

Pacific Avenue/Wilma Chan Way Neighborhood Greenway Crossing Improvements

Transportation Commission

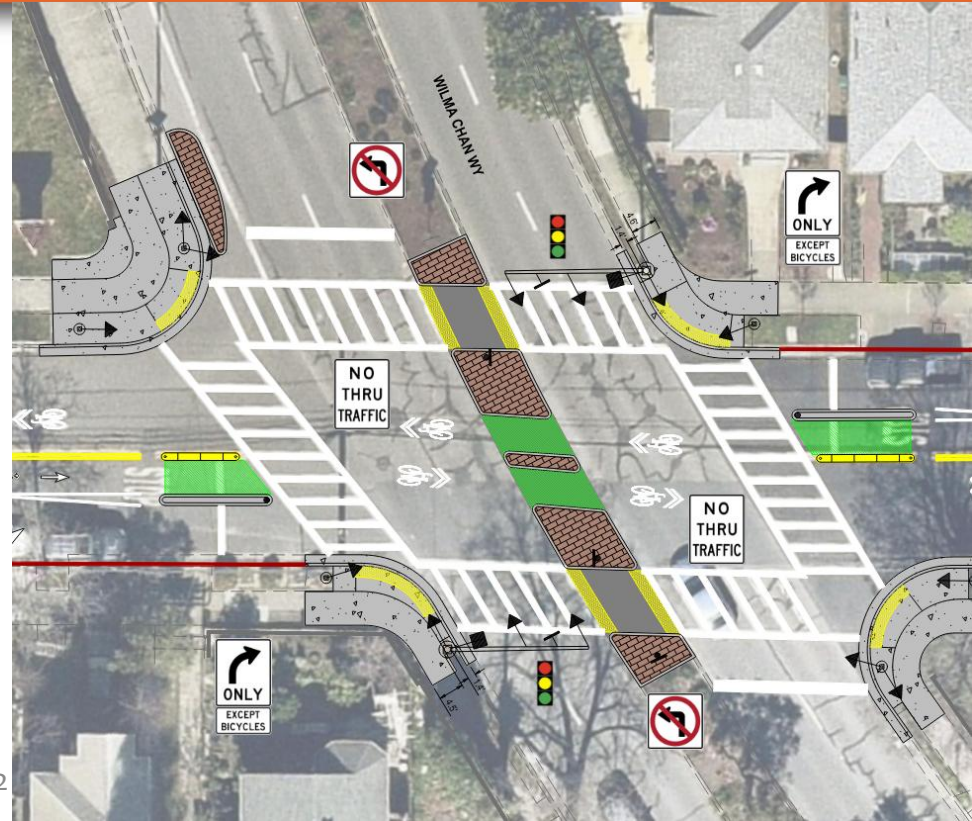
July 22, 2026

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Staff Recommendation

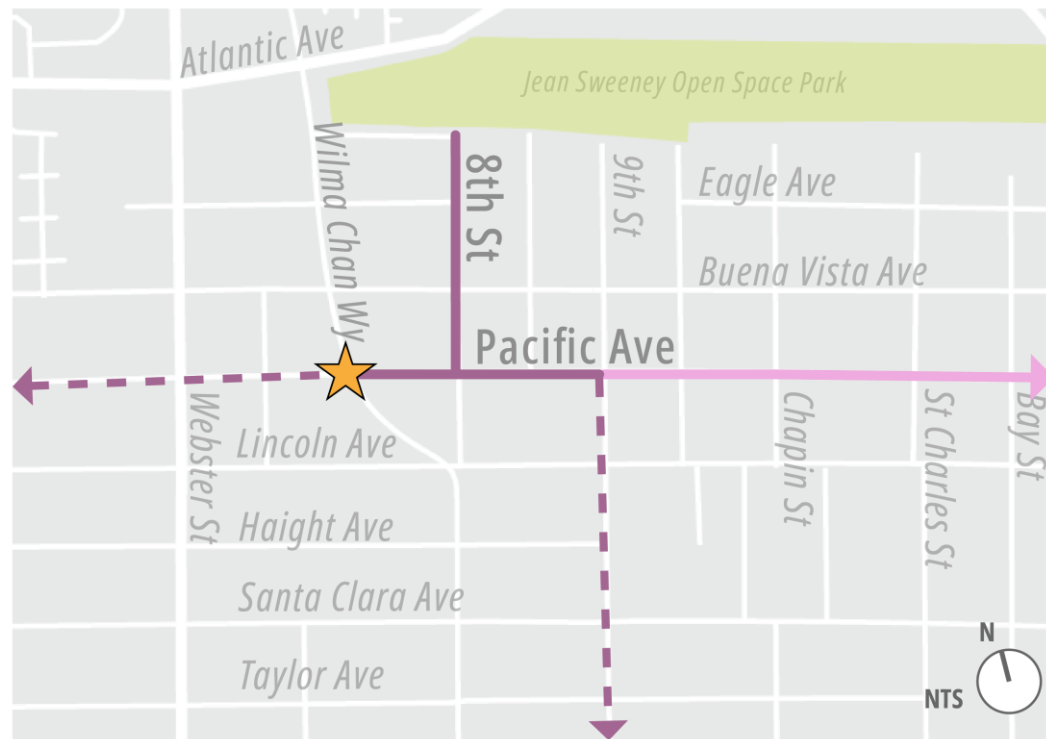
Endorse Design Concept for
Pacific Avenue/Wilma Chan
Way Neighborhood
Greenway Crossing
Improvements (Action)



Project Location

- Pacific Ave Crossing at Wilma Chan Way

Survey and workshop also solicited input on 8th and Pacific Phase 2 Neighborhood Greenways



Legend

- Proposed Project (Phase 2)
- - - Future Phase 2
- Slow Streets Segment (Phase 1 - Late 2026)
- ★ Study Intersection

What are Neighborhood Greenways?



Streets designed to give priority to people walking and biking, and improve safety of crossings



Allow bicyclists and motorists to safely share the road on low-volume, low-speed, local streets



Goals: (1) Lower vehicle speeds
(2) Lower vehicle volumes
(3) Improve crossings



Active Transp. Plan sets the vision for people of all ages and abilities.

Alameda will be a city where people of all ages, abilities, income levels and backgrounds can safely, conveniently, and comfortably walk, bike, and roll (using wheelchairs, mobility scooters, and micro mobility devices) to their destinations and to transit.



Adopted by City Council in 2022



City of Alameda
Active Transportation Plan

Adopted December 20, 2022





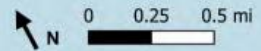
2030 Low Stress Backbone Network

Connected network of low-stress facilities (shared use paths, separated bike lanes, and neighborhood greenways) prioritized for construction by 2030. Subset of Low Stress Bikeway Vision Network.

- Amtrak Station
- BART Station
- Ferry Terminal
- Schools and Libraries
- Parks
- Parks (future)
- Shopping Centers and Business Districts
- Hospital
- Municipal and Other

- ## Bicycle Facilities
- | Existing | Proposed |
|--|--|
| Shared-use path or separate walking and biking paths | Shared-use path or separate walking and biking paths |
| Separated Bike Lane | Separated Bike Lane |
| Buffered Bike Lane on low speed and volume street | Buffered Bike Lane on low speed and volume street |
| Neighborhood Greenway | Neighborhood Greenway |
| | Low Stress Bikeway on Park or Oak – Type TBD |

All City of Alameda bikeway projects planned for construction through 2024 are marked as existing.



Pacific Ave/Wilma Chan Crossing

Intersection Design Goals



Improve safety for all road users



Make bicycle and pedestrian crossings of Wilma Chan Way safer and more comfortable

Maintain low traffic volumes on Pacific Avenue



Neighborhood Greenway



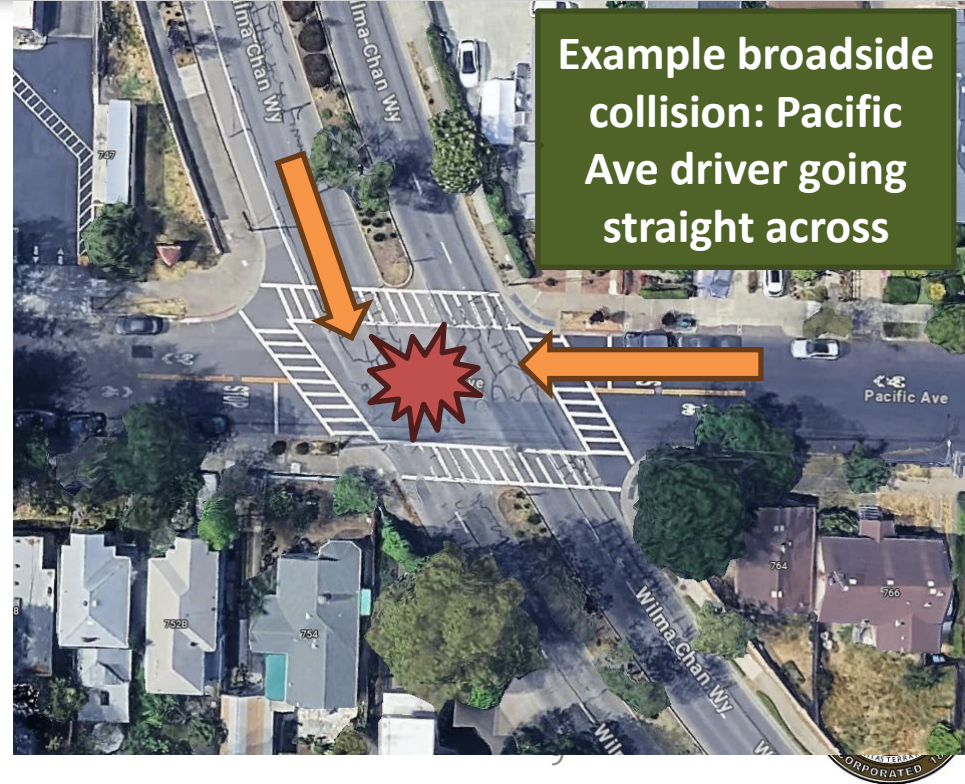
Existing Conditions

- 4 lanes, 30 MPH prevailing speed on Wilma Chan Way
- Side street stop on Pacific Ave
- Poor sight distance
- Uncontrolled crosswalks with static warning signs



The intersection has a history of broadside collisions.

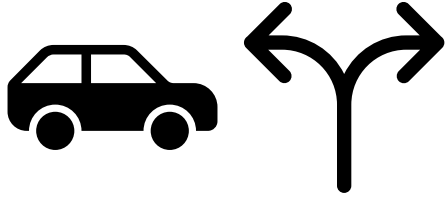
- 9 reported injury collisions from 2014 -2025
- Most crashes were broadside collisions caused by drivers going to or from Pacific Ave
- No reported bicycle- or pedestrian-involved collisions



Intersection Design Alternatives



Key design considerations for Pacific/Wilma Chan



**1. Vehicle Turn
Restriction**

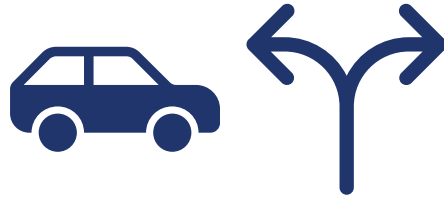


**2. Traffic
Control**



**3. Bikeway
Alignment**

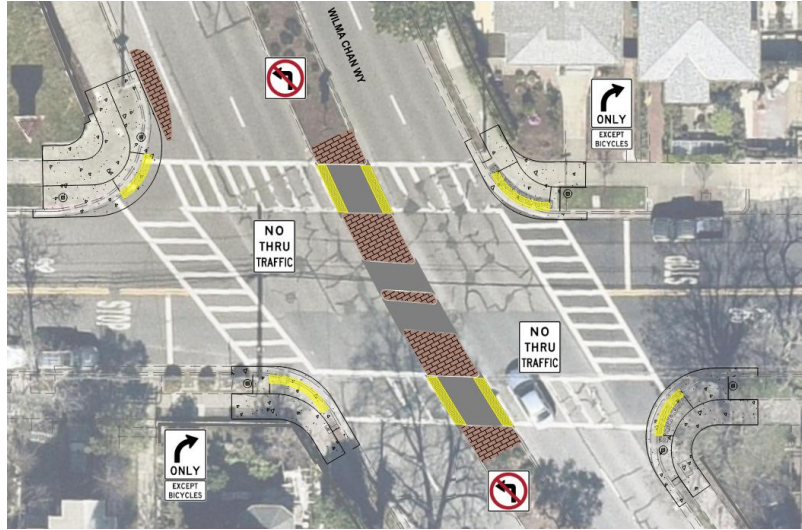




1. Vehicle Turn Restriction Options



Turn restriction options



Median vehicle
diverter



No turn restriction
(same as existing)



Median diverter design features

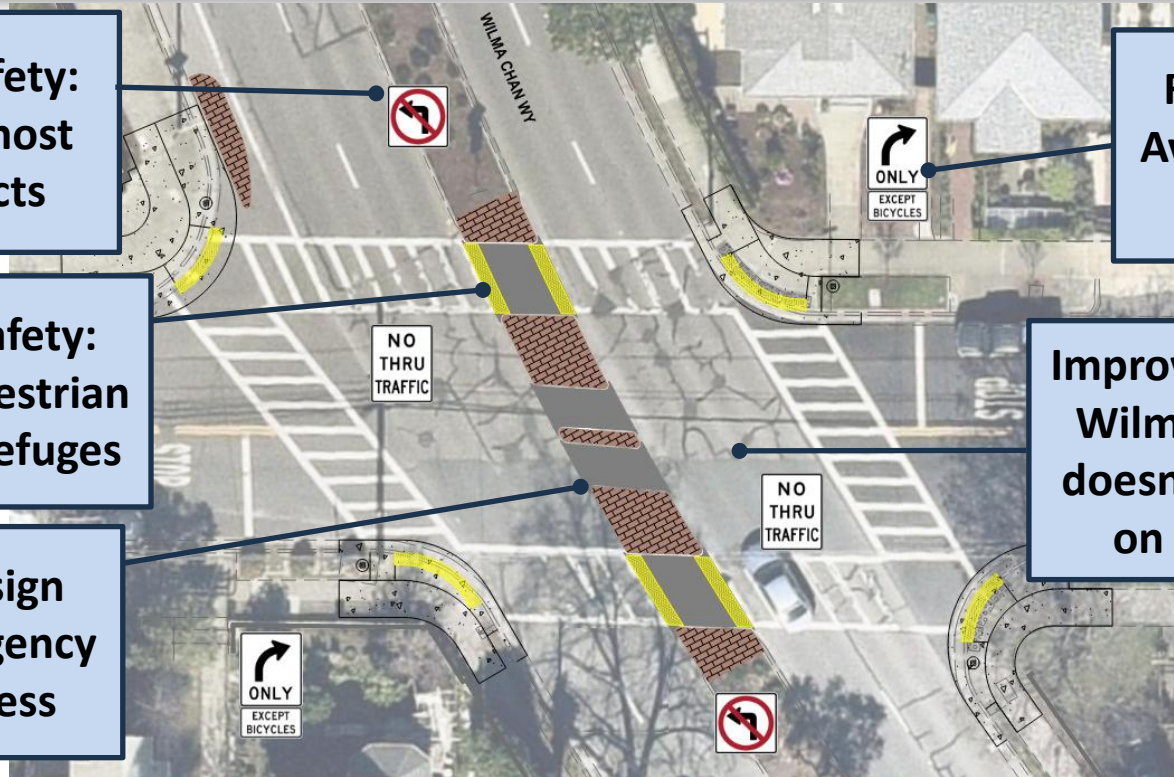
**Improves safety:
eliminates most
turn conflicts**

**Improves safety:
provides pedestrian
and bicycle refuges**

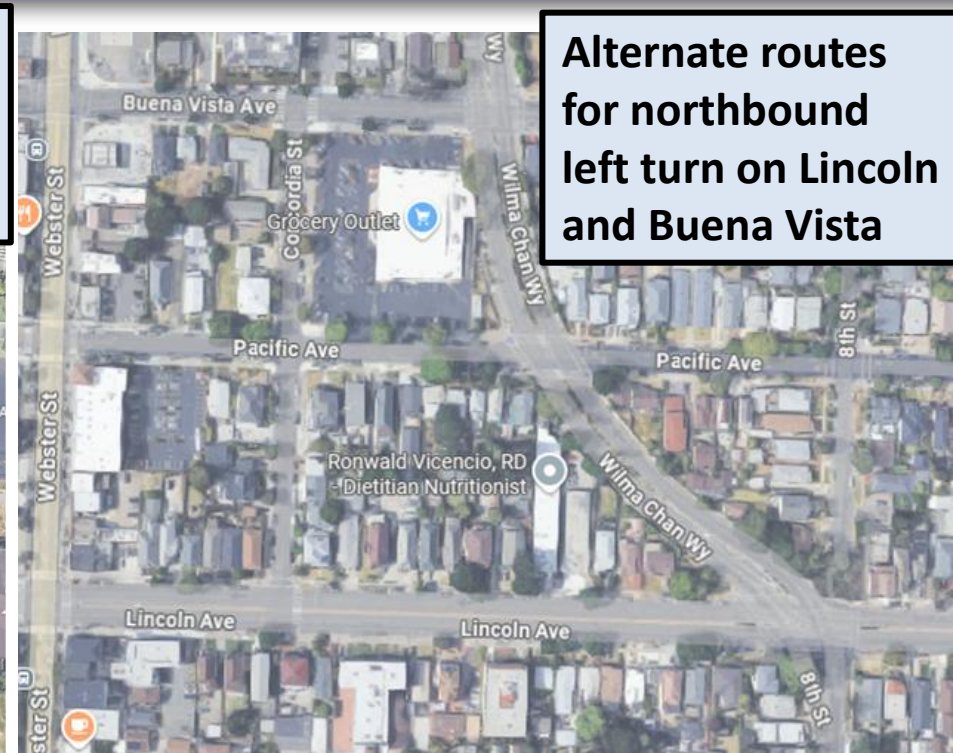
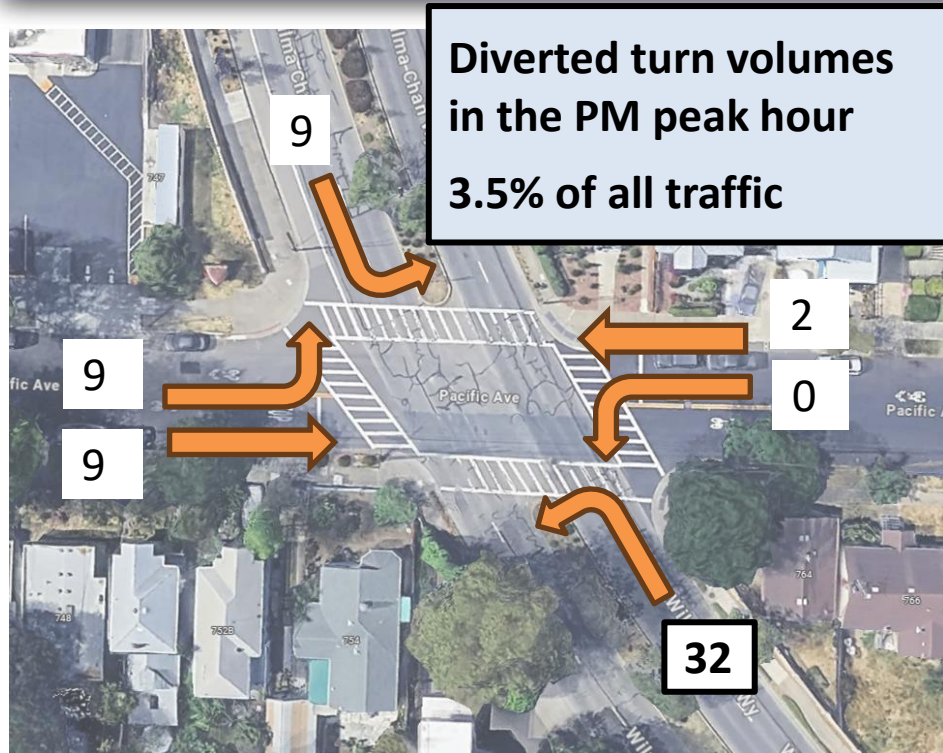
**Median design
allows emergency
vehicle access**

**Restricts Pacific
Avenue to right in
and out only**

**Improves traffic flow on
Wilma Chan Way and
doesn't increase traffic
on Pacific Avenue**



A small number of vehicles would be diverted to different routes.



A median diverter advances project goals.

Project Goal		With Median Diverter		Without Median Diverter (Existing)	
Safety		Eliminates Most Conflicts		No Change	
Bike/Ped Crossing		Provides Refuge		No Change	
Pacific Ave Traffic Volume		Maintains low volumes on Pacific		No Change	





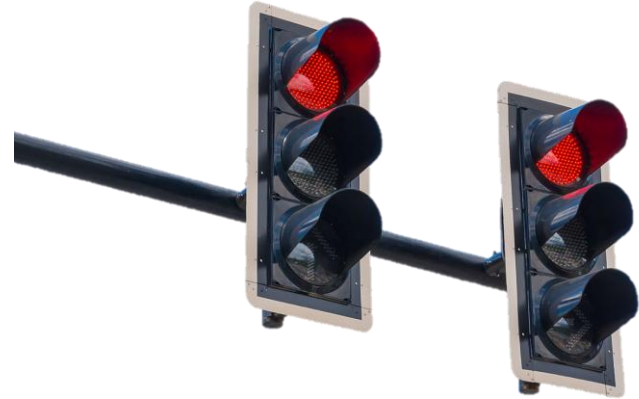
2. Traffic Control Options



Traffic Control Options



Pedestrian Hybrid Beacon



Traffic Signal

What is a Pedestrian Hybrid Beacon?

Pedestrian Hybrid Beacons

Crosswalk Users



PUSH
the button

STOP & WAIT
for the walk
signal

START CROSSING
& always watch
for cars

**FINISH
CROSSING**

Roadway Users



DRIVE
& look for people
who plan to cross

SLOW DOWN
someone has
activated the push
button

Prepare to
STOP

STOP
for pedestrian &
treat this like any
red light

STOP FIRST
& proceed with
caution if no one
is present



Project Goals: Traffic Control

Project Goal	Pedestrian Hybrid Beacon	Traffic Signal
Safety 	Improves bicycle pedestrian safety 	Improves safety for <u>all modes</u> 
Bike/Ped Crossing 	Stops traffic on Wilma Chan 	Stops traffic on Wilma Chan 
Pacific Ave Traffic Volume 	No Change without median 	<u>Increase</u> without median 

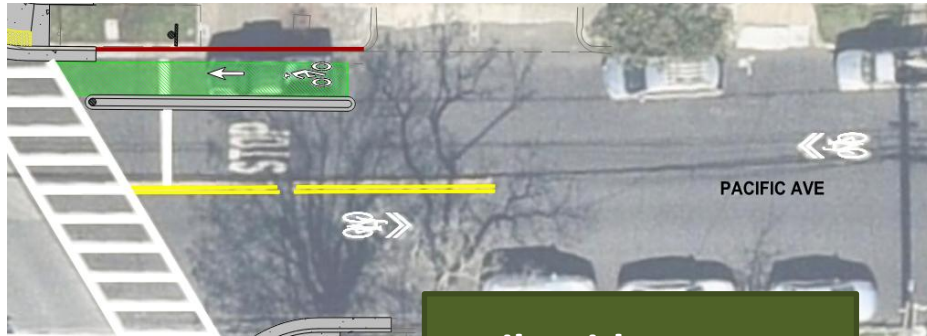




3. Bikeway Alignment Options

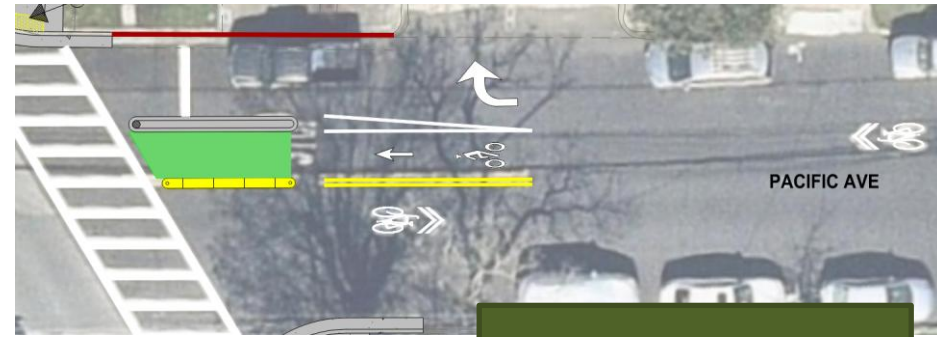


Bikeway Alignment Options



**Right Side
Bikeway**

**Bike riders move
into right side bike
lane at intersection**



**Left Side
Bikeway**

**Bike riders move
into left side bike
lane at intersection**



Bikeway Alignment Options



Right Side Bikeway



Left Side Bikeway

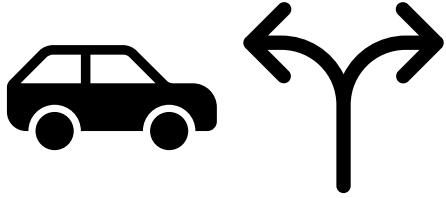


Project Goals: Bikeway Alignment

Project Goal	Right Side Bikeway	Left Side Bikeway
Safety 	Improves Safety 	Improves Safety 
Bike/Ped Crossing 	Comfort varies by <u>user preference</u> 	Comfort varies by <u>user preference</u> 
Pacific Ave Traffic Volume 	No effect on traffic	No effect on traffic



Design features can be mixed and matched, with limitations.



**1. Vehicle Turn
Restriction**



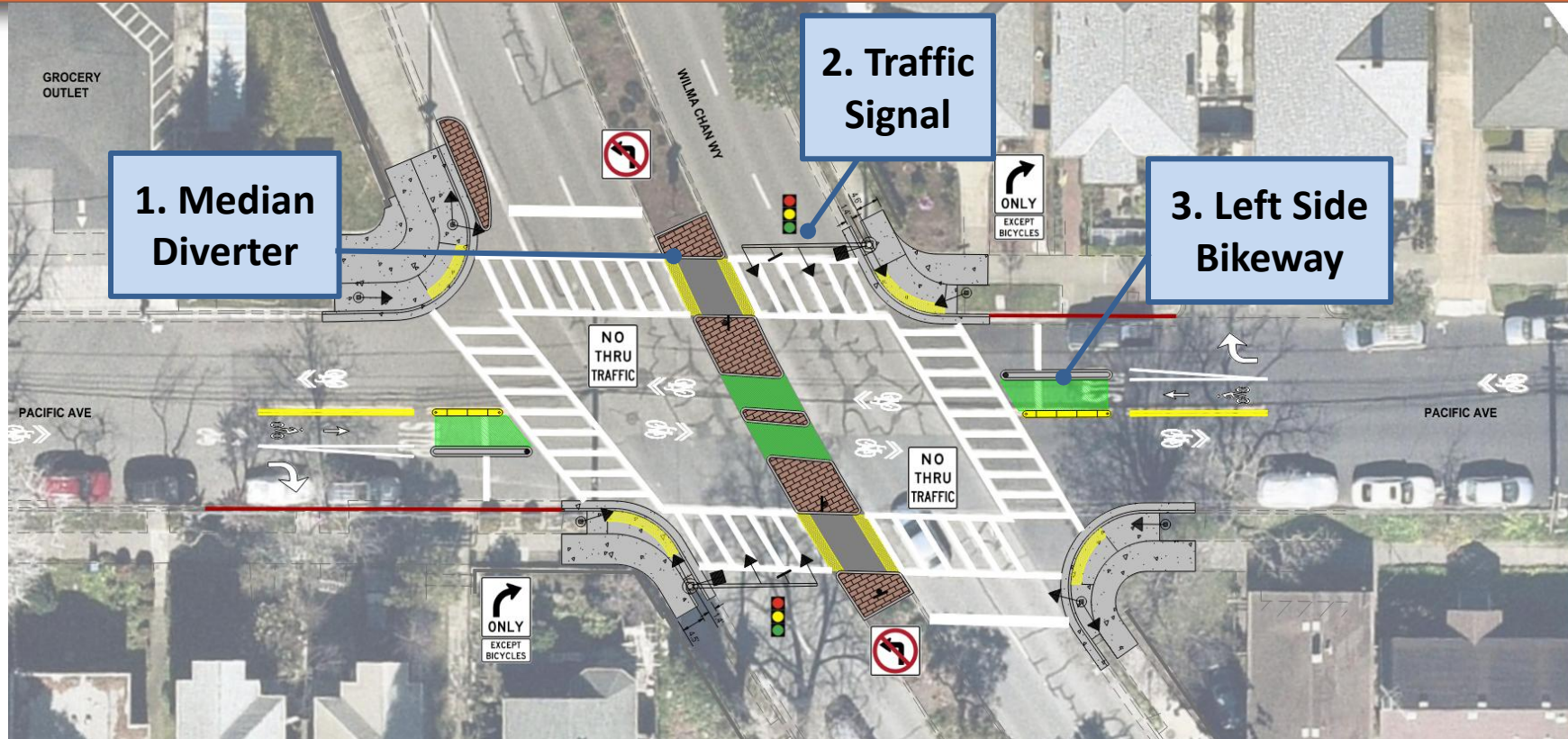
**2. Traffic
Control**



**3. Bikeway
Alignment**



The proposed concept combines features to achieve project goals.



Community Feedback Summary

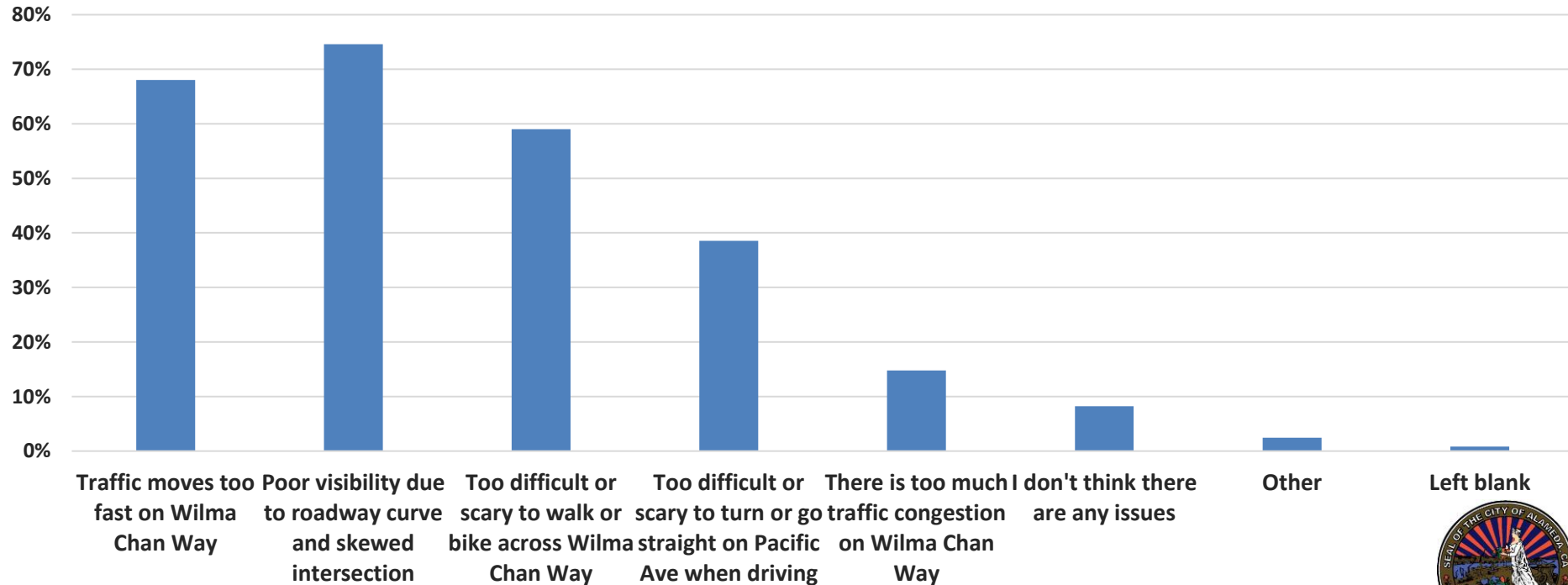


Outreach Activities

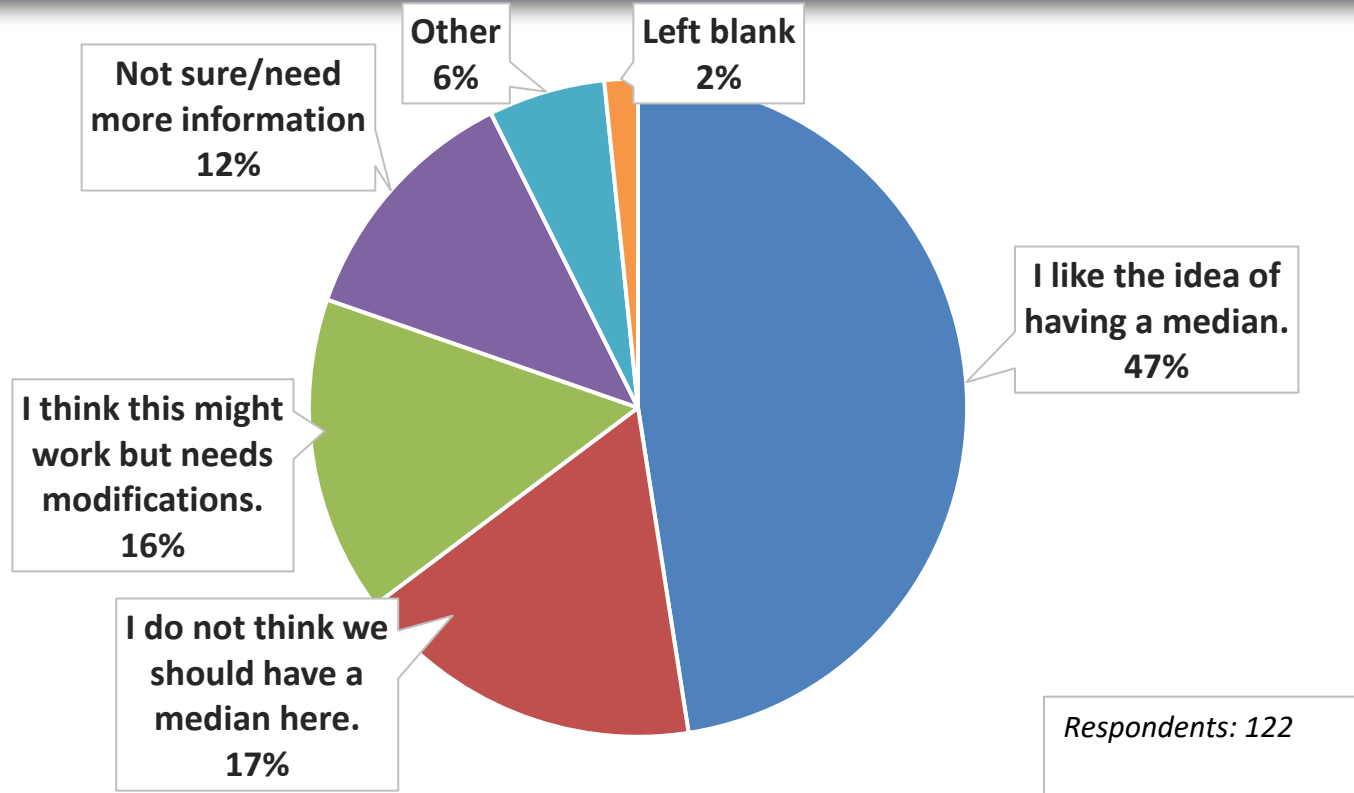
- **May 28:** Community workshop at Mastick Senior Center
- **May 26 - June 26:** Online Survey (122 responses)



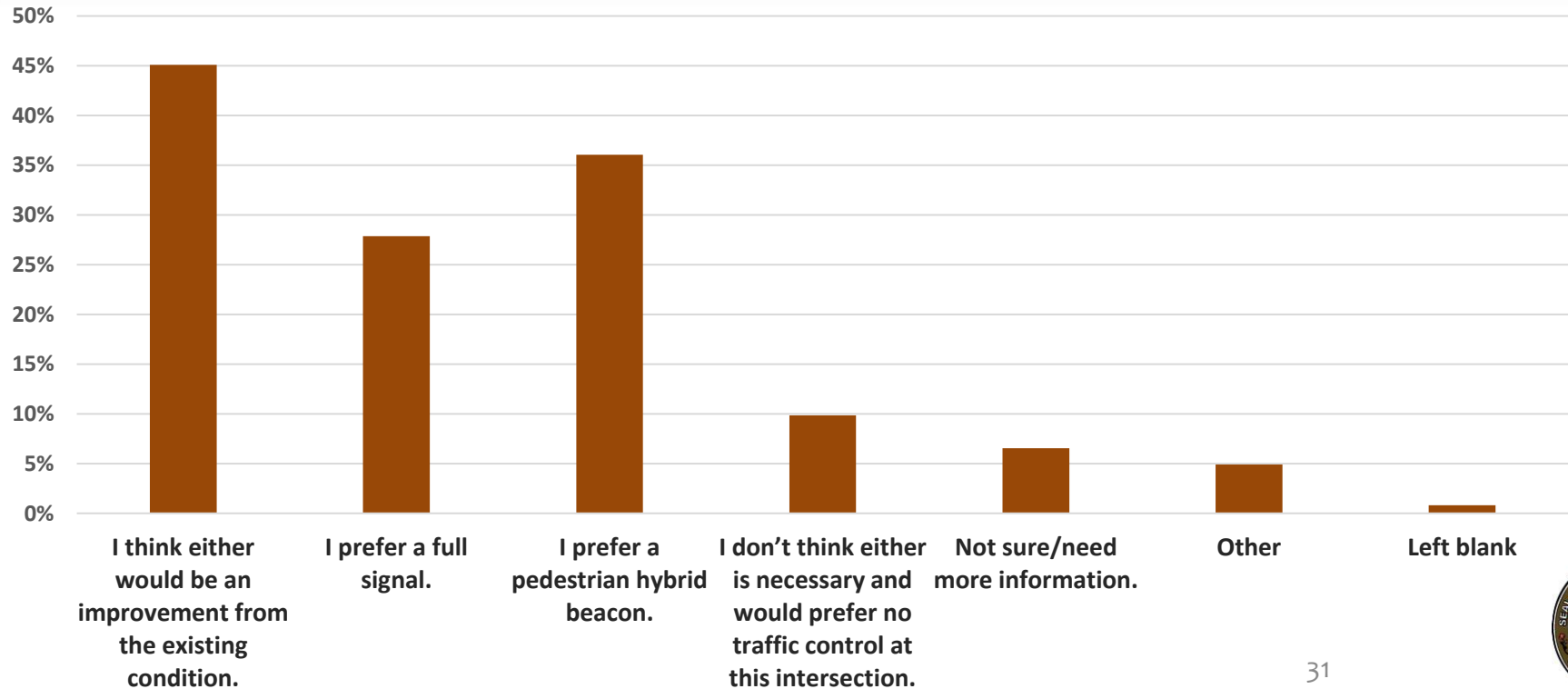
What do you think are the primary issues at the intersection?



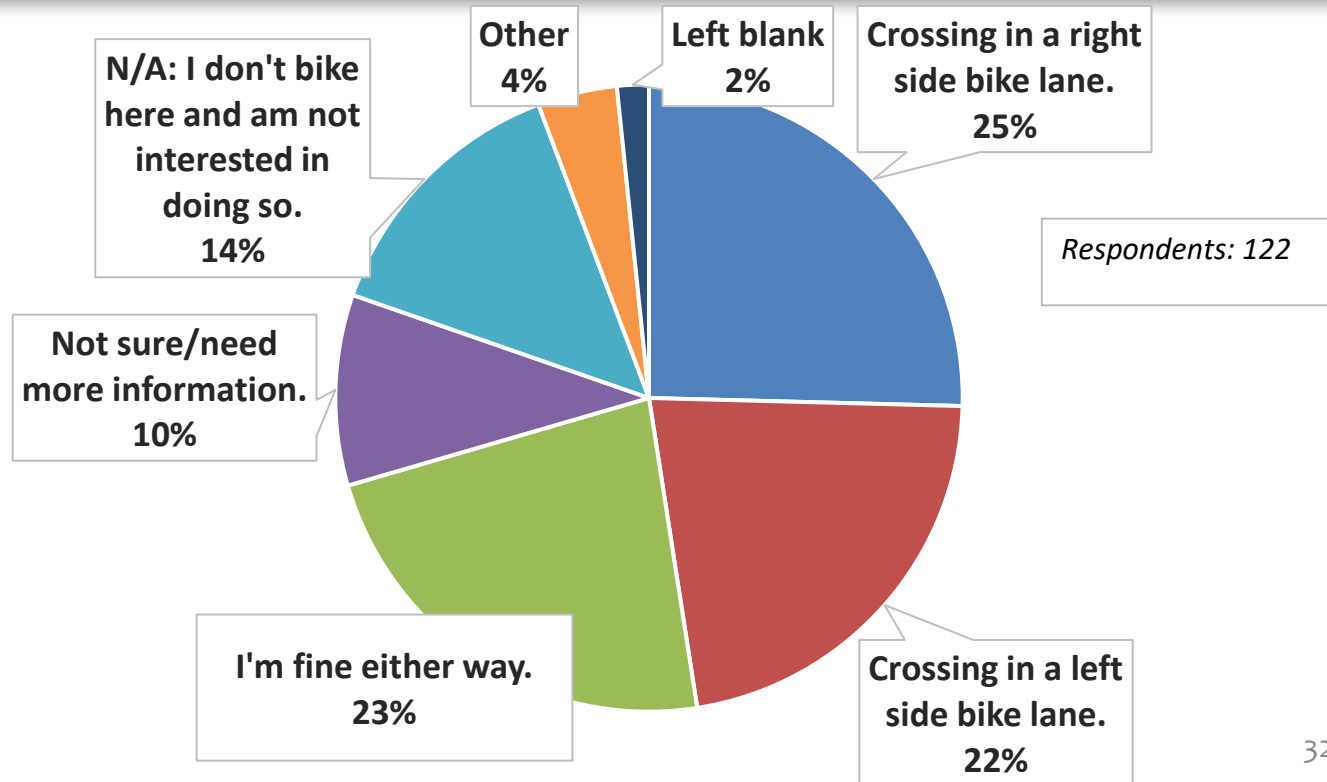
What do you think of the median with vehicle turn restrictions?



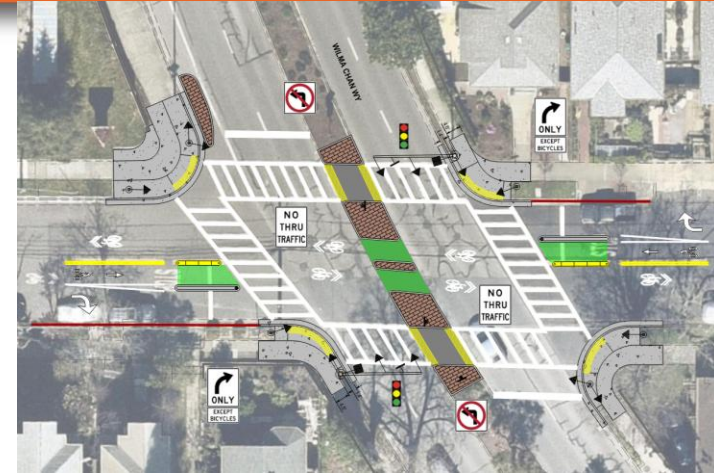
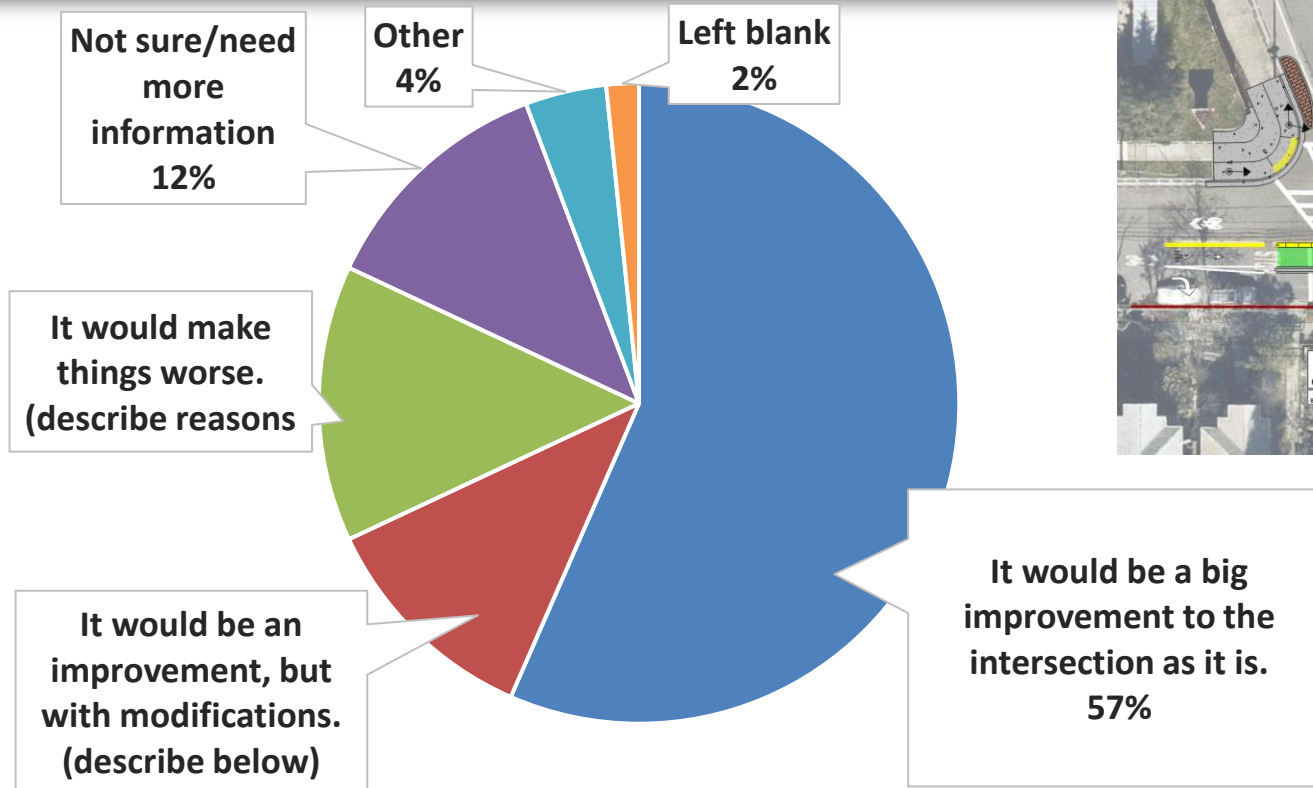
What do you think of the traffic control alternatives? (Signal vs. PHB)



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



What do you think of this design concept?

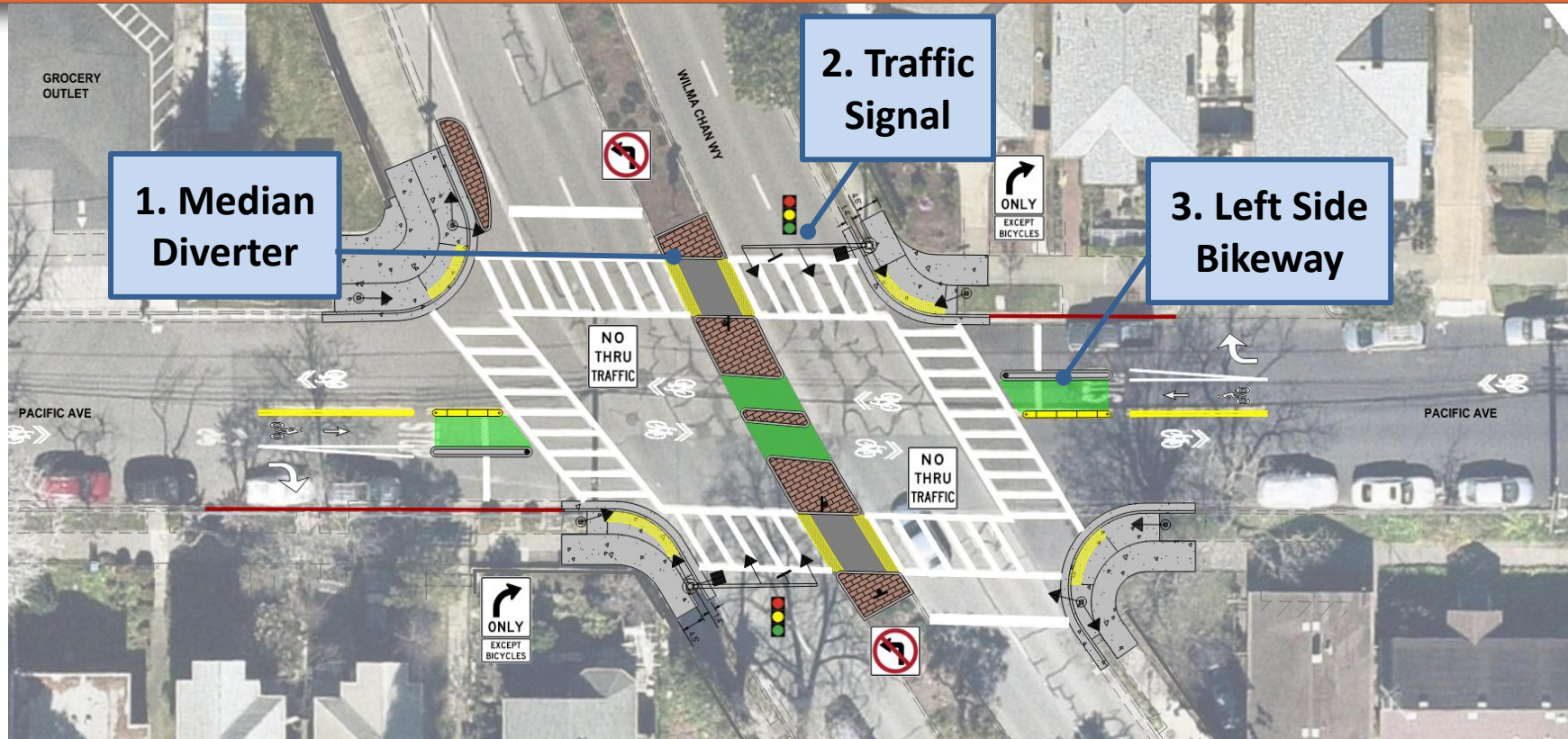


Other Comments and Concerns

- **Traffic Diversion:** Questions and concerns on potential traffic diversion from median and/or traffic control
- **Wilma Chan Way Speeds:** Concern and priority for corridor level traffic calming for Wilma Chan Way
- **Visibility:** Comments related to visibility of new features for people driving northbound on Wilma Chan Way



Recommended design concept



Next steps

- **Today:** Feedback and concept endorsement
- **September:** City Council review and approval
- **Fall-Winter:** Design (PS&E)
- **2027:** Construction (exact timing TBD based on other project schedules)

alamedaca.gov/NeighborhoodGreenways

