Gibbons/High/Fernside Intersection Design Study

Community Open House
September 25, 2025

Community Open House Agenda

5:30 pm **Open House**

5:45 pm **Welcome**

5:50 pm **Presentation**

- Background and goals
- Alternatives analysis – safety, operations, traffic circulation
- Draft recommendations for design and phasing
- Clarifying questions

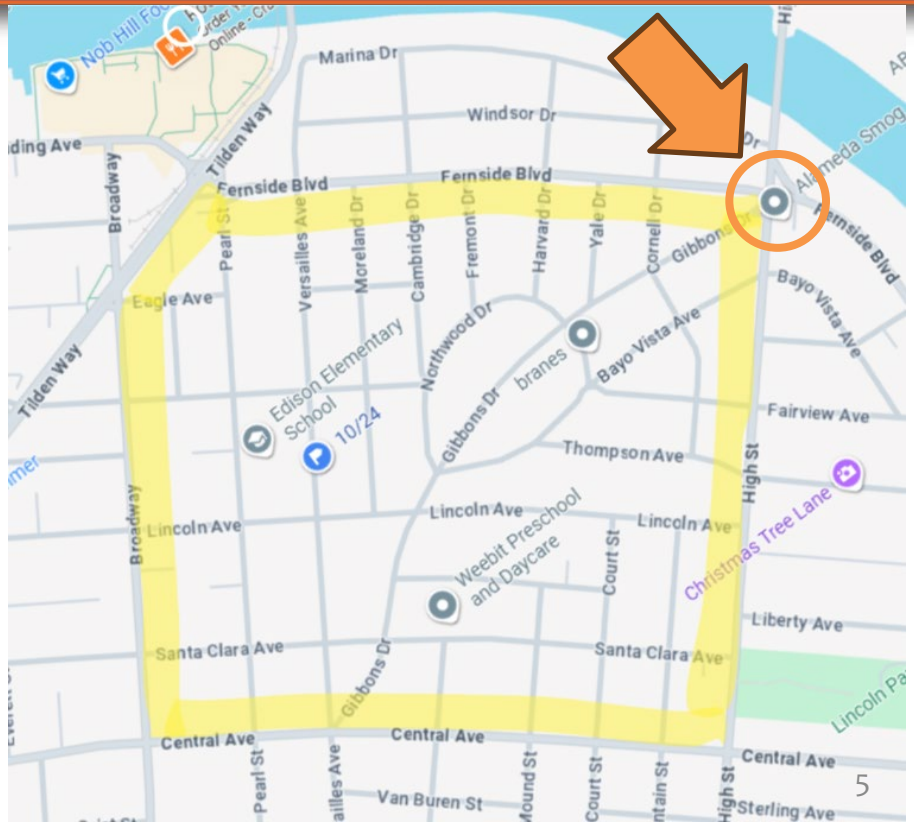
6:30 pm **Open House**

- Ask questions of multiple staff and consultants
- View and comment on draft design and timing recommendations
- Share neighborhood traffic calming ideas

7:30 pm **Adjourn**

Background and Goals

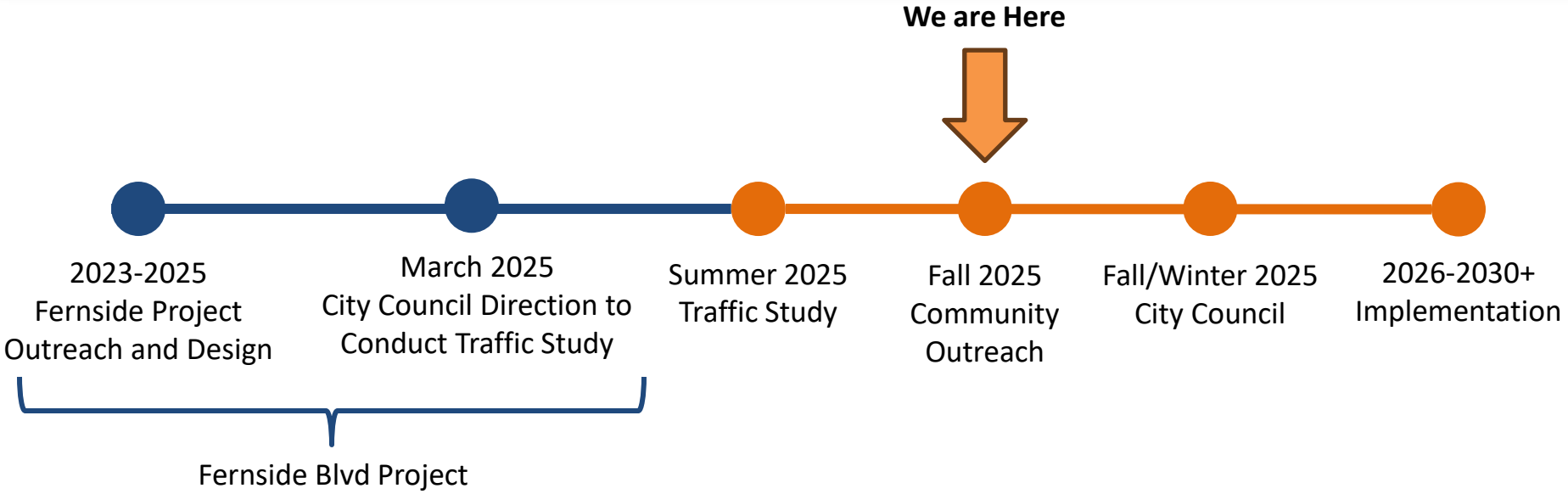
Project Location



Study Intersection:
Gibbons/High/Fernside

Neighborhood traffic study bounded by Fernside Blvd, High Street, Central Avenue, and Broadway.

Project History and Timeline



Related Plans & Priorities

Vision Zero Policy & General Plan:

- Safety is the highest priority for City streets

Active Transportation Plan:

- Improve pedestrian & bicyclist safety, comfort, access
- Backbone Low-Stress Bikeway Network includes Fernside Boulevard

General Plan: Neighborhood Local Streets

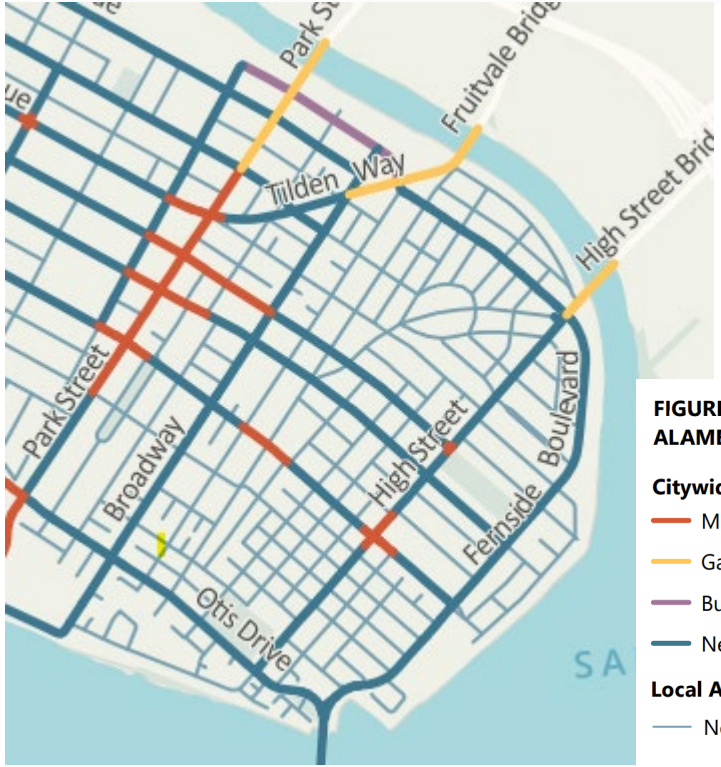


FIGURE 1
ALAMEDA STREET CLASSIFICATIONS

Citywide Circulation

- Main Street
- Gateway Street
- Business Commercial Street
- Neighborhood Connector Street

Local Access

- Neighborhood Local Street

- All streets inside the study area are classified as Neighborhood Local Streets in the General Plan
- City Council gave direction to make Gibbons a Local Street in 2009

Why Change Gibbons/High/Fernside?
Intersection Safety Issues

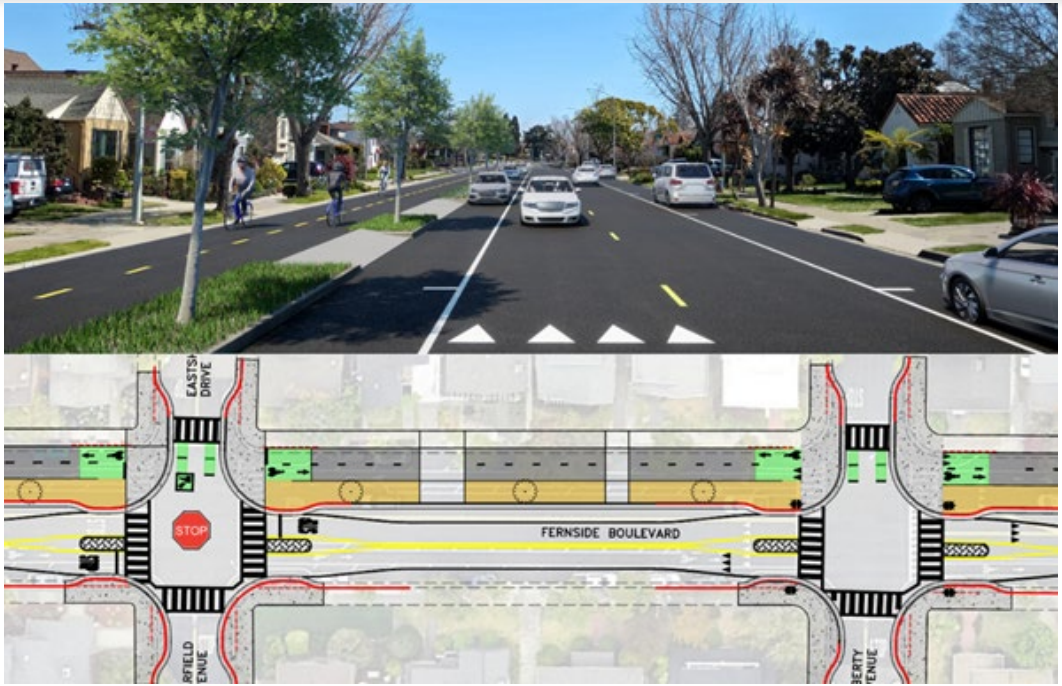
Safety issues due to 5-leg intersection with atypical, confusing layout and long pedestrian crossings.

Why Change Gibbons/High/Fernside?
Part of Fernside Project

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

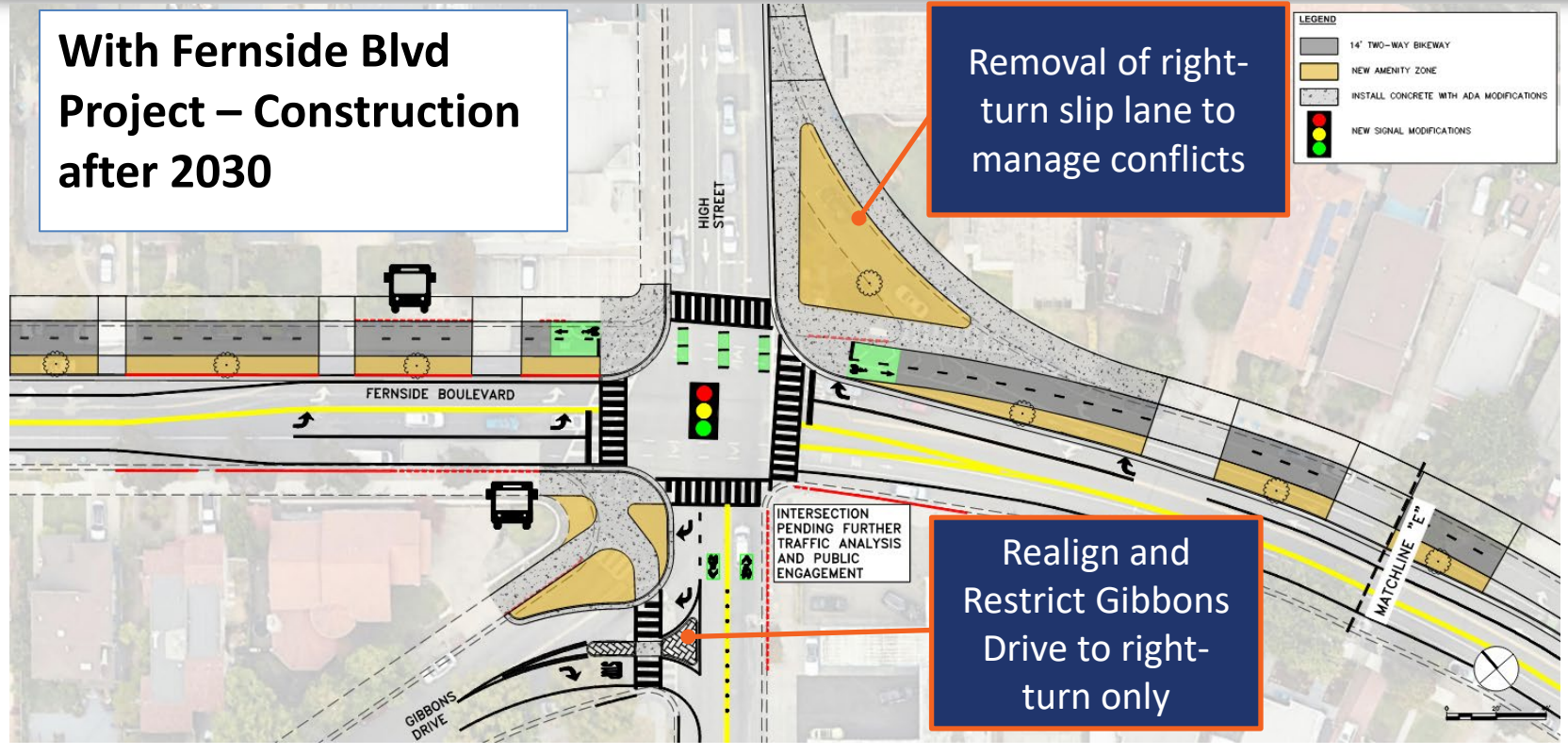
Pedestrian Median Islands with Two-Way Protected Bikeway

Approved by City Council March 2025



Long-Term Intersection Proposal – City Council Review March 2025

With Fernside Blvd Project – Construction after 2030



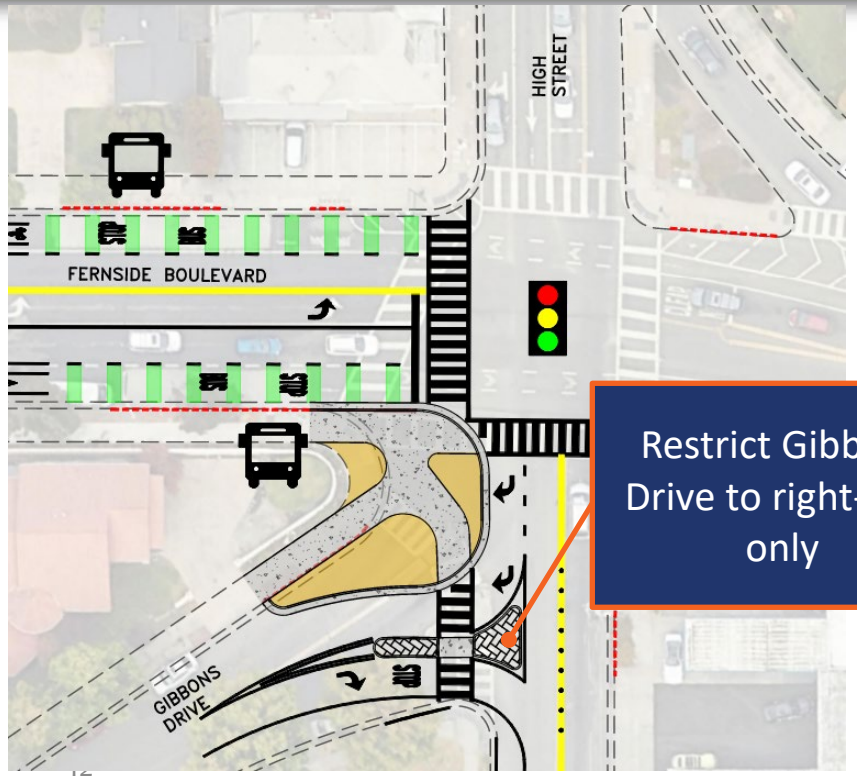
Removal of right-turn slip lane to manage conflicts

Realign and Restrict Gibbons Drive to right-turn only

City Council Direction March 2025:
Traffic Study for Safety Improvements Proposal

Benefits of the proposal:

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



Gibbons/Fernside/High Project Goals

- Improve intersection safety at Gibbons/High/Fernside
- Simplify traffic operations, including in context of future Fernside Blvd project
- Balance intersection safety needs with neighborhood traffic management

Intersection Traffic Study

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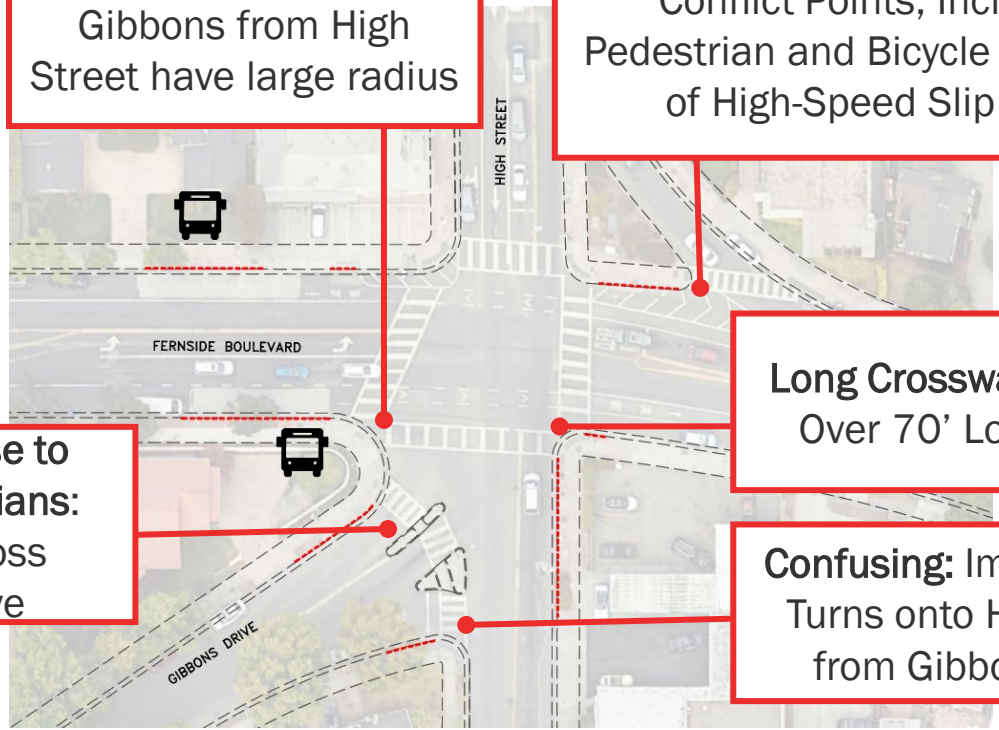
INTERSECTION SAFETY ISSUES

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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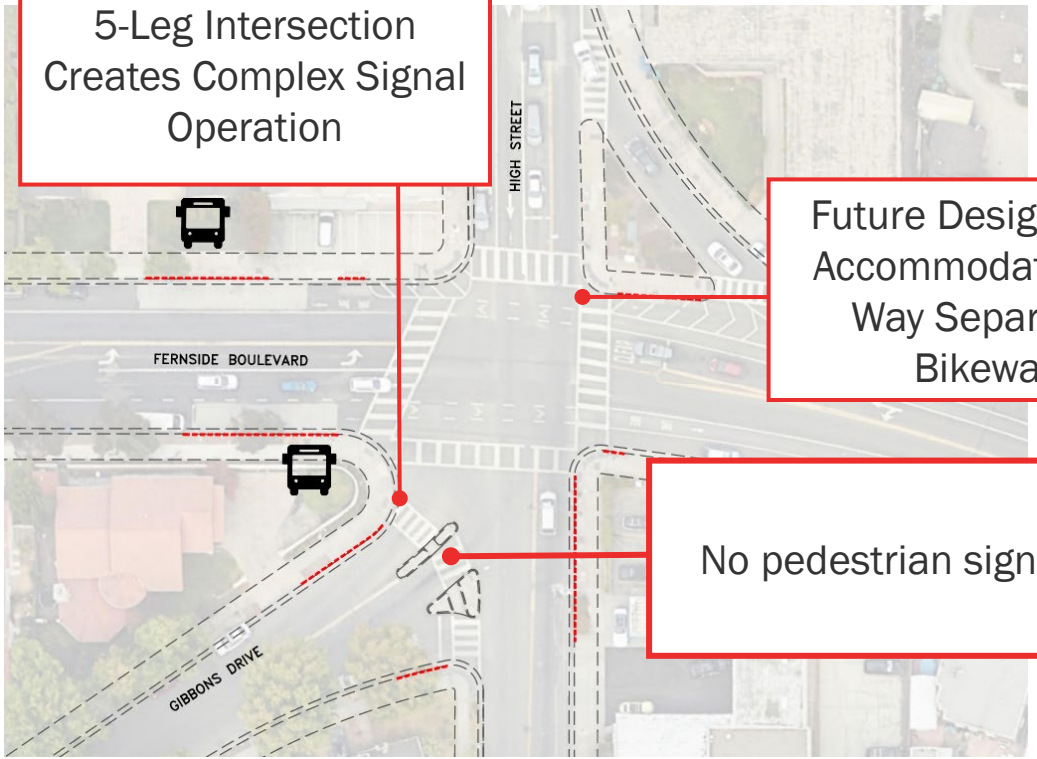
INTERSECTION OPERATIONS AND SIGNAL PHASING ISSUES



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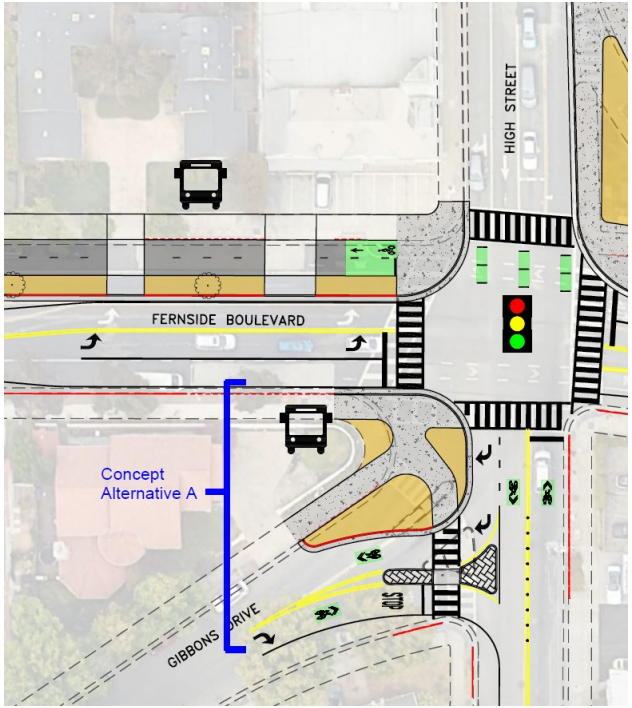
ALTERNATIVE A. REALIGN AND RESTRICT LEFT TURN



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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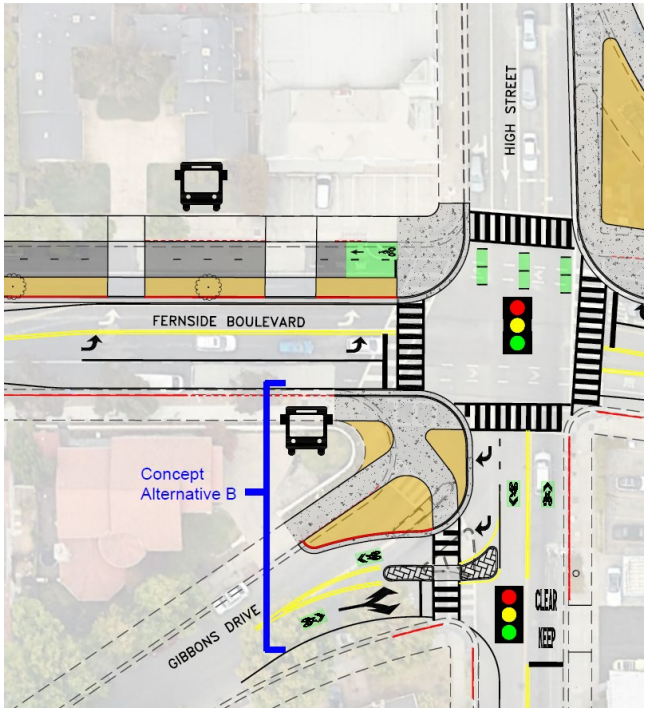
ALTERNATIVE B. REALIGN AND ALLOW LEFT TURN



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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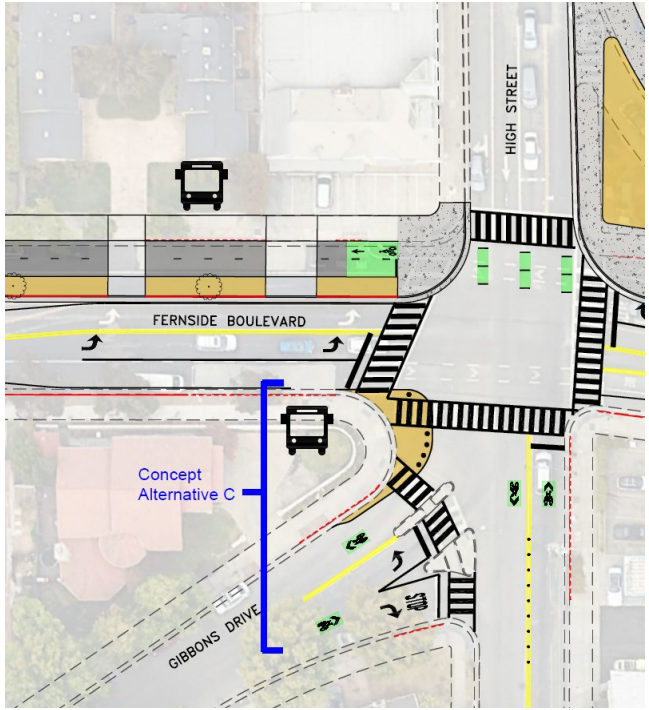
ALT C. LOW-COST IMPROVEMENTS



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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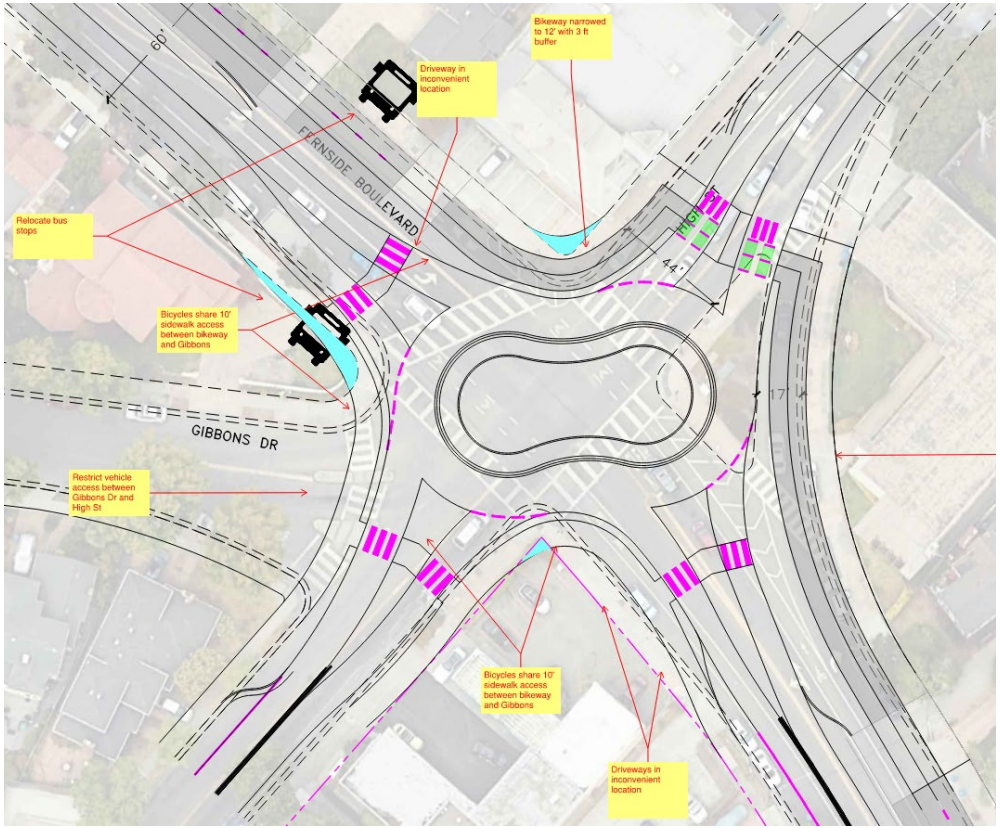
INSUFFICIENT RIGHT OF WAY FOR ROUNDABOUT



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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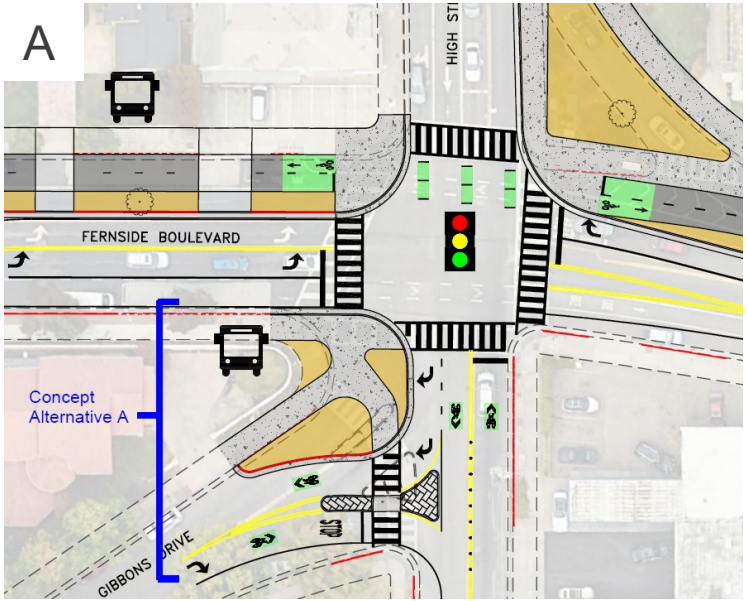
ANALYSIS RESULTS: ALTERNATIVE A (TURN RESTRICTION)



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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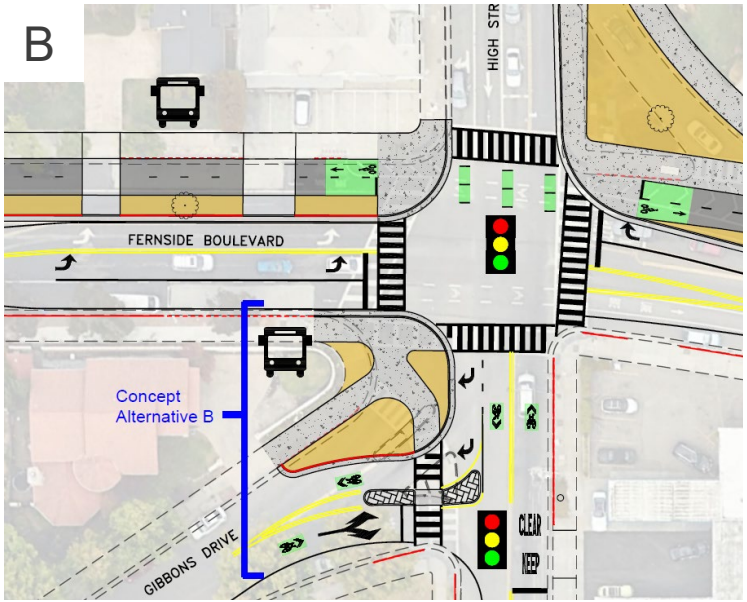
ANALYSIS RESULTS: ALTERNATIVE B (NEW SIGNAL)



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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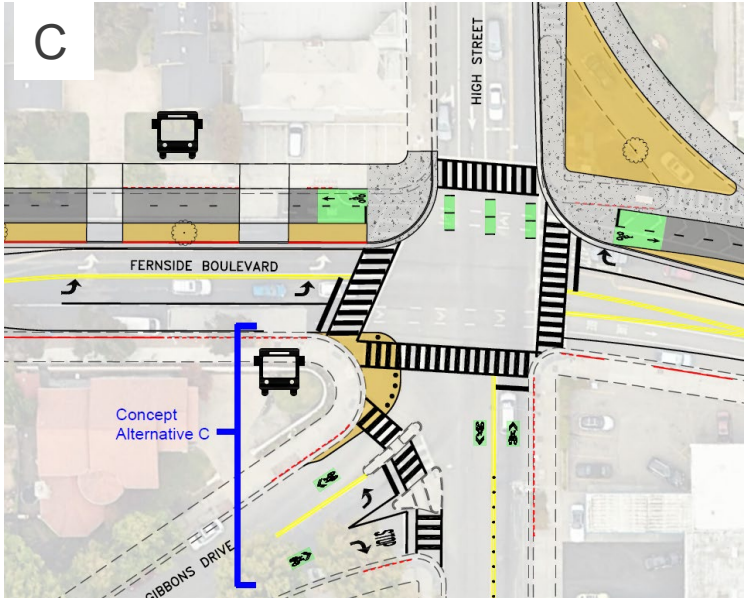
ANALYSIS RESULTS: ALTERNATIVE C (LOW COST)



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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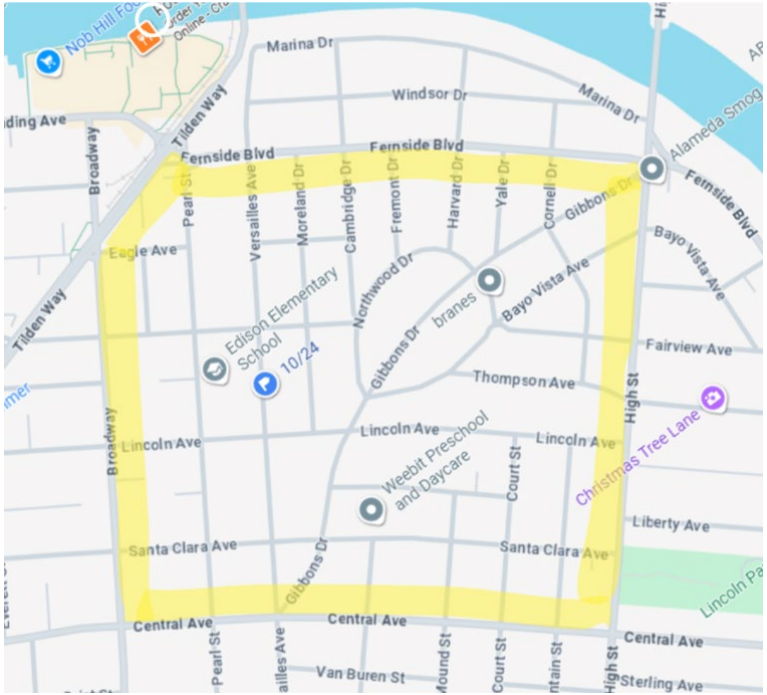
TRAFFIC CIRCULATION ANALYSIS KEY QUESTION



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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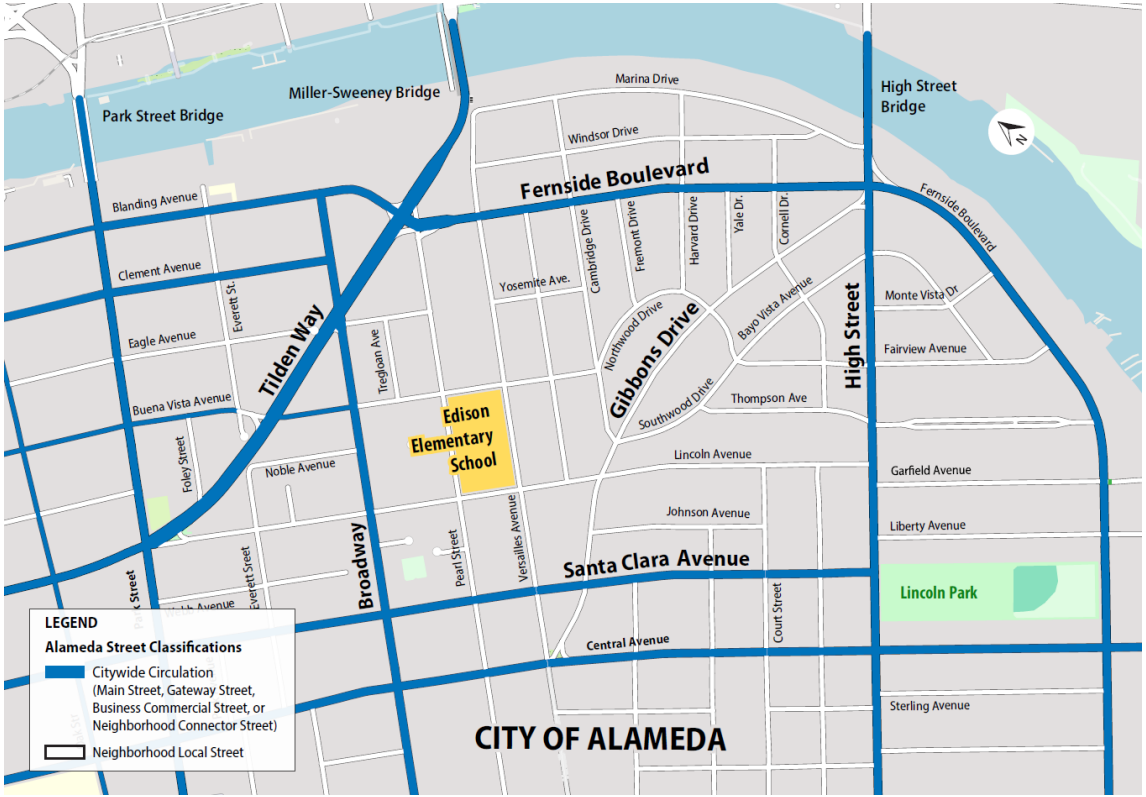
EXISTING NEIGHBORHOOD CIRCULATION



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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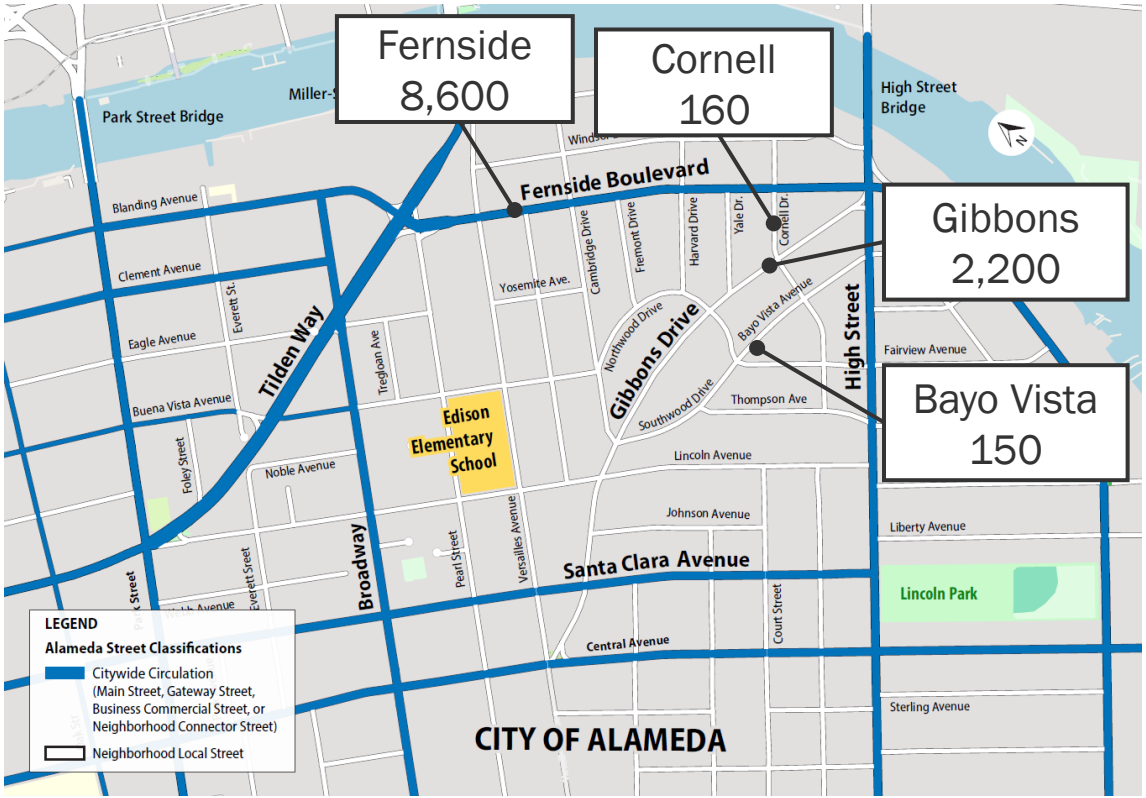
EXISTING ESTIMATED DAILY TRAFFIC VOLUMES



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

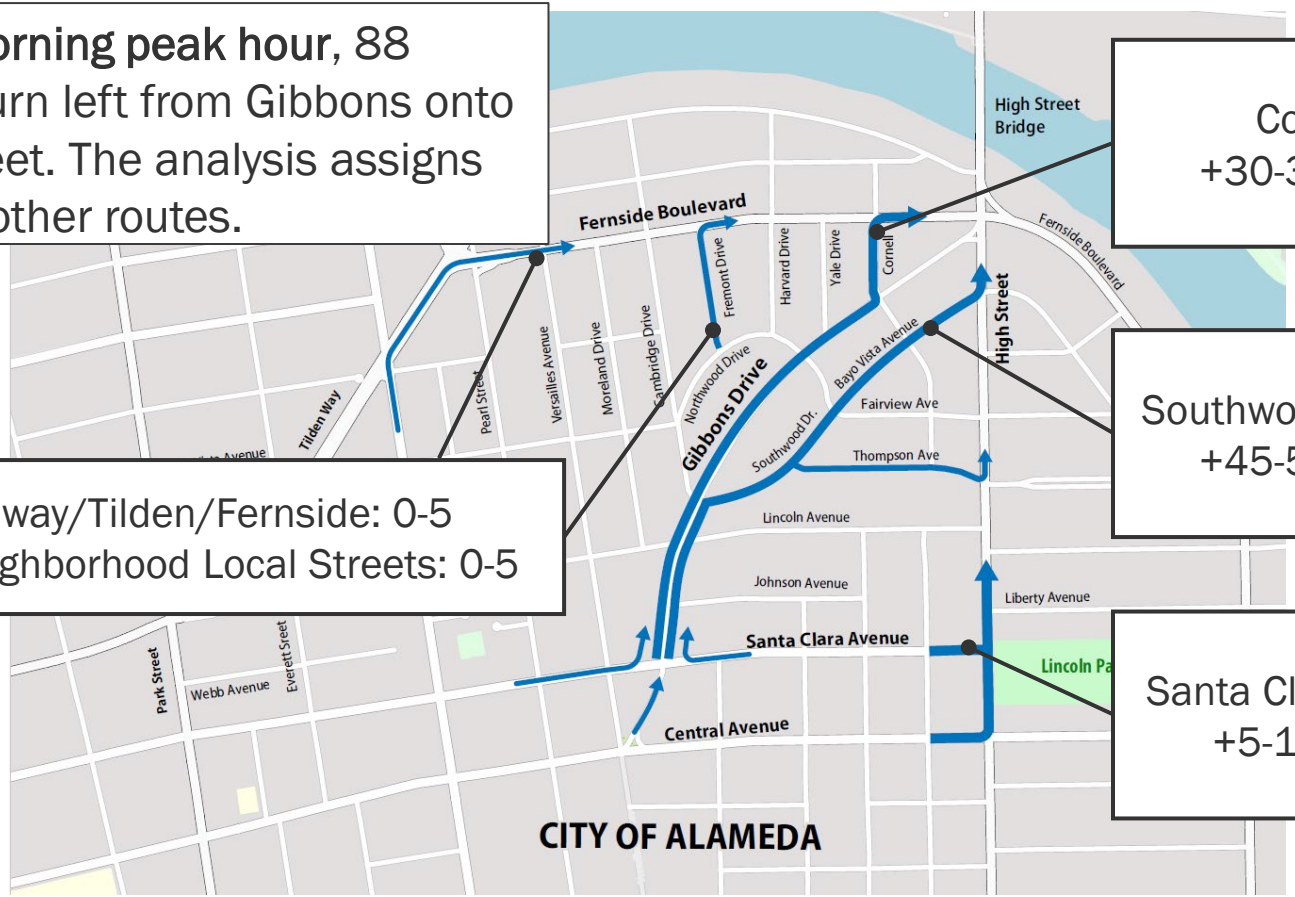
With the Alternative A left turn restriction, how will drivers who use Gibbons Drive today access High Street?

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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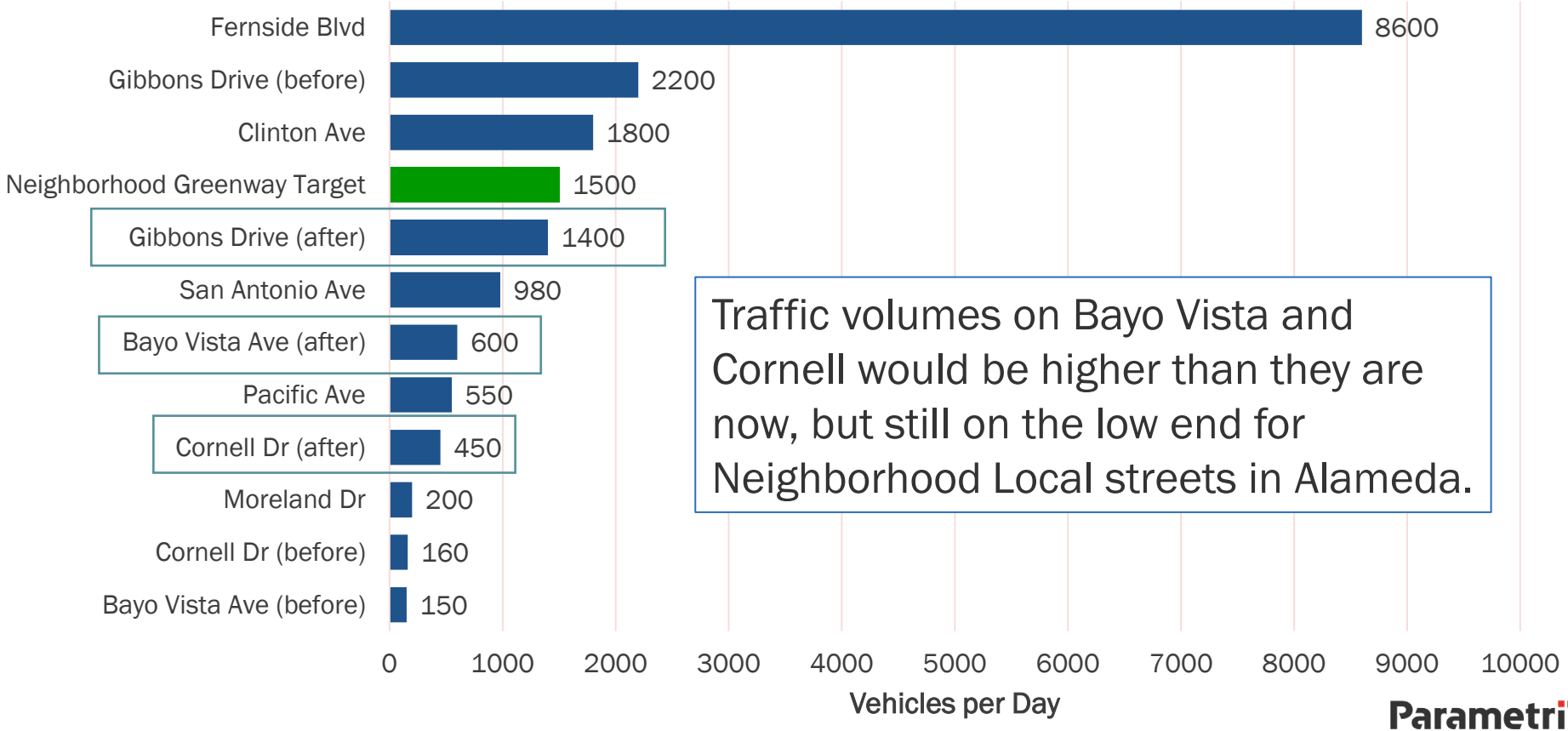
HOW DO DAILY TRAFFIC VOLUMES COMPARE WITH OTHER STREETS?



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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SPEED CONSIDERATIONS

Existing cut-through drivers on Gibbons Drive sometimes drive over the speed limit and these drivers may continue driving too fast on other streets.

31 mph

85th percentile speed on Gibbons Drive

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Project Team Recommendations

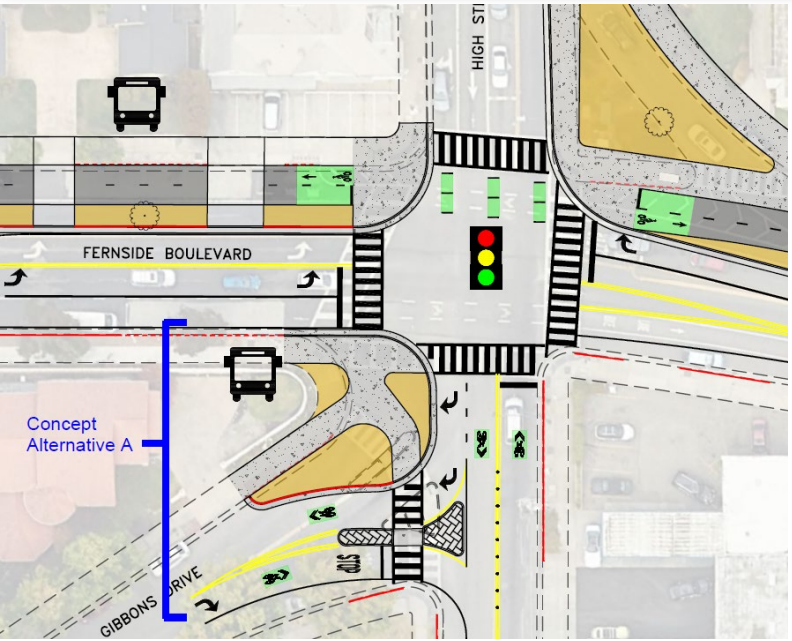
Recommendations aim to balance design considerations and project goals.

Intersection Safety

Intersection Operation with Fernside Bikeway

Neighborhood Traffic Management

The team's long-term recommendation is Alternative A with neighborhood traffic calming.



Alternative A:

Safety benefits with a simplified intersection design that will function in the long-term with addition of the Fernside bikeway.

Implementing with neighborhood traffic calming because prohibiting left turns from Gibbons Drive onto High will change neighborhood traffic circulation.

Neighborhood traffic calming can help mitigate cut-through traffic.

Neighborhood traffic calming could include:

Speed Humps

Mini Roundabouts/Traffic Circles

Leveraging larger projects provides 3 timing options.

2026

Annual Paving Program, with near-term Fernside Blvd Project

2028

Annual Paving Program

2030+

With long-term Fernside Blvd Project

(pending funding)

Paving Program in the West End in 2027

Timing Considerations: Safety Need and Urgency

Safety Need: Implementing the SW corner intersection update in 2026 or 2028 addresses intersection safety needs sooner.

Long-Term Fernside Project slated for 2030+, with uncertain timing in the current funding environment.

Timing Considerations: Neighborhood Traffic Calming

Neighborhood Traffic Calming: Construction in 2028 or 2030 allows for concurrent, holistic neighborhood traffic calming to respond to shifting traffic circulation.

Timing Considerations: Project Coordination

Coordination: Implementation in 2028 or 2030 allows for design coordination with the Gibbons Drive Sidewalk and Tree Study outcomes.

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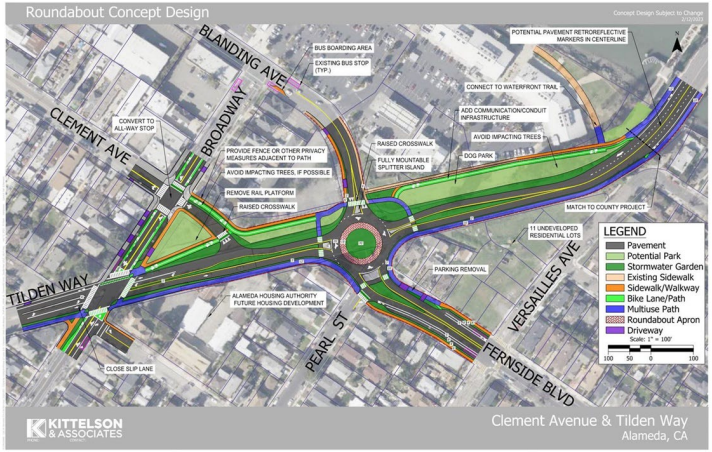
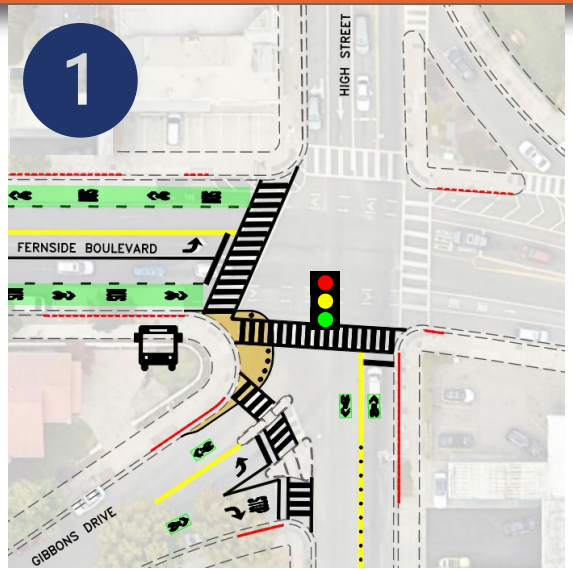
Timing Considerations: Major Construction Projects

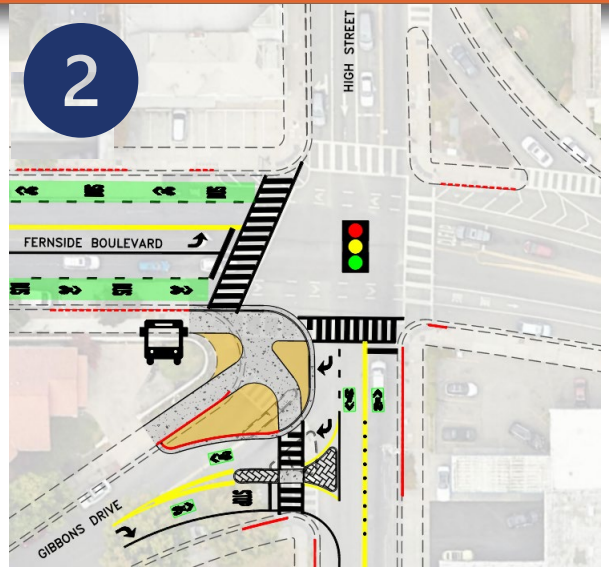
Construction: Implementation in 2028 or 2030 allows for completion of other projects, including the roundabout at Clement/Tilden that breaks ground this year.



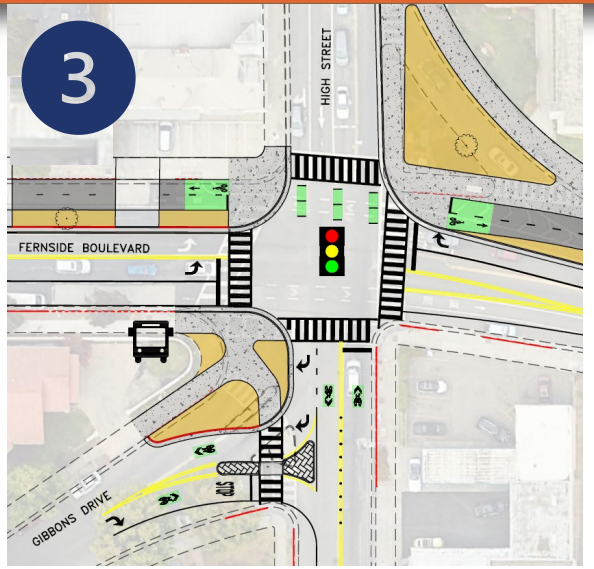
Recommend 3-stage implementation to balance safety needs with neighborhood traffic management.



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

**Without adding pedestrian signal across Gibbons*

Clarifying Questions

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What do you think?

Tell us during the Open House!

- Talk to staff and consultants
- Comment on posters, fill out comment form
- Share your neighborhood traffic calming ideas

Take the online survey:

- Open until October 5

Participate in future meetings:

- **Virtual Workshop**, September 30
- **Transportation Commission,** October 22
- **City Council** November or December

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