

From: Ron [REDACTED]
Sent: Monday, October 13, 2025 9:57 AM
To: Transportation <transportation@alamedaca.gov>
Subject: Re: [EXTERNAL] Marina dr.

Ms Foster. My Marina dr comments are relative to any changes made to the intersection involving Fernside -High st- Gibbens dr. Marine dr is certainly "the neighborhood around Gibbons dr" It too is very much impacted by previous corrections and implementations. We who live on Marina dr experience high volume high speed traffic that responds to traffic jams at the traffic light at High and Fernside . So it's not either or. Your studies and surveys make no mention of Marina dr where with Windsor dr hundreds of citizens are impacted by the decisions of traffic experts. Please survey us well. Study us too. Consider our traffic problems; not just just the Gibbons community where some traffic committee members live. Regards, ron valentine

On Monday, October 13, 2025 at 09:33:19 AM PDT, Transportation <transportation@alamedaca.gov> wrote:

Hello Ron,

Thanks for reaching out! Are you providing general input, or did you want to comment on the 10/22 [Transportation Commission agenda item](#) regarding the Gibbons/High/Fernside intersection and neighborhood traffic calming in the neighborhood around Gibbons Drive?

Best,

Lisa Foster

From: Ron [REDACTED]
Sent: Saturday, October 11, 2025 9:38 AM
To: Transportation <transportation@alamedaca.gov>
Subject: [EXTERNAL] Marina dr.

AS Marina dr has become the short cut of choice to avoid jams at the stop light at Fernside -High st, it's time for speed bumps on Marina dr. Marine adr has become a high speed right turn and race to Cornell to get to Fernside. With Many children in this area a tragedy is inevitable. All discussion so far ignores Marina dr from consideration.

From: Ruben Ramirez [REDACTED]
Sent: Monday, October 13, 2025 11:27 AM
To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>
Cc: Bev Ramirez <bevram@yahoo.com>
Subject: [EXTERNAL] Fwd: Updated Recommendations for Gibbons/High/Fernside & Neighborhood Traffic Calming at TC 10/22

We're pleased that the City heard and responded to concerns about the proposed changes for the Fernside/Gibbons/High street intersection. However, we do have concerns with the newly proposed traffic circle at Gibbons/Northwood/Southwood.

In 2011 or thereabouts, a traffic circle was approved and planned for this same intersection which would have eliminated 13-16 on-street parking spaces for the homes facing the intersection. Three of the homes on Northwood Drive would have had all of their on-street parking eliminated. Community concern for this and various other flaws in the overall plan resulted in the project being cancelled.

Our question/concern regarding the new proposal is this: will the newly proposed traffic circle result in the loss of on-street parking spaces and if so how many and where?

Thank you and hoping you can address this concern prior to the Transportation Commission considering endorsement of the plan on October 22nd.

Ruben and Beverly [REDACTED]
[REDACTED]



Board of Directors

October 16, 2025

Denyse Trepanier
President

RE: [Item 6-B – Gibbons/High/Fernside](#)

Brian Fowler
Treasurer

Dear Transportation Commissioners,

Tim Beloney
Secretary

We were supportive of the original recommendation because we thought it sufficiently balanced project goals and potential impacts, and kept us on track with overarching city plans. We also understand the concern of area residents and appreciate Staff's hard work to address those concerns, as reflected in the revised recommendation. Piloting the turn prohibition seems like a particularly good idea.

Cyndy Johnsen
Board Member

Maria Piper
Board Member

The updated phasing, however, removes the clear timeline and funding path for even the pilot of the turn prohibition. Given the project's core objective of improving the safety and operations of the intersection, this should be fixed. Therefore, **we recommend committing to the pilot in 2028, as outlined in the proposed phasing below.**

Lucy Gigli
Founder, non-voting

Phase 1 / 2026: Install quick-build traffic calming and a curb extension at Gibbons/High/Fernside, as proposed. Limiting intersection changes makes sense at this point given Tilden Way construction and detouring happening at this time. Monitor impacts.

Phase 2 / 2028: As part of the paving plan, adjust calming measures and implement the quick-build turn prohibition pilot. This low-commitment pilot allows time to evaluate impacts in real life and refine things prior to any permanent changes.

Phase 3 / 2030+: Construct permanent infrastructure and improvements along Fernside, funded through grants or other to-be-identified sources.

Additionally, we encourage the Project Team to consider upstream improvements at Gibbons/Santa Clara—where much cut-through traffic begins. Ideally, this would occur in 2026 (if funding allows) or in 2028. Possible actions include:

- Installing quick-build bulb-outs, a median, or other physical elements to narrow the north side of Gibbons at Santa Clara
- Adding signage (e.g., "Local Car Traffic Only")
- Requesting that navigation platforms like Google Maps and Waze de-prioritize Gibbons as a through route

Thank you for your consideration.

Bike Walk Alameda Board

From: Nathan Lasche <nlasche@gmail.com>

Sent: Monday, October 13, 2025 8:16 PM

To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>

Subject: [EXTERNAL] Opposition to the Proposed Closure of the Left-Hand Turn from Gibbons Drive to the High Street Bridge

Dear Alameda Traffic Commission,

I am writing to you today as a concerned resident of Alameda to express my strong opposition to the proposed closure of the left-hand turn from Gibbons Drive onto the High Street Bridge. This proposal, if enacted, would have a significant negative impact on our community, and specifically the safety of our children (as a parent of young children in the affected area this is a major concern to me), and I urge you to reconsider this course of action.

The primary reason for my opposition is the **inevitable increase in traffic on our smaller, residential streets**. The city's own traffic study confirms that closing this turn would result in a traffic increase of up to **400% on streets such as Cornell, Bayo Vista, Southwood, and Yale**. These streets are not designed to handle such a large volume of traffic. Gibbons Drive, on the other hand, is 33% wider and was originally classified as a "transitional collector" road, specifically designed to handle higher traffic loads.

Furthermore, this proposal raises serious **safety concerns, particularly for our children**. The alternate routes that drivers would be forced to take lack essential safety features like stop signs and marked crosswalks. This would create a dangerous environment for the many children who walk to and from school in these areas. As a resident of Northwood Drive, I have already seen numerous cars speed down Northwood (there are no stop signs or speed bumps- which is a safety issue) and there have been more than one instance of neighborhood children almost being hit by cars on Northwood - this change would make that traffic significantly worse on all of the neighborhood streets

I am also troubled by the potential **conflict of interest** surrounding this issue. As I understand it from others, it is a matter of public record that a member of the Planning Commission and a sitting City Council member reside on the very block of Gibbons Drive that stands to benefit the most from this closure. Their vocal support for this change, given their personal stake in the matter, is a cause for serious concern.

As I understand it from others I've spoken to, the **crash data used to justify this proposal has been shown to be inaccurate**. The engineer for the project initially cited 22 crashes at the Gibbons-High intersection, but the actual number is only five, with only one of those involving a pedestrian. This discrepancy calls into question the very premise of this drastic and disruptive proposal.

Fortunately, there are several **alternative safety measures** that could be implemented to address any legitimate safety concerns without resorting to a full closure of the turn. These include:

- Installing a **4-way stop at the intersection of Gibbons and Cornell**.
- Adding a **pedestrian walk signal at the intersection of Gibbons and High**.
- Implementing **speed humps** to slow traffic on Gibbons Drive.
- Improving the **signaling at the Gibbons/High intersection**.

These alternatives would be far less disruptive to our community and would address the safety concerns more effectively than a complete closure of the turn.

In conclusion, the proposed closure of the left-hand turn from Gibbons Drive to the High Street Bridge is a poorly conceived solution that would create more problems than it solves. It would endanger our children, snarl traffic on our residential streets, and unfairly benefit a select few. I strongly urge you to reject this proposal and instead consider the more reasonable and effective alternatives that have been suggested.

Thank you for your time and consideration of this important matter.

Sincerely,

Nathan Lasche

2986 Northwood Drive

From: [REDACTED]

Sent: Wednesday, October 15, 2025 2:55 PM

To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>

Subject: Updated Gibbons/High/Fernside Traffic Calming Recommendations

To Whom it May Concern:

I am highly opposed and concerned about recommendations for a roundabout on Gibbons/Northwood/Southwood. First of all, it would completely take away from the aesthetic and neighborhood feel of the Fernside. Gibbons would look and feel like a major, urban thoroughfare. It is now thought of one of the prettiest streets in Alameda and to take away from the look of the neighborhood would be a huge mistake and could effect home prices. The only reason everyone is currently so concerned about Gibbons Street is because of the last traffic calming recommendations. No one wanted extra traffic on their streets, so everyone's opinion turned to let's fix Gibbons. It is also my understanding that this idea was brought up before and neighbors fought against it because it would take away vital street parking for people living around the roundabout. I hope that isn't part of the recommendations again. I can't imagine trying to back out of my driveway into a line of cars idling on the street trying to get through this "traffic calming" roundabout. Is it true that cars speed and blow through stop signs on Gibbons, but I believe that speed humps alone would solve this problem. Again, everyone is suddenly concerned about Gibbons only because they imagined traffic would affect their street and their lives.

-A concerned neighbor

From: Madeline Donovan <us@donovans.cc>

Sent: Wednesday, October 15, 2025 9:29 AM

To: Transportation <transportation@alamedaca.gov>

Subject: Fwd: Updated Recommendations for Gibbons/High/Fernside & Neighborhood Traffic Calming at TC 10/22

This is great news, thank you!

I attended the Zoom session earlier this month and appreciated the city's response to community concerns. I am very happy to see the traffic calming measures, shown in the image below, that will be added to the neighborhood before the Gibbons closure pilot. This sounds like a thoughtful approach.

Thank you,
Madeline Donovan
Fernside Resident/Edison Elementary Parent

From: Nick Seymour <seymonick@gmail.com>
Sent: Friday, October 17, 2025 3:22 PM
To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>
Cc: CITYCOUNCIL-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: In support of Fernside traffic-calming measures

To the Transportation Commission:

I am a Fernside resident writing in support of the city-staff's recommendation to implement a number of traffic safety measures throughout the Fernside neighborhood. I feel that pedestrian and cyclist safety will be much improved with these measures.

My only wish is that more attention be paid to the intersection of Buena Vista/Northwood/Cambridge. The speed bump there will help but not solve all of the intersection's problems. It's confusing. I cross the intersection daily and genuinely do not know who has the right of way between Cambridge and Northwood. The street areas are also far too large. Scores of Edison students must cross it daily, but every crossing is very long and the traffic generally moves quickly. A speedbump only on Cambridge will not slow down traffic that remains on Northwood.

But even with this qualm, thank you for your work and your attention to our neighborhood.

Regards,
Nicholas Seymour

From: Jill Kenney August <jill.kenney.august@gmail.com>

Sent: Tuesday, October 21, 2025 11:40 AM

To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>

Subject: In support of Fernside traffic-calming measures

To the Transportation Commission:

I'm a Fernside resident writing in **support** of city staff's recommendation to implement a number of much-needed traffic calming measures throughout the Fernside neighborhood in 2026-2027.

I also request an additional traffic calming measure be considered on **Northwood on the south side of the Northwood /Buena Vista intersection**. The curvature of Northwood Drive in combination with street-parked cars impedes visibility to pedestrians entering the intersection, especially children on their walk to Edison School. The current crosswalk is not ADA compliant. Further, that intersection is designated as a Safe Route to School per Alameda County, however there are no traffic calming measures currently in place or proposed for that side of the intersection.

Finally, I ask the commission and staff to consider:

1. Signage, which is both low cost and fast to implement.
2. Sooner is better for permanent improvements.
3. Sooner is also cheaper.

Thank you for your work to keep our neighborhood, walkable, rideable and safe!

Jill Kenney August

From: Joseph Dierking <jdierking@gmail.com>
Sent: Tuesday, October 21, 2025 10:53 AM
To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>
Cc: CITYCOUNCIL-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: In support of Fernside traffic-calming measures

To the Transportation Commission:

I'm writing in **support** of city staff's recommendation to implement a number of much-needed traffic calming measures throughout the Fernside neighborhood in 2026-2027. As a resident of Gibbons Drive, I have specific concerns about the traffic safety situation at the intersection of Gibbons/Fernside/High that are being addressed, and I'm grateful for that the Commission is considering them.

However, I ask the commission and staff to additionally consider doing more with high-impact low-hanging fruit and skip unnecessarily stepped approaches that add cost over time:

Add signage, which is both low cost and fast to implement. Google Maps and other navigation apps take their cues from signage. Prevent traffic from unnecessarily entering neighborhood streets and direct the up to 55% cut-through traffic to use Neighborhood Connector Streets instead by adding signage directing bridge traffic onto desired paths. *This would be an excellent strategy to pair with a pilot left-turn restriction. (e.g., "High Street Bridge Access Use Central")*

Sooner is better for permanent improvements. While bollards at Gibbons/Fernside/High are certainly welcome, damaged bollards I see at Gibbons and Central indicate to me that traffic at an intersection as confusing as this one and that experiences regular high speeds and dangerous vehicle maneuvers will lead to the same and prove not enough.

Sooner is also safer. The sooner the **most effective and impactful** safety changes can be implemented, the fewer dangerous situations will arise. Any safety measures that limit confusion and unsafe automobile speeds are welcome, but **permanent solutions we can identify now** should not be delayed.

Sincerely,
Joseph Dierking
Gibbons Drive

From: Kevin August <kevin.august@gmail.com>
Sent: Monday, October 20, 2025 1:27 PM
To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>
Cc: Jill Kenney August <jill.kenney.august@gmail.com>
Subject: 10/22 Agenda Item 6B

I live on Northwood Dr and support staff's recommendation for neighborhood traffic calming, but I'm surprised and disappointed that nothing has been proposed for Northwood between Lincoln and Buena Vista.

I am asking the Transportation Commission to instruct staff to include traffic calming at the Northwood/Cambridge/Buena Vista intersection in the near-term action. This intersection shares the same issues as the two intersections with proposed roundabouts, and it includes a non-ADA compliant crosswalk that dozens of kids use to go to school every day.

The existing crosswalk endangers people trying to cross the street with poor visibility, lack of ADA compliance, and a curved, wide-open design that encourages high speeds just like the other two. At a minimum, the near term action should include a speed hump on Northwood on the south side of the intersection as northbound drivers coming from Gibbons have high speed and the worst visibility at the crosswalk. It's no surprise that two high-speed accidents started on this stretch in the past few years; we observe near misses in the crosswalk far too often and can share video. We emailed city staff a video of a typical daily commute in mid October, with cars blowing through the intersection even with kids in the crosswalk.

I appreciate all the recent engagement between the City and neighborhood. I'm encouraged by the prospect of real, near-term action to make our streets safe.

Thank you,

-Kevin August
2934 Northwood Drive

From: [REDACTED]
Sent: Tuesday, October 21, 2025 9:47 AM
To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>; City Clerk <CLERK@alamedaca.gov>; CITYCOUNCIL-List <CITYCOUNCIL-List@alamedaca.gov>; Marilyn Ezzy Ashcraft <MEzzyAshcraft@alamedaca.gov>; Frank Petersen <FPetersen@alamedaca.gov>
Subject: Transportation Commission / special meeting / October 22 2025

Hello Transportation Commission,

I live at [REDACTED] As you may be aware, there was a traffic accident on 10/4, Saturday night, where a 4 door sedan hit a parked Jeep Wranger on High, just after Thompson, heading to the bridge. The sedan hit the Wranger so hard that the Wrangler jumped the curb and was pushed in the neighbor's yard. Meanwhile, the sedan flipped and was wheels up in the middle of the street. The passengers - an older woman and 2 kids - were trapped inside the vehicle.

[REDACTED] We were watching tv and heard the accident. My spouse, [REDACTED] called 911, and I ran outside to help as I am a nurse.

We can't emphasize enough how much our street needs to be monitored and improved. The above accident could not have occurred if the driver had been going the prescribed 25mph. Additionally, High street needs stop signs/traffic signals at some point between Fernside and Santa Clara as speeding is a perpetual problem.

Additionally, I DO NOT WANT SPEED HUMPS in front of my home. I had this issue when I lived in San Francisco. When drivers approach the speed humps at an increased speed, the impact sends reverberations throughout the ground, affecting foundations, windows and structures of the homes around the humps. In my neighborhood in San Francisco, the city was petitioned to REMOVE the speed humps due to so much DAMAGE to the surrounding homes.

What I am asking for - increased patrols, stop signs and/or lights between Fernside and Santa Clara,

Please let me know how I can be involved to add my voice to this discussion. I want to be part of the discussion as to what traffic measures are implemented outside my front door.

Also, I'd like my privacy maintained - for this public comment, please redact my full name and address if you are posting this in a public space.

[REDACTED]

From: Megan Murphy <meganelizabethmurphy@gmail.com>
Sent: Monday, October 20, 2025 6:12 PM
To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>
Cc: CITYCOUNCIL-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: Support for Fernside traffic-calming measures

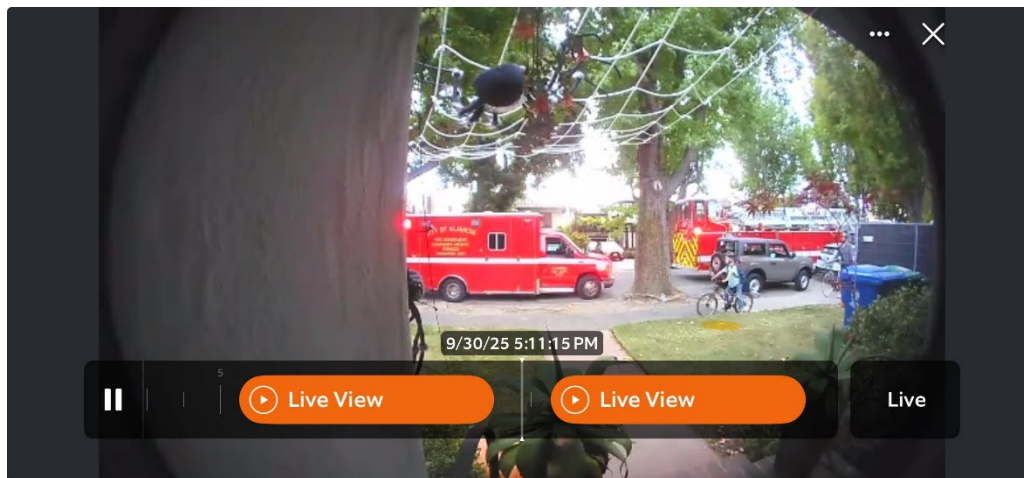
Hello Transportation Commission,

I'm a resident on Gibbons Drive, and I'm writing in support of city staff's recommendation to implement traffic calming measures throughout the Fernside neighborhood in 2026-2027.

Below is a Ring security camera image of the Alameda Fire Department's response to a collision in front of my house on Gibbons Drive between High and Cornell streets on September 30, 2025. A driver approaching Gibbons from the Fernside/High/Gibbons intersection struck a parked car, knocking off the driver's side window. The owner of the parked car was in the front seat at the time of the incident.

This recent incident demonstrate how dangerous this street/intersection design is for people simply entering or exiting their cars on Gibbons Drive (note the child on the bicycle).

Please note that this happened the same day as the September 30th community feedback sessions on Fernside traffic calming proposals.



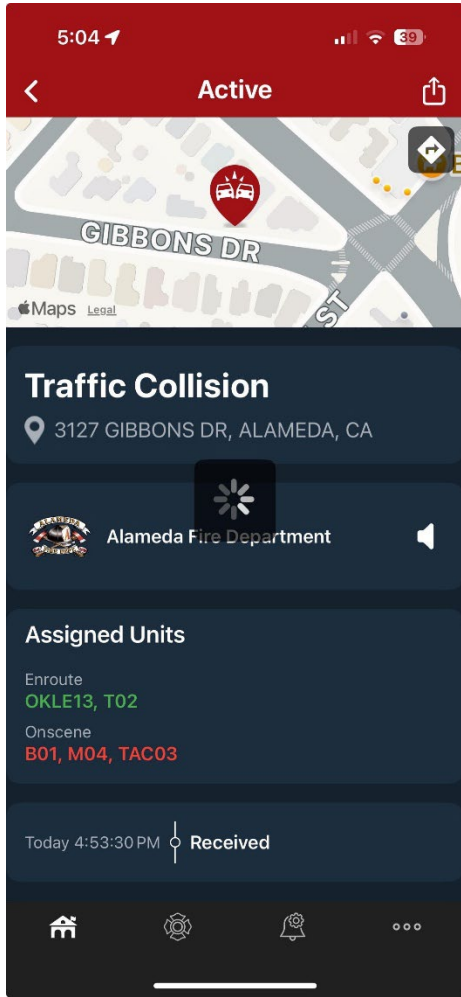
I ask the commission and staff to consider implementing all traffic calming measures as early as 2026 to improve safety.

I support all proposals made by the professionals in our city's departments as well as third party consultants.

While I support paint, bollards, speed humps, new curbs creating traditional 90 degree turns at intersections, and more --I do not believe the paint and bollards will be enough to slow down the speeding on Gibbons in either direction. We need more permanent curbs at the Fernside/High/Gibbons intersection in the 2026 timeline before more property is damaged and people are injured.

As a parent of two elementary aged children, I ask you to implement a more urgent timeline for improvements.

Thank you for your service to our community.
Megan Murphy
Alameda Resident



From: Robin Lagorio <rmlagorio@gmail.com>
Sent: Monday, October 20, 2025 4:44 PM
To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>
Cc: CITYCOUNCIL-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: In support of Fernside traffic-calming measures

To the Transportation Commission:

I'm a Fernside resident, and I'm writing in **support** of city staff's recommendation to implement a number of much-needed traffic calming measures throughout the Fernside neighborhood in 2026-2027.

In addition, I ask the commission and staff to consider:

Signage, which is both low cost and fast to implement. In addition to traffic calming after cars have entered the neighborhood, take a proactive approach managing cut-through traffic before it enters the neighborhood. Use signage and work with Google Maps and other navigation apps to direct the up to 55% cut-through traffic to use Neighborhood Connector Streets instead. *This would be an excellent strategy to pair with a pilot left-turn restriction.*

Painted Crosswalks. There are a number of intersections without painted crosswalks. Painting crosswalks is a cheap solution to help flag areas where pedestrians cross especially at intersections without four-way stop signs. It's amazing how many drivers think there's no pedestrian right-of-way if there's no crosswalk painted.

Sooner is better for permanent improvements. While bollards at Gibbons/Fernside/High are certainly welcome and should help to slow down incoming cars, it also seems likely given the endemic speeding at this intersection that these bollards won't end up being up to the task. The damaged bollards at Gibbons and Central tell us that sometimes you just need more.

Sooner is also cheaper. Delay leads to cost increases over time, and multiyear delays have compounding effects on cost. (Put another way, if the city's permanent improvement at the southwest corner of Gibbons/Fernside/High costs \$480,000 in 2026, at recent double-digit rates of cost increase it would cost nearly \$700,000 in 2028, and just about \$1 million in 2030.) Increased cost here would come at the expense of more traffic calming and pedestrian improvements – whether installed in Fernside or elsewhere in the city where they may also be much needed.

Sincerely,
Robin Lagorio
3101 Gibbons Dr.

From: Travis Morgan <travis.morgan.j@gmail.com>

Sent: Tuesday, October 21, 2025 10:41 AM

To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>

Cc: CITYCOUNCIL-List <CITYCOUNCIL-List@alamedaca.gov>

Subject: Supporting Fernside safety through traffic-calming measures and planned pilot (Item 6-B — Gibbons/High/Fernside)

Dear Transportation Commissioners,

As a resident of Fernside I am supportive of your efforts to increase safety in the neighborhood. I support city staff's revised recommendation for quick-build traffic calming measures in 2026, recognizing that it attempts to balance project goals with resident concerns regarding cut-through traffic.

My two core recommendations for optimizing safety and effectiveness are:

1. Commit to the Turn Prohibition Pilot: The project's central goal is improving intersection safety and operations. Therefore, the essential left-turn prohibition pilot at Gibbons/High/Fernside must be prioritized and placed back on a clear timeline. I recommend committing to **2028** as part of the paving plan, allowing for essential, low-commitment evaluation before permanent infrastructure is constructed in 2030+.

2. Implement Proactive, Upstream Management Now: I urge the Project Team to implement low-cost, proactive measures immediately—ideally in **2026**—to manage cut-through traffic before it enters the neighborhood. This includes:

- Installing signage (e.g., “Local Car Traffic Only”) at key entry points, such as Gibbons/Santa Clara.
- Working with navigation platforms (Google Maps, Waze) to de-prioritize Gibbons as a through route.
- Considering quick-build physical elements (bulb-outs or medians) at Gibbons/Santa Clara to narrow the north side.

Delaying necessary permanent improvements is not only a continued safety risk but also significantly increases costs over time, potentially impacting other needed city projects. Prioritizing the scheduled pilot and immediate upstream management will maximize the effectiveness of this project.

Thank you for all of your hard work keeping Alameda safe!

Travis Morgan

From: Anna Williams <bananaflambe@gmail.com>

Sent: Tuesday, October 21, 2025 12:09 PM

To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>

Subject: Support Agenda Item 6B – Neighborhood Traffic Calming and Keep Gibbons Open

Dear Transportation Commission Members,

As an Alameda resident, I support the neighborhood traffic calming measures proposed in Agenda Item 6B – Phase 1. Efforts to reduce speeding in our city are appreciated and long overdue. Speed humps (or preferably speed cushions), roundabouts, and high-visibility crosswalks are thoughtful, balanced interventions that enhance safety without cutting off essential routes. I also support the proposed paint-and-post bulb-out at the southwest corner of the Fernside/High/Gibbons intersection.

However, I strongly urge you to reject Phase 2c, the proposed “Test Turn Restrictions at Gibbons,” which would block the left turn from Gibbons Drive to the High Street Bridge for six months. The City’s own data do not support the claim that this intersection is unsafe enough to warrant such a disruptive change. Worse, modeling from the City’s consultant shows that this closure would reroute hundreds of cars daily onto smaller, less-equipped residential streets, increasing danger for pedestrians, cyclists, and drivers alike. Blocking off the only controlled exit from our neighborhood toward the High Street Bridge, forcing cars to make *unprotected* turns onto High and Fernside is dangerous and a bad idea. A bad idea does not become a good one just because it’s called a “pilot.”

Furthermore, I have concerns about the "temporary" nature of a Gibbons closure pilot. Alameda’s “Slow Streets” were also introduced in 2020 as a temporary program, yet years later, most of those barricades remain. This closure seems unlikely to be temporary, and we should learn from that experience.

Finally, I want to raise concerns about the 2022 reclassification of Gibbons Drive as a local neighborhood street. This was a controversial decision made with little public input and no broad neighborhood outreach, driven, in part, by City officials who live on the 3100 block. That reclassification is now being used to justify a closure that would impact the entire neighborhood. Regardless of its current designation, Gibbons continues to function as a critical connector and attempts to turn it into a greenway are misguided.

Please proceed with the Phase 1 traffic calming measures, which will meaningfully improve neighborhood safety. Let those improvements take effect and be evaluated before considering even a “temporary” closure that disrupts access and displaces traffic into areas ill-equipped to handle it.

Sincerely,

Anna Williams

3125 Bayo Vista Ave

From: Gordon Williams <flashfoot@gmail.com>

Sent: Tuesday, October 21, 2025 12:08 PM

To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>

Subject: Agenda Item 6B – Neighborhood Traffic Calming and Keep Gibbons Open

Dear Transportation Commission Members,

As an Alameda resident, I support the neighborhood traffic calming measures proposed in Agenda Item 6B – Phase 1. Efforts to reduce speeding in our city are appreciated and long overdue. Speed humps (or preferably speed cushions), roundabouts, and high-visibility crosswalks are thoughtful, balanced interventions that enhance safety without cutting off essential routes. I also support the proposed paint-and-post bulb-out at the southwest corner of the Fernside/High/Gibbons intersection.

However, I strongly urge you to reject Phase 2c, the proposed “Test Turn Restrictions at Gibbons,” which would block the left turn from Gibbons Drive to the High Street Bridge for six months. The City’s own data do not support the claim that this intersection is unsafe enough to warrant such a disruptive change. Worse, modeling from the City’s consultant shows that this closure would reroute hundreds of cars daily onto smaller, less-equipped residential streets, increasing danger for pedestrians, cyclists, and drivers alike. Blocking off the only controlled exit from our neighborhood toward the High Street Bridge, forcing cars to make *unprotected* turns onto High and Fernside is dangerous and a bad idea. A bad idea does not become a good one just because it’s called a “pilot.”

In addition, over 300 Alameda residents have signed a petition opposing the proposed Gibbons closure, demonstrating broad and vocal community support for maintaining access. This petition includes neighbors from across the Fernside and East End neighborhoods, including many who live directly on or near Gibbons Drive. The volume and diversity of signers make clear that opposition to this closure is not isolated but represents a wide swath of the community. Ignoring this input would undermine public trust and community-driven planning.

Furthermore, I have concerns about the "temporary" nature of a Gibbons closure pilot. Alameda’s “Slow Streets” were also introduced in 2020 as a temporary program, yet years later, most of those barricades remain. This closure seems unlikely to be temporary, and we should learn from that experience.

Finally, I want to raise concerns about the 2022 reclassification of Gibbons Drive as a local neighborhood street. This was a controversial decision made with little public input and no broad neighborhood outreach, driven, in part, by City officials who live on the 3100 block. That reclassification is now being used to justify a closure that would impact the entire neighborhood. Regardless of its current designation, Gibbons continues to function as a critical connector and attempts to turn it into a greenway are misguided.

Please proceed with the Phase 1 traffic calming measures, which will meaningfully improve neighborhood safety. Let those improvements take effect and be evaluated before considering even a “temporary” closure that disrupts access and displaces traffic into areas ill-equipped to handle it.

Sincerely,

Gordon Williams

Fernside Neighborhood Resident

From: Janine DeFao Hayward <janinedhayward@gmail.com>

Sent: Tuesday, October 21, 2025 12:56 PM

To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>

Subject: Support for Agenda Item 6B – Neighborhood Traffic Calming and Keep Gibbons Open

Dear Transportation Commission members,

As a homeowner and resident of the Fernside neighborhood for two decades, I support the neighborhood traffic calming measures proposed in Agenda Item 6B – Phase 1.

These plans address longtime issues with speeding traffic and poorly designed intersections in the neighborhood that are dangerous for pedestrians and motorists alike. I also support the proposed paint-and-post bulb-out at the southwest corner of the Fernside/High/Gibbons intersection as a means of making that intersection safer.

However, I oppose any plans to close Gibbons to a left-hand turn toward the High Street Bridge, even on a temporary or pilot basis (Phase 2c). Please give the other proposed traffic calming measures a chance before even considering this pilot.

Eliminating the left-hand turn off Gibbons will divert large amounts of traffic to much narrower surrounding streets, as verified by the city's traffic study. These streets are not equipped to handle hundreds more cars, and it is difficult to turn onto High Street and Fernside without a light in order to reach the bridge. Within the neighborhood, cars already must routinely pull over to let oncoming traffic pass because there is so little room when cars are parked on the streets. Gibbons is a much wider thoroughfare, regardless of how the city has chosen to classify it.

Any closure of Gibbons will have unintended consequences and will create more problems than it solves.

Thank you for your efforts to make the streets of our neighborhood and city safer.

Sincerely,

Janine Hayward
1705 Cornell Drive

From: Aileen <mrs.aileendubois@gmail.com>

Sent: Wednesday, October 22, 2025 12:50 AM

To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>

Subject: Strongly urge to reject Phase 2c, the proposed "Test Turn Restrictions at Gibbons"

Good evening, Commissioners.

My name is Aileen Dubois, and I'm a longtime Alameda resident. I appreciate the City's efforts to make our neighborhoods safer — this work is important and overdue.

I strongly support Phase 1, especially speed cushions, crosswalks and the paint-and-post bulb-out at Fernside, High, and Gibbons. These are smart, proven ways to reduce speeding without blocking access.

However, I urge you to use speed cushions instead of roundabouts. Roundabouts remove much-needed parking and makes it difficult for emergency vehicles to maneuver around quickly. Speed cushions are safer, simpler, and more practical for neighborhood streets.

I also strongly oppose Phase 2c, the proposed Gibbons turn restriction. The City's own data don't justify it, and it would divert traffic onto smaller, less-equipped streets — making them more dangerous, not less.

Finally, I want to ask: why was Gibbons Drive — a long-established connector street — reclassified as a local street in 2009 with so little communication or public input? That change is now being used to justify this closure, and the community deserves an explanation.

Please move forward only with the Phase 1 improvements — speed cushions, crosswalks, and bulb-outs — and reject the Gibbons closure. These measures will truly make our neighborhood safer.

Thank you,

Aileen Dubois, Southwood resident

From: Alan Chi <alan.chi@gmail.com>

Sent: Wednesday, October 22, 2025 9:02 AM

To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>

Cc: Alan Chi <alan.chi@gmail.com>

Subject: Feedback on Phased Traffic Calming Plan: Support for Phase 1 (with Revisions) & Strong Opposition to Gibbons Turn Restrictions

Dear Transportation Committee Member,

Thank you for your ongoing community engagement and for revising the Fernside neighborhood traffic calming plan to a phased approach.

As a resident of the 3100 block of Bayo Vista Avenue, I offer my strong support for the proposed Phase 1 (2026-2027): Quick-Build Traffic Calming and Intersection measures, but with the following crucial revisions:

Phase 1 Revisions (2026-2027)

1. Roundabout Design Review: I urge the committee to perform further study on the design of the proposed roundabouts (or propose alternative intersection treatments). The current designs must be carefully engineered to prevent limiting the ingress and egress of surrounding homeowners and their direct driveway access, and to avoid unnecessarily removing or reducing on-street parking while still achieving the safety goal at Bayo/Fairview/Southwood and Northwood/Gibbons/Southwood.
2. Added Stop Sign: I propose adding a four-way stop sign at the intersection of Cornell and Gibbons to address current safety concerns there.
3. Speed Control Preference: Please consider using speed cushions (like those on Bayview Drive) instead of standard speed humps on the proposed residential streets, as cushions are generally more fire-truck friendly and minimize noise for adjacent homes.

Opposition to Phase 2 - Item C (Gibbons Test Turn Restriction)

I strongly oppose the proposed Phase 2 item C: Test Turn Restrictions at Gibbons for two primary reasons:

1. Safety and Traffic Diversion Risk: The pilot would dangerously increase traffic and decrease safety on adjacent, narrow residential streets (including Bayo Vista, Fairview, Thompson, Cornell, and Yale). These streets are not designed as two-lane roads; I frequently witness vehicles stopping or pulling over to allow oncoming traffic to pass. Diverting traffic here puts children and pedestrians at significantly increased risk.
2. Risk of Permanent Inaction: There is a significant concern that the temporary pilot will become permanent due to delays or inaction. We have precedent in Alameda

for temporary "slow-streets" remaining in effect long after the original Covid crisis has passed.

Alternative Use of Pilot Funds

A more beneficial use of the funds allocated for the Turn Restriction Pilot would be to conduct a study that results in a holistic design to reduce overall traffic on all Fernside local streets. This approach should actively divert and encourage commuter traffic to use the designated Island Arterials (Fernside, High, Park, Encinal) and Island Connector (Central), which are designed to support higher traffic volumes.

In summary, please:

1. Proceed with Phase 1 (incorporating the revisions above).
2. Eliminate the Gibbons Test Turn Restriction from Phase 2, prioritizing a study for area-wide traffic diversion instead.

Sincerely,
Alan Chi
Resident, 3100 Block of Bayo Vista Avenue

From: Alex Cheung <alexytcheung@gmail.com>

Sent: Wednesday, October 22, 2025 12:06 PM

To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>; alexytcheung@gmail.com

Subject: Regarding Gibbons/High/Fernside Traffic Calming project...

I lived on Gibbons Drive for 25+ years; I recall previous discussions on adding a round-about. Which was voted down, and I believe there were more reasons back then with people doing donuts. I actually think things have gotten better since.

Has there been a study on how the roundabout will affect traffic? I don't think we should fast track this project without doing a thorough study of its effect.

Personally, I don't like the idea of the round-about. It's ugly and confusing, I've seen it in other neighborhoods. The Gibbons Drive tree line is a neighborhood treasure, an ugly round-about will ruin our view and drag down the property value.

I think it will be an issue for traffic going into a round-about that are merging from almost the same direction (ie: northwood, gibbons, southwood). Most round-about work when streets are criss-crossed on 90% angles.

I also think the round-about will create narrower lanes where a right turn from gibbons to northwood will cause close calls.

Please do not fast track this project.

- alex

-----Original Message-----

From: Amanda Nummi <amandanummi@gmail.com>

Sent: Wednesday, October 22, 2025 11:06 AM

To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>

Subject: Please stop Phase 2C

Hello,

Thank you for reading my message. I urge you as our committee to please reject Phase 2C, that blocks Gibbons onto the High St Bridge. We need our committee to help us fight for what is right it for our community!

This is unnecessary and inappropriate with all of the other implementations that are currently underway.

Why are we rushing this project? Is there alternative motives besides traffic that are trying to push this agenda item through?

I do not understand why we are causing unnecessary strain on our residents in the residing streets, while we are already going to approve speed bumps and signs on Gibbons to slow traffic down.

Thank you for listening,

Amanda Nummi, resident of Alameda on Bayo Vista Avenue Sent from my iPhone

From: Jason & Caroline Fang <jasoncaroline2018@gmail.com>

Sent: Tuesday, October 21, 2025 8:56 PM

To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>

Subject: Support Agenda Item 6B on 10/22– Neighborhood Traffic Calming + Keep Gibbons Open

Dear Transportation Commission Members,

As a resident of the Fernside neighborhood in Alameda, I support the neighborhood traffic calming measures proposed in Agenda Item 6B – Phase 1 at your 10/22 meeting. I am an avid cyclist, a mother of two young children, and an ex-urban designer (with a degree in urban planning from UC Berkeley), and so I'm definitely pro-traffic calming and more walkable/bikeable streets.

With that said, I strongly urge you to reject Phase 2c, the proposed “Test Turn Restrictions at Gibbons,” which would block the left turn from Gibbons Drive to the High Street Bridge for six months. Doves of Alameda residents have turned out to oppose the closing of this left turn, so it seems odd that this pilot is still being pushed through at this stage, rather than the deferring the decision on whether or not to pilot until 2030 (after the City has fully completed and studied the impacts of the Phase 1 traffic calming measures).

Finally, I want to raise concerns about the 2022 reclassification of Gibbons Drive as a local neighborhood street. It doesn't seem like there was enough due diligence and public outreach about this major decision, especially to the neighboring community-- literally no one we know in the neighborhood remembers hearing about this. That one reclassification is now being used to justify a closure that would impact the entire neighborhood and make many more streets around it unsafe. I'd like to urge the Commission to reconsider this classification-- it seems simply unrealistic given that Gibbons was designed to take on more traffic-- being a diagonal, longer, and wider street-- while the streets surrounding it were not designed in this way.

In summary, please consider letting the Phase 1 improvements take effect and be evaluated before considering even a “temporary” closure that disrupts access and displaces traffic into areas ill-equipped to handle it. And please consider re-designating Gibbons as a connector street so that the safety of the entire community is considered, not just the safety of Gibbons or the Gibbons/High intersection.

Thank you,
Caroline Teng
Cornell Drive Resident, Alameda

From: Cindy Mills <cindyomills@gmail.com>

Sent: Tuesday, October 21, 2025 8:12 PM

To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>

Subject: Gibbons Drive Agenda Item

I am a long-time Alameda resident in the Gibbons Dr. neighborhood, and I strongly support traffic calming measures on Gibbons Street. These efforts to reduce traffic speeds and improve neighborhood safety are greatly appreciated. I encourage the City to work closely with residents in areas where traffic circles are proposed to ensure that their design and placement do not compromise safety, parking access, or property values. I also support the proposed paint-and-post bulb-out at the southwest corner of the Fernside/High/Gibbons intersection.

However, I urge you to **reject** the “Test Turn Restrictions at Gibbons” proposal. Gibbons is a vital and protected exit for residents of our neighborhood and for others traveling off the island. This intersection does not present a significant safety concern that would justify closing it to bridge-bound traffic — even temporarily.

Even a short-term “pilot” closure would have serious impacts on neighboring streets that are narrower and not designed for commuter use. For example, the 1800 block of Cornell cannot safely accommodate two-way traffic. Many residents park on the street both day and night, creating conditions where drivers must pull over to let others pass. Despite the consultant's assumptions that the traffic will move in one way, daily observations show vehicles traveling in both directions — including residents going to work in the opposite direction, delivery drivers, and families heading to school. If Cornell and other nearby streets were intended to serve as primary exit routes, they would have been designed accordingly.

I also remain concerned about the reclassification of Gibbons Drive from a connector street to a local neighborhood street. I understand this was directed by the City Council as part of the General Plan update. Having lived in this neighborhood since 1998, I do not recall receiving notice or opportunities for public input on such a significant change. This reclassification affects many surrounding streets, and I believe residents may not have been not fully informed of its long-term implications.

I respectfully urge you to move forward with the approved traffic calming improvements and evaluate their effects before considering any form of turn restriction or closure — even on a temporary basis.

Thank you for your continued attention to improving traffic safety in our community.

Sincerely,
Cindy Mills, 1819 Cornell Dr., Alameda

From: Diane Walsh <dianewalshrn@yahoo.com>
Sent: Wednesday, October 22, 2025 10:47 AM
To: Transportation <transportation@alamedaca.gov>
Subject: Gibbons Fernside High St

Sent from my iPhone I am a long-time Alameda resident in the Gibbons Dr. neighborhood, and I strongly support traffic calming measures on Gibbons Street. These efforts to reduce traffic speeds and improve neighborhood safety are greatly appreciated. I encourage the City to work closely with residents in areas where traffic circles are proposed to ensure that their design and placement do not compromise safety, parking access, or property values. I also support the proposed paint-and-post bulb-out at the southwest corner of the Fernside/High/Gibbons intersection.

However, I urge you to **reject** the “Test Turn Restrictions at Gibbons” proposal. Gibbons is a vital and protected exit for residents of our neighborhood and for others traveling off the island. This intersection does not present a significant safety concern that would justify closing it to bridge-bound traffic — even temporarily.

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I also remain concerned about the reclassification of Gibbons Drive from a connector street to a local neighborhood street. I understand this was directed by the City Council as part of the General Plan update. Having lived in this neighborhood since 1998, I do not recall receiving notice or opportunities for public input on such a significant change. This reclassification affects many surrounding streets, and I believe residents may not have been not fully informed of its long-term implications.

I respectfully urge you to move forward with the approved traffic calming improvements and evaluate their effects before considering any form of turn restriction or closure — even on a temporary basis.

Thank you for your continued attention to improving traffic safety in our community.

Sincerely,

Cindy Mills, 1819 Cornell Dr., Alameda

I wholeheartedly agree with the opinions expressed by my neighbor Cindy Mills.
Diane Walsh
3131 Marina Dr

From: Elliott Blake <eeblake@gmail.com>

Sent: Wednesday, October 22, 2025 9:54 AM

To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>

Subject: Fernside Resident: Voicing Opposition to Southwood/Fairview Roundabout

Hello,

I'm a resident of the Fernside neighborhood, and I would like to voice my opposition to the proposed roundabout on Southwood and Fairview. This roundabout would directly obstruct my driveway, as well as eliminate parking in front of my house. Other neighbors would be similarly impacted. This has a direct negative impact on our safety, quality of life, and home values.

This roundabout would make the intersection more difficult to navigate, particularly for bikes, as cars swerve around the roundabout; and it would remove the buffer of parked cars that stand in between driving cars and our children on sidewalks and driveways. This is a poor location for a roundabout, negatively impacting the quality of life of residents, and imposing more safety risks than it reduces.

These issues would be compounded further if traffic from Gibbons is diverted to side streets, which is another proposal myself and my neighbors strongly oppose.

I appreciate the city's commitment to safe streets and responsiveness to feedback from the community that will be impacted by changes. I've been attending City Council meetings and workshops regarding these projects, and I'm happy to partner with the City and community to improve safety and livability in our town.

Best regards,
Elliott Blake

From: Glenn and Sue Yajko <yajkofamily@sbcglobal.net>

Sent: Wednesday, October 22, 2025 8:15 AM

To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>

Subject: Support Agenda Item 6B – Neighborhood Traffic Calming and Keep Gibbons Open

Dear Transportation Commission Members,

As longtime Alameda residents, we want to express our strong support for the neighborhood traffic calming measures proposed in Agenda Item 6B – Phase 1. Efforts to slow down traffic in our city are not only welcome but long overdue. The addition of speed humps (or ideally, speed cushions), roundabouts, and high-visibility crosswalks strikes a great balance, these are practical, proven ways to make our streets safer without cutting off important routes. We also appreciate the plan for a paint-and-post bulb-out at the southwest corner of the Fernside/High/Gibbons intersection.

Where we do have serious concerns is with Phase 2c, the “Test Turn Restrictions at Gibbons.” Closing the left turn from Gibbons Drive to the High Street Bridge for six months would likely create more problems than it solves. The City’s own data doesn’t show this intersection to be unsafe, and modeling suggests closure would divert hundreds of cars each day onto smaller neighborhood streets that aren’t designed to handle that kind of volume. That’s not safer for anyone, not for kids walking to school, cyclists, or drivers. Taking away the only controlled exit toward the bridge would also push drivers into making riskier, unprotected turns onto High or Fernside. Simply calling it a “pilot” doesn’t make it any less disruptive or dangerous.

We’re also mindful of how “temporary” measures often become permanent. The Slow Streets program, for example, began as a short-term response in 2020, yet many of those barricades are still up years later. We’d hate to see a similar situation unfold here. Another concern is the reclassification of Gibbons Drive as a local street in 2022. That decision was made with very limited public input or neighborhood outreach and now seems to be used as justification for changes that affect the entire community. Regardless of the label, Gibbons continues to serve as an important connector, and efforts to turn it into a greenway feel misplaced.

It also seems that part of the motivation behind closing Gibbons is to accommodate a new dedicated bicycle signal at High and Fernside. We’d ask that the city clarify how this light will function, for example, will it trigger even when no cyclists are present? Rather than shutting down a key access point, a better approach would be to keep Gibbons open in both directions while implementing these new safety measures, then conduct a traffic study afterward to evaluate the real impact. That’s how we can make informed, data-driven decisions in the name of safety.

We truly appreciate the City’s continued commitment to improving neighborhood safety and mobility. Phase 1 is a meaningful step forward, one that should be given time to take effect and be evaluated before considering a closure that would restrict access and push traffic into nearby residential streets.

Sincerely,

Glenn & Sue Yajko

3117 Bayo Vista Ave

From: Jake Olsen <jake@jakeolsen.com>
Sent: Tuesday, October 21, 2025 8:41 PM
To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>
Subject: Agenda Item 6B

Dear Transportation Commission Members,

As an Alameda resident, I strongly support the Phase 1 neighborhood traffic calming measures in Agenda Item 6B. Speed cushions, roundabouts, and high-visibility crosswalks are logical tools to slow traffic and improve safety without cutting off essential routes. The intersections in the neighborhood far more dangerous for pedestrians than the Fernside-Gibbons-High intersection which lack signals, signs and crosswalks, yet are leveraged by hundreds of school children each week.

I'm relieved the City is finally taking up these overdue safety improvements instead of forcing through a disruptive closure that was largely unpopular, and barely had majority support from even residents on the block, some of whom are City officials. The whole process gives the appearance of impropriety.

I also urge you to reject Phase 2c, the "Test Turn Restrictions at Gibbons." Blocking the left turn from Gibbons Drive to the High Street Bridge would reroute hundreds of cars through smaller residential streets and create new safety issues. The City's own data don't justify this closure: Traffic on Gibbons is well within guidelines for a local street (more on that later), and the Parametrix modeling confirms it would make nearby areas less safe, not more by significantly increasing traffic on uncontrolled intersections. A bad idea doesn't become a good one just because it's labeled a "pilot."

As we have now all learned, the 2022 reclassification of Gibbons as a "local" street, done with limited public input (I live 2 houses away from Gibbons and received no notice) and driven in part by residents on the street, should not be used to justify cutting off a critical connector for the broader neighborhood. Anyone looking at a map can see Gibbons is a natural and obvious connector to enter and exit the island, and anyone with a tape measure will find it is 30-50% wider than local streets - allowing both parking and two cars to pass safely. I strongly reject the notion that pushing traffic onto narrower streets is going to somehow improve safety. We have had our car side-swiped multiple times by people trying to pass each other - and that is with the relatively small amount of traffic on the street.

If anyone was truly concerned about overall neighborhood safety, not just what is happening in their own front yard, they would be proposing traffic calming measures for cars speeding over the High St. bridge into Alameda. You don't need a traffic study to know this is where the safety risks are happening. It is extremely frustrating that our local city

officials that live next to High St. are prioritizing their own street over addressing this much more significant problem.

Please only approve Phase 1 and let those measures prove their value before recommending additional closures (temporary or otherwise) that would limit access or shift traffic onto less-suited streets. The rest can wait. We don't need to preordain the future - too much of that has already happened.

Thank you for your consideration.

Jake Olsen

Bayo Vista Ave., Alameda

From: Jeffrey Britton <brittonjeffreyt@gmail.com>

Sent: Wednesday, October 22, 2025 6:00 AM

To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>

Subject: Support Agenda Item 6B – Neighborhood Traffic Calming and Keep Gibbons Open

Dear Transportation Commission Members,

As a 53 year Bayo Vista Ave resident, I support the neighborhood traffic calming measures proposed in Agenda Item 6B – Phase 1. Efforts to reduce speeding in our city are appreciated and long overdue. Speed humps (or preferably speed cushions), roundabouts, and high-visibility crosswalks are thoughtful, balanced interventions that enhance safety without cutting off essential routes. I also support the proposed paint-and-post bulb-out at the southwest corner of the Fernside/High/Gibbons intersection.

However, I strongly urge you to reject Phase 2c, the proposed “Test Turn Restrictions at Gibbons,” which would block the left turn from Gibbons Drive to the High Street Bridge for six months. The City’s own data do not support the claim that this intersection is unsafe enough to warrant such a disruptive change. Worse, modeling from the City’s consultant shows that this closure would reroute hundreds of cars daily onto smaller, less-equipped residential streets, increasing danger for pedestrians, cyclists, and drivers alike. Blocking off the only controlled exit from our neighborhood toward the High Street Bridge, forcing cars to make unprotected turns onto High and Fernside is dangerous and a bad idea. A bad idea does not become a good one just because it’s called a “pilot.”

Furthermore, I have concerns about the "temporary" nature of a Gibbons closure pilot. Alameda’s “Slow Streets” were also introduced in 2020 as a temporary program, yet years later, most of those barricades remain. This closure seems unlikely to be temporary, and we should learn from that experience.

Finally, I want to raise concerns about the 2022 reclassification of Gibbons Drive as a local neighborhood street. This was a controversial decision made with little public input and no broad neighborhood outreach, driven, in part, by City officials who live on the 3100 block. That reclassification is now being used to justify a closure that would impact the entire neighborhood. Regardless of its current designation, Gibbons continues to function as a critical connector and attempts to turn it into a greenway are misguided.

Please proceed with the Phase 1 traffic calming measures, which will meaningfully improve neighborhood safety. Let those improvements take effect and be evaluated before considering even a “temporary” closure that disrupts access and displaces traffic into areas ill-equipped to handle it.

Sincerely

Jeff and Linda Britton

3105 Bayo Vista Ave

From: Kelly Becker <kellybecker1122@gmail.com>
Sent: Wednesday, October 22, 2025 10:34 AM
To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>
Subject: Item 6B 10/22/25 Transportation Meeting

Dear Members of the Alameda Transportation Board,

I am writing to express my concerns regarding the proposed installation of a traffic circle in front of my home located at 3004 Fairview Avenue. While I understand the intention behind introducing traffic circles is to improve traffic flow and safety, I believe that this particular implementation could have several negative consequences for our neighborhood.

Our streets are quite narrow, and the introduction of a traffic circle could exacerbate existing traffic issues rather than alleviate them. The proposed plan shows my driveway and my neighbor's driveway on the circle and a median right in front of my driveway. Not only is that unsafe for me, but other drivers as well. Also, I would not be able to back into my driveway, which I do now for safety reasons so I can see the traffic and pedestrians as I pull out. I would have a difficult time getting in and out of my driveway with a median in front of it. The street is not wide enough for what you are proposing.

It very much concerns me that things like traffic circles are being proposed and "fast tracked" without any surveying or studies of the area being done.

The limited width of the streets with medians added may force larger vehicles, such as emergency services or delivery trucks, to navigate the circle with difficulty, potentially leading to dangerous situations or delays in response times.

Next, the reduction in parking spaces would create further difficulties for families, guests, and service providers who rely on convenient access to our homes.

I am also opposed to the Test Turn Restrictions at Gibbons. The whole reason the city is fast tracking safety measures on our neighboring streets is to allow this closure. None of this would be necessary if some safety measures were to be made at Gibbons/High/Fernside.

We are all very well aware that city officials live on the 3100 block of Gibbons, the only block that would benefit from this closure. This has been something they've been trying to do for years. It's not right to change the flow of an entire neighborhood to appease one block. The Fernside project is being used as a guise to promote the closure and it's not okay. Why does anyone think that relocating all that

traffic from Gibbons to smaller streets, that don't connect as well, is a better solution, whether traffic calming measures are implemented or not. It makes no sense. The proposed Gibbons closure is not good for the Fernside neighborhood as a whole. Please find another solution at the intersection. Do not force traffic off of Gibbons.

In conclusion, while I appreciate the Transportation Board's efforts to enhance our community's safety, I urge you to reconsider the proposed traffic circle in front of my home. The potential loss of parking, the challenges posed by our narrow streets, and the risk of increased confusion and accidents are significant concerns that warrant further discussion and evaluation.

Thank you for your attention to this matter. I am hopeful that we can work together to find a solution that improves safety and accessibility for all residents without compromising the quality of life in our neighborhood.

Sincerely,
Kelly Becker
3004 Fairview Ave

From: Peter Huddleson <pchuddleson@gmail.com>

Sent: Tuesday, October 21, 2025 10:09 PM

To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>

Subject: Support Agenda Item 6B – Neighborhood Traffic Calming and Keep Gibbons Open

Dear Transportation Commission Members,

As an Alameda resident, I support the neighborhood traffic calming measures proposed in Agenda Item 6B – Phase 1. Efforts to reduce speeding in our city are appreciated and long overdue. Speed humps (or preferably speed cushions), roundabouts, and high-visibility crosswalks are thoughtful, balanced interventions that enhance safety without cutting off essential routes. I also support the proposed paint-and-post bulb-out at the southwest corner of the Fernside/High/Gibbons intersection.

However, I strongly urge you to reject Phase 2c, the proposed “Test Turn Restrictions at Gibbons,” which would block the left turn from Gibbons Drive to the High Street Bridge for six months. The City’s own data do not support the claim that this intersection is unsafe enough to warrant such a disruptive change. Worse, modeling from the City’s consultant shows that this closure would reroute hundreds of cars daily onto smaller, less-equipped residential streets, increasing danger for pedestrians, cyclists, and drivers alike. Blocking off the only controlled exit from our neighborhood toward the High Street Bridge, forcing cars to make unprotected turns onto High and Fernside is dangerous and a bad idea. A bad idea does not become a good one just because it’s called a “pilot.”

Furthermore, I have concerns about the "temporary" nature of a Gibbons closure pilot. Alameda’s “Slow Streets” were also introduced in 2020 as a temporary program, yet years later, most of those barricades remain. This closure seems unlikely to be temporary, and we should learn from that experience.

Finally, I want to raise concerns about the 2022 reclassification of Gibbons Drive as a local neighborhood street. This was a controversial decision made with little public input and no broad neighborhood outreach, driven, in part, by City officials who live on the 3100 block. That reclassification is now being used to justify a closure that would impact the entire neighborhood. Regardless of its current designation, Gibbons continues to function as a critical connector and attempts to turn it into a greenway are misguided.

Please proceed with the Phase 1 traffic calming measures, which will meaningfully improve neighborhood safety. Let those improvements take effect and be evaluated before considering even a “temporary” closure that disrupts access and displaces traffic into areas ill-equipped to handle it.

Sincerely,

Peter Huddleson
2841 Santa Clara Ave

pchuddleson@gmail.com

510-473-5953 (home)

510-846-5953 (mobile)

From: ANDY ALGIRE <raalgire@sbcglobal.net>
Sent: Wednesday, October 22, 2025 7:58 AM
To: Lisa Foster <lfoster@alamedaca.gov>
Subject: Proposed Roundabout near Gibbons and Lincoln

I wanted to send a brief email to express my concern about the proposal for a roundabout to be placed near Gibbons and Lincoln. I live at 2907 Gibbons and although speeding is an issue I have only seen one accident in the 11+ years we have lived there (a minor rear end accident). I do believe having speed bumps placed in the area would make sense, but the roundabout will create more congestion in that area, take away street parking in an area where many cars park and be an eye sore aesthetically on a historic street and neighborhood.

I know there have been numerous traffic management suggestions recently and in most cases neighbors who would be impacted by those changes are the ones that complain, but my recommendation is that we look at building speed bumps where it makes sense (like many other east bay neighborhoods have) and see if that solves or improves the issues before engaging in more aggressive and expensive approaches.

Thanks for reading this note and let me know if I can participate in any other parts of considering this proposal.

Richard Algire
2907 Gibbons Dr
Alameda, CA. 94501
415-238-0712

From: Serena Hom <serenahom@gmail.com>

Sent: Tuesday, October 21, 2025 9:49 PM

To: Transportation Commission <tc@alamedacagov.mail.onmicrosoft.com>

Subject: In Support of: Agenda Item 6B – Neighborhood Traffic Calming and Keeping Gibbons Open

Dear Transportation Commission Members,

As a long-term Alameda (specifically Fernside neighborhood) resident, I support the neighborhood traffic calming measures proposed in Agenda Item 6B – Phase 1. Efforts to reduce speeding in our city by **examining a neighborhood in totality/holistically** are appreciated and long overdue. Speed humps, roundabouts and high-visibility crosswalks are thoughtful, balanced interventions that enhance safety without cutting off essential routes. I also support the proposed paint-and-post bulb-out at the southwest corner of the Fernside/High/Gibbons intersection.

However, I strongly urge you to reject Phase 2c, the proposed “Test Turn Restrictions at Gibbons,” which would block the left turn from Gibbons Drive to the High Street Bridge for six months. The City’s data does not support the claim that this intersection is unsafe enough to warrant such a disruptive change. Worse, modeling from the City’s consultant shows that this closure would **reroute hundreds of cars (by as much as 3-4x) daily onto smaller, less-equipped residential streets, increasing danger** for pedestrians, cyclists, and drivers alike. Blocking off the only controlled exit from our neighborhood toward the High Street Bridge, forcing cars to make *unprotected* turns onto High and Fernside is dangerous and a bad idea. A bad idea does not become a good one just because it’s called a “pilot.”

Furthermore, I have concerns about the “temporary” nature of a Gibbons closure pilot. Alameda’s “Slow Streets” were also introduced in 2020 as a temporary program, yet years later, most of those barricades remain. This closure seems unlikely to be temporary, and we should learn from that experience.

Finally, I want to raise concerns about the 2022 reclassification of Gibbons Drive as a local neighborhood street. This was a controversial decision made with little public input and no broad neighborhood outreach, driven, in part, by City officials who live on the 3100 block. That reclassification is now being used to justify a closure that would impact the entire neighborhood. Regardless of its current designation, Gibbons continues to function as a critical connector and attempts to turn it into a greenway are misguided.

We bought our house in Bayo Vista in 2017 with the understanding that Gibbons (no matter how you classify it) IS a critical connector. We fully understood what living south of Gibbons would entail, given that Gibbons IS a critical connector. Using what feels like a clandestine reclassification of Gibbons as a “local neighborhood street” to justify the closure of the left turn lane onto High Street feels like an abuse of a definition to satisfy

a means to an end, benefitting select residents on Gibbons at the cost of everyone who lives on neighboring streets.

Please proceed with the Phase 1 traffic calming measures, which will meaningfully improve neighborhood safety. Let those improvements take effect and be evaluated before considering even a “temporary” closure that disrupts access and displaces traffic into areas ill-equipped to handle it.

Sincerely,

Serena Hom

3121 Bayo Vista