March 18, 2025

Fernside Boulevard Traffic Calming & Bikeways Project

Presentation to City Council

Parametrix | Parisi TRANSPORTATION CONSULTING

Presentation

1. About the Project
2. Near-Term Design Concept Recommendation
3. Long-Term Design Concept Recommendation
4. Fernside Blvd/High St/Gibbons Dr Intersection
5. Next Steps

About the Project

1.3 Mile Corridor Project

Project subsets:
Design concept for full corridor
Near-term upgrade with resurfacing west of High St

Project Phases

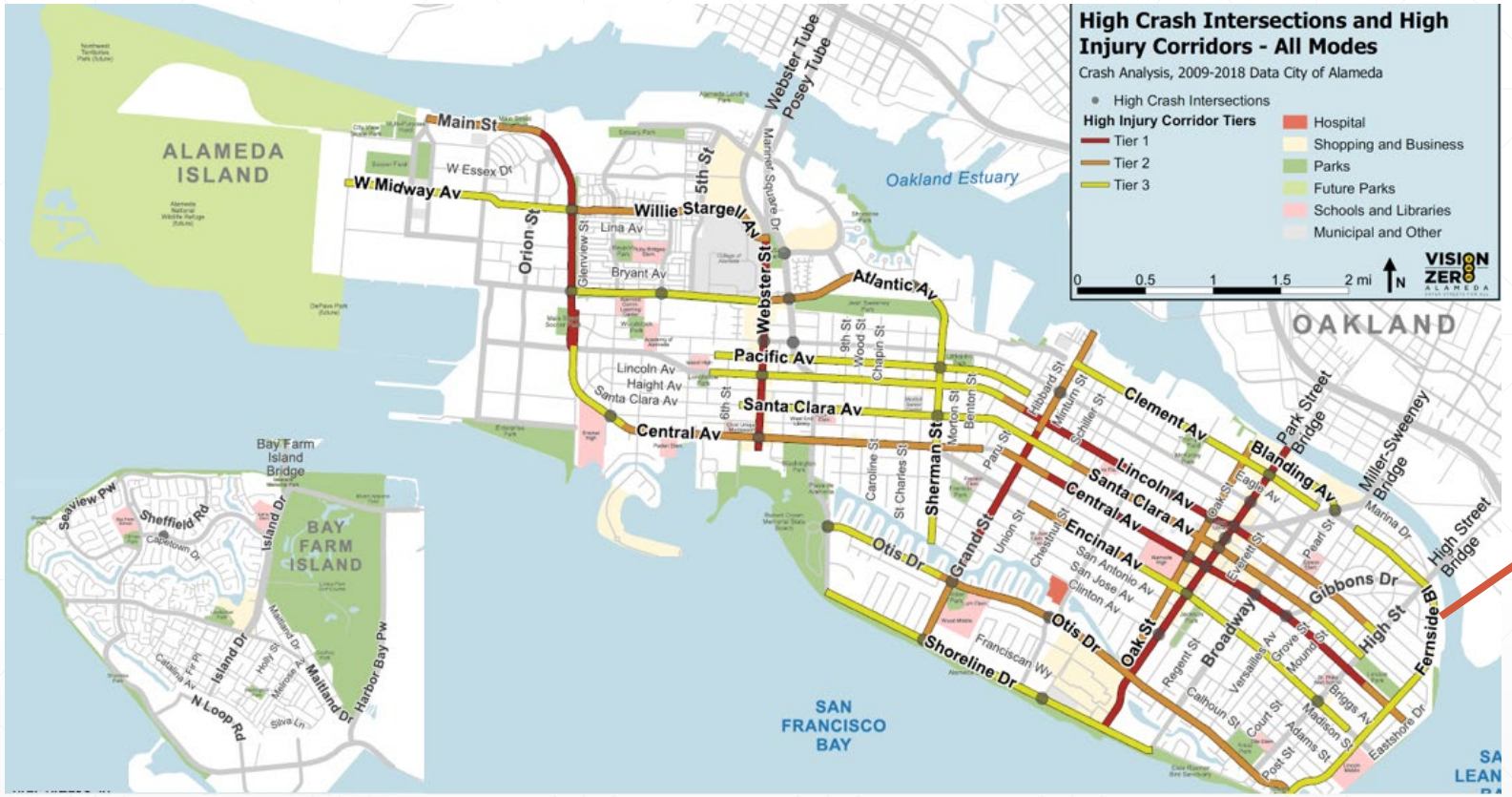
1. **Public outreach for existing conditions & initial input:** November 2023-January 2024
2. **Public outreach for draft concept alternatives:** May-June 2024
3. **Public hearings for final design concept:** November 2024-March 2025
4. **Resurfacing and restriping on Fernside Blvd west of High St:** 2026
5. **Construct full corridor project:** 2030 goal – timing depends on finding funding

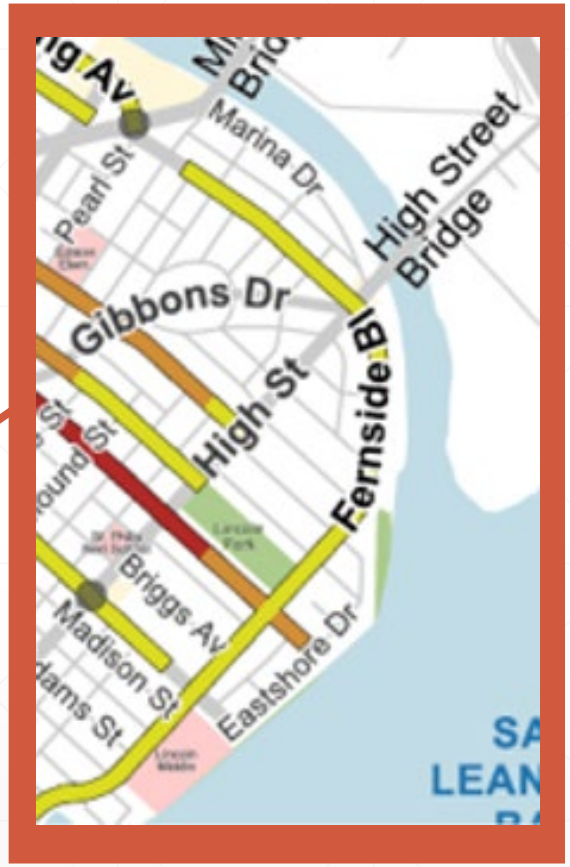
Why the Fernside Project?

Project goal: reduce traffic speeds and improve safety and mobility for all

- Coordinate with pavement resurfacing
- Implement plans and policies:
  - Vision Zero Action Plan
  - Active Transportation Plan
  - City Council Strategic Plan
  - San Francisco Bay Trail *(regional)*

Fernside is a Tier 3 High Injury Corridor, All Modes

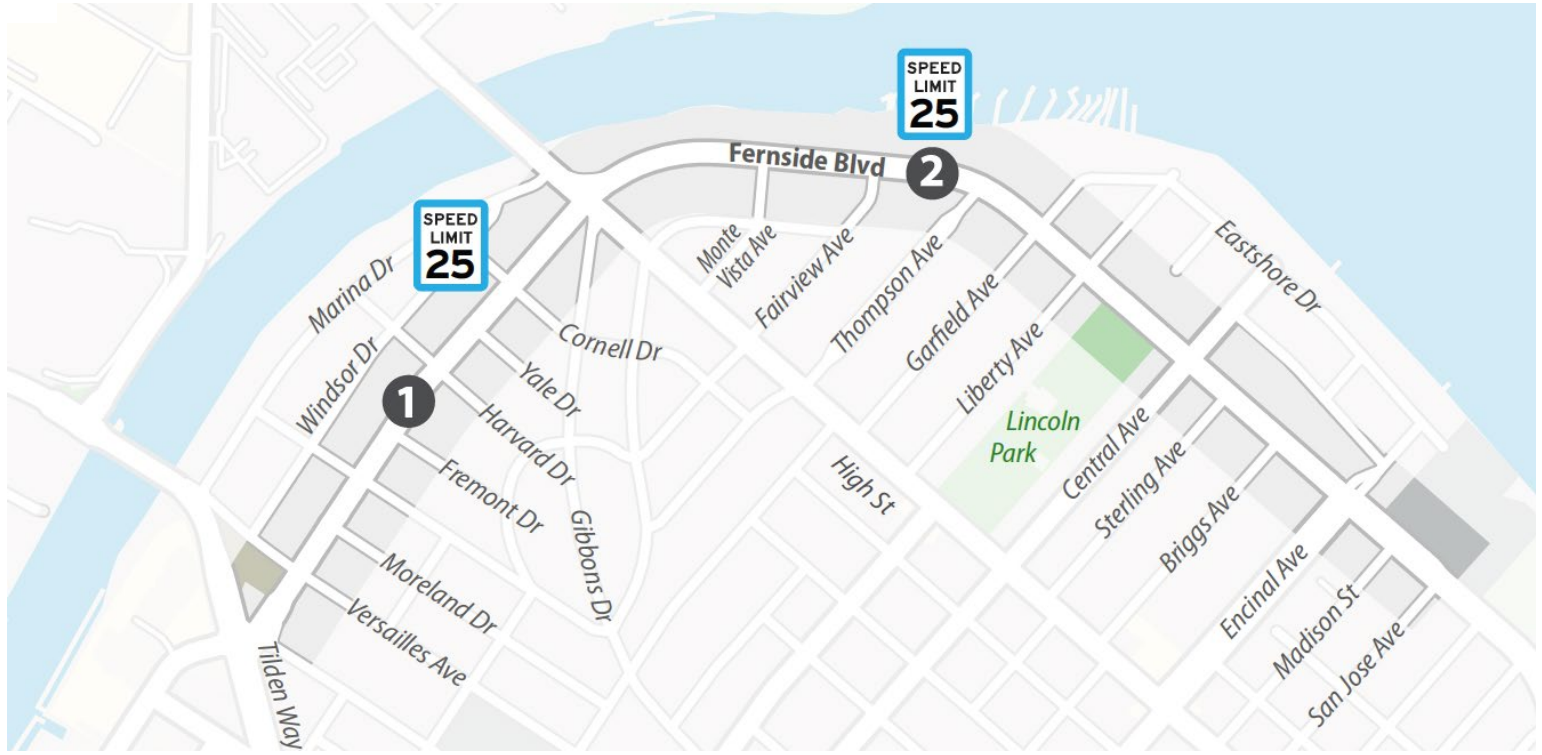




Existing Speed Limit is 25 mph, but Actual Vehicle Speeds are Higher

Average Speed: 30 mph
85th Percentile Speed: 35 mph
Highest speed recorded: 46 mph

1



Average Speed: 31 mph
85th Percentile Speed: 35 mph
Highest speed recorded: 44 mph

2

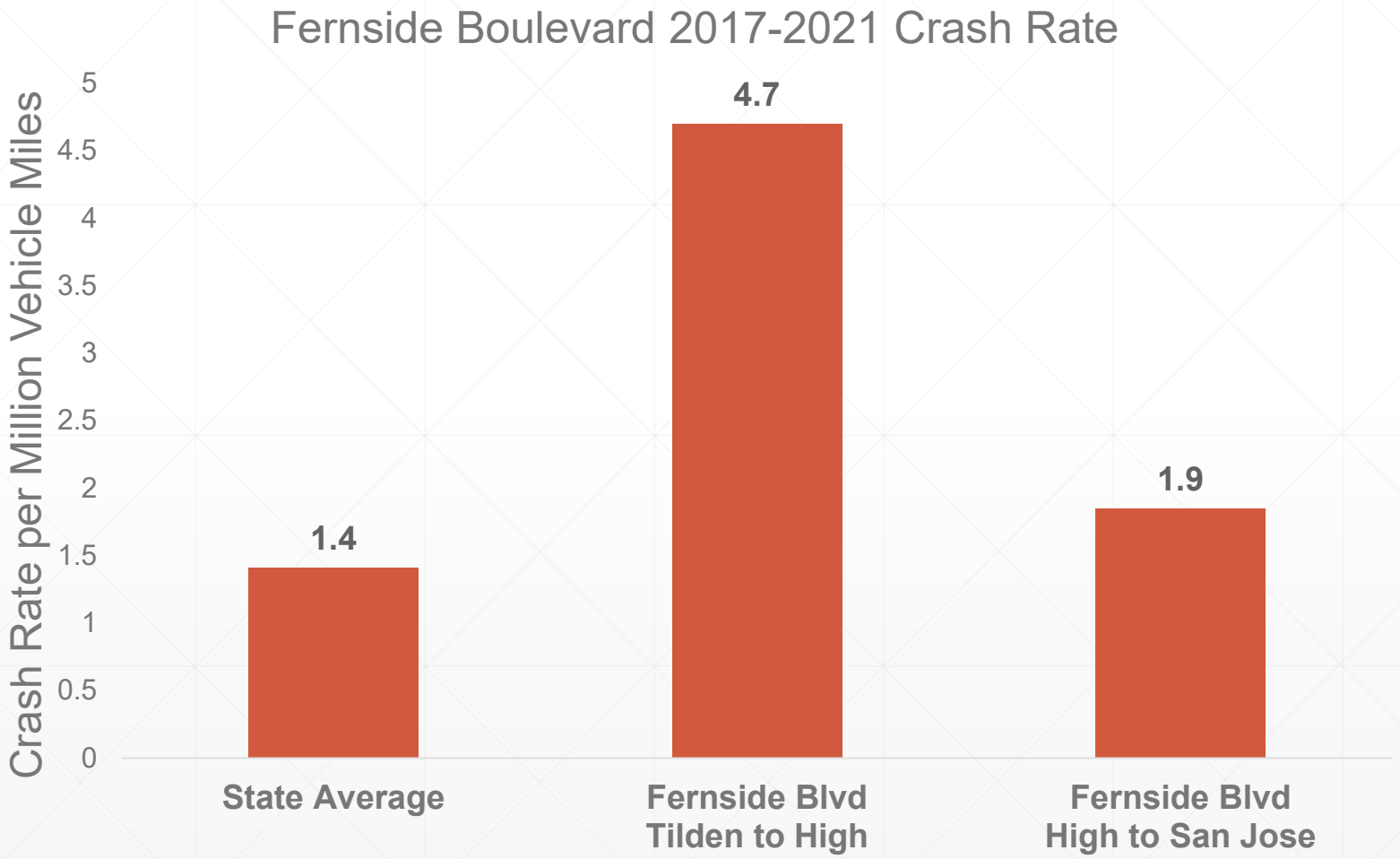
Speed survey conducted on 10/24/2023

High Crash Rate throughout the Corridor

64

crashes from 2017-2021

(including non-injury crashes)



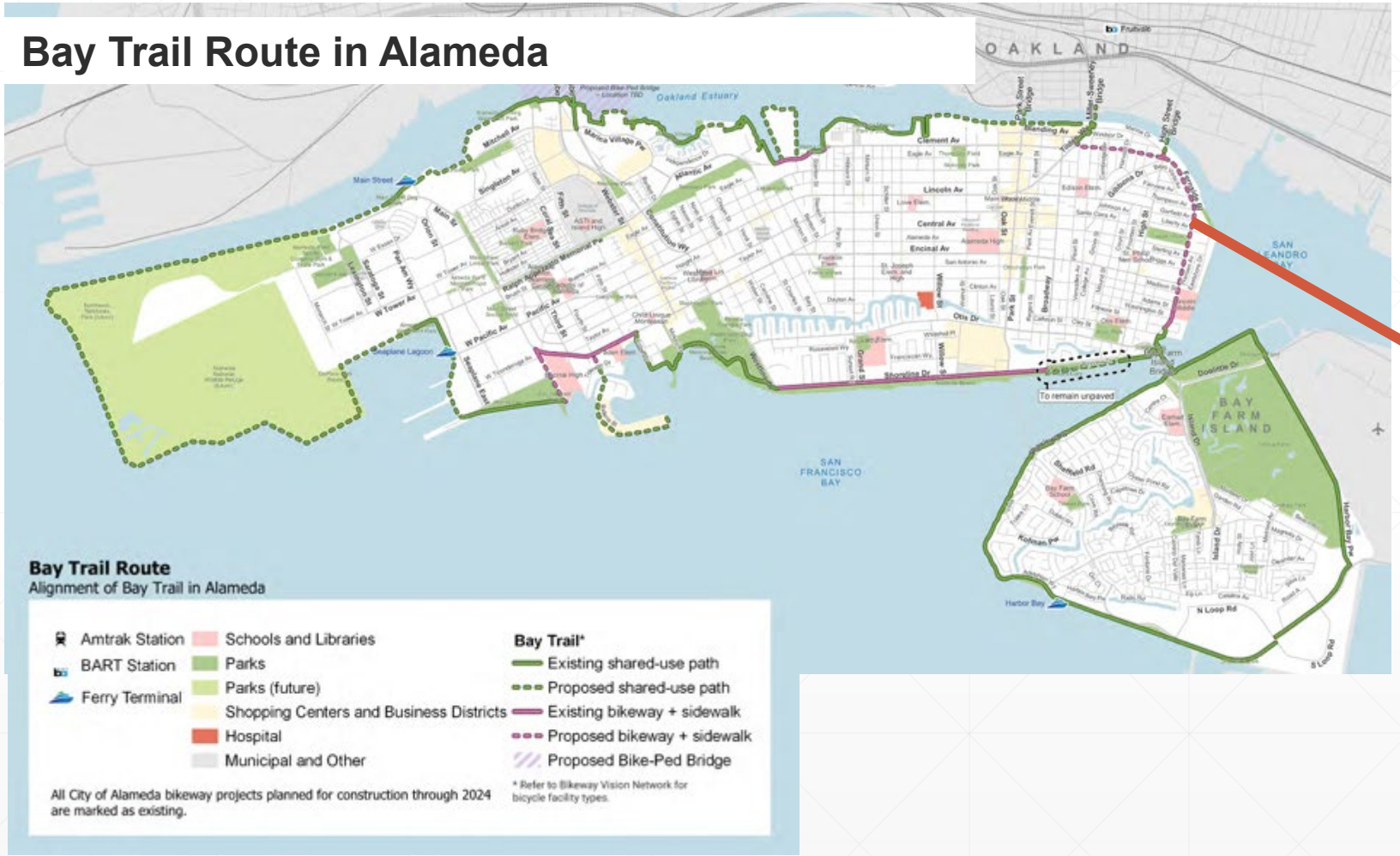
Active Transportation Plan: Low-Stress Bikeway + Ped Improvements

2030 Low-Stress Backbone Bikeway Network

- Adopted plan shows Fernside with a separated bike lane
- Key to the 2030 Low-Stress Backbone Network for all ages and abilities
- Part of regional San Francisco Bay Trail

San Francisco Bay Trail

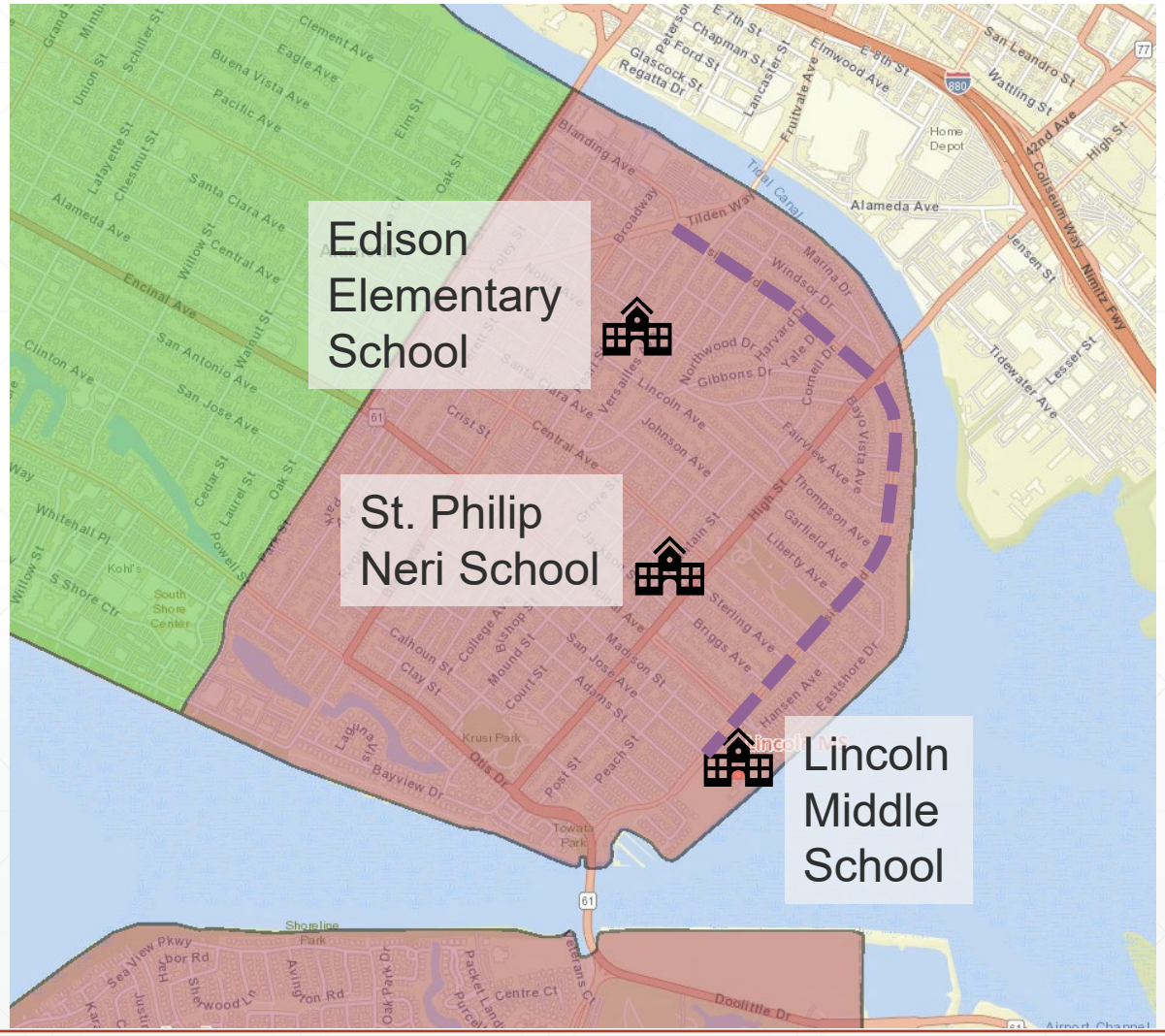
Bay Trail Route in Alameda



Fernside is a Key School Access Route

Approximately 30-40 pedestrians cross Fernside near Edison Elementary before and after school

Before and after school, bicycles comprise 10-15% of all traffic on Fernside near Lincoln Middle School



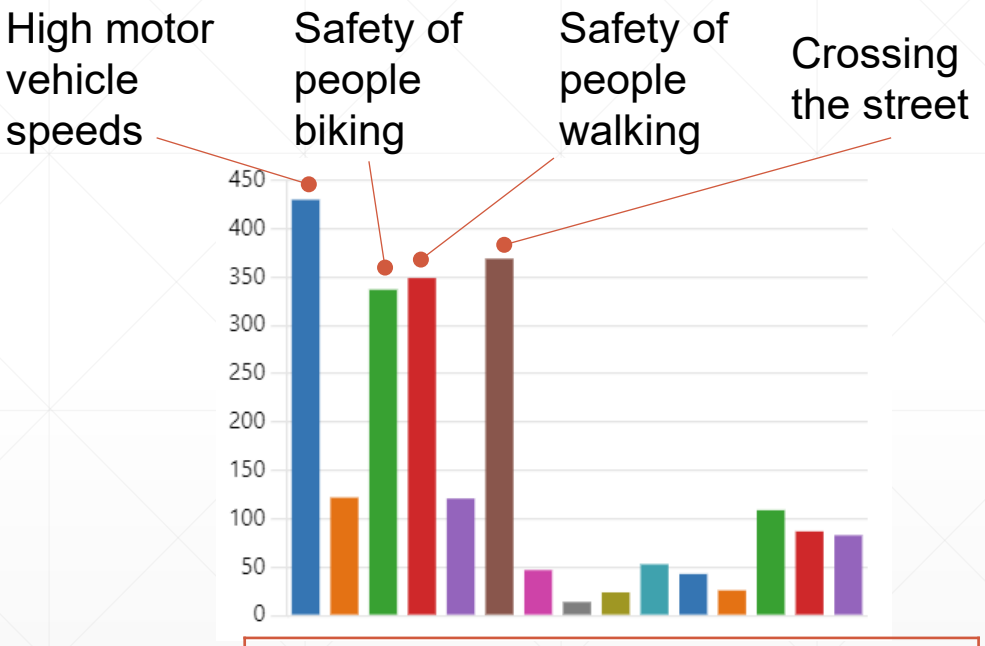
Map of AUSD middle school enrollment areas

Fernside Project Public Outreach Numbers

Multiple phases of public outreach with a wide reach:

- **200** total attendance at **5** Fernside Project public workshops
- **5** public hearings at City commissions
- **1,115** total responses to **3** online surveys
- **1,950** total flyers sent in **3** postal mail notices
- **21** email bulletin mailings
- **4** news articles
- *Information boosted to homeowners' associations, schools, and other community groups*

Winter 2023/2024 Public Outreach: Existing Conditions



“What do you find most challenging when using Fernside Blvd?”

Spring 2024 Public Outreach: Draft Concept Alternatives

- Long-term: Majority support for all alternatives
- Near-term: Discomfort with parking-protected bikeways

Rendering and example of Concept LT1b:

How would the One-Way Raised Bikeways concept compare to walking, biking, taking the bus, driving, and living along/across Fernside Boulevard today?

	Much Better	Somewhat Better	No Different	Worse	I don't know or N/A
Walking	○	○	○	○	○
Biking	○	○	○	○	○
Taking the bus	○	○	○	○	○
Driving	○	○	○	○	○
Living	○	○	○	○	○
Overall	○	○	○	○	○

How can the One-Way Raised Bikeways concept be improved? (Optional)

Back Save Continue

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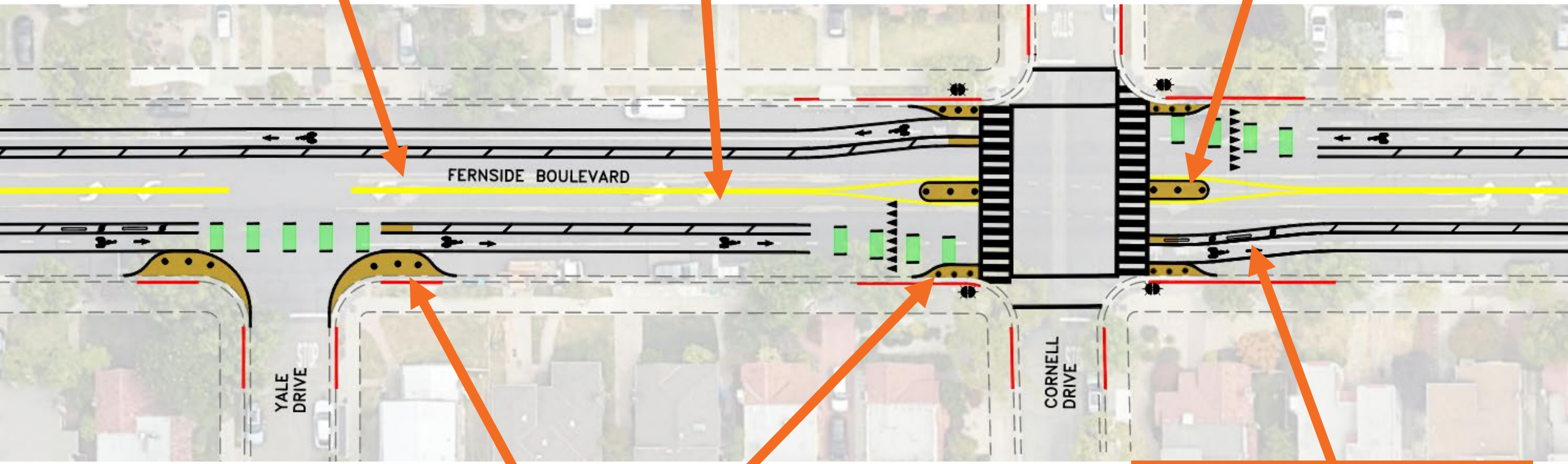
Near-Term Concept Recommendation

Recommended Near-Term Concept: Quick-Build Median Islands with Buffered Bike Lanes

Tilden Way to High Street

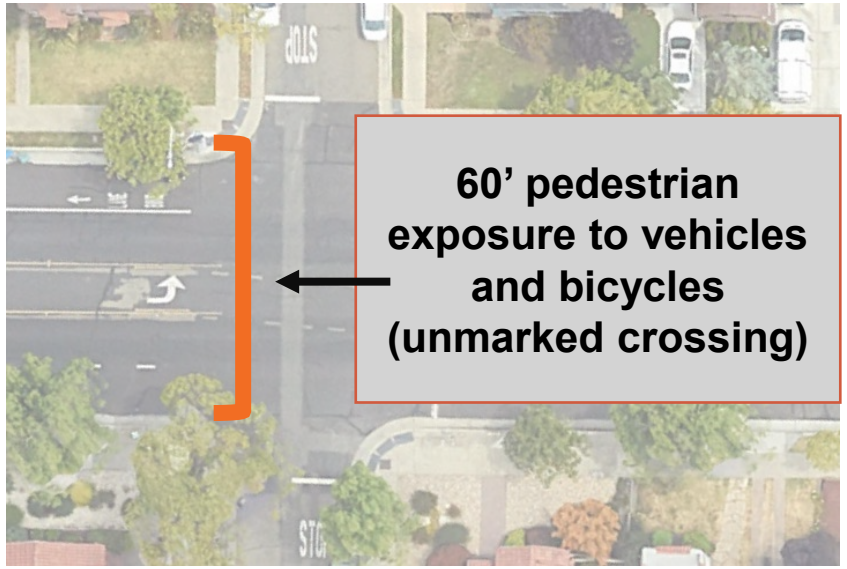
Recommended (plus pedestrian medians)

Near-Term Concept: Traffic Calming



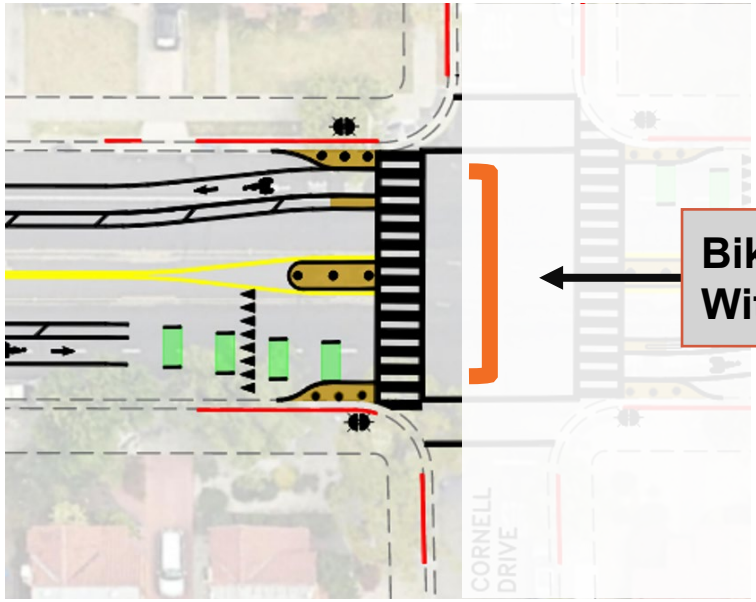
Near-Term Concept: Pedestrian Safety

Existing Conditions



60’ pedestrian exposure to vehicles and bicycles (unmarked crossing)

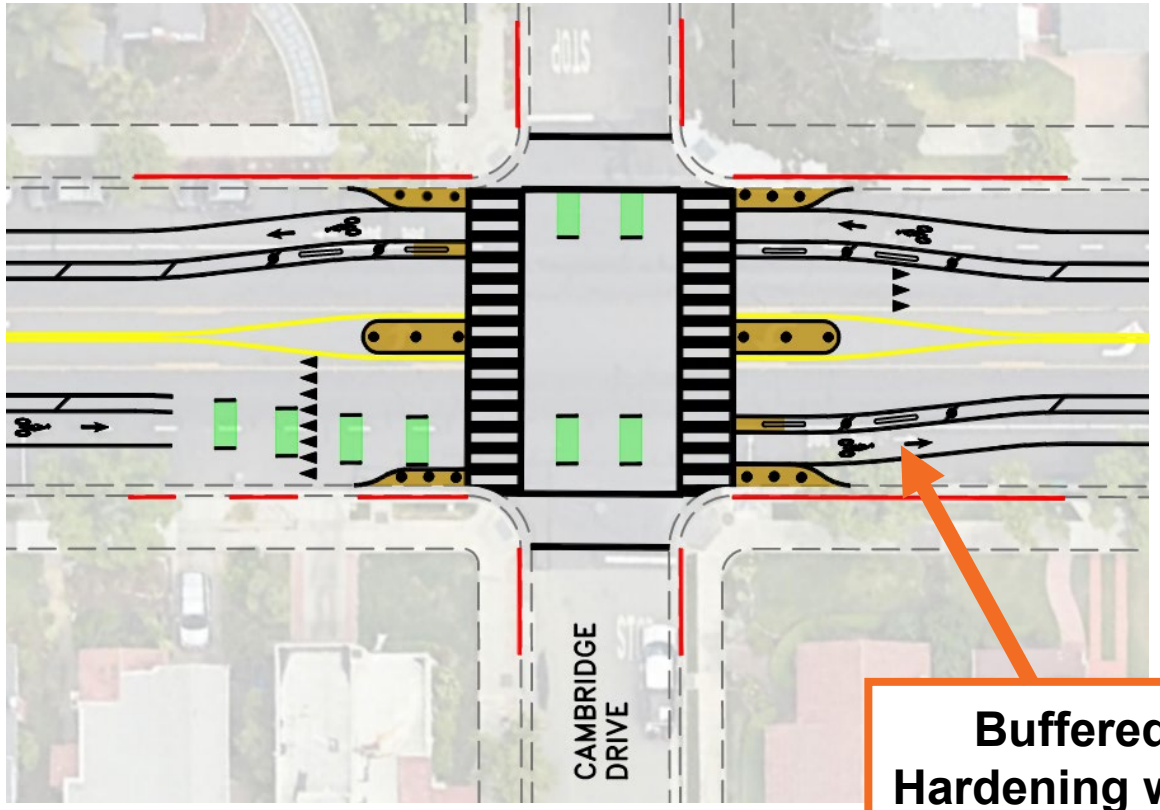
Pedestrian Median Islands with Two-Way Protected Bikeway

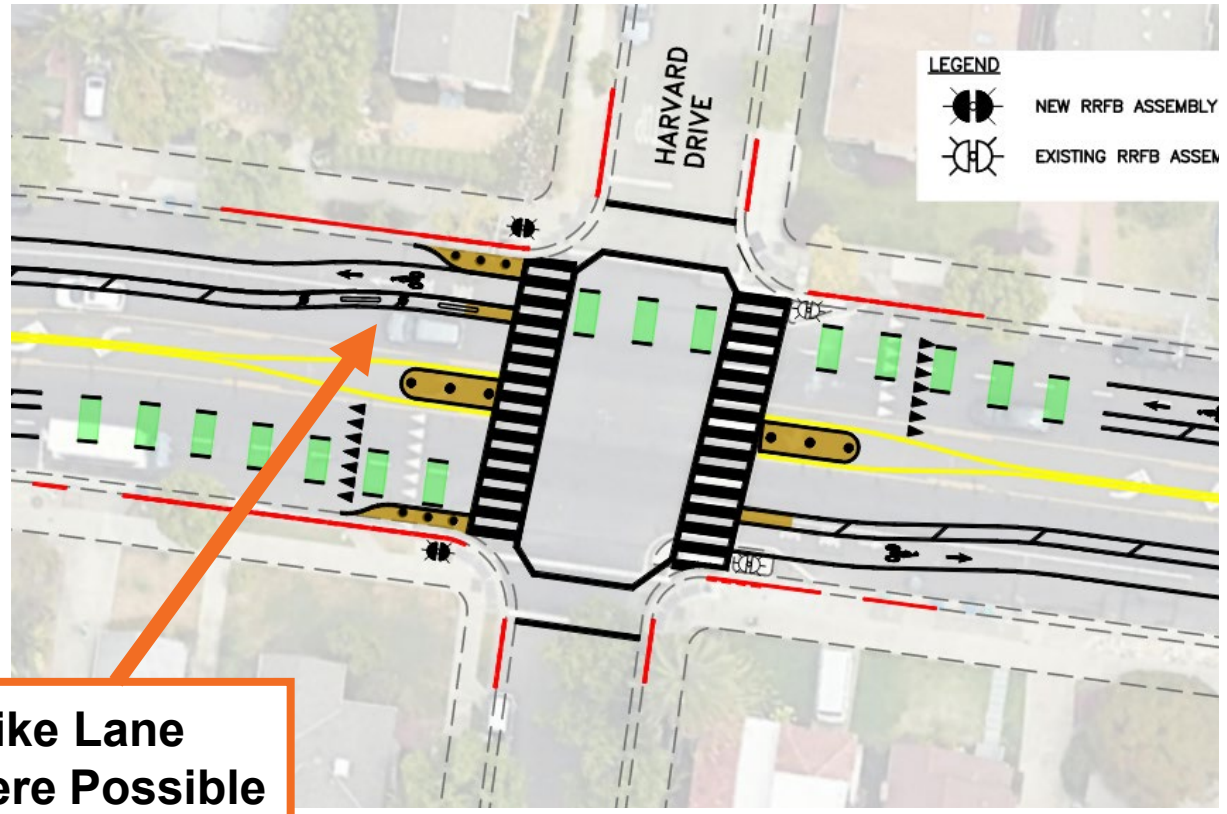


Bikes and vehicles, 48 ft
With pedestrian median

Near-Term Concept: Bikeways

- Incorporate vertical hardening in the buffer at some intersections. *Opportunities to harden the bike lane are limited due to the number of driveways.*

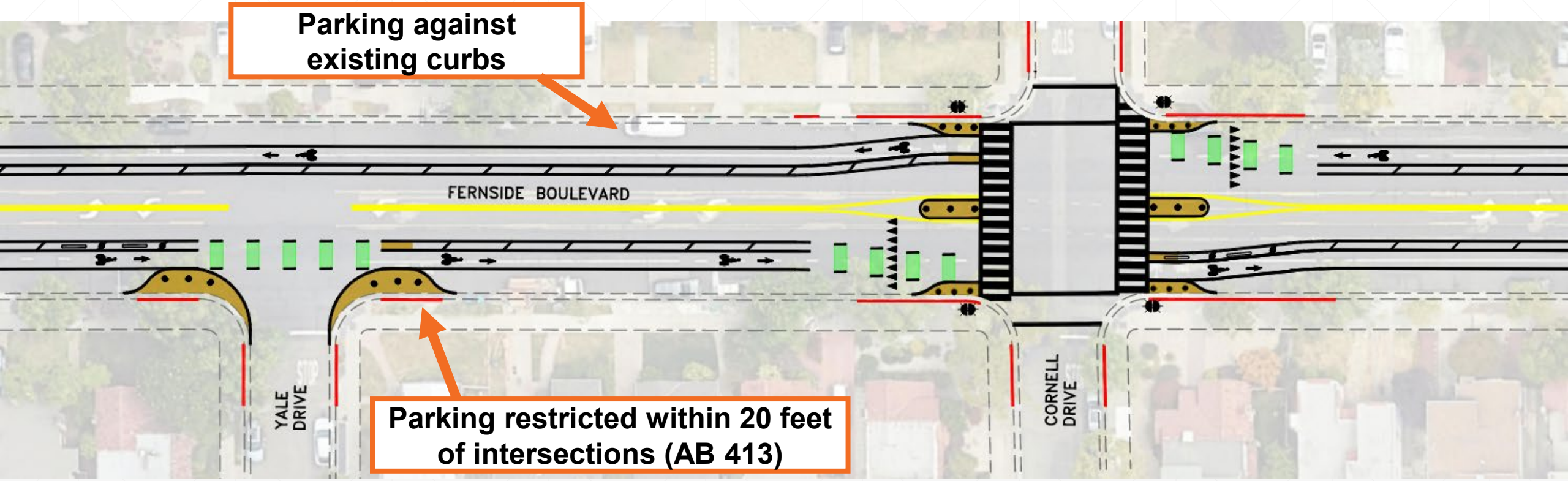




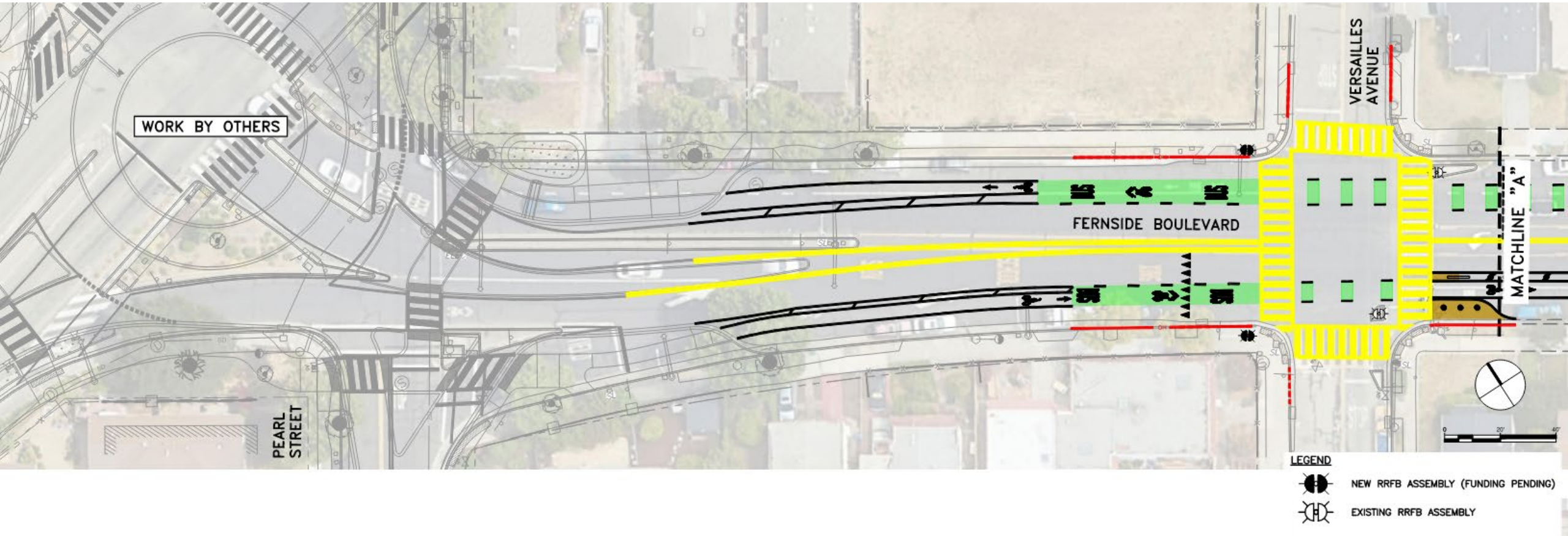
Buffered Bike Lane Hardening where Possible

Near-Term Concept: On-Street Parking

- Curbside parking on both sides of the street
- ~35% of on-street parking removed per AB 413 and for pedestrian median islands
- Peak parking occupancy < 50%



Integration with Tilden/Clement Roundabout



Why Not Parking-Separated Bikeways for Near-Term?

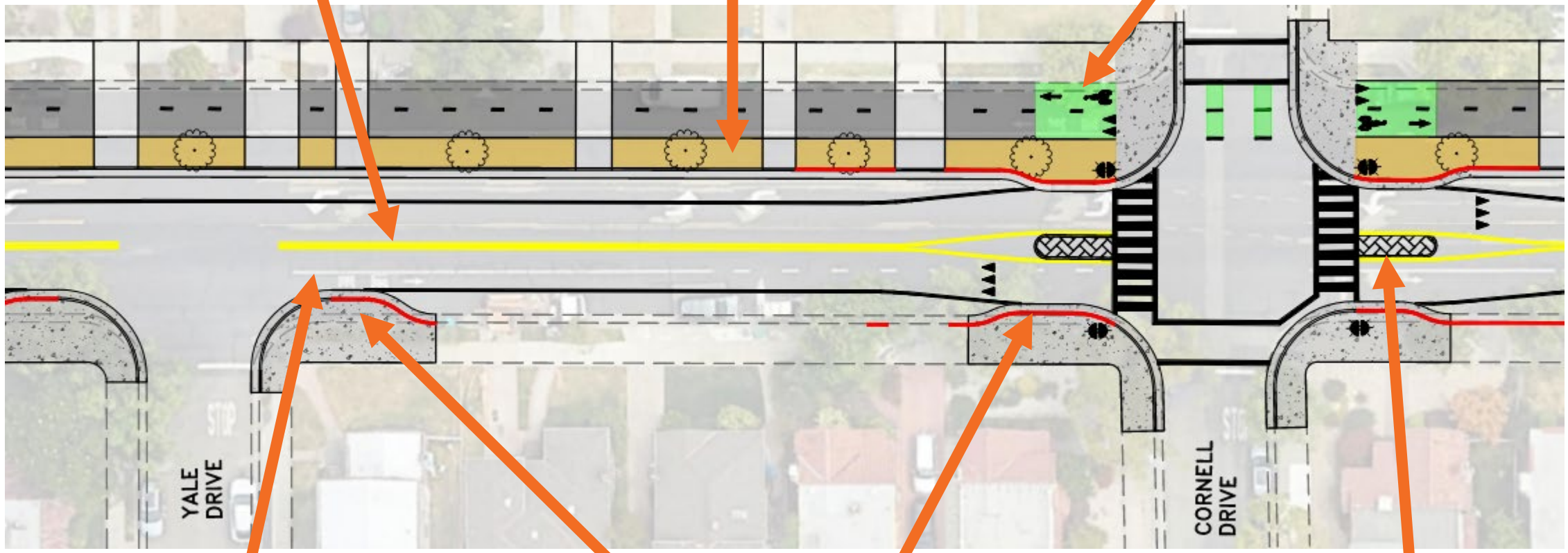
- Twice the cost = $1 million less for pavement/safety upgrades elsewhere
- Higher maintenance cost
- High number of driveways =
  - One-way separated bikeways: up to 85% less on-street parking
  - Two-way separated bikeway: up to 65%
- Two-way separated bikeway: difficult connection to one-way bike lanes east of High St
- Public feedback re visual clutter, parking loss, floating parking

Long-Term Concept Recommendation

Recommended Long-Term Concept: Pedestrian Median Islands with Two-Way Protected Bikeway

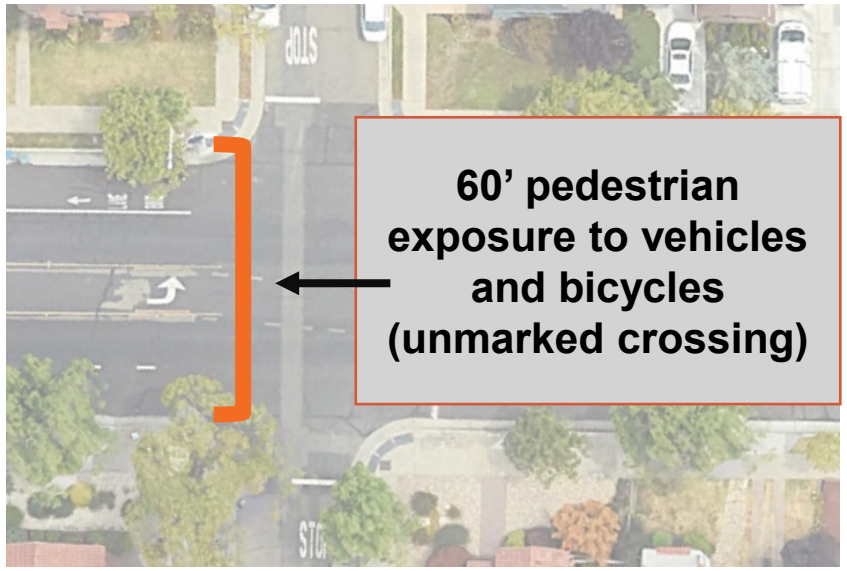
Recommended (plus pedestrian medians)

Long-Term Concept: Traffic Calming

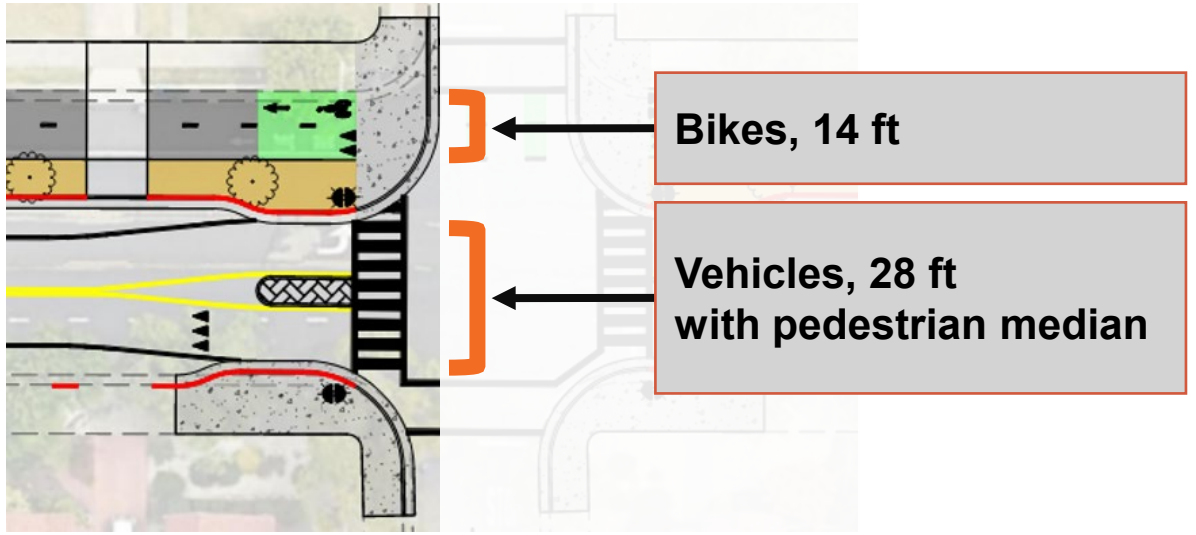


Long-Term Concept: Pedestrian Safety

Existing Conditions



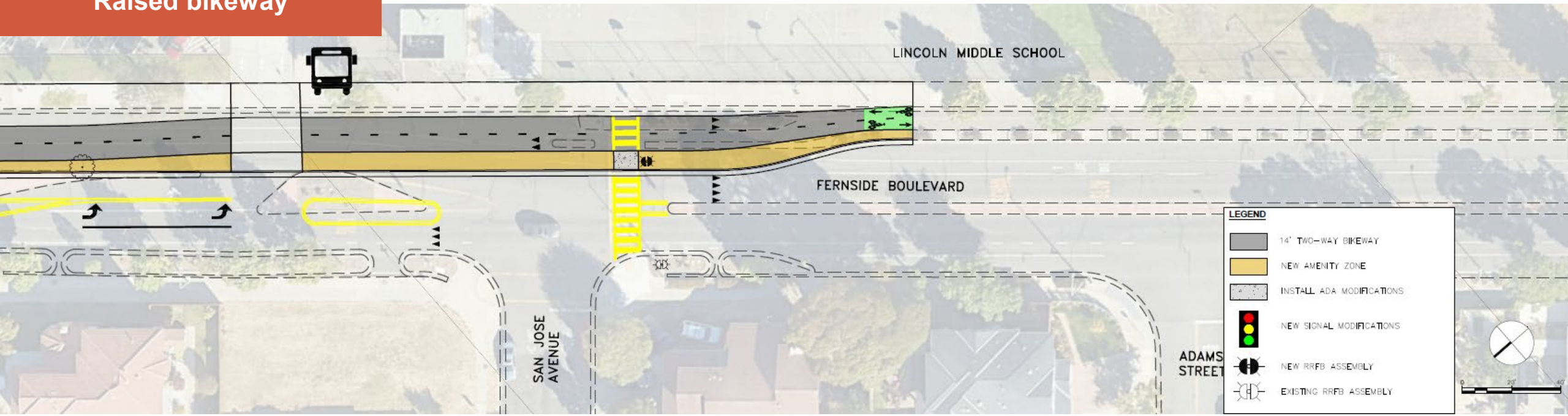
Pedestrian Median Islands with Two-Way Protected Bikeway



Long-Term Concept: Bikeways

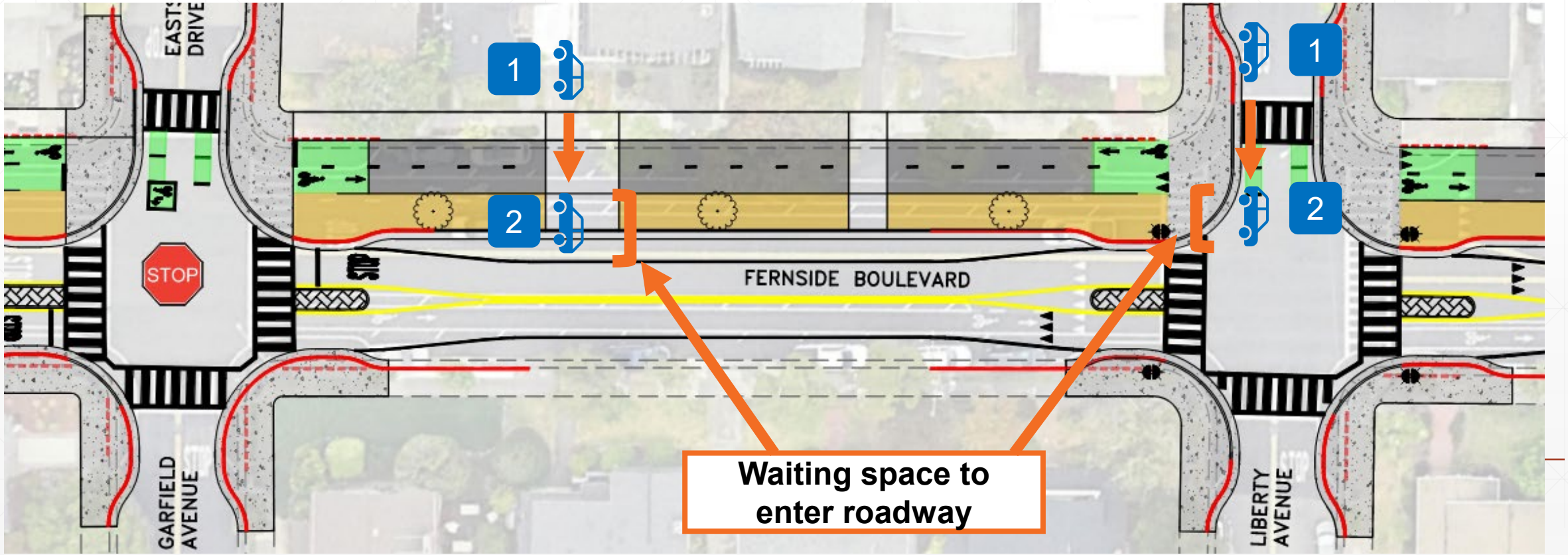
- Separated two-way bikeway
- Preferred bikeway design: raised to sidewalk level
- Option for median-protected

Raised bikeway



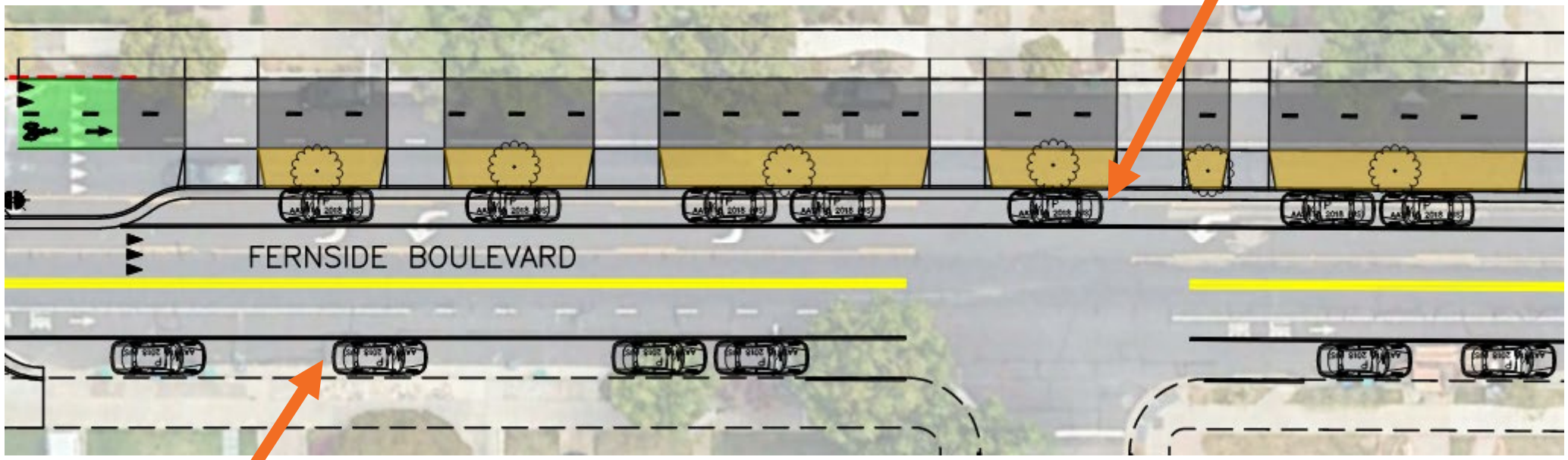
Long-Term Concept: Vehicle Movements & Driveway Access

- Two motor vehicle lanes (one in each direction)
- Two-way bikeway makes pulling out of driveways easier



Long-Term Concept: On-Street Parking

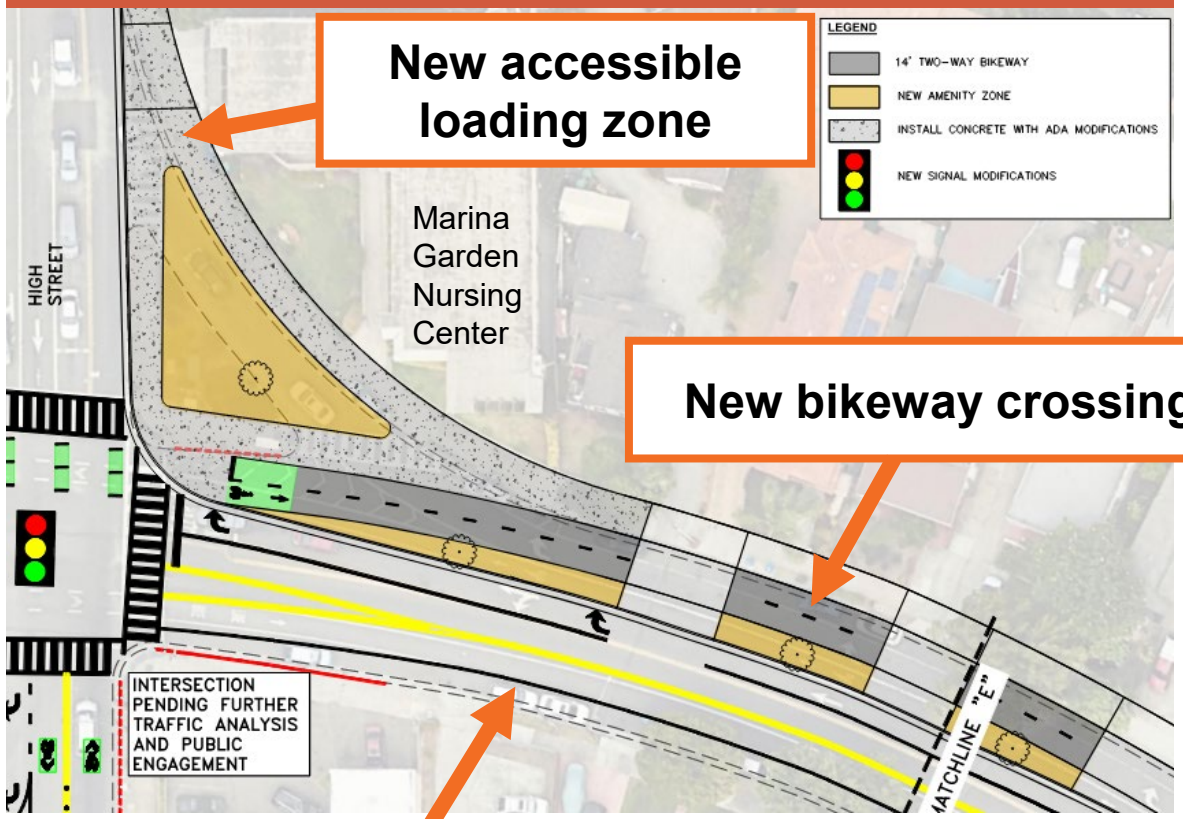
- Curbside parking on both sides of the street
- Raised bikeway: ~23% of on-street parking removed to comply with CA daylighting standards and accommodate pedestrian median islands



Long-Term Concept: Visitor Loading/Unloading

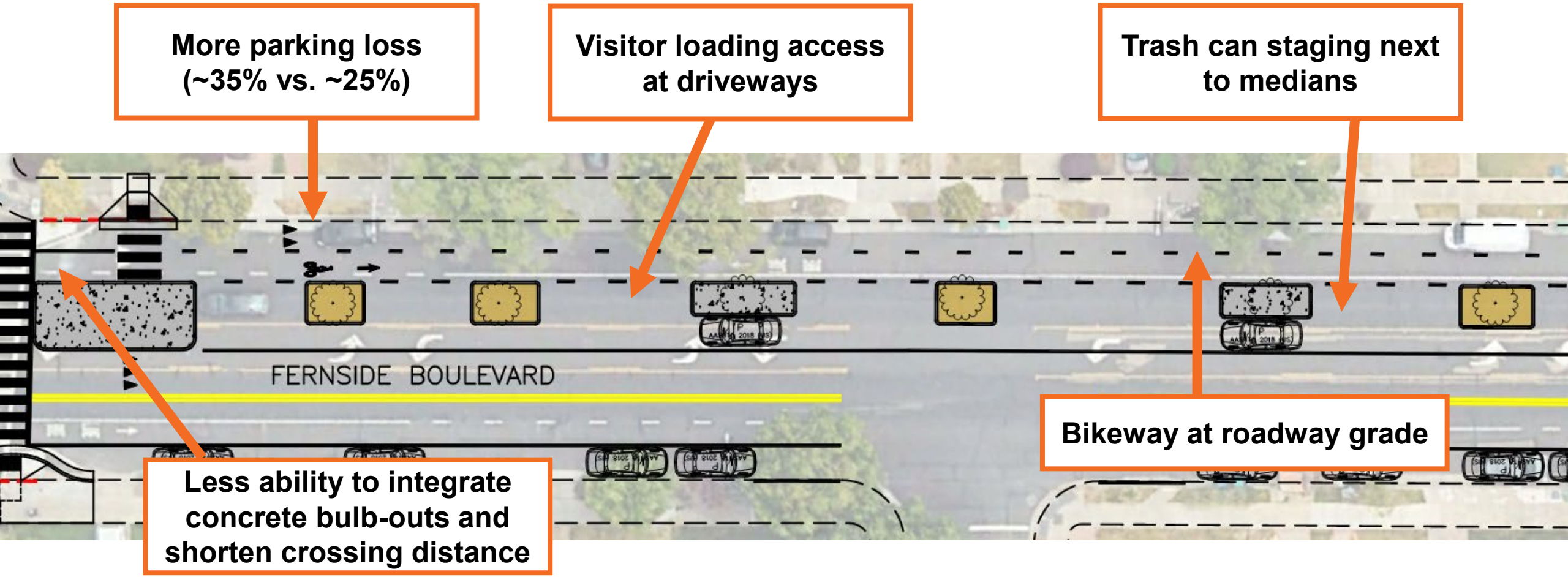
Existing Conditions

Recommended Concept



Median-Protected Bikeways

- Pending funding availability and/or engineering
- Approximately 25% less expensive



Fernside/High/Gibbons Intersection

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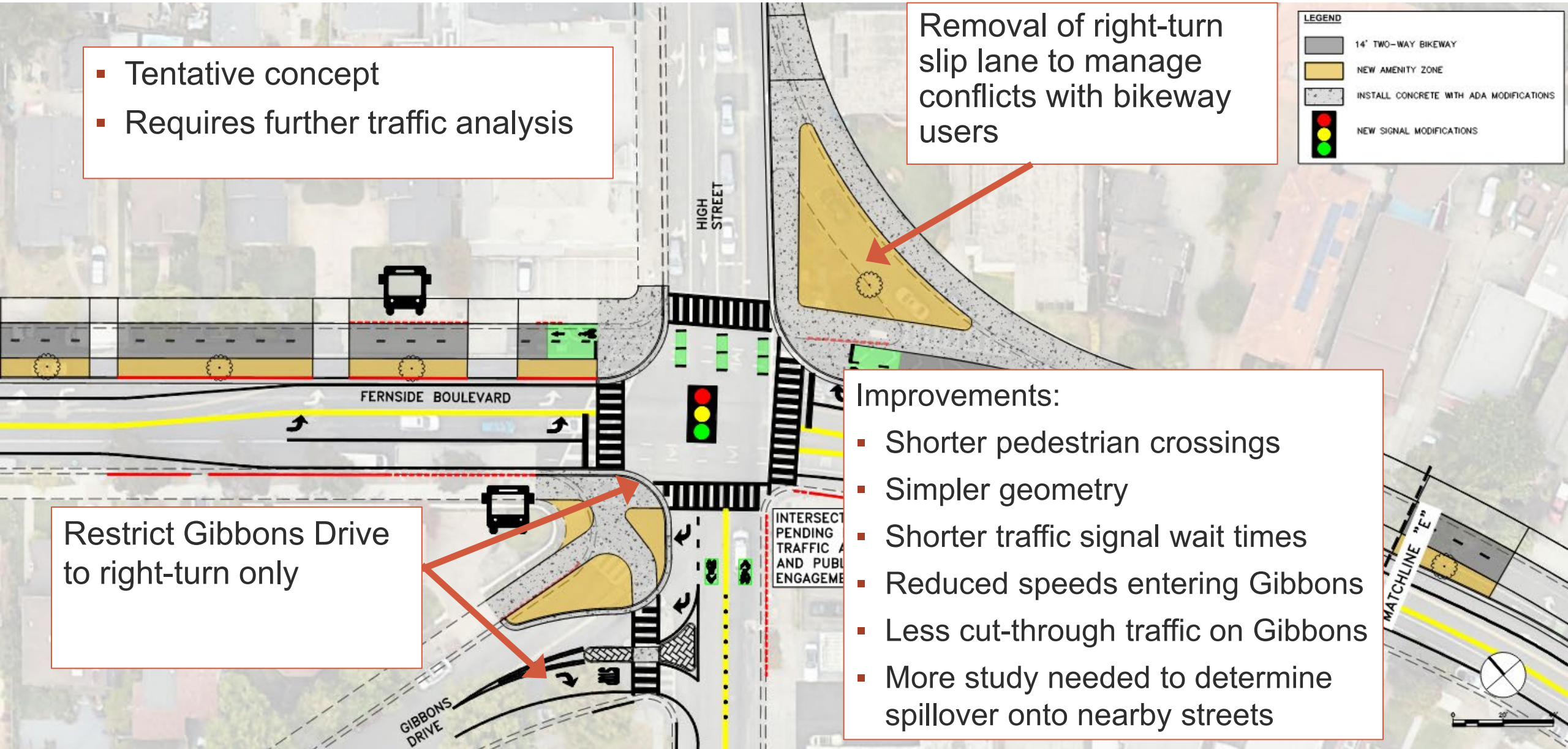
Existing Conditions

Long-Term Concept: Fernside/High/Gibbons



- Tentative concept
- Requires further traffic analysis

Removal of right-turn slip lane to manage conflicts with bikeway users

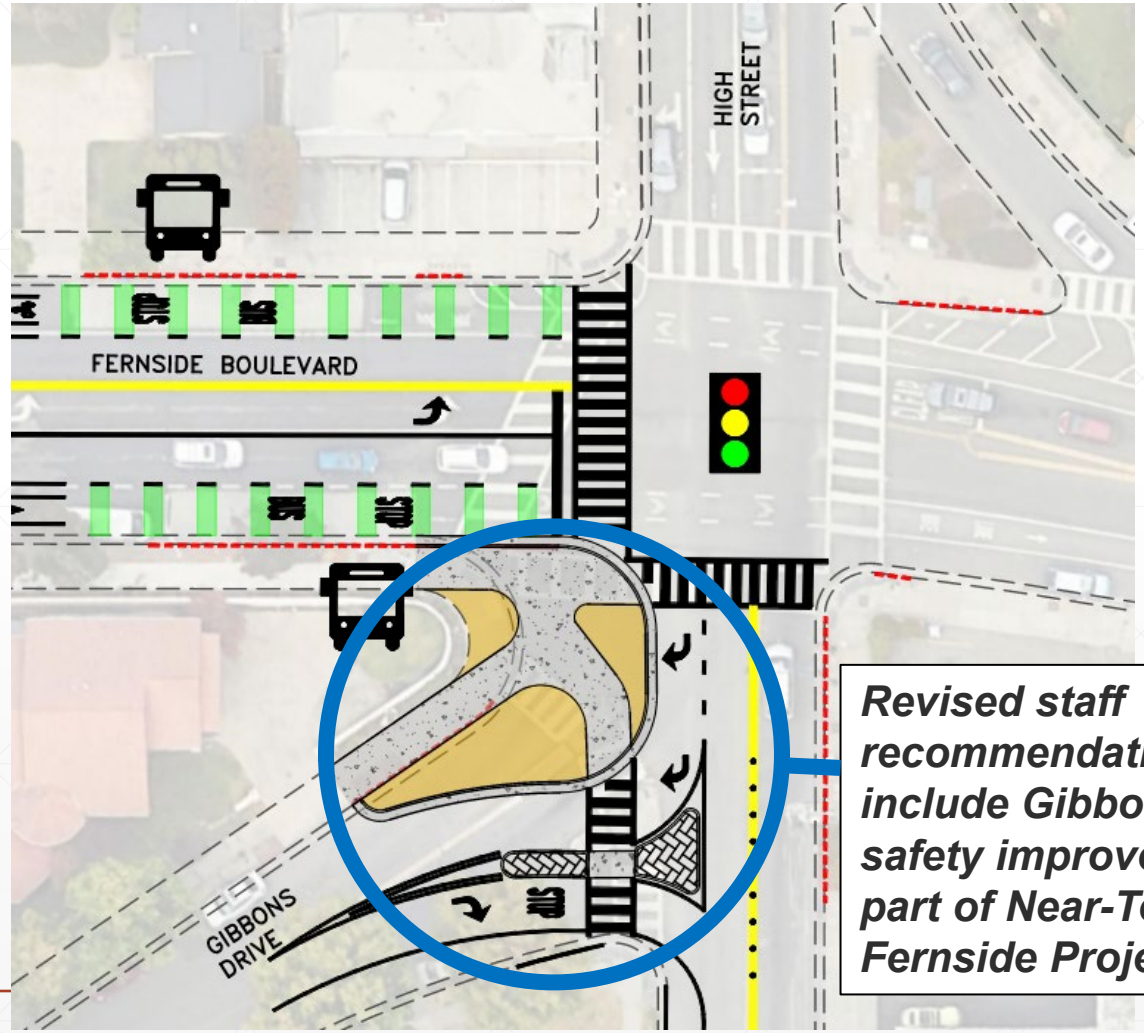
Restrict Gibbons Drive to right-turn only

Improvements:

- Shorter pedestrian crossings
- Simpler geometry
- Shorter traffic signal wait times
- Reduced speeds entering Gibbons
- Less cut-through traffic on Gibbons
- More study needed to determine spillover onto nearby streets

Updated Near-Term Concept: Fernside/High/Gibbons

- Identified opportunity to install in combination with near-term project
- November 2024 public outreach: pop-up and survey
- Updated recommendation, pending traffic study



Revised staff recommendation to include Gibbons/High safety improvements as part of Near-Term Fernside Project 2026

Next Steps

Proposed Next Steps

2025:

- Fernside/Gibbons/High traffic study and City Council review
- Fernside/Gibbons/High final design
- Begin seeking long-term project funding

2026:

- Begin resurfacing and restriping on Fernside Blvd west of High St, including south leg of Fernside/Gibbons/High

2030+:

- Construct full corridor project, pending funding availability

Staff Recommendation

Endorse Design Concepts for the Fernside Traffic Calming and Bikeways Project