



Gibbons/High/Fernside Intersection & Neighborhood Around Gibbons Dr

**Transportation Commission
October 22, 2025**

Fernside Boulevard Traffic Calming & Bikeways Project



Staff Recommendation

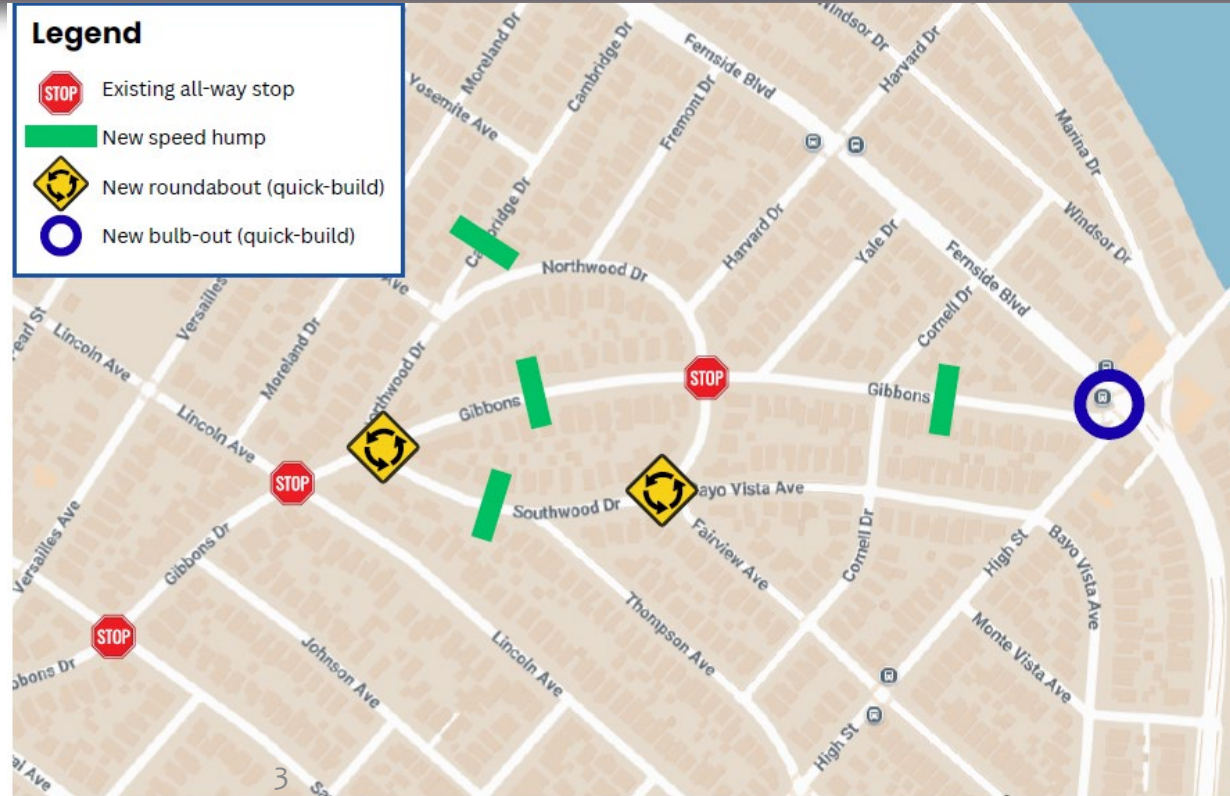
Endorse Quick-Build Traffic Calming in the Neighborhood Around Gibbons Drive Followed by Long-Term Data Collection and Planning for the Fernside Boulevard Traffic Calming & Bikeways Project.



Current Recommendation Starts with Neighborhood Traffic Calming

Phase I (2026-2027)

Quick-build traffic calming and intersection improvements



Current Recommendation Conducts Further Study of Gibbons/High/Fernside *After* Traffic Calming

Phase II (2028-2030+)

- Temporary pilot of a turn restriction at Gibbons/Fernside/High, with data collection and evaluation
- Long-term planning for the Fernside Traffic Calming & Bikeways Project

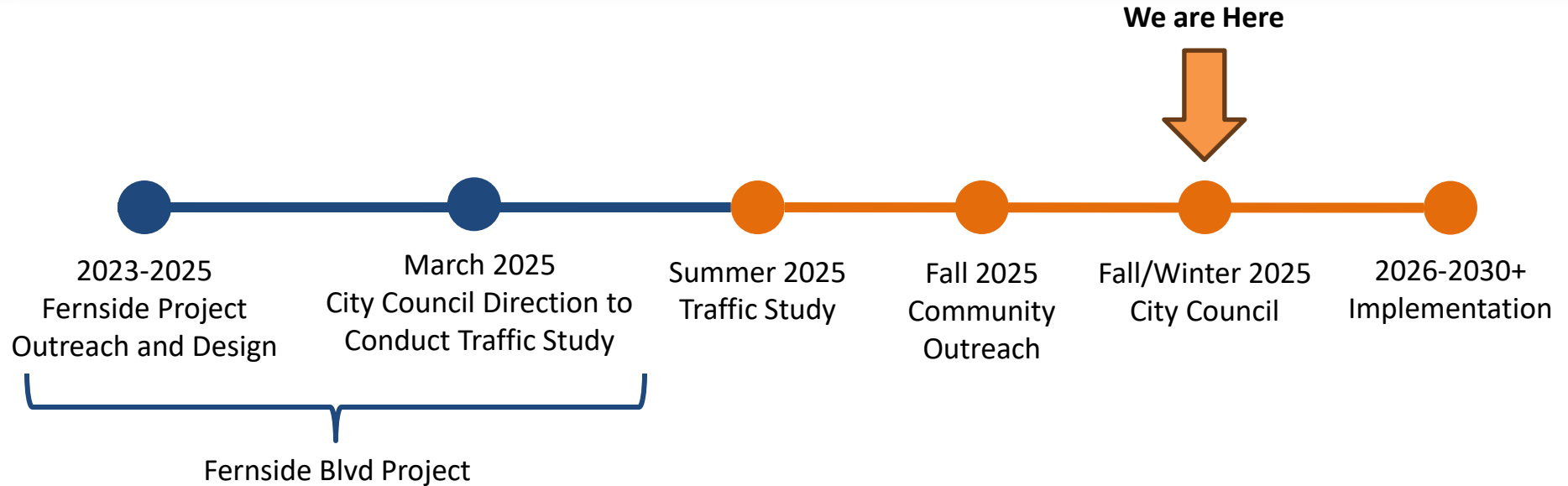


Gibbons/High/Fernside existing conditions

Project Background



Project History and Timeline



Gibbons/High/Fernside considerations began with the Fernside Project

Fernside Blvd Traffic Calming & Bikeways Project Long-Term Design Concept:

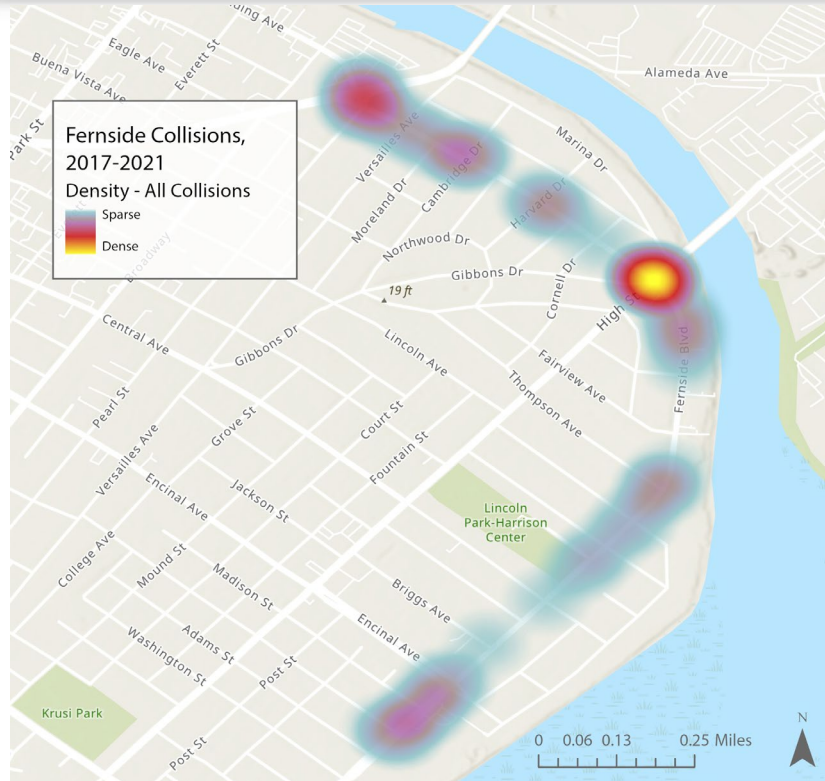
Pedestrian Median Islands with Two-Way Protected Bikeway



*Approved by City Council
March 2025*



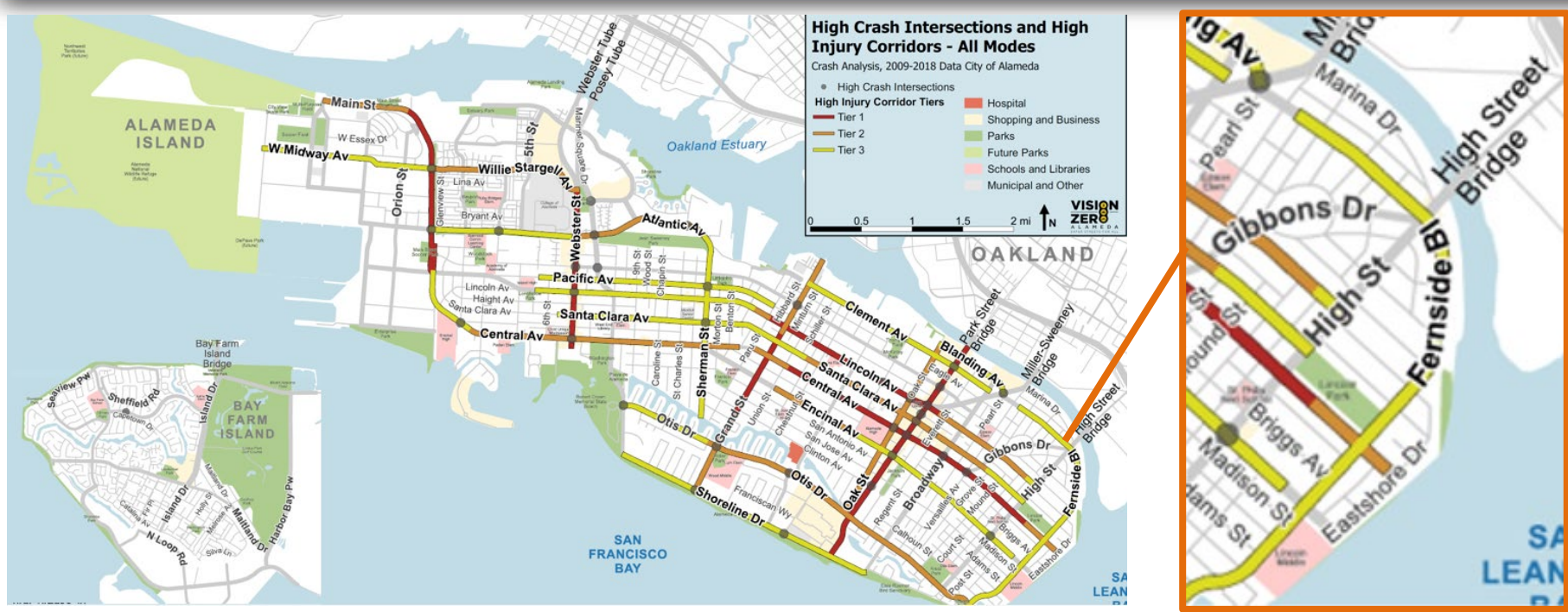
The Fernside team identified safety issues at Gibbons/High/Fernside



2017-2021: 22 collisions, 6 causing injury
2022-present: 8 collisions, 4 causing injury



Fernside Boulevard is a High Injury Corridor



Vision Zero Action Plan

The General Plan first directed Gibbons Drive to become a Local Street in 2009



2009 Adopted Street Classifications

Gibbons was a Transitional Collector, meaning it functioned as a Collector but should transition to a Local Street.

2023 Adopted Street Classifications

Gibbons is a Local Street. Current classifications reflect target goals rather than current function (no “transitional” classifications).

Street Classifications are an appendix to the General Plan and adopted by City Council after multiple public hearings

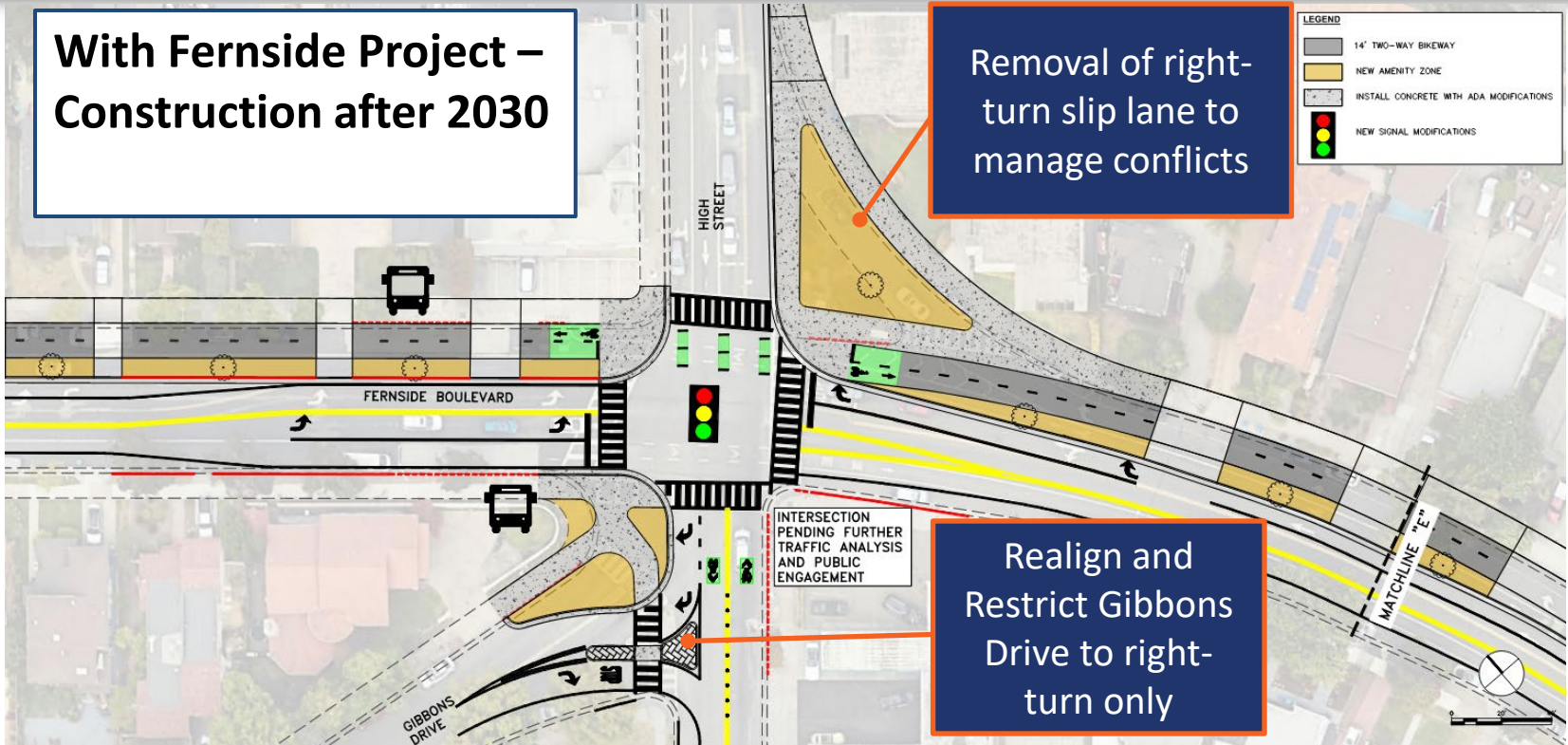


City Council reviewed a long-term proposal with the Fernside Project in March 2025

With Fernside Project – Construction after 2030

Removal of right-turn slip lane to manage conflicts

Realign and Restrict Gibbons Drive to right-turn only



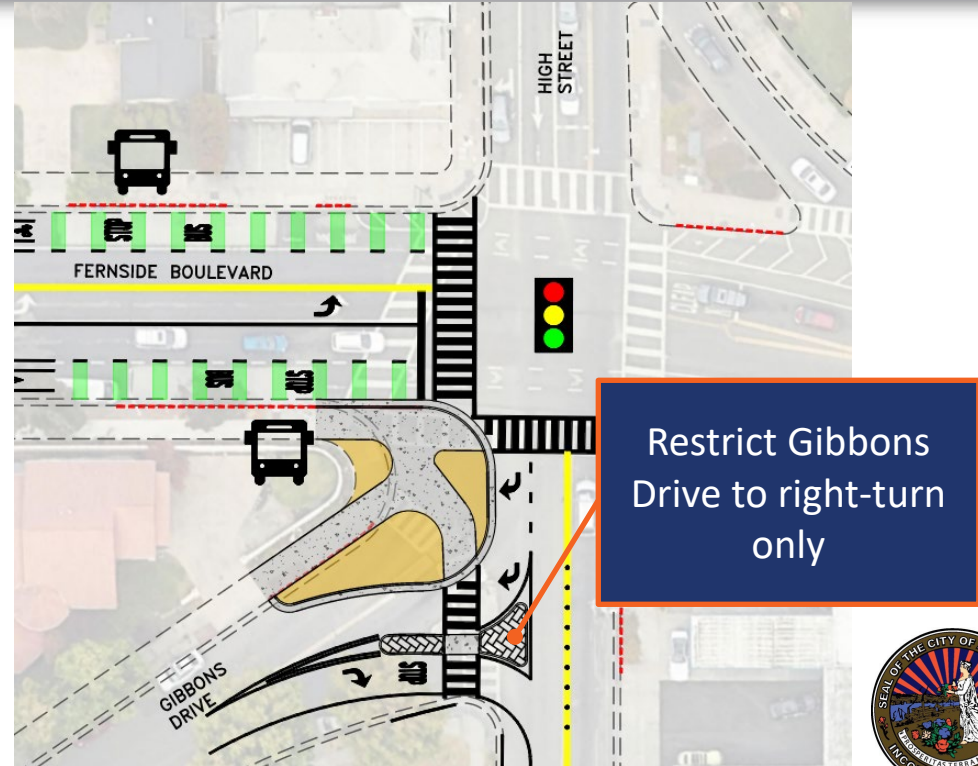
City Council called for a traffic study evaluating safety improvements in near and long term

Benefits of the proposal:

- Simpler intersection layout
- Shorter crosswalks
- Easier to navigate
- Slower vehicle speeds
- Shorter signal wait times

Community concern:

- Northbound traffic re-routed onto other, narrower neighborhood streets



**Gibbons/High/Fernside
Intersection Traffic Study
by Parametrix**

INTERSECTION SAFETY ISSUES

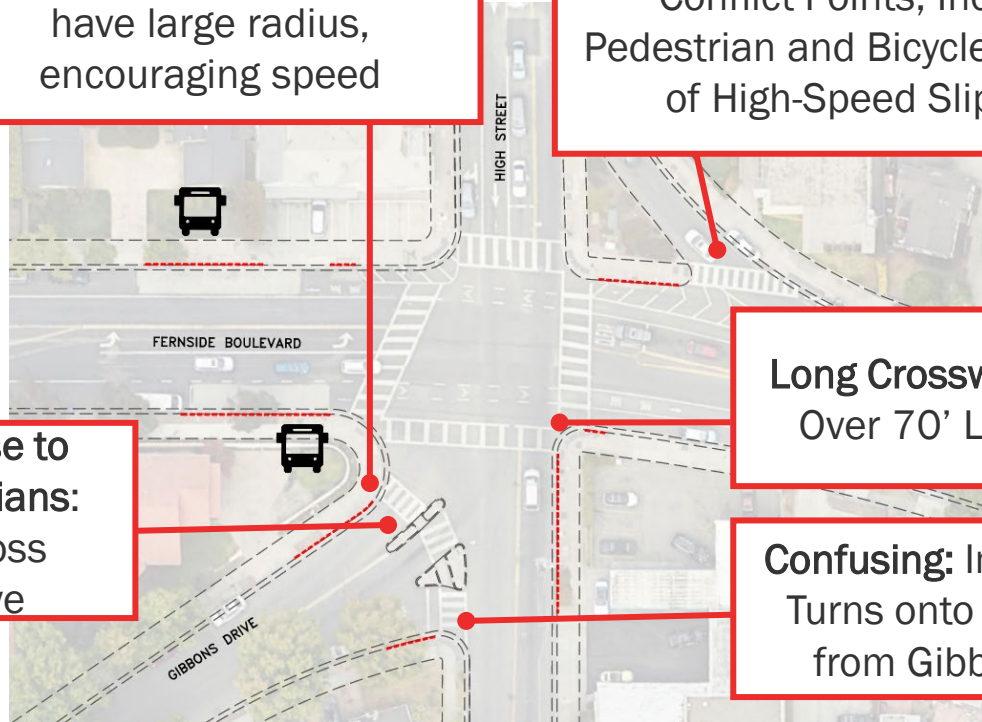
High-Speed: Turns onto Gibbons from High Street have large radius, encouraging speed

Complicated Layout: Many Conflict Points, Including Pedestrian and Bicycle Crossings of High-Speed Slip Lane

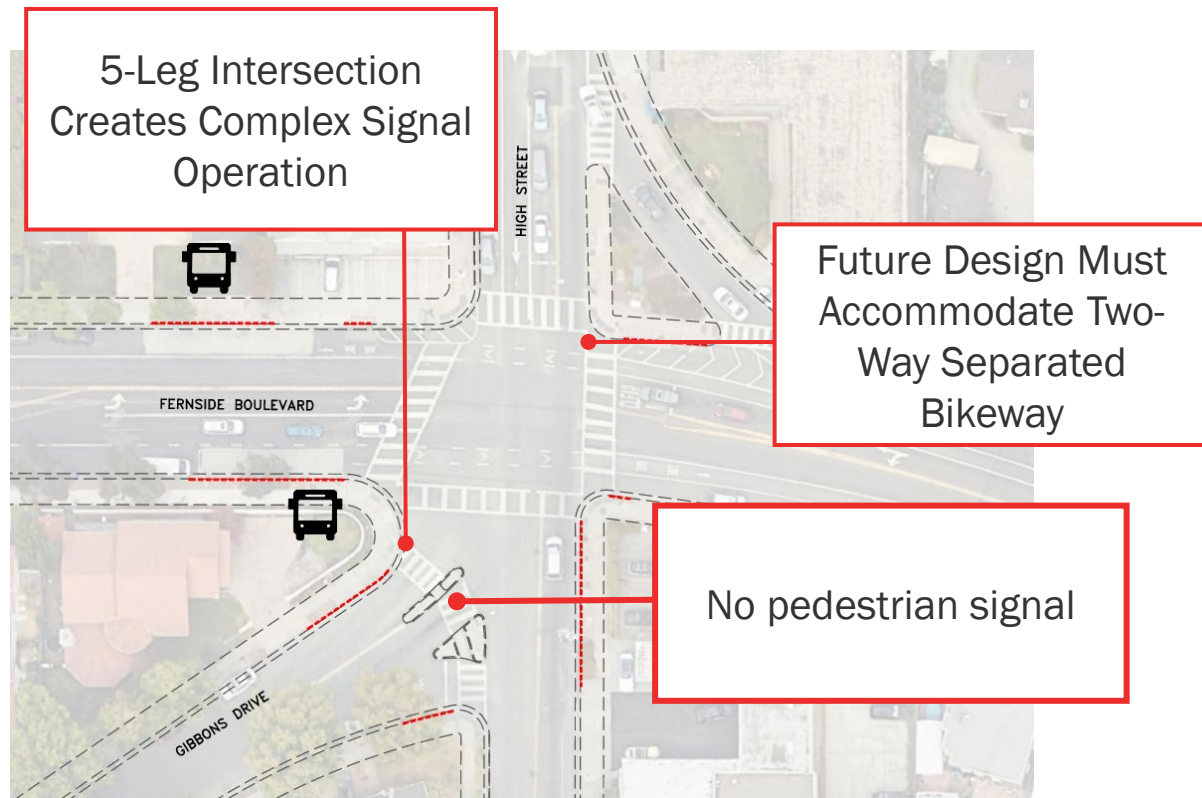
Long Crosswalks:
Over 70' Long

No Signal Phase to Protect Pedestrians:
Difficult to Cross Gibbons Drive

Confusing: Improper Left Turns onto High Street from Gibbons Drive



INTERSECTION OPERATIONS AND SIGNAL PHASING ISSUES





Analysis 1.

Intersection Safety and Operations

INTERSECTION ANALYSIS KEY QUESTION

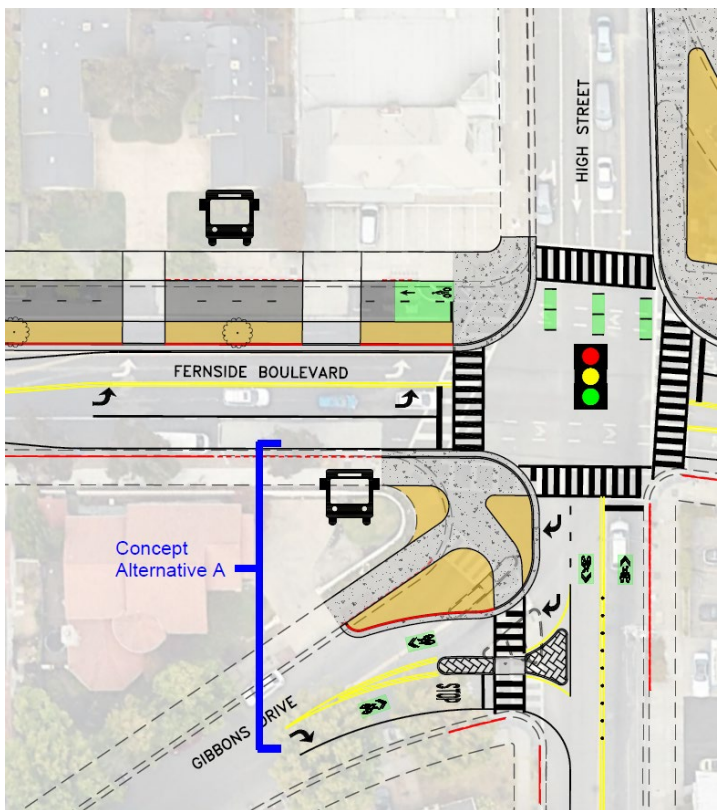


How well do the design alternatives improve safety and simplify traffic operations at Gibbons/High/Fernside?

Analysis takes alternatives in the context of the long-term Fernside Boulevard corridor design with the two-way bikeway.



ALTERNATIVE A. REALIGN AND RESTRICT LEFT TURN



Description:

- Realigns Gibbons at High Street
- Restricts Gibbons exit to right only on High Street
- Shortens long pedestrian crossings
- Reduces speeds entering Gibbons

Study Findings:

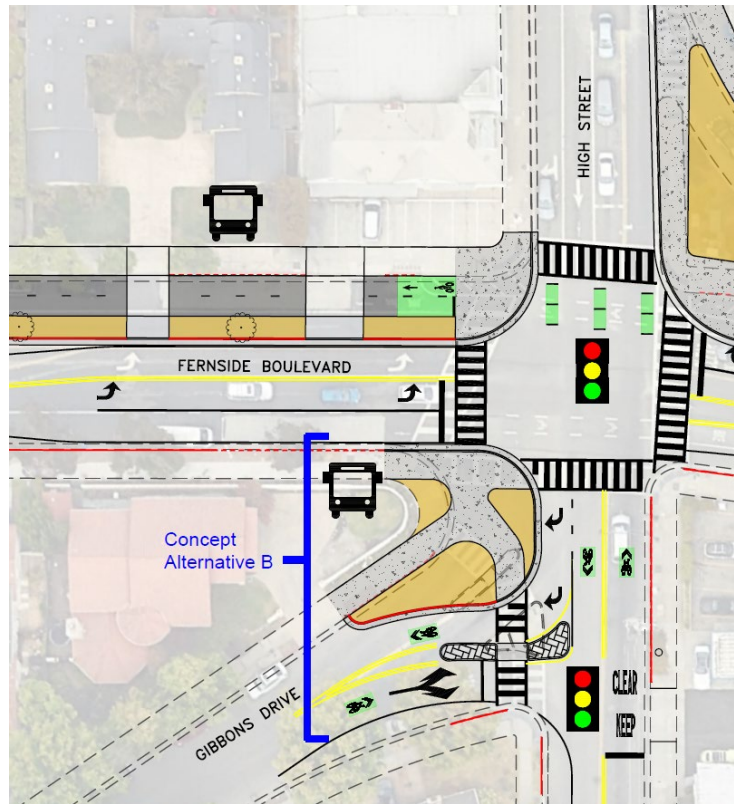


Safety: Improves safety



Operations: Less congestion in short term;
minimal change to existing condition in long
term

ALTERNATIVE B. REALIGN AND ALLOW LEFT TURN



Description:

- Realigns Gibbons at High Street
- Allows Gibbons exit right and left on High Street with a new signal
- Shortens long pedestrian crossings
- Reduces turn radius onto Gibbons

Study Findings:

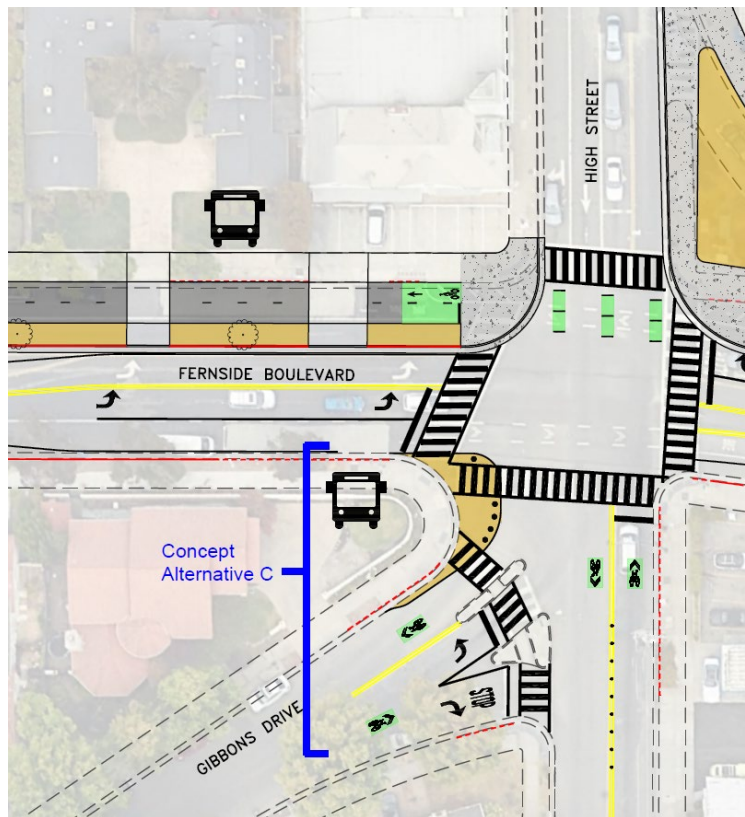


Safety: Improves safety



Operations: More congestion in short term;
severe congestion in long term

ALT C. LOW-COST IMPROVEMENTS



Description:

- No change to Gibbons alignment
- Adds a pedestrian signal crossing Gibbons Drive only in long-term implementation
- Reduces turn radius onto Gibbons with painted curb extension

Study Findings:

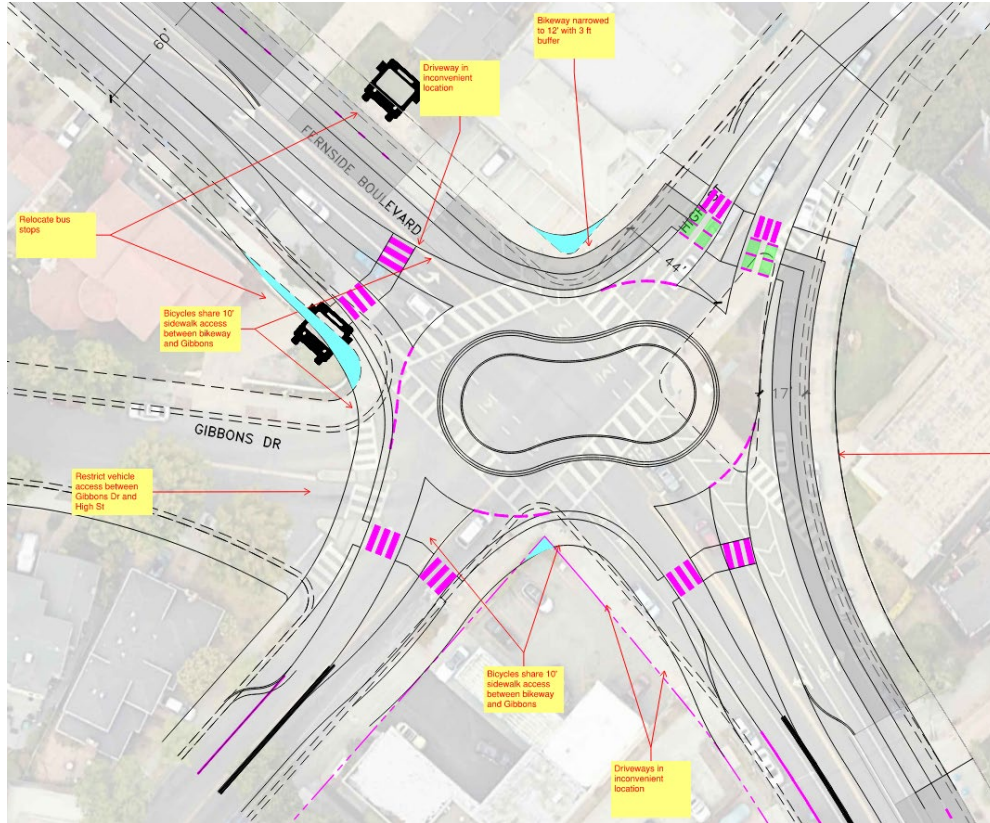


Safety: Addresses some issues



Operations: No change in short term; severe congestion in long term

INSUFFICIENT RIGHT OF WAY FOR ROUNDABOUT



Roundabout analyzed but not recommended:

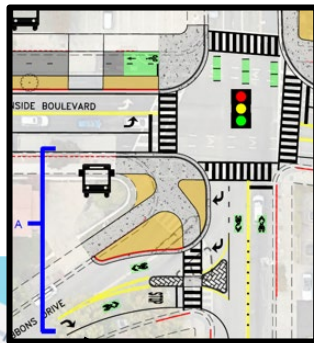
- *Insufficient room for Gibbons leg*
- *Lengthened paths of pedestrian and bicycle travel*
- *Non-traditional lane configuration*
- *Right-of-way impacts*



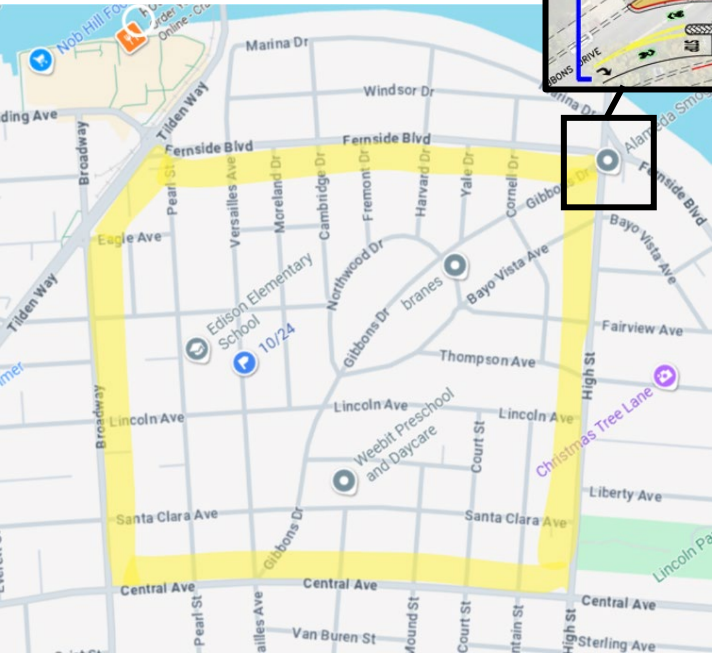
Analysis 2.

Neighborhood Traffic Circulation (with Alternative A)

TRAFFIC CIRCULATION ANALYSIS KEY QUESTION



What effect does the turn restriction in Alternative A have on cut-through traffic, and how will traffic redistribute in the neighborhood?



Traffic circulation for Alternatives B & C not studied because they don't have a turn restriction.

Analysis did not assume neighborhood traffic calming, which would reduce overall cut-through traffic and reduce redirected volumes.

GIBBONS DRIVE EXISTING TRAFFIC



31 mph

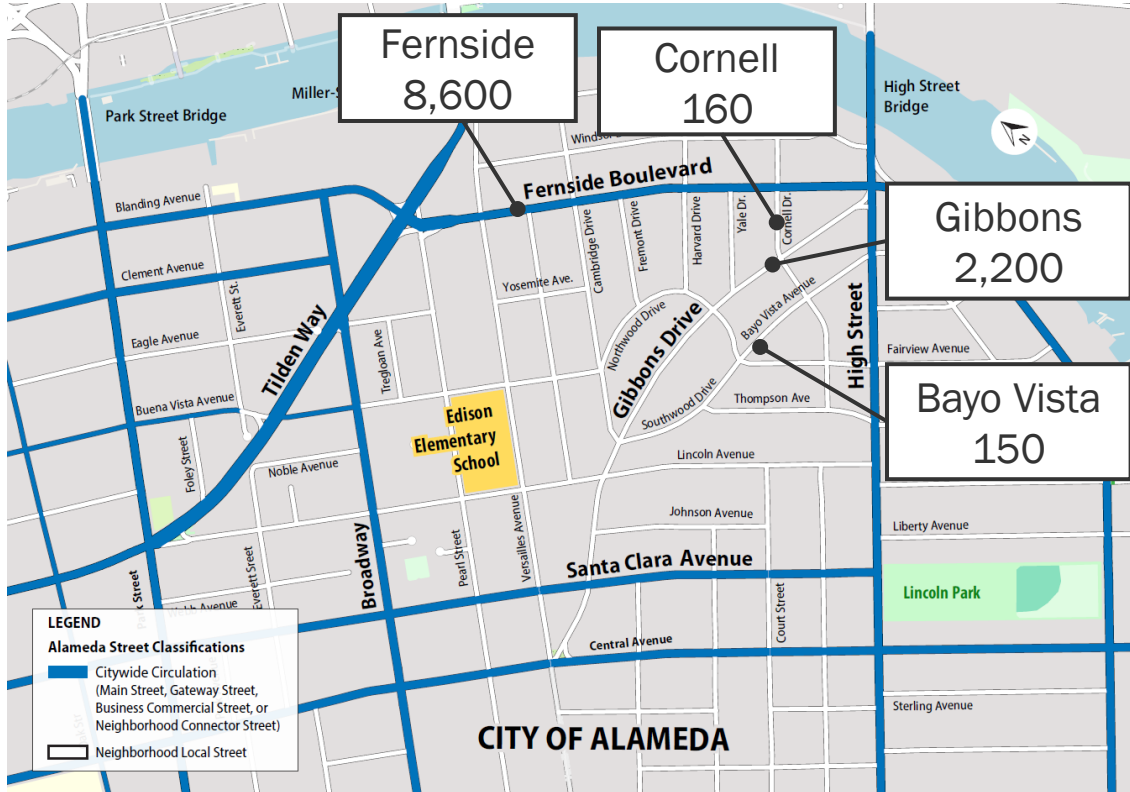
85th percentile speed



>55%

Northbound vehicles
using Gibbons to cut
through

EXISTING ESTIMATED DAILY TRAFFIC VOLUMES



General Plan targets:

Neighborhood Local traffic volumes <1,000-4,000* vehicles per day

Neighborhood Connector traffic volumes 4,000-18,000* vehicles per day

*High end of target ranges are the maximum capacity of each classification

RESULTS: ALTERNATIVE A TRAFFIC REDISTRIBUTION



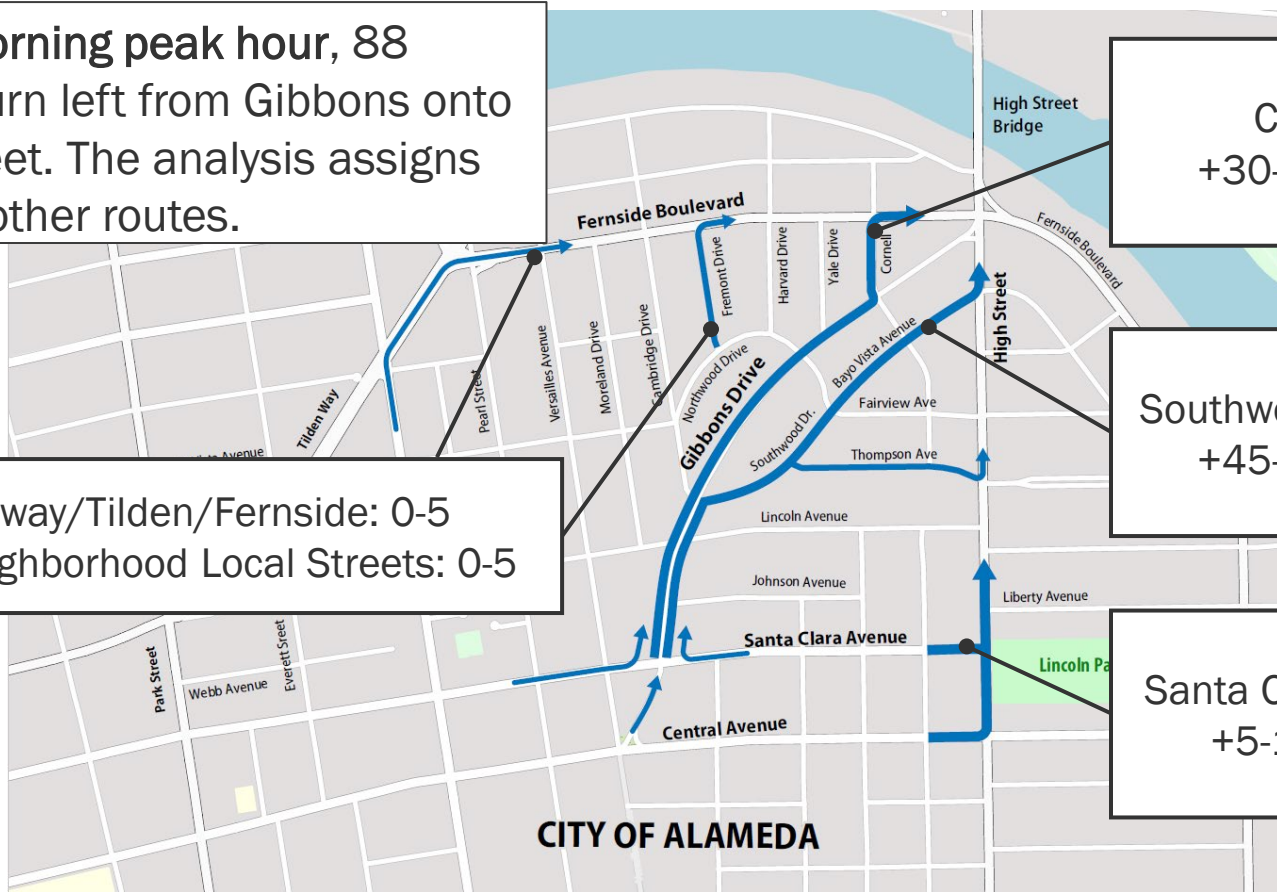
In the morning peak hour, 88 drivers turn left from Gibbons onto High Street. The analysis assigns them to other routes.

Cornell Dr
+30-35 vehicles

Southwood/Bayo Vista
+45-50 vehicles

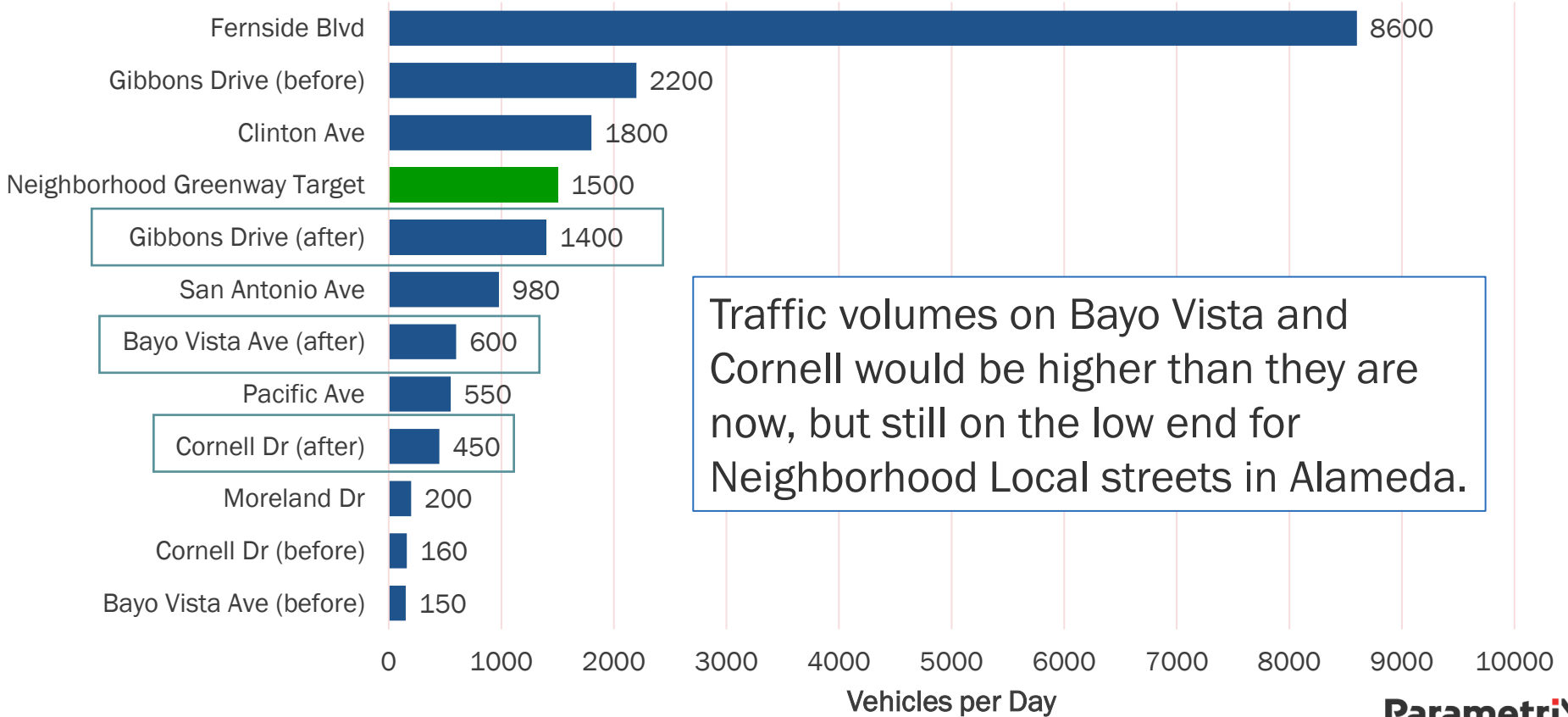
Broadway/Tilden/Fernside: 0-5
Other Neighborhood Local Streets: 0-5

Santa Clara or Central
+5-10 vehicles



CITY OF ALAMEDA

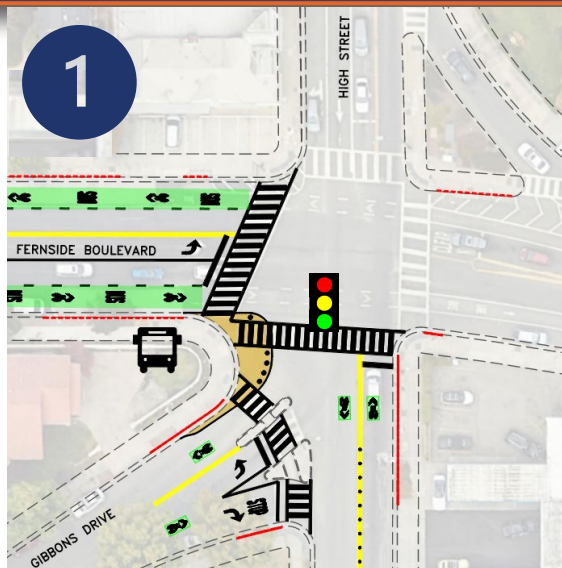
PROJECTED DAILY TRAFFIC VOLUMES WITH ALT. A – COMPARISON



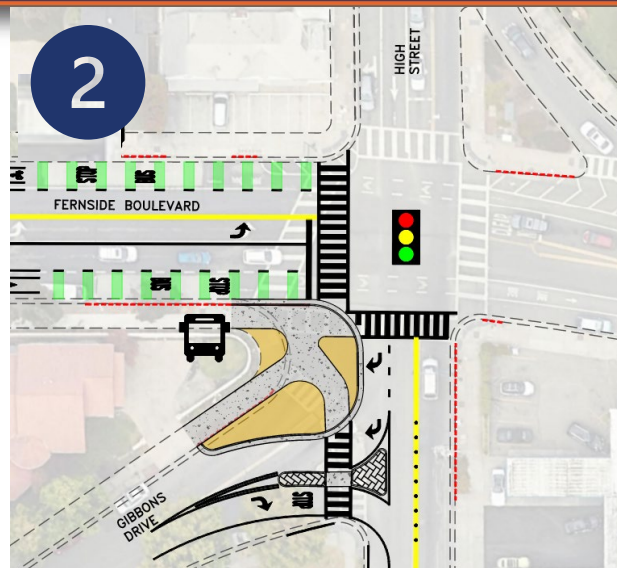
September 2025 Public Input



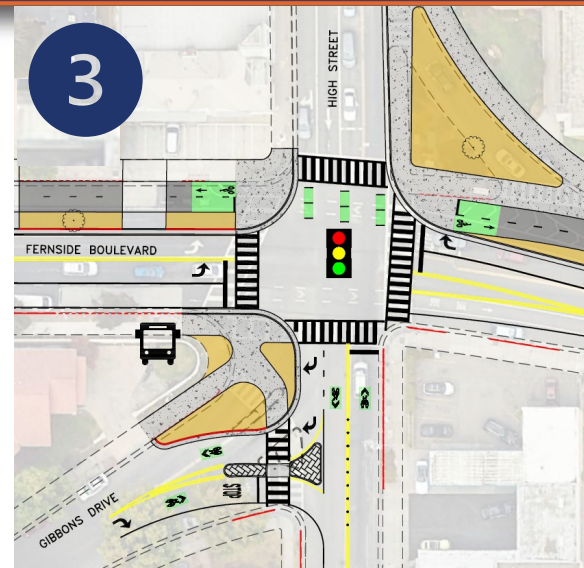
Sought input on a 3-stage implementation to balance safety needs with neighborhood traffic management



2026: Alt C* Quick-Build Updates with Annual Paving + assess adding speed humps on Gibbons



2028: Alternative A at SW Corner with Neighborhood Traffic Calming



2030+: Alternative A at full intersection with Long-Term Fernside Project

Received extensive public input

- Community open house – 120 participants
- Virtual workshop – 33 participants
- Online survey – 373 responses
- Postal mail notices – 1,256 addresses



Many people emphasized need to address safety in the neighborhood

“Northwood Dr. intersection at Southwood and Gibbons is DANGEROUS! ...ROUNDBABOUT NEEDED YESTERDAY!”

“If speeding is an issue, enforcement is the solution.”



How does this impact school routes?
You seem to be diverting traffic to where
our kids cross streets to get to school.

Many thought more study was needed

alamedaca.gov/GibbonsHighFernside



Traffic Calming on Gibbons
must be studied and tried
before any closure recommendation.



Proposal: Accelerate neighborhood traffic calming,
then re-assess. Decrease in cut-through traffic
may ~~more~~ take care of biggest concerns.

Residents on nearby streets had serious concerns about spillover & safety with Alt. A

Residents of nearby streets:

- 61% said Alt. A would not improve intersection safety
- 60% prefer maintaining left turn even if it causes congestion

“Diverting traffic to smaller streets is not a safe solution.”

More support and fewer concerns from Gibbons Drive residents and those living elsewhere in Alameda.

“2028 is laughable. This needs to happen as soon as possible.”

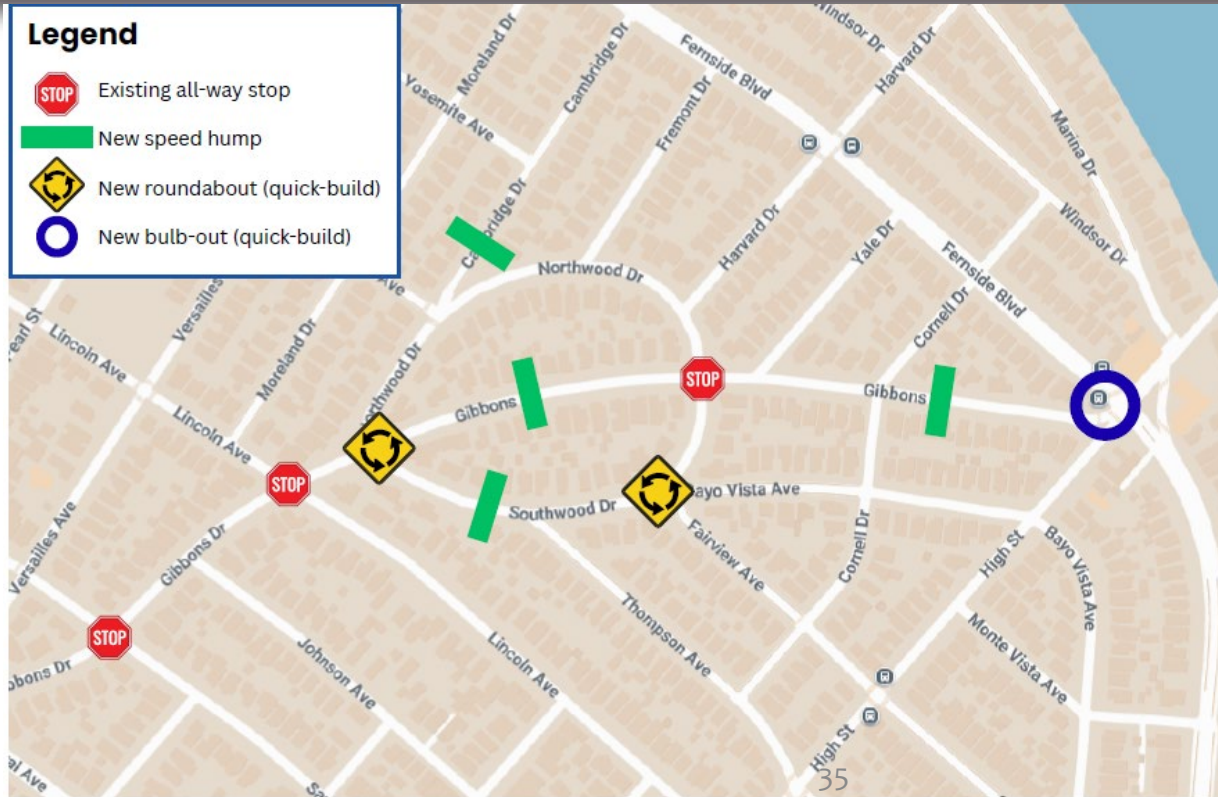
373 survey responses: 12% reported living on Gibbons Drive, 64% on nearby streets, 23% elsewhere in Alameda



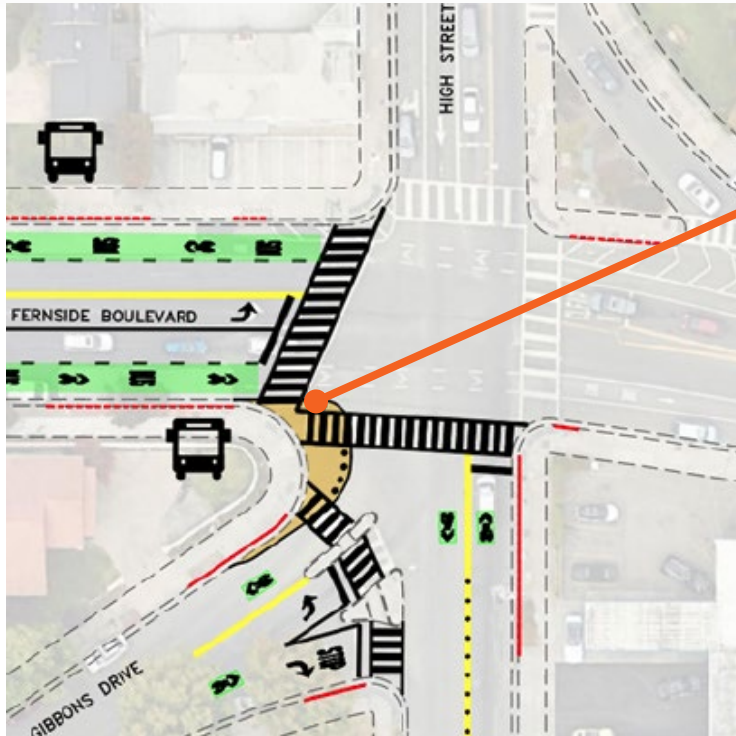
Updated Recommendation Phase I: Quick-Build Traffic Calming 2026-2027



2026-2027 Quick-Build Traffic Calming



Interim Safety Measure at Gibbons/High/Fernside



Install quick-build bulb-out with 2026 near-term Fernside Project

Update consistent with:

- Vision Zero Action Plan
- General Plan



Gibbons/Northwood/Southwood

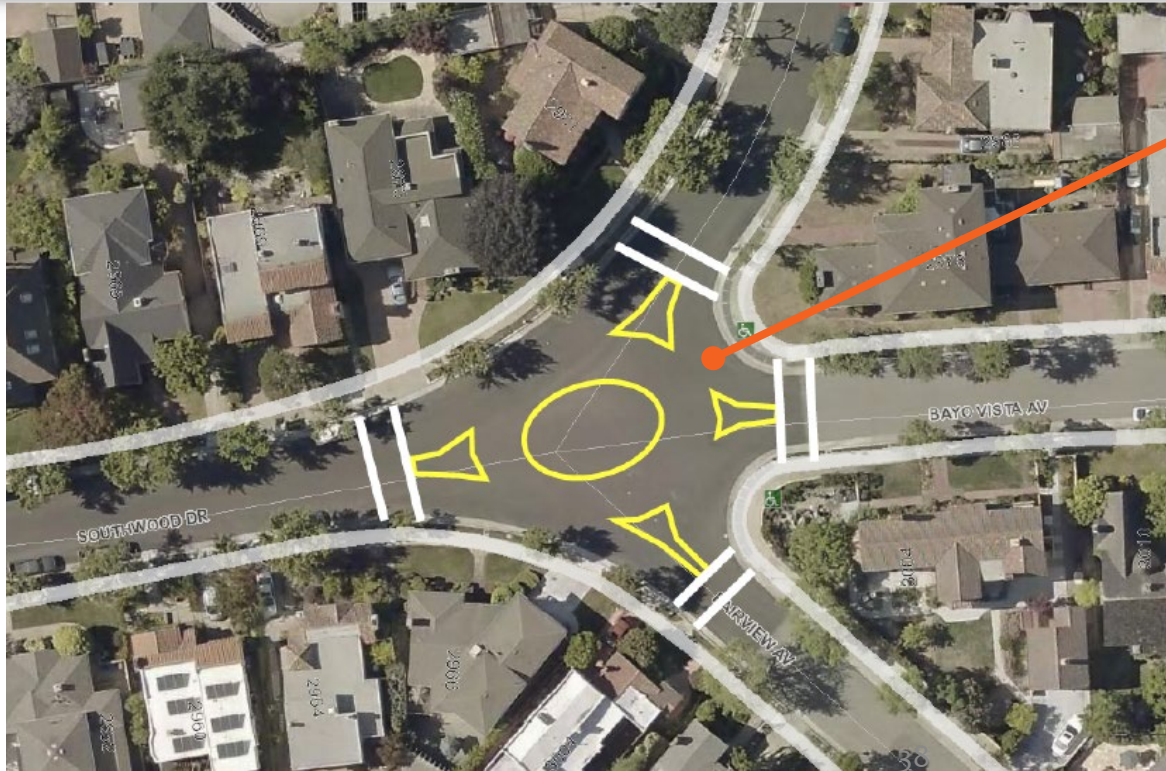
Quick-build roundabout and new pedestrian crossings

Update consistent with:

- ADA Transition Plan
- Safe Routes to Schools
School Safety Assessment recommendation



Southwood/Bayo Vista/Fairview



Quick-build roundabout and new pedestrian crossings

Update consistent with:

- ADA Transition Plan



Examples of Quick-Build Materials

Rubber Curb or Plastic Paneling



Temporary ADA Curb Ramps



Bollards & Paint



Decorative Paint



Speed Humps



Recommendation is in addition to Edison School Safe Routes to School Project

Separate project with construction planned for 2025:

- **Buena Vista/Northwood:**
 - High visibility yellow crosswalk on the southern leg
 - *School X-ing striping & signage recently installed*
- **Buena Vista/Versailles:** No U-turn sign
- **Lincoln Ave/Pearl:** High visibility yellow crosswalks and advance stop bars



Updated Recommendation Phase II: Long-Term Data Collection and Planning 2028-2030+

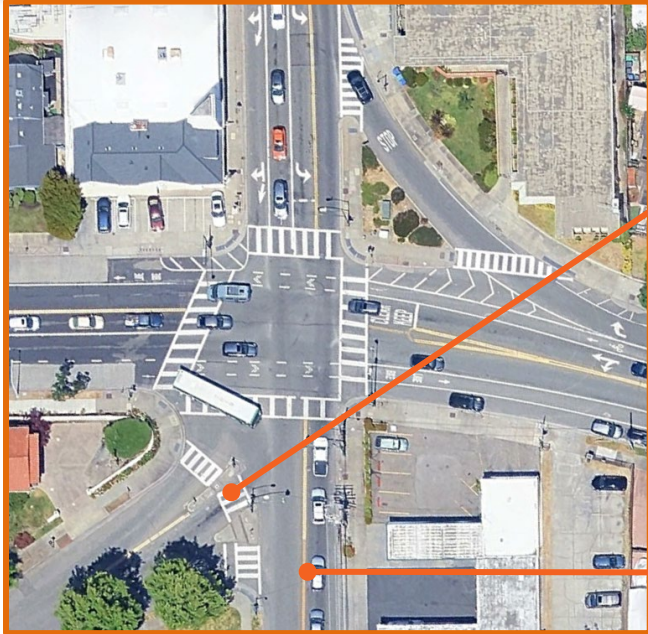


2028-2030+ Data Collection, Temporary Pilot, and Long-Term Planning

- **Monitor Traffic Conditions.** Collect follow-up volume/speed data along Gibbons Dr and adjacent neighborhood streets.
- **Implement Permanent Accessibility and Safety Upgrades.** Upgrade curb ramps to permanent installations, and upgrade roundabouts as funding allows.
- **Test Turn Restrictions at Gibbons.** Conduct a temporary pilot of the turn restriction at Gibbons/High/Fernside, with data collection & evaluation.
- **Report Findings and Next Steps.** Return to Council with findings, a recommended Gibbons/High/Fernside intersection design to implement with the long-term Fernside Project, and a funding strategy.



Temporary Turn Restriction Pilot Concept (~2028)



- Data collection and evaluation to test impacts of turn restriction
- Temporary materials & signs
- Neighborhood traffic calming will already be in place, reducing impacts

Final design/materials TBD

Cost & Fund Sources

2026-2027: General Fund support for quick-build neighborhood traffic calming

- Request ~\$175,000-\$200,000

2028-2030+: Combination of funds for data collection, temporary pilot, and long-term planning

- Seek grant funding
- Allocate funds in the FY 27-30 biennial budget
- Strategic use of Pavement Program and Measure BB operations funds



Staff Recommendation

Endorse Quick-Build Traffic Calming in the Neighborhood Around Gibbons Drive Followed by Long-Term Data Collection and Planning for the Fernside Boulevard Traffic Calming & Bikeways Project.



Optional slides



2012 Concept



2012 Concept

