Exhibit 4

GIBBONS/HIGH/FERNSIDE INTERSECTION EVALUATION AND TRAFFIC STUDY OVERVIEW

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Intersection Traffic Study

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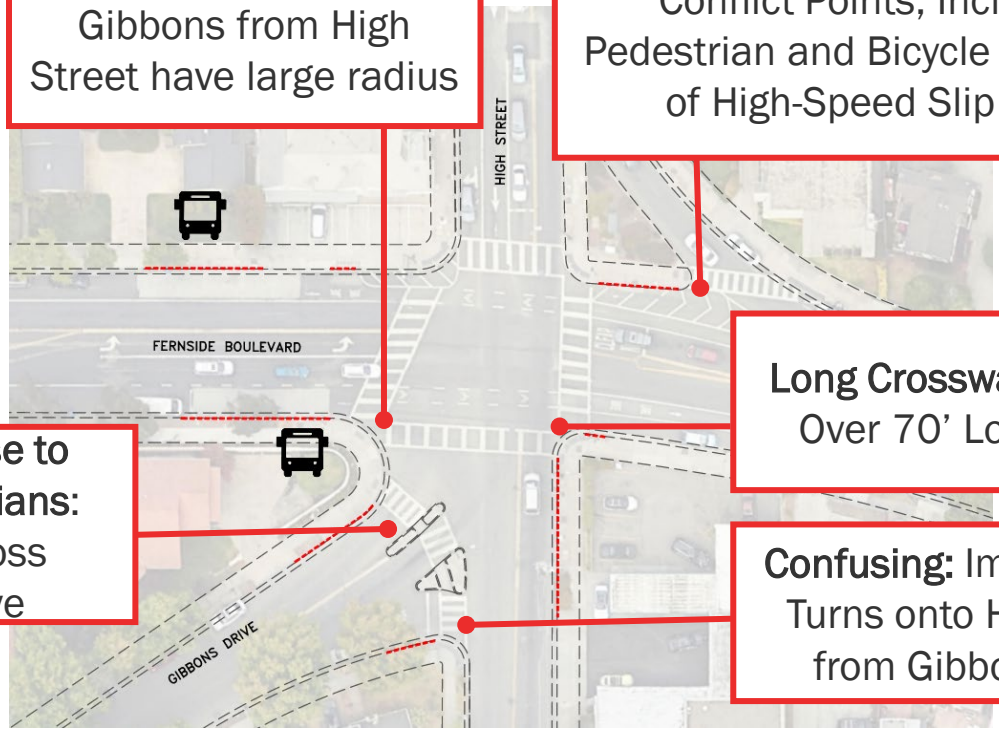
INTERSECTION SAFETY ISSUES

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

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

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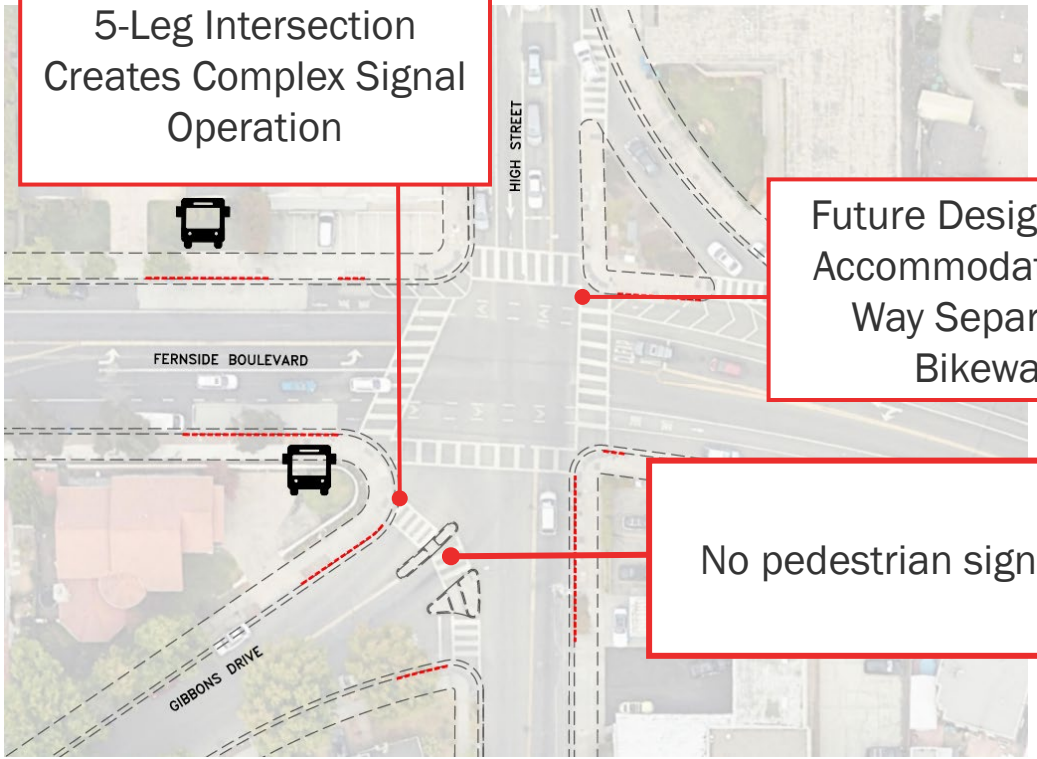
INTERSECTION OPERATIONS AND SIGNAL PHASING ISSUES



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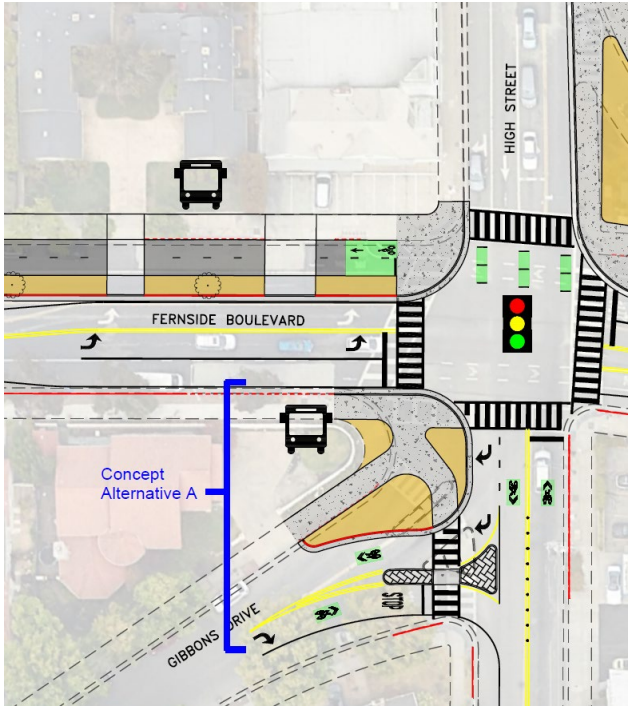
ALTERNATIVE A. REALIGN AND RESTRICT LEFT TURN



Description:

- Realigns Gibbons at High Street
- Restricts Gibbons exit to right only on High Street
- Shortens long pedestrian crossings
- Reduces turn radius onto Gibbons

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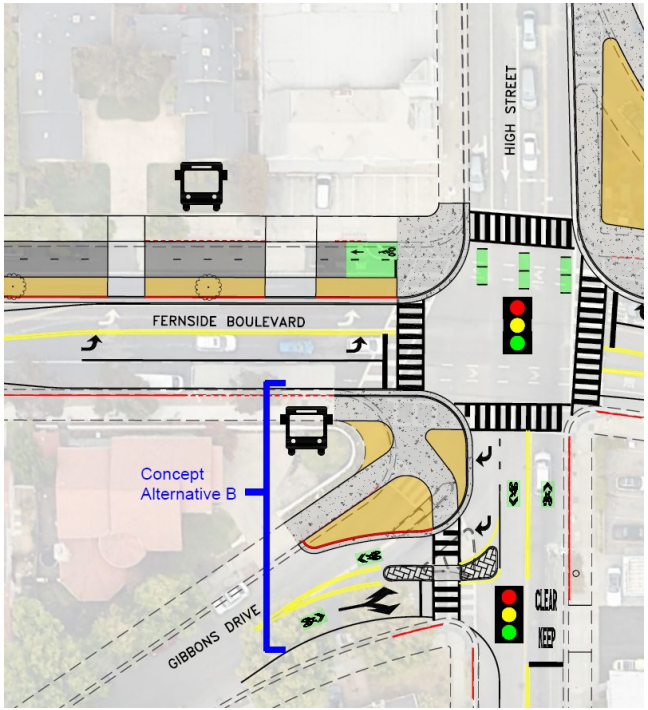
ALTERNATIVE B. REALIGN AND ALLOW LEFT TURN



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

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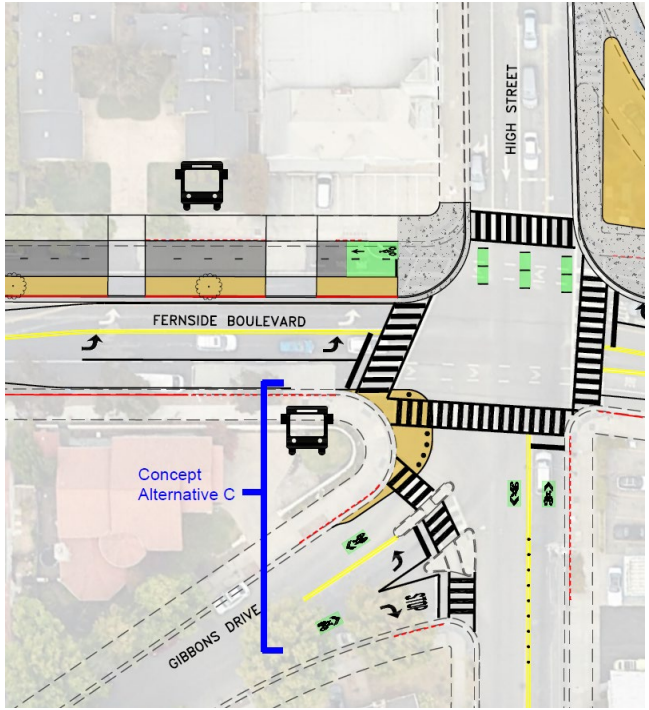
ALT C. LOW-COST IMPROVEMENTS



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

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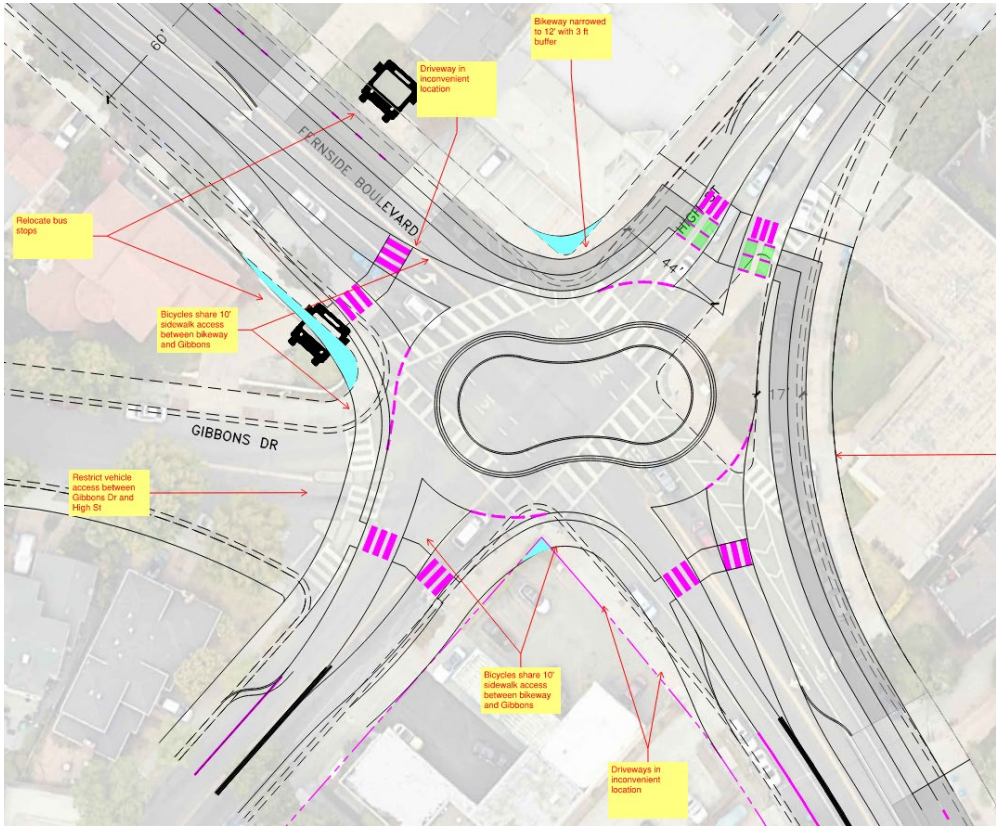
INSUFFICIENT RIGHT OF WAY FOR ROUNDABOUT



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*

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TRAFFIC STUDY ANALYSES

Analysis 1

Intersection Safety and Operations

Analysis 2

Neighborhood Traffic Circulation

Analysis 1.
Intersection Safety and Operations

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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.

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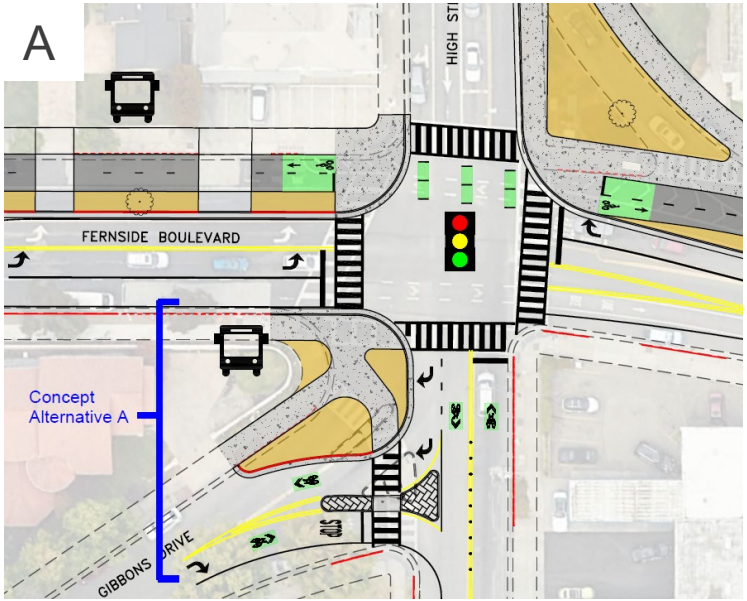
ANALYSIS RESULTS: ALTERNATIVE A (TURN RESTRICTION)



Safety: Addresses Key Issues

- Shorter pedestrian crossings
- Slowed vehicle turn speed
- Simplified intersection layout reduces number of conflict points

Operations: Minimal Change to Congestion

- Simplifies intersection with fewer signal approaches requiring dedicated phases
- In the near term, reduces traffic congestion
- Allows for addition of bikeway with minimal change to traffic congestion in long term

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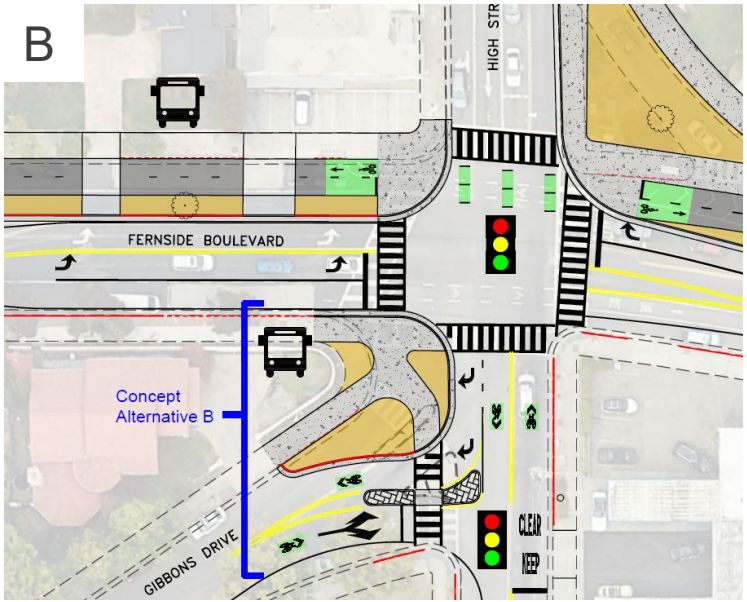
ANALYSIS RESULTS: ALTERNATIVE B (NEW SIGNAL)



Safety: Addresses Key Issues

- Shorter pedestrian crossings
- Slowed vehicle turn speed
- Simplified intersection layout

Operations: Severe Congestion in Long Term

- In the near term, makes traffic congestion worse on High Street because of the additional signal.
- With long term addition of bikeway, makes traffic congestion on High Street much worse, risking spillover onto other neighborhood streets.

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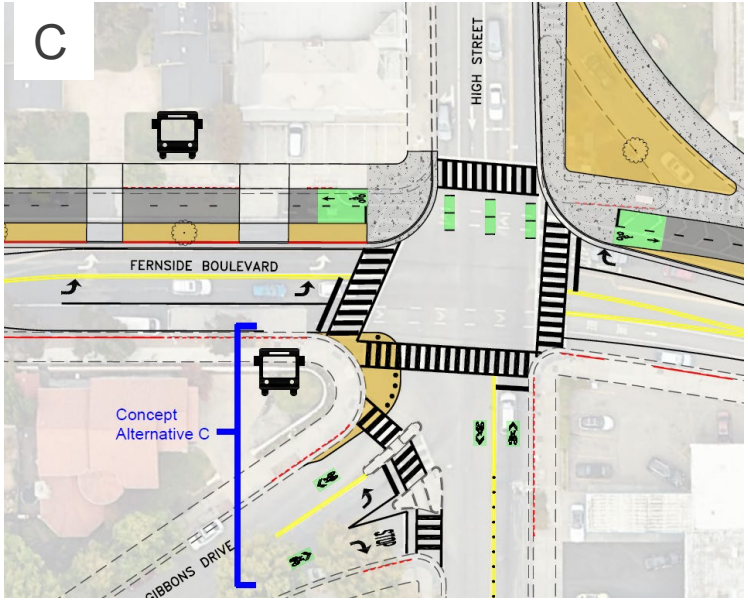
ANALYSIS RESULTS: ALTERNATIVE C (LOW COST)



Safety: Addresses Some Issues

- Slower vehicle turn speed

Operations: Severe Congestion in Long Term

- In the near term, traffic congestion would stay the same with paint-only changes.
- With long term addition of bikeway, makes traffic congestion on High Street worse because of the additional pedestrian signal.

INTERSECTION ALTERNATIVES SUMMARY

Alternative	Safety	Congestion: Near-Term	Congestion: Long-Term
A	☑ Improvement	☑ Improvement	Minimal Change
B	☑ Improvement	☒ Worse	☒ Worse
C	✓ Minor Improvement	No Change	☒ Worse

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Analysis 2.
Neighborhood Traffic Circulation (with Alt. A)

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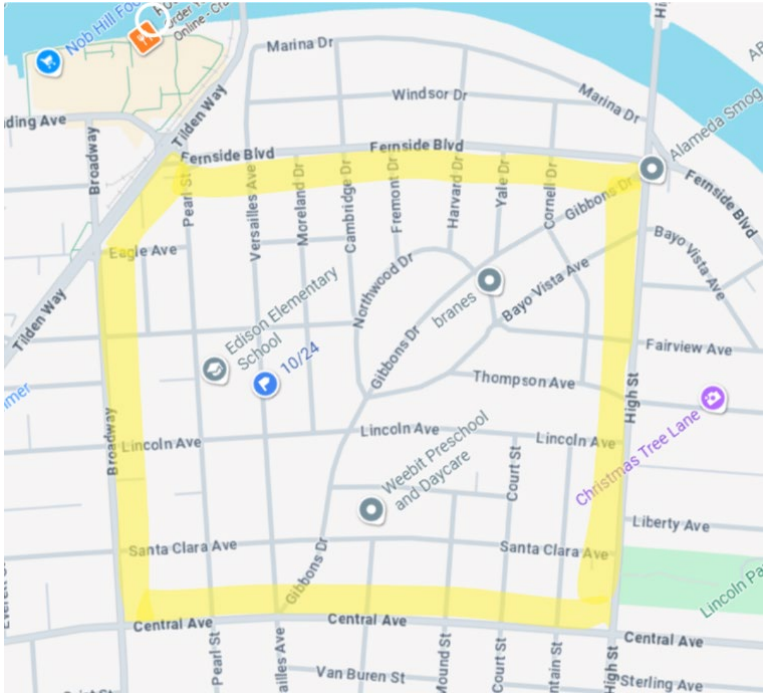
TRAFFIC CIRCULATION ANALYSIS KEY QUESTION



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.

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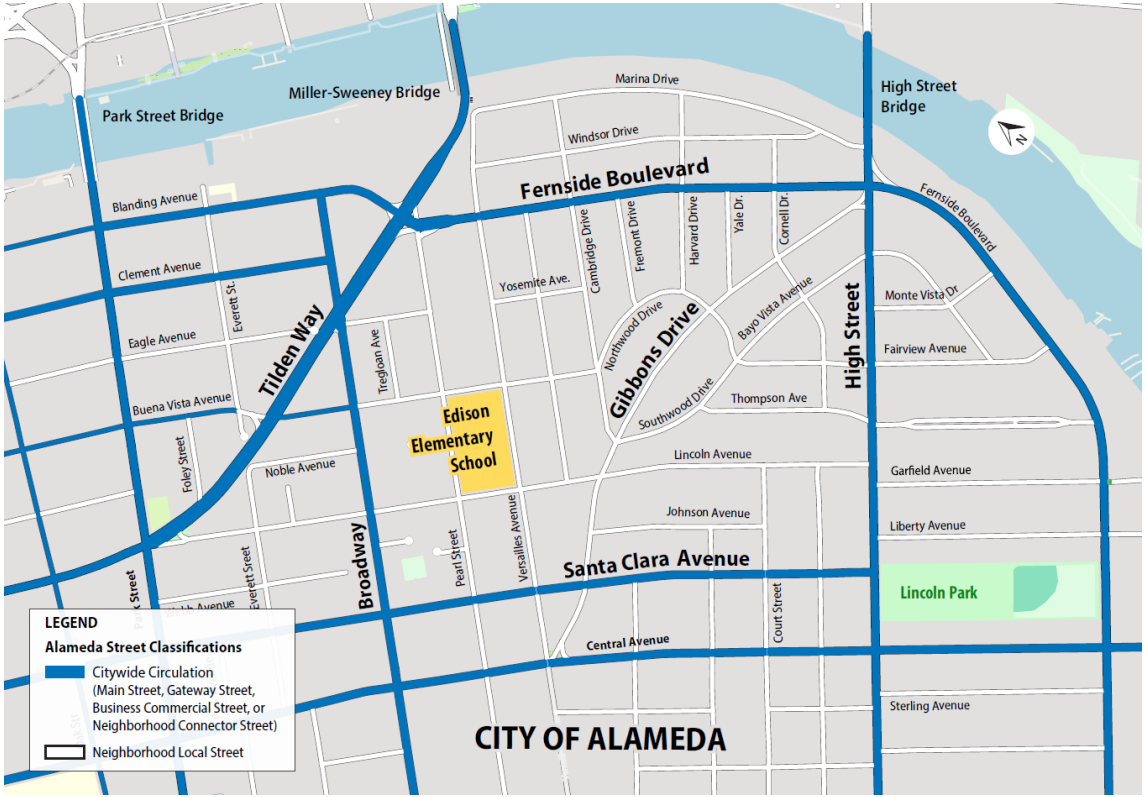
EXISTING NEIGHBORHOOD CIRCULATION



All streets inside the study area are classified as **Neighborhood Local Streets**:

- Target design speed 20 mph
- Target traffic volumes <1,000-4,000 vehicles per day
- Neighborhood Greenway targets <1,500 vehicles per day

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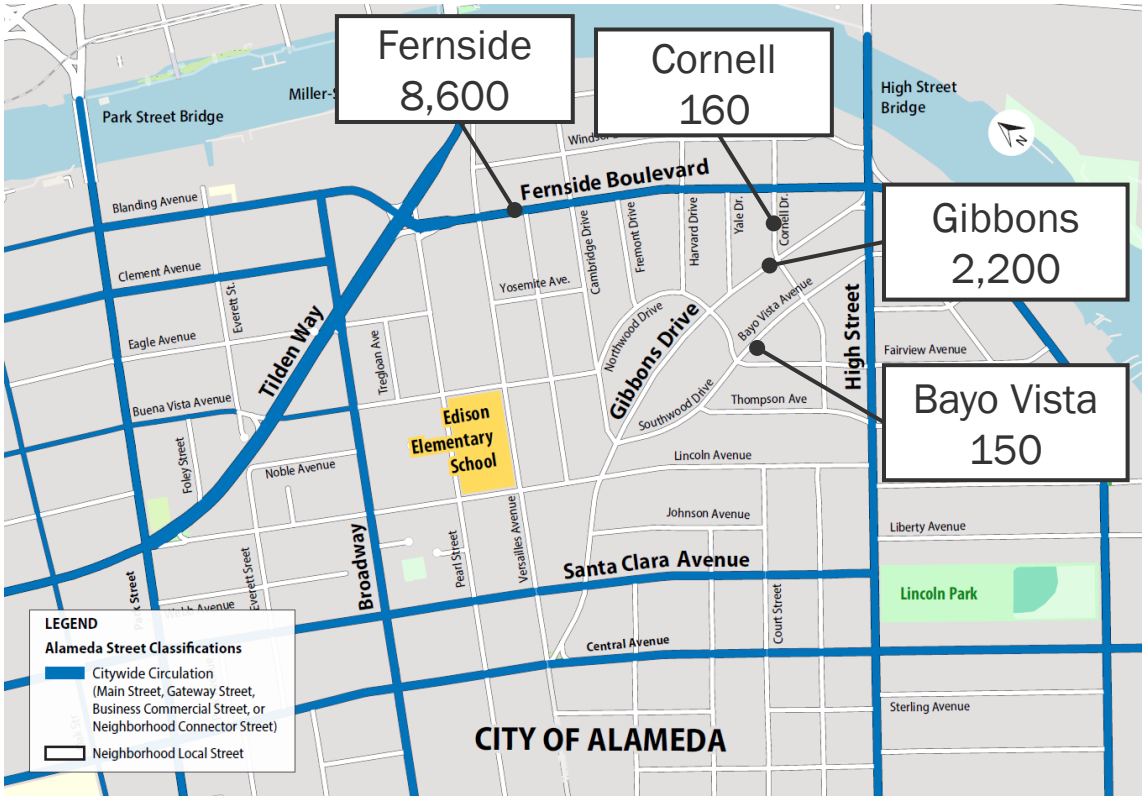
EXISTING ESTIMATED DAILY TRAFFIC VOLUMES



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

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GIBBONS DRIVE EXISTING TRAFFIC

31 mph

85th percentile speed

>55%

Northbound vehicles cutting through

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REDISTRIBUTION ANALYSIS

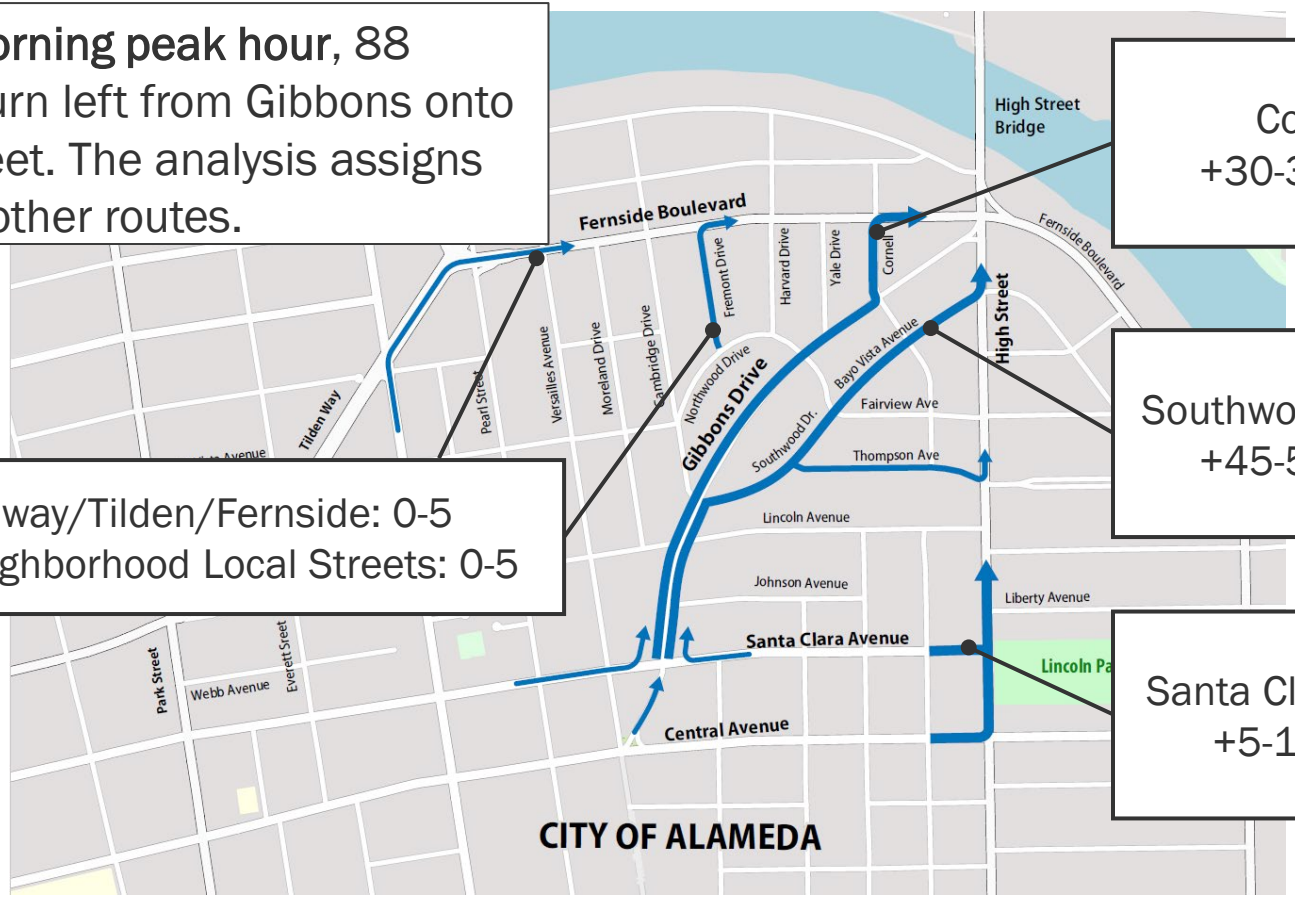
With the Alternative A left turn restriction, how will drivers who use Gibbons Drive today access High Street?

The analysis assumes redistribution through the neighborhood based on:

- Distance
- Street characteristics
- Number of turns and stop signs
- Street parking occupancy

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.



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

Cornell Dr
+30-35 vehicles

Southwood/Bayo Vista
+45-50 vehicles

Santa Clara or Central
+5-10 vehicles

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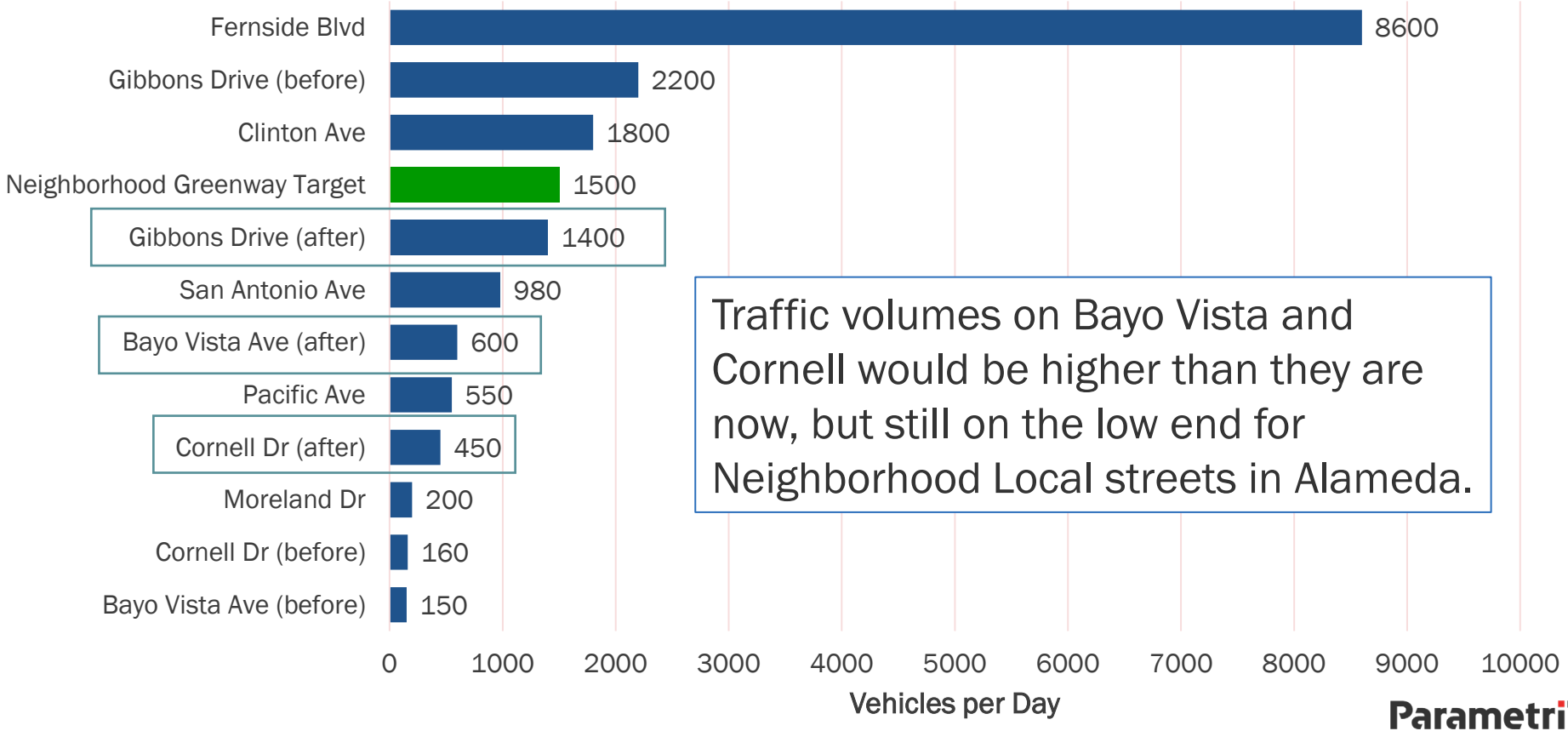
HOW DO DAILY TRAFFIC VOLUMES COMPARE WITH OTHER STREETS?



Traffic volumes on Bayo Vista and Cornell would be higher than they are now, but still on the low end for Neighborhood Local streets in Alameda.

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