



Gibbons/High/Fernside Intersection & Neighborhood Around Gibbons Dr

**City Council
November 18, 2025**

Fernside Boulevard Traffic Calming & Bikeways Project



Staff Recommendation

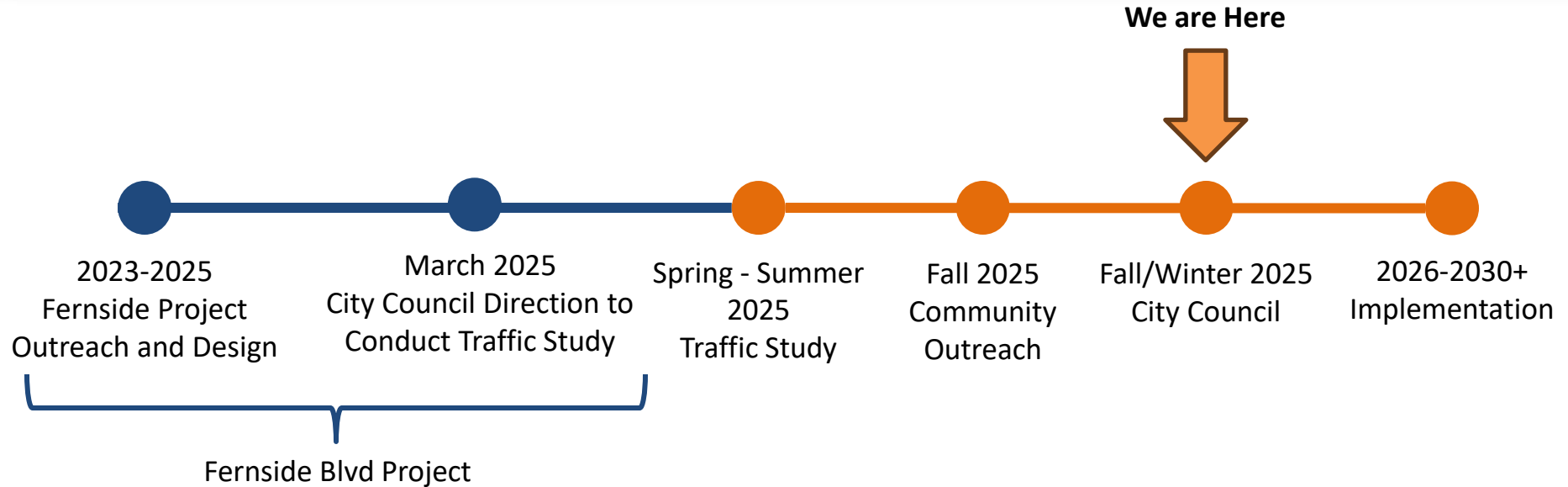
- Approve and fund quick-build traffic calming in the neighborhood around Gibbons Drive, followed by long-term data collection and planning for the Fernside Boulevard Traffic Calming & Bikeways Project
- Adopt resolution providing \$200,000 in General Funds for quick-build traffic calming.



Project Background



Project History and Timeline



Gibbons/High/Fernside considerations began with the Fernside Project

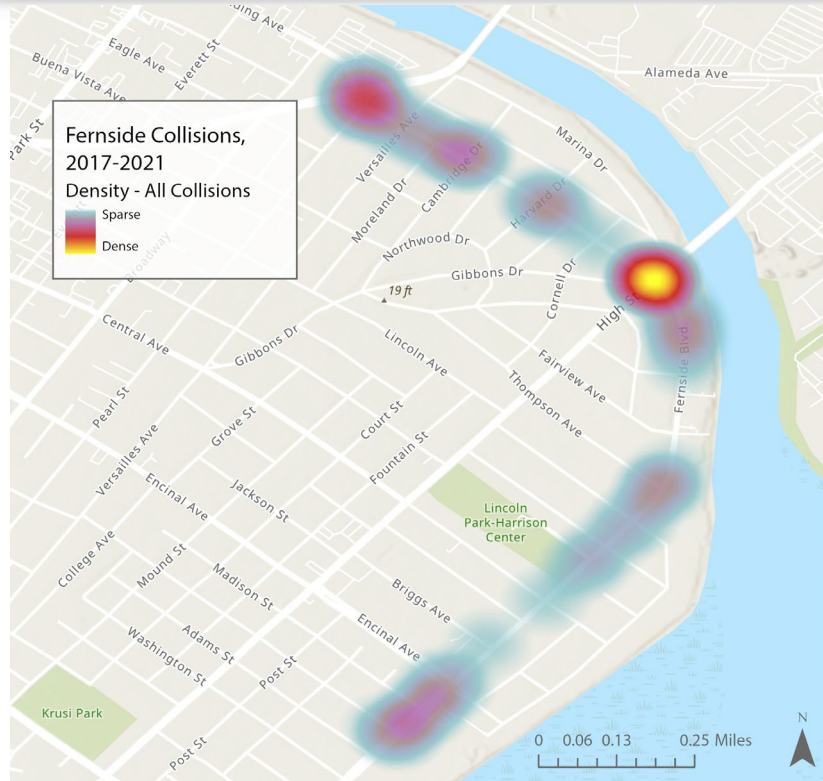
Approved Fernside Blvd Traffic Calming & Bikeways Project Long-Term Design:
Pedestrian Median Islands with Two-Way Protected Bikeway



The Long-Term Fernside Project Will Increase Safety and Comfort

Benefit	Design
Reduce speeds	Narrower travel lanes, new median islands, curb extensions; separated bikeway prevents illegal passing in bike lane
Improve pedestrian safety and comfort	Significantly shortened crossing distances, new marked crosswalks, flashing beacons
Improve bicyclist safety and comfort	Low-stress, two-way separated bikeway seamlessly connected to CAT and Bay Farm Bike Bridge. Located on the north and east side to avoid 10 side street approaches and reduce cross-traffic.
Retain curbside parking	Curbside parking on both sides of street. Two-way bikeway removes less parking and limits curbside changes to one side of the roadway.
Driveway access	Two-way bikeway provides better sightlines due to a wider buffer strip

Gibbons/High/Fernside is a Collision Hotspot on the Fernside Blvd High Injury Corridor



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



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



INTERSECTION
PENDING FURTHER
TRAFFIC ANALYSIS
AND PUBLIC
ENGAGEMENT



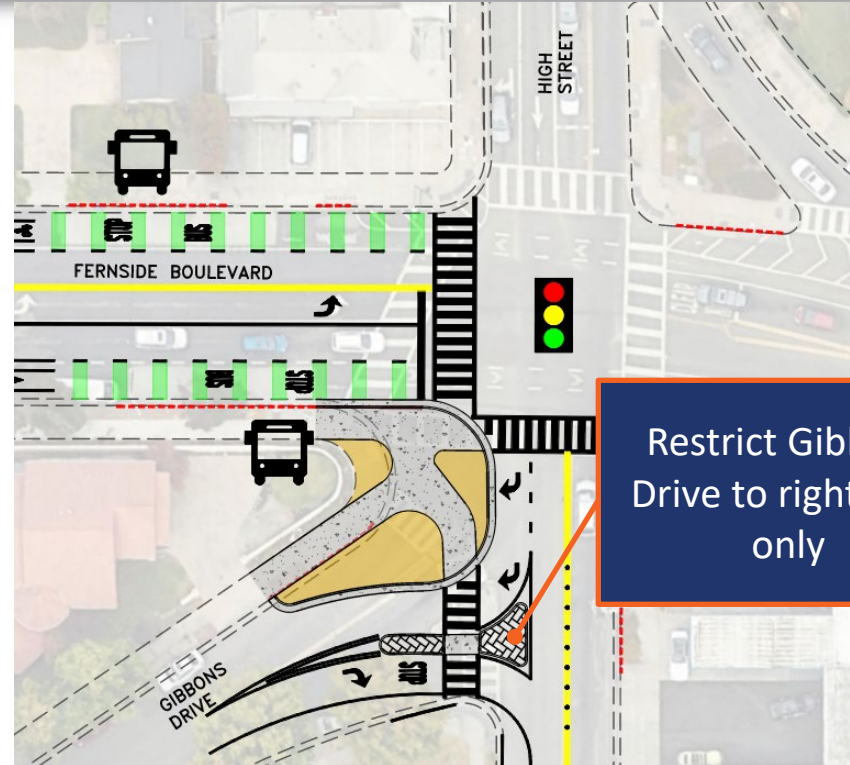
City Council called for a traffic study evaluating safety improvements in near and long term

Benefits of the proposal:

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

Community concern:

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



Restrict Gibbons Drive to right-turn only



Gibbons/High/Fernside Intersection Traffic Study by Parametrix

INTERSECTION SAFETY ISSUES

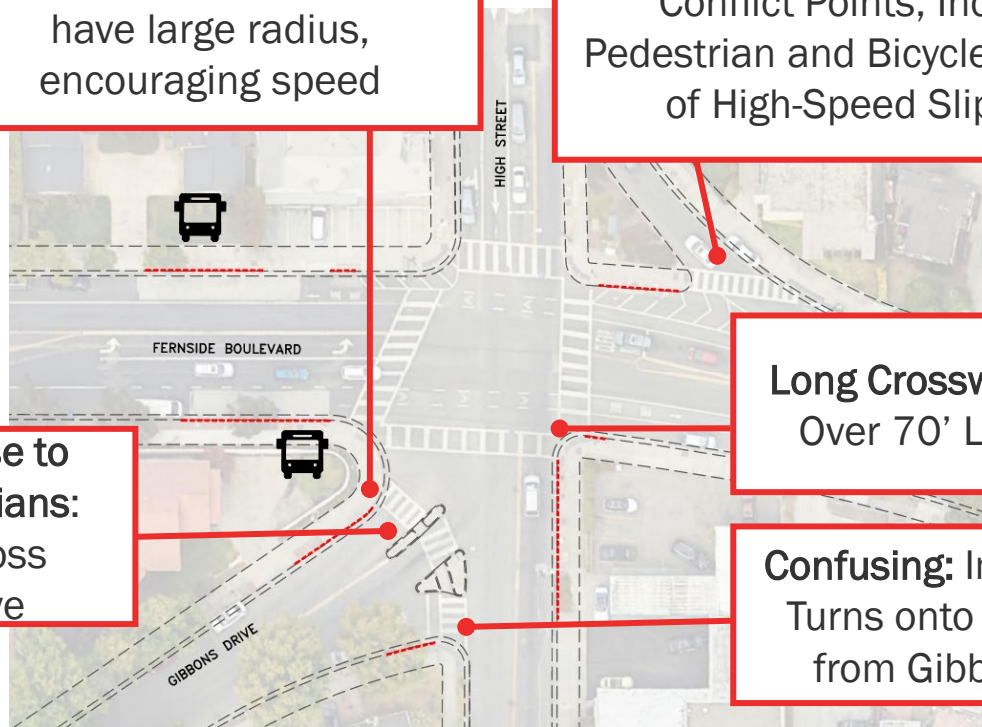
High-Speed: Turns onto Gibbons from High Street have large radius, encouraging speed

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

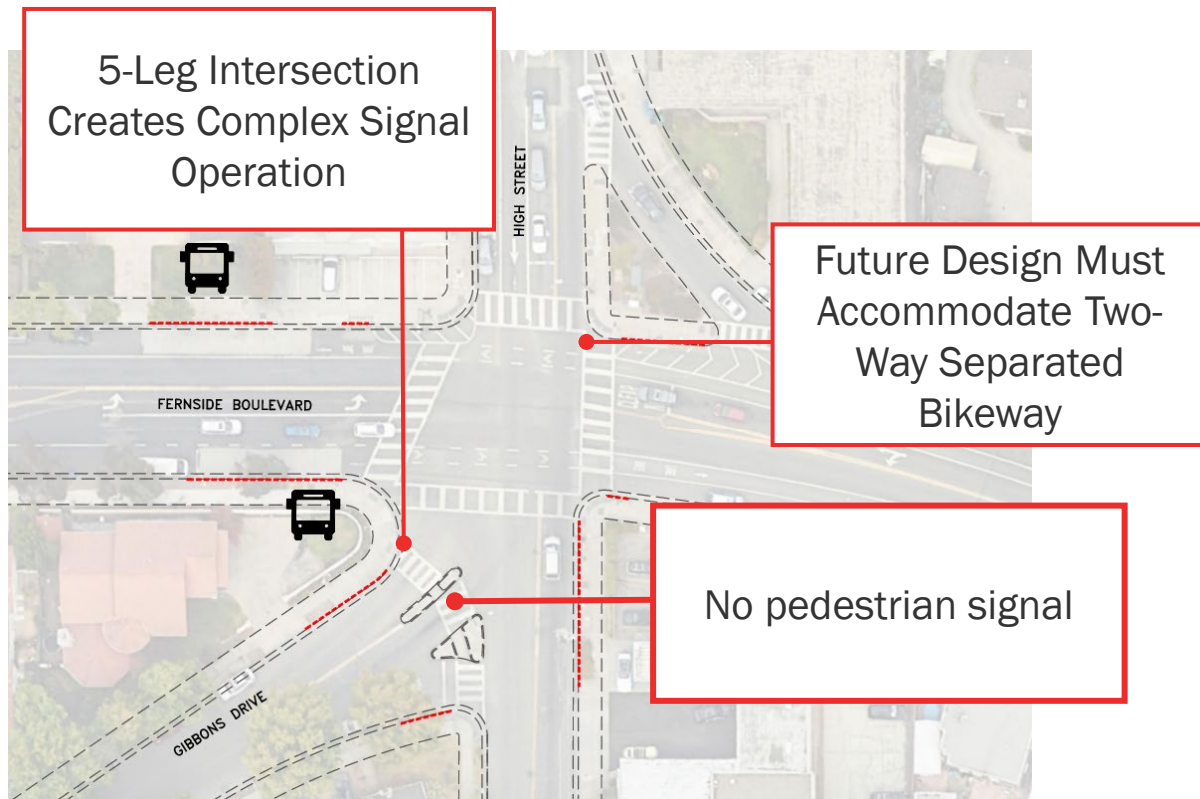
No Signal Phase to Protect Pedestrians:
Difficult to Cross Gibbons Drive

Long Crosswalks:
Over 70' Long

Confusing: Improper Left Turns onto High Street from Gibbons Drive



INTERSECTION OPERATIONS AND SIGNAL PHASING ISSUES



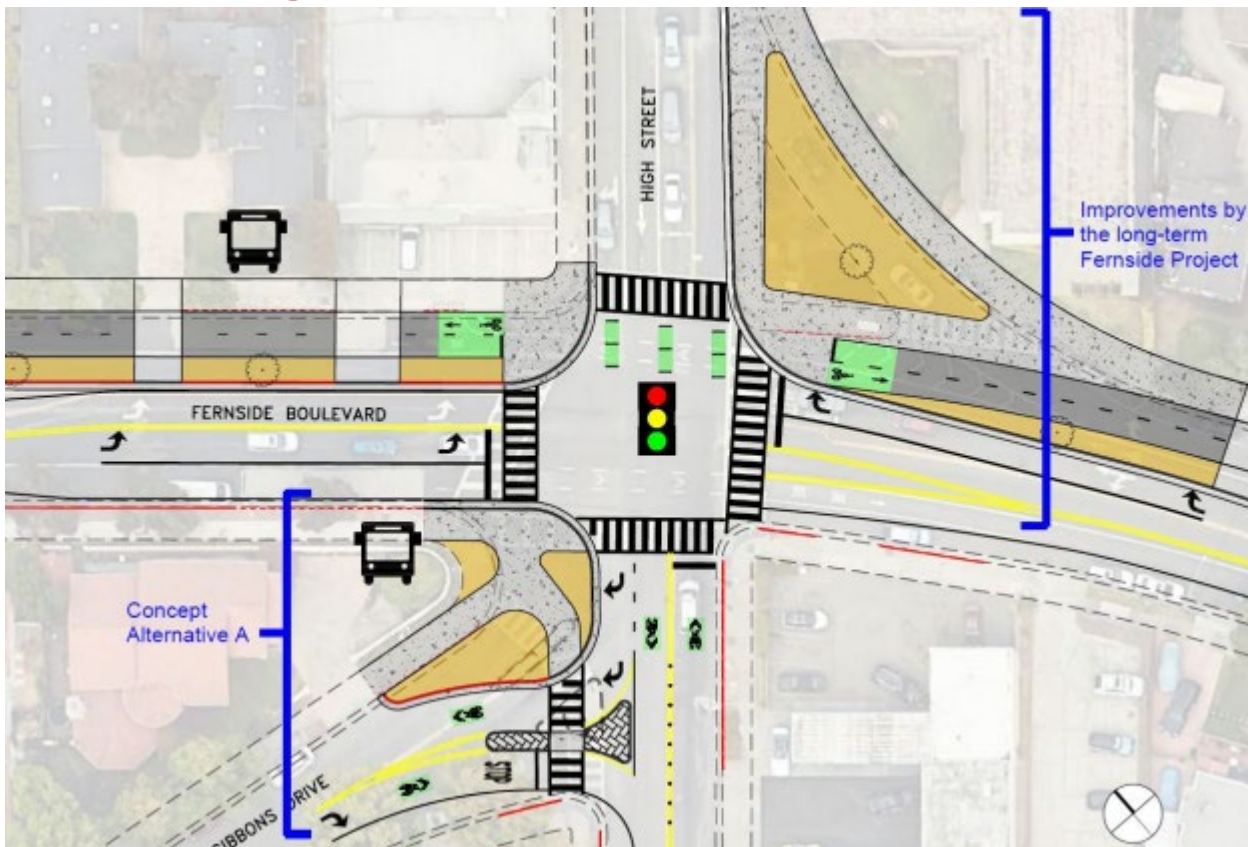


Analysis 1.

Intersection Safety and Operations

STUDY FINDING: ALT A IMPROVES SAFETY WITH MINIMAL TRAFFIC IMPACTS

Alt A: Realign and Restrict Left Turn



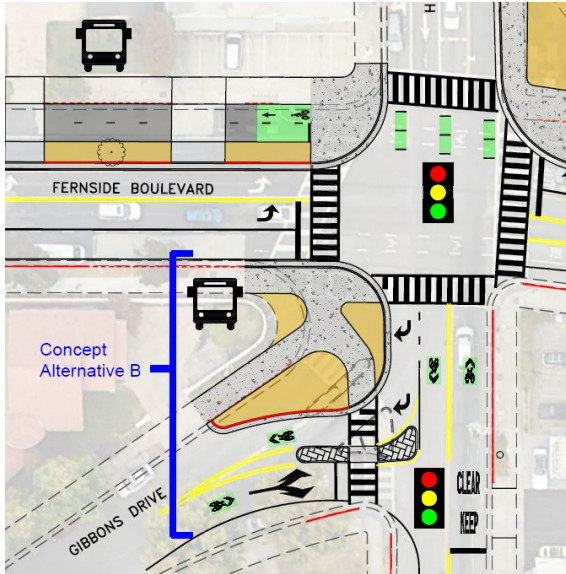
Safety: Improves intersection safety



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

ALSO STUDIED TWO ALTERNATIVES WITHOUT TURN RESTRICTIONS

Alt B: Realign and Allow Left Turn

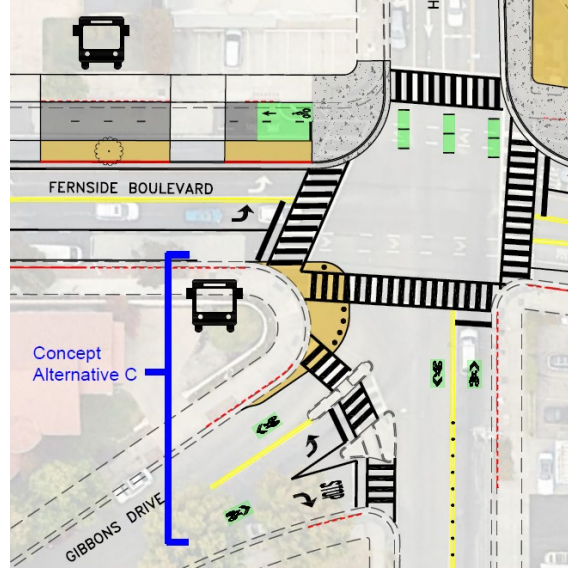


Safety: Improves safety



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

Alt C: Low-Cost Improvements

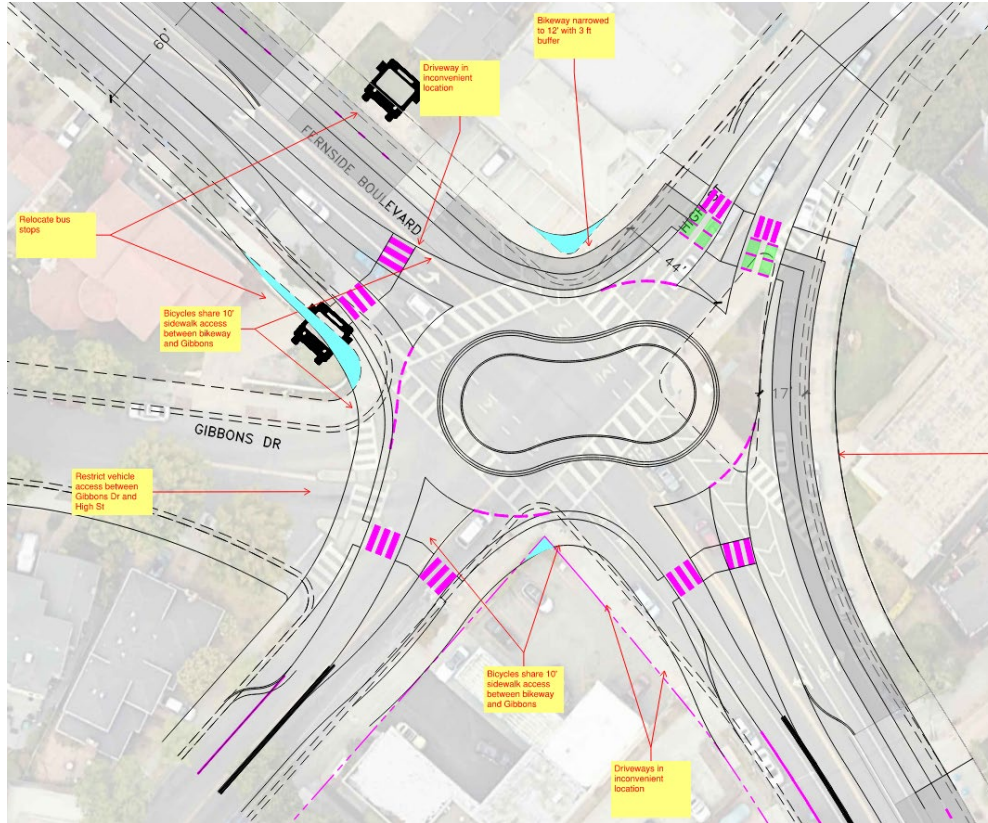


Safety: Addresses some issues



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

GIBBONS DRIVE EXISTING TRAFFIC



31 mph

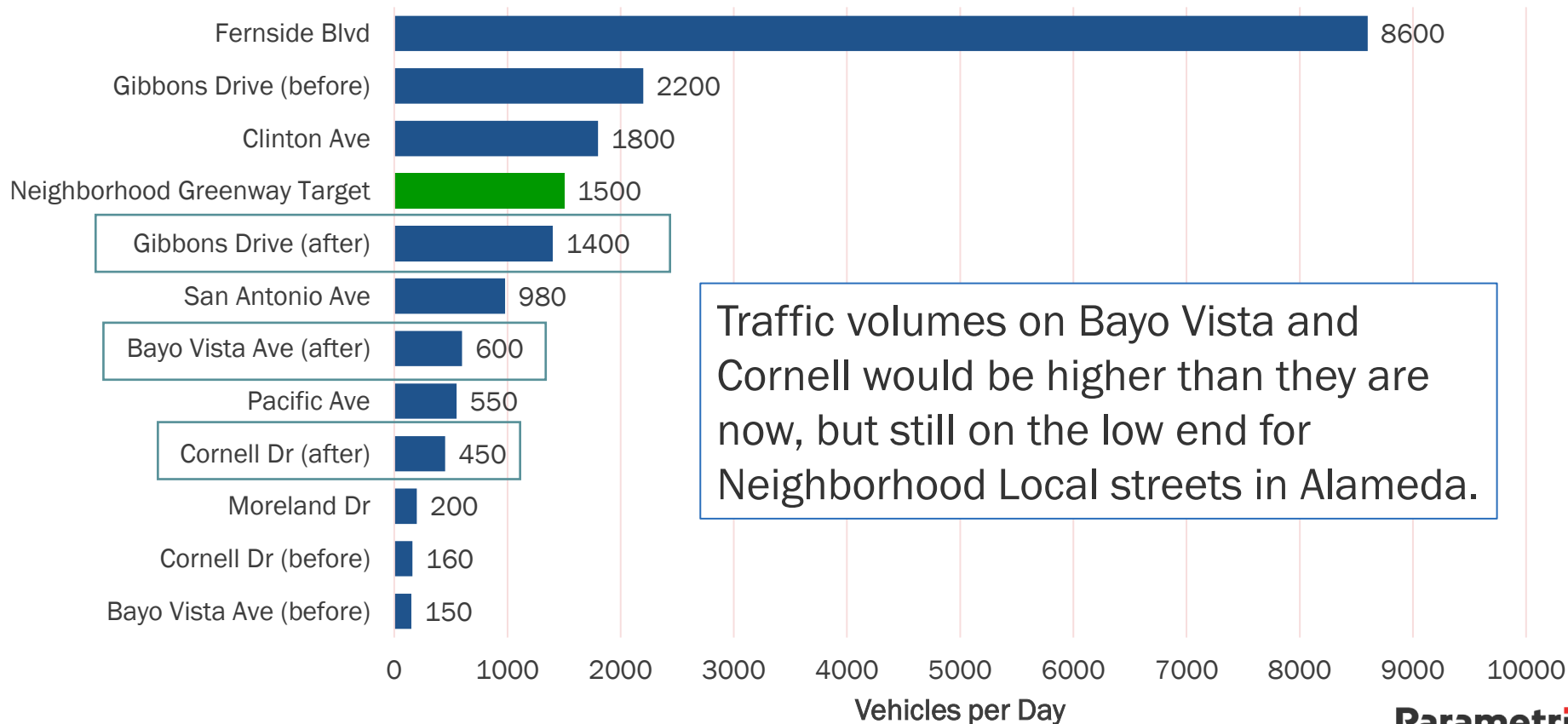
85th percentile speed



>55%

Northbound vehicles
using Gibbons to cut
through

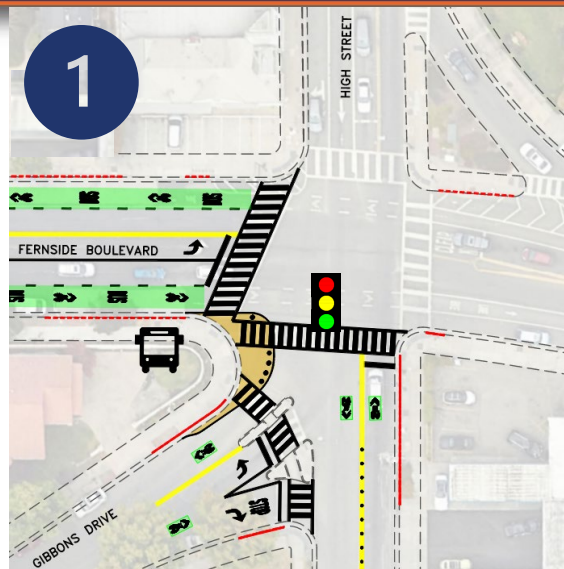
PROJECTED DAILY TRAFFIC VOLUMES WITH ALT. A – COMPARISON



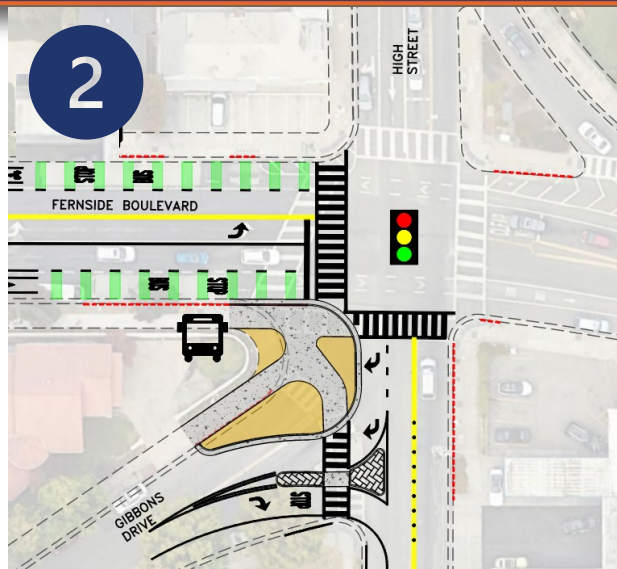
September 2025 Public Input



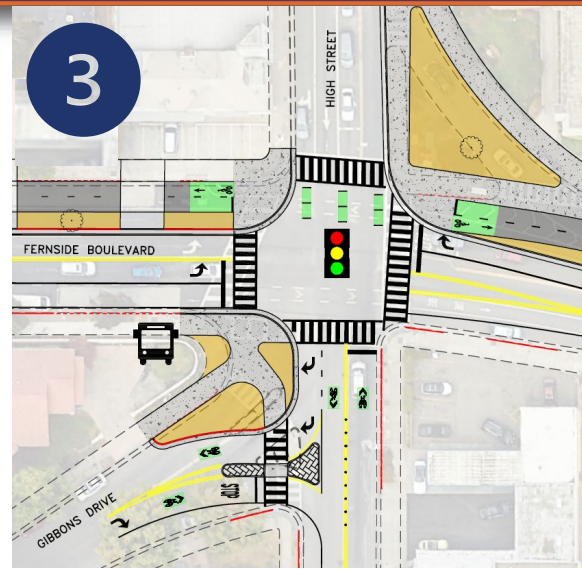
Sought input on a 3-stage implementation to balance safety needs with neighborhood traffic management



2026: Quick-Build Updates + 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

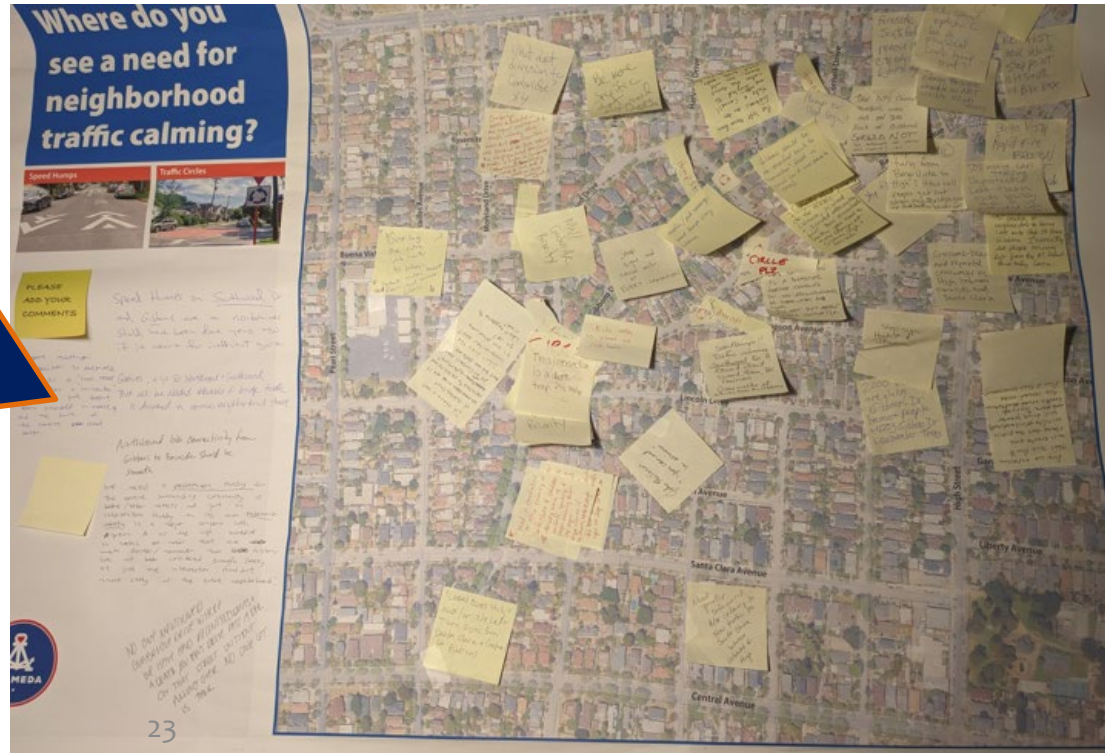
Received extensive public input

- 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!”



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

Most residents of nearby streets said Alt. A would not improve intersection safety

“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



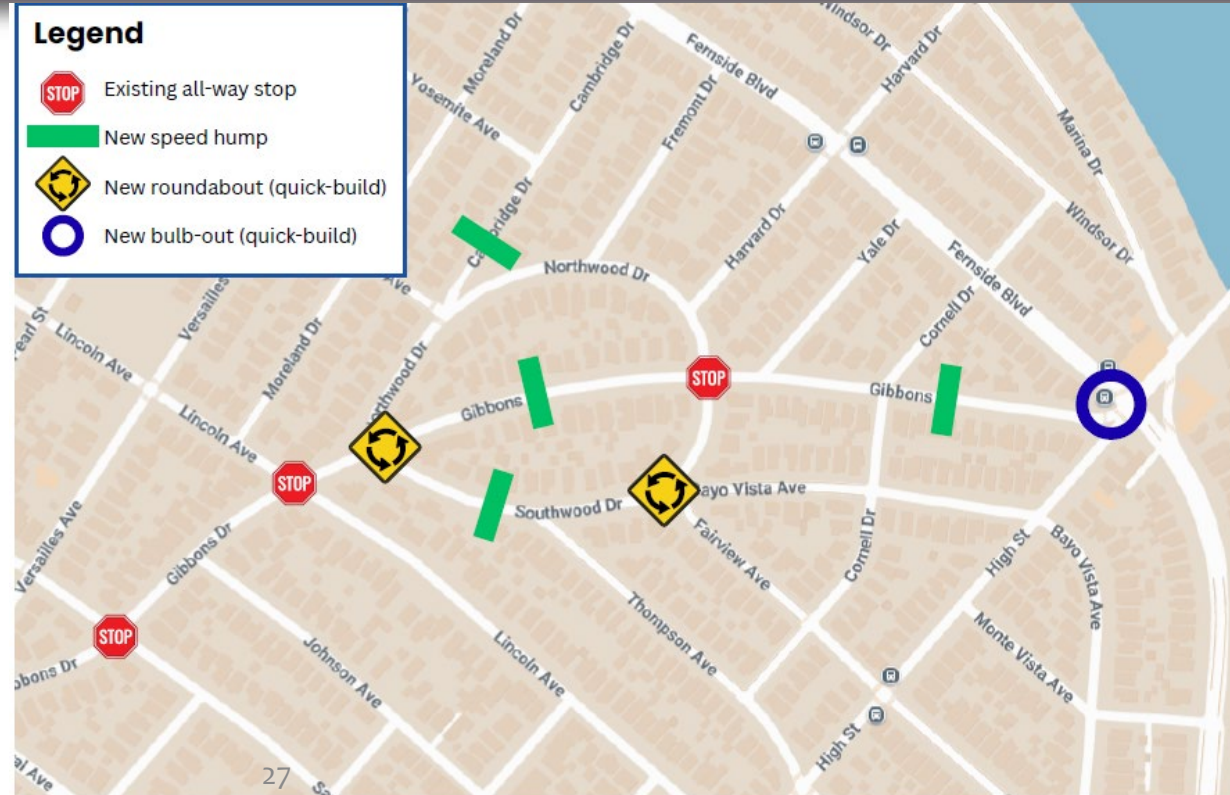
Current Recommendation



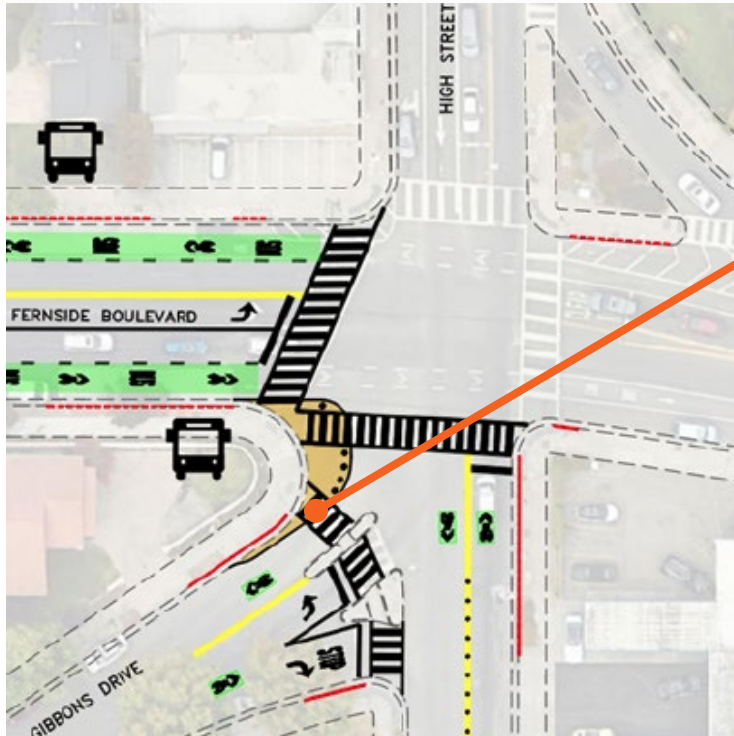
Recommendation Starts with Neighborhood Traffic Calming

Phase I (2026-2027)

Quick-build traffic calming and intersection improvements



Interim Safety Measure at Gibbons/High/Fernside

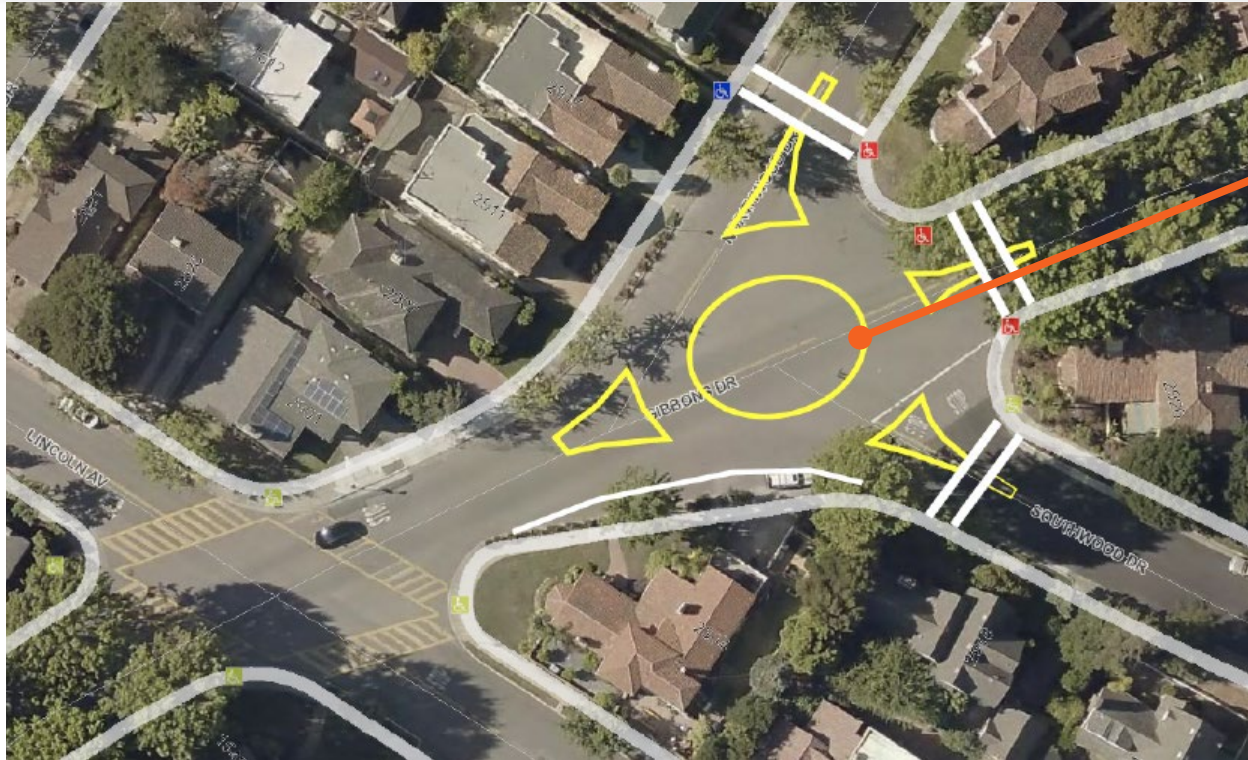


Quick-build bulb-out with 2026 near-term Fernside Project

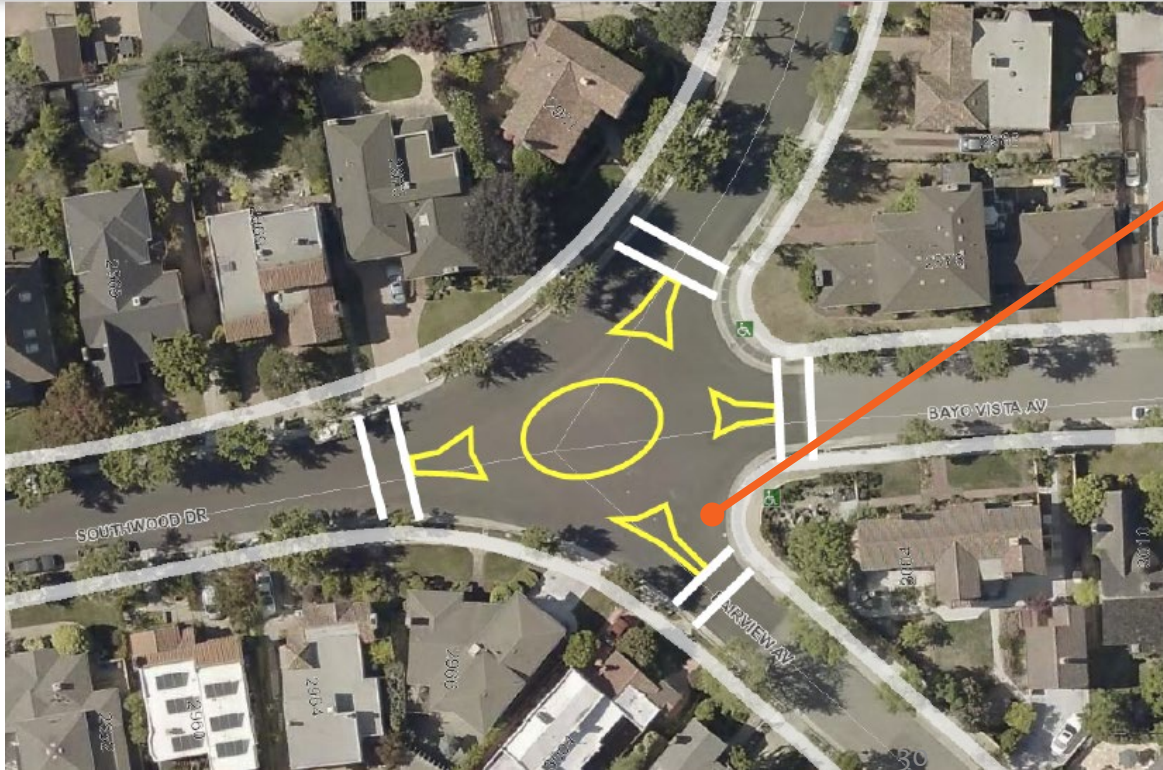


Gibbons/Northwood/Southwood

Demonstration project:
Quick-build roundabout and
new pedestrian crossings



Southwood/Bayo Vista/Fairview



Demonstration project:
Quick-build roundabout and
new pedestrian crossings



Examples of Quick-Build Materials

Rubber Curb



Plastic Paneling



Temporary ADA Curb Ramps



Bollards & Paint



Decorative Paint



Speed Humps

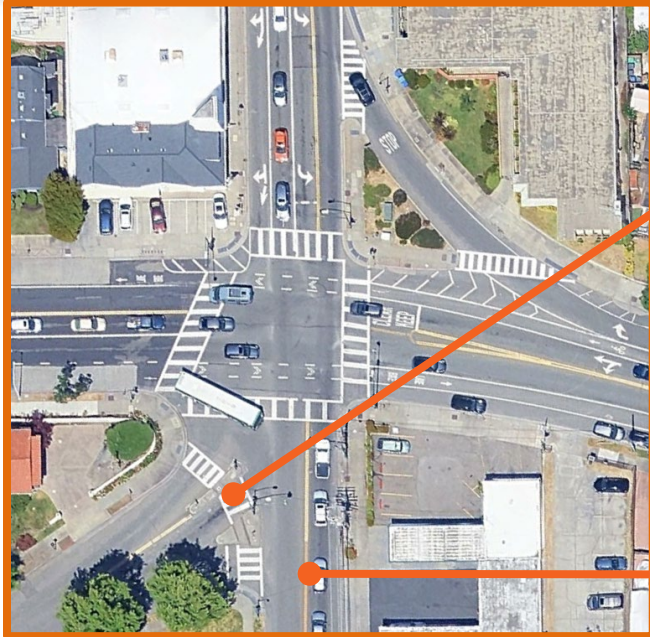


Current Recommendation Conducts Further Study of Gibbons/High/Fernside *After* Traffic Calming

Phase II (2028-2030+)

- Collect data after traffic calming
- Conduct temporary pilot of a turn restriction at Gibbons/Fernside/High in 2028, and return to City Council with findings and next steps
- Conduct long-term planning for the Fernside Traffic Calming & Bikeways Project
- Upgrade quick-build demonstration projects in the neighborhood to permanent materials

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

Staff Recommendation

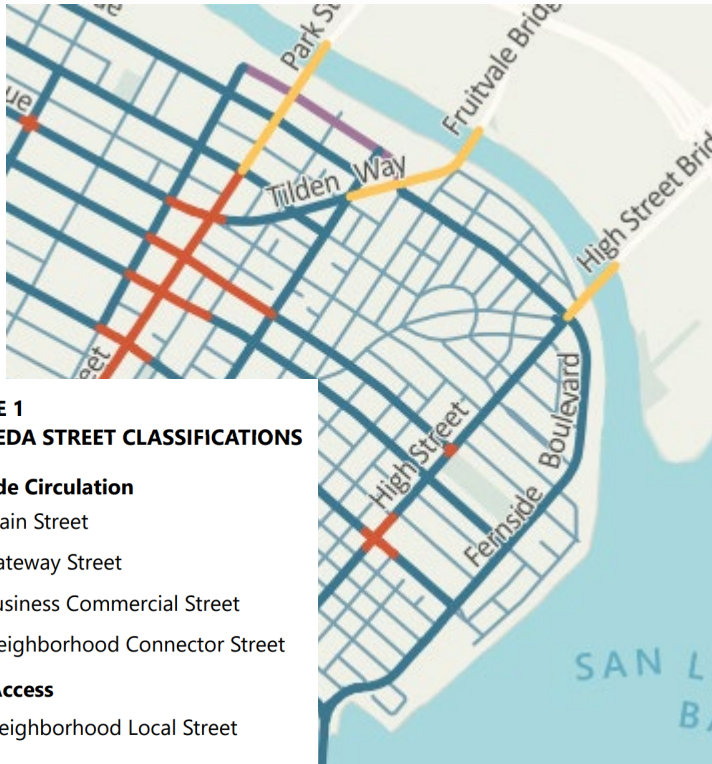
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EXTRA SLIDES



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



Recommendation is in addition to existing 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



2012 Concepts

Roundabout



Complicated, stop-controlled intersection

