.

I avoid it if I can. But the times I do have to cross this intersection, car, bike, or on foot, I'm always nervous and most times, I come close to getting hit. Speed and lack of visibility are equally the issue, in my opinion.

I sometimes drive west or east along Pacific, no turning. It depends upon where my next destination is.

This intersection desperately needs a traffic light (or 4-way stop but alamedans would LOSE THEIR MINDS at a 4-way stop here)

After some conversation with neighbors on the East Side of Wilma Chan, there is a great deal of interest to close off the east side of Pacific to any thru traffic similar to what was done on 8th street and Lincoln. I am in support of this plan and any future efforts for this.

Make it bike only.

Concerned about the impacts to Grocery Outlet.

What specific feedback do you have about the potential for a median with vehicle turn restrictions?

Maybe just flashing lights to allow pedestrians and bikes to cross would be enough.

I think it sounds good in theory, but I would like actual real information on how many people this would impact. "Very few" is a little too vague for me.

i dont think this design helps car or non car traffic well. the stated intent of the this proposal and the outcomes seem very different. it's almost as if you are proposing to make driving more difficult without A. providing an alternative route for drivers and B. actually helping prevent collisions with bikers and pedestrians. a much simpler and effective solution would be to add a traffic light. the thing that's worked for 100+ years.

It works fine as it is. This project is creating a nuisance and waste of the Taxpayers money.

Still doesn't seem safe for non-drivers. Cars will drive faster with no left turns.

just would more divert traffic to other nearby streets

there is nothing to slow down drivers driving straight on Wilma chan, which will make it difficult and scary to cross

The median does nothing to slow vehicle traffic and forces pedestrians/cyclists to "beg" their way across.

I think a median will not stop the speed at which people race down

Restricting turns is better for traffic flow than signaling turns

Good idea

This would add safety. And given the proximity of the Buena Vista and Lincoln crossings, there doesn't seem to be a need for vehicles to cross at Pacific.

Too narrow for a median and wouldn't slow down cross traffic on Wilma Chan Way or improve sight lines.

Would cargo bikes fit in the median?

does this include bulb outs to slow southbound traffic on Wilma Chan making right turns onto westbound Pacific? Sometimes the crosswalk behind the Grocery Outlet gets scary at rush hour. Pacific feels like a long distance to cross.

Again, you're making an issue that doesn't exist but does promote a pre-selected biased development

Creating turn restrictions at the intersection will further increase speeding by cars on Wilma Chan Way. This does not address the issue of pedestrian and bicyclist safety.

Can we block all vehicle turns onto Pacific? Is there a need to keep it open except for emergency vehicles

It helps with removing turning vehicles, but does little for visibility or reducing speed of traffic.

The real issues are around pedestrian safety. Any proposed design needs to include measures to increase pedestrian safety including walk lights, with pedestrian-managed ways to slow traffic down.

I think it would only work with hard curbs. I wouldn't trust paint or flexible bollards to protect me from speeding drivers.

I don't think vehicles turning is necessarily the issue.

I worry a bit that the cars on wilma chan would drive even faster knowing cars are not crossing pacific. can wilma chan be narrowed?

Waste of money and land

Could this increase overall speed? I would not like that.

Not needed

A median is a huge step in the right directions, but it should be paired with flashing pedestrian crossing lights and a reduced speed limit

Seems like wild deter through traffic on Paxofic but make it hard for residents on those blocks to get around without having to make big detours. Would make more traffic on 8th.

Would want signal or stop signs on Wilma Chan to force that traffic to stop. Cars do not yield to people walking or biking...

Finish other road projects first.

What would the median look like? From the presentation, I can only see brick pavement. Hopefully, the media will provide a physical barrier to inhibit turns. Also, is there an enforcement plan (traffic camera, etc) to ensure motorists do not abuse the emergency vehicle access? Finally, what would the median refuge areas look like (ie, would they provide a physical barrier, or just signage?)

This does not have enough forcing functions to ensure bike/ pedestrian safety

Right now cars turning slows other cars down for me to make a right turn but now it feels like cars might go faster since nothing will slow them down.

coming south on wilma Chan, if one can't turn left onto Pacific, then one must wait for the arrow light to turn on Buena Vista and that already has a lot of backup. During commute hours in the afternoon/evening, it causes more problems on Wilma Chan, backing everyone up to Marina Village

A median would work but the speed of the cars does not change and the blind curve does not change

yes to medians if done properly, no to more "restrictions" and bike turnouts that take up roadway space

I worry that the proposed solution will induce drivers to make three rights, instead of the now-forbidden left, which would put them on the Greenway on 8th

Please put in a Stoplight or a button for a flashing crossing.

I live right here. The turning is not a major issue, it's the traffic flow, the speeds the vehicles travel, and visibility

There should be no turn there.

My preference would be to have at least a Stop Sign on Wilma Chan Way as it's sometimes difficult to cross that intersection when biking on Pacific Ave.

Crazy! Will create more congestion which we do not need. I lived two doors down from this intersection for over 20 years. The issue is that some people go too fast. I witnessed one fatal accident here years ago (with cars and speeding) Put in rumble strips and problem solved

I think it is solving a problem that will disrupt traffic flow when signals that are on demand will solve

no opinion, but change is not the same as improve.

Don't like the median idea

Doesn't solve the issue of pedestrians crossing multiple lanes of traffic on a busy road without lights. In fact it speeds up traffic and has the potential to make it more dangerous for pedestrians.

Presume there will be flashing lights when pedestrians are present.

There's still the traffic in both directions on Wilma Chan going very fast as people use this road to get to the tube or are coming from the tube. People turning right off of Lincoln nearly hit us as we walk across.

A pedestrian in the median is still in an uncomfortable place. Some physical barriers would help, perhaps like the medians on Lincoln between Sherman and Bay (e.g., landscaped with curbs).

I think that though this addresses some of the dangers, it is not addressing the bigger underlying issues with this intersection, which has to do with speed and visibility

I sometimes drive west or east along Pacific, no turning. It depends upon where my next destination is.

This addresses the least common use of this intersection but keeps all the most common, and also most dangerous uses. How does this protect pedestrians? How does this make it safer for a car or bike to make a right turn from Pacific onto WC? It does not.

No Median, please. The streets are fine to navigate as is, and I find that all these added features to the roads actually make it more hazardous for drivers to navigate. Please be content with what we have already instead of constantly making it HARDER for drivers. I find that many of the wider, protected corners and barriers or medians, greenways, and medians are stressful to navigate. Please just put up really good traffic signals instead where EVERYONE (including walkers and DRIVERS) get a fair turn to travel. I really DON'T want ANY more barriers, medians, traffic circles, or greenways (those are the most annoying and useless of all).

If you have no left turn on Pacific then you need to change the light on Buena Vista so you don't have to sit thru 2 rotations of lights to be able to make a left hand turn.

My strong impression is that a median needs to be coupled with speed cushions to slow traffic traveling north and south. I suggest using speed cushions that would not impede emergency vehicles, such as fire trucks, ambulances and that include cutouts for them on the road. Introducing only a median may actually speed up traffic on Wilma Chan, as drivers will learn that there are fewer potential vehicular impediments.

Visibility on Wilma Chan coming from the tube is a concern. Would love updated plantings in the medians

There needs to be a pedestrian blinker like in Berkeley on Ashby and Hillegas

What specific feedback do you have about the traffic control options?

Existing PHBs in Berkely and Oakland often confuse drivers.

Anything would be better than the current situation. On this one, I would trust our planners.

this seems a lot more sensible

The median seems like the safest option.

It would be problematic with traffic backing up into Lincoln or Buena Vista.

such a beacon should affect heavy traffic conditions from Lincoln and Buena Vista

If there is data on which is safer for bikers and pedestrians, we should follow the data to make it as safe as possible since it's a neighborhood greenway

these are the most expensive and least effective solutions. but it's better than nothing

A full signal is always preferable to the "please stop for me because I'd like to cross here" model.

I like the idea of a traffic signal because it could reduce speeds on Wilma Chan Way

Cars do not respect it due to complicated yield signaling

A signal of some kind is needed for safe pedestrian crossing. I worry that a hybrid beacon will not do enough to protect pedestrians crossing.

I worry drivers might be less compliant with the hybrid beacon (as compared to the signal). Have you modeled what AM backups might look like with a new signal there?

I worry about another traffic signal on Wilma Chan increasing congestion there. Also worry that drivers may not see it until they are on top of it due to the curve of the road (esp coming north on WCW from the Lincoln intersection). Maybe there needs to also be a "prepare to stop when flashing" beacon just after that Lincoln intersection to warn drivers of the upcoming signal,

In my experience of the hybrid signals on Grand in Oakland, drivers find them confusing and don't always know what to do. This creates an inconsistent outcome, resulting in unpredictable traffic response to the signals. Additionally, the hybrid signals can result in more traffic stoppages than a regular traffic light because the hybrid signals prioritize pedestrian responsiveness.

Make sure there's advance warning/ signage for motorists about signal ahead.

There should be a bike detection signal for cyclists

Please include a pedestrian/bike sensor to automatically activate lights. It'll be extremely hard for bikes especially the left-side bikeway.

The PHB seems too confusing. Why are there flashing phases for yellow and red? Wouldn't solid phases accomplish the same thing? The flashing red seems too similar to railroad crossing markings. Just use a regular traffic light that everyone already understands

If lights are used, they should be automatically triggered by bicycles

Why is the proposed stop/safety light on the far side of the intersections? The plan that will allow cause to go through a pedestrian and two cyclist lanes? Even my 13-year-old nephew, pointed out the complete lack of simple logic!

I like the pedestrian hybrid beacon however I am concerned most Alameda drivers will not know or understand how to utilize them while in a vehicle. The risk of someone ignoring it is very high. I am basing this on the complaints about introducing traffic circles in the city (which in my opinion we could use more of!)

Cars rarely stop of beacon in my experience. This is not a workable solution here.

Seems like a pedestrian hybrid beacon would increase safety while letting traffic flow.

I like the idea of a PHB, but I also don't trust drivers to heed them (when unsure about the rules, many drivers just choose what's fastest and most convenient for them). I also don't love the idea of adding another traffic control on the Pacific approaches.

absolutely needs to be some sort of control here. blinking lights like on Park St would work. Also needed on Lincoln at St. Charles or Bay, 9th, and many other places

I think a full light may cause more back-up issues during rush hour.

could you do this and the median? given that there isn't that much traffic across pacific, I think the beacon makes sense.

Make it simple

NO PHB!!!

Combine with median!

Another light will likely just cause more backup and then people will block the intersection at Buena Vista because, heaven forbid, people sit through a red light.

People will not obey the hybrid beacon.

Drivers don't respect full red lights or no turn on red signs - the PHB sounds like a good option but I am doubtful of its success

you guys are determined to spend money public money and make it worse

I am enthusiastically in favor of traffic calming and modal equity in transportation--however they are achieved

I'm afraid a kid will get hit by a car there.

There should be a traffic control

Put in rumblestrips!

Just install a traffic signal that is on demand activated so as to not impact the flow on Wilma Chan except when need by Pacific Ave users

A full signal that is primarily green for WC way, but activated by sensors for cross traffic, peds, and cyclists

Agree that there needs to be a median AND the ped hybrid beacon

I like the PHB design and have seen them used effectively on "stroads" like Sloan in San Francisco. By this point I think enough of the driver population has encountered one and know how they function.

definitely either will be an improvement and I can imagine many drivers not following the steps because they aren't familiar, some education around PHB would be needed at least the residents as Wilma Chan is a heavily used way on and off the island. The fact that this doesn't address driving challenges seems like it only assist with one concern

PHB could work (assuming cheaper than full traffic signal), but sometimes can be confusing for drivers entering from side street in terms of finding gaps in traffic on Wilma Chan I like the pedestrian control as a pedestrian, but as a cyclist making the right turn from Pacific onto WC is still basically a death wish, and I've had many near-misses as a car driver, too

I like the idea of a hybrid beacon because it is the least intrusive of traffic flow AND allows traffic to temporarily stop when there is a need for pedestrian crossing in a timely way. It seems like a common sense approach to safe crossing and being un-annoying for drivers. it's a good way to share the road and not feel like drivers are punished.

I think a median with a pedestrian traffic beacon is the best

If you bike or would like to bike across the intersection, please share any comments you have on the bikeway alignment options.

Drivers will be looking left in order to turn right onto Wilma Chan Way. If people on bikes are positioned to their right, they will not be seen by drivers. Additionally, cars to the left of people on bikes will block their view of oncoming traffic.

The last thing we need is people trying to cross traffic to get into a left side lane. Keep it on the right. People understand that.

with a flashing beacon control

I think bikers should be most visible, so probably left alignment(?). If there's data to suggest that one is safer than another, we should do what's safest according to the data.

Traffic just needs to be slowed on Wilma Chan, bike lanes are not needed on Pacific as long as it remains a protected Greenway. Traffic should not be allowed to turn on to Pacific from WC to ensure safety is maintained though

Neither of these add protection in the intersection, which is where the high speed traffic is

In general, as a cyclist, I'd prefer not to contend with right-turning motorists who have no incentive to watch for cyclists (they're focused on vehicle traffic)

Left feels safer because a straight moving bike is able to get the left of a right turning car earlier

Crossing in a left side bike lane makes sense, but only if cars are limited to turning right.

If a curb is installed for this, please use bright paint and reflectors to increase visibility, particularly at night

If all traffic westbound out of Pacific is forced to turn right, I think the left-side lane is the only one that makes sense. On the right side, people will be in danger of getting hit by right-turning cars that don't see them. Of course, pedestrians may have a similar issue. Because of the poor visibility to see cars coming northbound on WCW, people tend to dart out of this intersection when they see an opening whether turning right or going straight.

I think the left side bike lane on Otis at Westline works well and is well marked. I'd like to see something similar to that.

My only worry with a left side bike lane is from vehicles making a left turn onto Pacific when exiting the Grocery Outlet lot from the egress closest to Wilma Chan Way

Bike sensor to auto activate lights.

If there's a median making all car traffic turn right onto WC, then it should be left aligned. Otherwise you're setting bikers up to be right hooked.

Prefer a roundabout to slow down the traffic. Cars drive way too fast on Wilma Chan Way. This doesn't solve the problem with cars speeding.

I'm fine with either option, assuming that that the left side option isn't placed in an unsafe location due to turning vehicles entering the opposing lane (e.g. turning too wide and swinging).

I would support any option that has data behind it re: safety

As I'd like, I don't want to be in the middle of the lane so that anyone turning right onto Pacific and plow into me. If there's an issue with drivers going right on red why not simply just have a no right on red sign?

I think in this case since most drivers on Pacific will be looking left to try to see vehicles coming around the curve of Wilma Chan which means they will see bikers; if bikers are on the right they may never look before turning onto Wilma Chan because of how fast drivers accelerate from the 8th st/Lincoln intersection

I feel the left aligned bike lane + a concrete barrier as pictured would help slow down cars and force them to come to a complete stop.

If cars can only make right turns from Pacific to Wilma Chan, left side seems like the safest to avoid the conflict zone.

I tend to prefer right side bikeways. I find the need to 'merge' into traffic makes me nervous, I never am sure the cars understand what I am doing.

Just needs to be consistent and make sense on both sides of the crossing.

If the median is put in place, so cars cannot cross, then the bike lane should be left. If there is no media and cars can cross, then the bike lane should be on the right.

Without a lane on the left, I'd just take up the whole car lane on my bike

At Island Dr/Maitland Dr, bikes/peds use the right side. It causes confusion if there is a left and middle crossing.

Left side if there is a median diverter to force vehicles to turn right, otherwise either works.

Not every street needs bike lanes. There are plenty of other bikes lanes riders should use, especially the streets you are determined to keep closed since Covid (Pacific, for example).

I like options that include a curb protecting the cyclist (as shown in the left side bikeway image). A ride side bikeway WITH a curb would be my preference. This intersection is very important to me, since it is the safest way to access the rest of Alameda's biking infrastructure.

Both of these options are still dangerous for bikers

I prefer the right side only because it keeps me further away from oncoming left turning vehicles. I feel a bit more safe on the right since I only have to worry about a vehicle on one side.

I have no data on this, but intuitively I feel like the majority of turn traffic is right turns onto Wilma Chan from Pacific. so for me a left alignment makes sense, assuming that bikes take the lane.

Either way could work but the left is safer considering most cars are turning right onto Wilma Chan (westbound traffic)

there is enough room on each side of this street to reroute bikepaths and keep them even safer and improve traffic

Pacific Ave could be easily be used as a "bike route" from the West End @ Marshall/ Lincoln junction to the Park St. area.

On the one hand being on the right is dangerous for cyclists due to cars turning right without looking and also, parking on the right and opening doors into bike lanes. The left hand side is sort of dodgy because this isn't the United Kingdom and we don't drive on the left... so it seems like car drivers wouldn't be aware of a cyclist on the LEFT. I am FOR the MOST permanent sort of barrier that keeps cars and bikes separated. That's usually CEMENT and curbs. cars drive over those little plastic posts ALL the time.

P

This is crazy. Why is Alameda taking out all the car lanes and putting in bike lanes when the majority of people do not bike. Clearly and unfairly favoring special interest bikers.

This creates more congestion, more stress and more road rage. This is already a congested street and thoroughfare in and out of Alameda. DO NOT ADD BIKE LANES AT THE EXPENSE OF CAR LANES

I like the left lane to avoid conflict with cars turning right from Pacific. I am a little concerned about a car turning from Wilma Chan onto Pacific turning wide into a bike waiting at the light. Some kind of physical barrier like a bollard would be nice.

I would prefer to use a traffic signal and not be shoved into a bike lane. I do not feel comfortable in left side bike lanes.

Drivers are not used to bikes on their left side. Keep it familiar feeling to drivers.

Right is better if there is a crossing light to activate

please see above. I don't think a bike lane is needed but do support the median and hybrid ped beacon. Anything to get these cars to slow down and acknowledge legal cross traffic from bikes and peds.

Left side would support the right turn only for vehicles.

I like the idea of a bike space clearly

marked there, though having visibility from oncoming traffic around that curve is still a concern. At the speed cars go at by the time they reach the intersection, both parties may still result in colliding

Drivers on Pacific turning right will be looking left for drivers on Wilma Chan, so I think it will be safer, otherwise there is a possibility that a cyclist approaches those drivers on their right (blind) side and cause a collision. Will cyclists be able to control the beacon?

Westbound is the hardest to navigate now. I listen for no approaching vehicle sounds before crossing.

I worry that oncoming traffic would think bicycles in a left side bike lane are going to turn left instead of going straight.

I would have to want to die immediately to try to bike across WC given how fast people drive on that road. It's an uncontrolled intersection on what people perceive as a surface highway. I'd love to bike there but will not unless there is a light. I do turn right onto WC which regularly nearly gets me killed. A protected bike lane on WC and traffic slowing measures there would help a lot.

I would prefer no bike lane. These wide lanes and barriers take up TOO MUCH SPACE. If you MUST put one in, please keep it narrow. Cars need ample space to safely drive.

I'm getting more and more annoyed overall these last few years with the many, wider bike lanes with concrete barrier....like the whole revamp on Blanding. It used to be so nice and easy to drive, and make turns on that street. Now I hate it. I do NOT want to keep prioritizing walking and bike paths over convenience of driving.

I do not bike through this intersection - it is far too dangerous. Instead, I go south toward Atlantic Avenue and then west because of the lack of visibility at this intersection and the existing safety issues.

Admittedly, biking to south Webster Street is less appealing to me because of where I live and the available routes from my home at 767 Pacific to that part of Webster.

Please share any other comments about the design concept. [Median, full signal, left side bikeway]

I don't know if a median is required. Just a hybrid signal to allow pedestrians and bikes to cross would be a big improvement. That being said, I'm not necessarily against a median. Looks great. Thank you for the thoughtful designs.

I don't follow the logic that every street needs to be a greenway and 90% of users of this street need their lives to be more difficult. I think it would be more rational to admit that

some roads, like this one, are one of the few conduits people can use to get in and out of the island. maybe instead of making decisions based on small interest groups, we, I dunno, voted on these changes?

Traffic

That design would just divert traffic to other streets.

Lets follow the data to determine which is safest. Please implement whatever is best for peds and bikers.

How will bicyclists trigger the light? The cameras we have set up do not work consistently

Are right turns onto Pacific necessary at all? It feels like taking a right turn at an earlier intersection would be more direct for nearly every destination except those immediately next to the intersection on Pacific.

It's a 4-way signal, right? With camera detection, right?

I have concerns about drivers coming northbound on WCW from Lincoln not seeing the new traffic signal or PHB until they are right on top of it. Think there does need to be some kind of warning beacon just after the Lincoln intersection, and it needs to be visible for folks turning right on WCW from Lincoln—oftentimes they are driving fast trying to get off the island. I still think there will be a problem with people darting out of Pacific. If there's no traffic signal, there should be stop signs on Pacific at the new limit lines before drivers reach the bulbouts to slow them down and look for peds/bikes before they attempt the right turn. If there is a traffic signal, consider making it no turn on red for people trying to turn north on WCW from Pacific, due to the challenging visibility.

Suggest strong signage on Pacific and when entering Pacific from Webster or 8th if a median will be installed on Wilma Chan to advise of no through or left turn traffic. I would anticipate people making u-turns on Pacific to avoid the intersection if taken by surprise.

It's not explicitly called out, but a bike signal/sensor or a push button in the bike lane to activate lights

Please make sure you add on road paint to show this is a bikeway. This has been requested multiple times from the Transportation Comm., You can use E'ville, Berkeley, or Oakland for examples. Need to convey through on-road signage/markings that these are NG's, and not just regular bike routes. Pacific currently just has sharrows and it's not enough for the NGs.

Convert Wilma Chan Way from 4 lanes of traffic to 2 lanes. Leverage the additional space for separated bicycle lanes and greenways. The Pacific Ave intersections at Grand St and Sherman St need safety improvements also.

Happy with any evidence based solution. Tend to have concerns about any scenario that means leading my small children into A bikeway that has potential to be in traffic
The aforementioned plan of having the lights on the first side of the intersection instead of on the near side!

I believe the presented design concept is very good with a traffic signal. However, I think the absolute best and safest option for all involved and presenting a minor inconvenience for drivers would be to close pacific/wilma chan intersection to all vehicular traffic. This would also have the added benefit of forcing drivers off of pacific and onto non-neighborhood greenway streets. As someone who lives within the project zone, drives and bikes, and with small children (on a bike to school in the fall) I think this is the most preferable for my needs.

I think the median and any kind of car-stopping control are the most important elements.

I don't think car turns are the issue and I most frequently use this intersection to go straight and continue on pacific. My main safety concern is more visibility as a pedestrian or cyclist crossing on pacific

I use Jean Sweeney to cross Wilma Chan.

not knowing what is feasible, I prefer a beacon to a full stop light.

This is a waste of money

No middle crossing. It is confusing and an additional place to look for bikes.

GREAT OPTION :) love it

Again, please slow your roll on all of these projects across town. Finish others first. It's impressive what you are trying to accomplish but it's simply overwhelming and frustrating from the impact on businesses, the noise, etc. You do not need to be a 100% bike friendly town. Not everyone can ride bikes. Enough of this "road diet" too. Fire engines still need to get around, police, first responders, paratransit, AC Transit, delivery trucks, postal carriers, etc. Turning main main streets into single lanes roads is causing blocks of car backups.

I hate it when I enter a long-established intersection and suddenly encounter changes that make it more confusing.

Prefer the right side bikeway alignment personally.

Assuming PHBs lights are shorter than typical traffic lights, i prefer them so that it also doesn't interrupt the car traffic more than necessary.

just waiting to see how bad the next one is

Add rumblestrips to slow down traffic. Problem solved. Don't create more congestion and stress for the citizens of Alameda

It's hard to tell from the top view but I'd like something solid for a waiting bike to hide behind if a driver overshoots a right turn onto pacific ave. Like a steel bollard on the yellow portion between lane directions.

Thank you for addressing the need to calm traffic on Wilma Chan and Pacific. Pacific is one of the easiest and best ways to cross the island on my bike from the West End as I live near Pacific. The slow street needs these additions to make it safer. I am concerned still about the uncontrolled right turn off Lincoln to Wilma Chan. Has staff monitored how cars speed through that intersection without stopping?

Definitely a traffic light will increase congestion and frustration amongst driver causing it to be a more tense situation for those trying to cross safely on foot or bike.

Seems this could work with right side bikeway design as well, as a modification option

We want improvements ... not hideous restrictions.

Please don't do ALL of this. Keep it simple. Either a traffic light, 4-way stop, or the hybrid signals is MORE THAN SUFFICIENT. Please keep the driver in mind, not just pedestrian.

When you bike you still have to get across traffic to get in the right hand lane. I'd rather just push the pedestrian button and then cross the street whe traffic stops..

From: [Renell Middlecamp](#)
To: [Transportation](#)
Subject: [EXTERNAL] Wilma Chan Way and Pacific Avenue traffic proposal
Date: Friday, July 3, 2026 9:30:08 PM

We are writing to comment on the proposed traffic changes at the intersection of Wilma Chan Way and Pacific Avenue.

We live at ☐ Pacific Avenue and are both interested and concerned about some of the options.

We are for a median diverter

For traffic control we are for a pedestrian hybrid beacon and NOT a traffic signal. While your proposal states a traffic signal would only increase traffic volume on Pacific Avenue if there is not a median diverter, we strongly disagree. A traffic signal will increase traffic volume on Pacific Avenue whether there is a median diverter or not. There is already a traffic signal at the intersection of WilmaChan Way and Lincoln Avenue as well as Wilma Chan Way and Buena Vista Avenue. You do not need to add another traffic signal. If you do, people will try to get around the "stop" and turn right onto Pacific Avenue. The Pedestrian Hybrid Beacon will provide the added safety but will not stop traffic if there is no one trying to cross therefore there would be no reason to turn onto Pacific Avenue which would increase traffic volume on Pacific Avenue!

We have no opinion on bikeway alignment.

Thank you,
Renell Middlecamp
Melvin Benz

From: [Kimberlee MacVicar](#)
To: [Transportation](#)
Subject: [EXTERNAL] Fw: What do you think of the completed Clement Ave (Grand to Broadway) project? Take our survey!
Date: Wednesday, May 27, 2026 6:21:51 AM

I appreciate you keeping us informed. This is simply overwhelming. PLEASE do not start yet another project (Pacific and Wilma Chan) until the other projects are finished. The area at Main and Pacific has been closed the entire academic year, Central is still not done, there's work at I believe impacting both the Fruitvale and High Street Bridges, lots of sidewalks and tree work, in addition to PG&E or EBMUD. Granted you are not responsible for the latter ones but it's still happening.

Please pause and give the current projects a chance to reach their completion. How many street projects are happening right now?

Thank you,

Kimberlee MacVicar
(she/her/hers)

From: [HJS](#)
To: [Transportation](#)
Cc:
Subject: [EXTERNAL] Resident Petition Regarding East End of Pacific Avenue / Wilma Chan
Date: Friday, June 26, 2026 3:26:16 PM
Attachments: [Pacific & Wilma Chan Petition June 26 2026.pdf](#)

Hello Alameda Transportation Team,

I believe I alluded to this in my recent survey response, but there has been some discussion among residents about the possibility of closing off the east end of Pacific Avenue entirely.

Yesterday afternoon, June 25, one of my neighbors, Tony Banh, a 20+ year Alameda resident whom I speak with regularly, made an effort to gather community feedback and consensus around incorporating this concept into the City's plans. By my count, he was able to collect more than 45 signatures in just a few hours. There seems to be a significant amount of interest in the potential for this street closure.

Attached is the petition Tony started asking the City to consider this plan.

We appreciate how cooperative and responsive the team has been throughout this process, and we would welcome the opportunity to discuss the merits of this proposal with the City.

Best,

Hamill Serrant
 Pacific Avenue
Alameda, CA 94501

Tony Banh
 Pacific Avenue
Alameda, CA 94501

Petition for Safety Improvements at the Wilma Chan Way / Pacific Street Intersection

We, the undersigned residents, business owners, employees, and community members, respectfully request that the City modify the proposed intersection design to better address the significant safety concerns at the intersection of Wilma Chan Way and Pacific Street.

Requested Changes

We respectfully request the following modifications to the proposed plan:

- 1. Close Pacific Street for westbound traffic vehicles access at Wilma Chan Way, allowing access only for pedestrians and bicycles, as shown in the proposed concept.**
- 2. Remove the proposed crosswalk across Wilma Chan Way.**
- 3. Retain and encourage use of the existing signalized crosswalks at Lincoln Avenue and Buena Vista Avenue, which already provide a safer controlled crossing for pedestrians.**

Reasons for This Request

The intersection of Wilma Chan Way and Pacific Street has become one of the most hazardous locations in the area due to several factors:

- Limited visibility (blind spots): The geometry of the intersection creates blind spots, making it difficult for both drivers and pedestrians to see one another.**
- High vehicle speeds: Vehicles frequently accelerate along Wilma Chan Way toward the tunnel, creating dangerous conditions for anyone attempting to cross.**
- History of crashes and near misses: Residents, commuters, cyclists, and pedestrians have witnessed numerous accidents and countless near-miss incidents at this intersection.**
- Unnecessary additional crossing: A crosswalk at this location encourages pedestrians to cross at an uncontrolled and hazardous point when safer signalized crossings already exist just a short distance away at Lincoln Avenue and Buena Vista Avenue.**
- Improved pedestrian protection: Closing Pacific Street to vehicle traffic while eliminating the Wilma Chan Way crossing reduces vehicle conflicts while still maintaining pedestrian and bicycle connectivity.**

Our Goal

Our goal is not to reduce pedestrian access—it is to direct pedestrians to the safest possible crossing locations while eliminating unnecessary conflicts with fast-moving traffic.

By closing Pacific Street to automobiles and removing the Wilma Chan Way crosswalk, the City can significantly improve safety for pedestrians, cyclists, and motorists while reducing the likelihood of future crashes and injuries.

We respectfully ask the City to revise the proposed design to reflect these safety concerns before final approval.

PAINT CURBS RED
TO RESTRICT
PARKING IN
DAYLIGHTS

CLOSE OFF STREET
WITH CURB ISLAND
AND PLANTINGS TO
CREATE PEDESTRIAN
PROTECTION

RECONSTRUCT CURB
RAMPS TO PROVIDE
15' CORNER RADIUS,
TYP.

RIGHT TURN ONLY
EXCEPT BICYCLES



NO
THRU
TRAFFIC



NO LEFT
TURNS



NO LEFT
TURNS

WILMA CHAN WY

WILMA CHAN WY

NO
THRU
TRAFFIC

RIGHT TURN ONLY
EXCEPT BICYCLES



Petition for Safety Improvements at the Wilma Chan Way / Pacific Street Intersection

Print Name

Address (Optional)

Signature

Date

Tony Banh

c Ave



6/25/26

Jennifer Castello

Pacific Ave



6/25/26

Hamill Street

Avenue



6/25/26

Stephanie Puentes Serrano

vic Ave



6/25/26

Cuong Banh

Pacific Ave



6/25/26

ALYSSA GONZALEZ

PACIFIC AVE



6/25/26

Sandra Adams

Pacific Ave.



6-25-26

James Adams

Pacific Ave.



6-25-26

Miguel Diaz

Pacific Ave



6/25/26

JANILE PETERSON

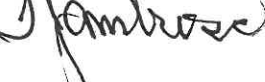
Pacific Ave



6/25/26

TOM JAMBROSIO

PACIFIC AVE



6/25/26

Michelle Kok

Pacific Ave.



6/25/26

SAM KOKIA

Pacific Ave



Raymond Went

Pacific Ave



Bradley Went

Pacific Ave



Mary Kay Went

Pacific Ave



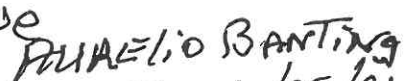
Mary Rere

Pacific Ave



Quilio Banh

PACIFIC AVE



ALBERT AGADIA

PACIFIC AVE



Petition for Safety Improvements at the Wilma Chan Way / Pacific Street Intersection

Print Name	Address (Optional)	Signature	Date
Ronald M Abbott	Pacific AVE	Ronald M Abbott	6/25/26
Ronald Abbott II	Pacific Ave	RNAB	6/25/26
MELVIN BENZ	Pacific Ave	Melvin B	6/25/26
CALIXTO SAHAGUN	Pacific Ave.	Calixto	6-25-26
Natalia Demchenko	Pacific Ave	Natalia	6/25/26
RENATO H ABUEG	PACIFIC AVE	Renato	6/25/26
CONSTANCIA V. ABU	77 PACIFIC AVE	Constancia	6/25/26
HONGKONG LAM	PACIFIC AVE	HongKong Lam	6/25/26
ANDAS HANYING LAM	PACIFIC AVE	Andas Hanying Lam	6/25/26
Sophiatlaque	8th St	Sophiatlaque	6/25/2026
Cleofe B. Quibate	Pacific Ave	Cleofe B. Quibate	6/25/2026
Edgar Raul C. Quibate	Pacific Ave.	Edgar Raul C. Quibate	6/25/2026
Tuan Diny	Pacific AVE, Alameda	Tuan Diny	06/25/2026
Thao Pham	Pacific AVE Alameda	Thao Pham	06/25/2026
My T. Banh	Pacific Ave Alameda	My T. Banh	6/25/26
NIRUPA FENN	PACIFIC AVE EDA CA 94501	Nirupa Fenn	6/25/2026
MINH Loi Lu	5 PACIFIC AVE Alameda CA	Minh Loi Lu	6/25/26
Joanne Garchar	1/2 Pacific Alameda	Joanne Garchar	6/25/26
Lakshmi Rishina	Pacific	Lakshmi Rishina	6/25/26
David Avery	David Avery	David Avery	6/25/26

Petition for Safety Improvement at the Wilma Chan/ Pacific Street Intersection

Print Name

Address

Signature

Date

Blair Beauchemin



Pacific Ave

6/25/2026

Kristen Beauchemin



Pacific

6/25/2026

James A. PRICE



PACIFIC AVE

6/25/2026

Lilah Hinkley-Reck

6/25/2026

Sarah Litwin-Schmid

6/25/2026

Jonathan Sheehan

6/25/26

Jon Simonson



Pacific

6/25/26

Edwin Garcia

8 8th St

6/25/26