



City of Alameda Community Feedback on a Proposal for Gibbons Dr at High St/Fernside Blvd

Draft preliminary findings 11/14/2024

While working on the draft final concept design for the corridor, the Fernside Project team recognized a need for more safety improvements at the Fernside Blvd/High St/Gibbons Dr intersection. The team then sought input on a [draft concept](#) that would simplify this challenging intersection, including a partial limitation of traffic movements between Gibbons Dr and High St.

After receiving this input to date, staff plan to conduct further traffic analysis and outreach before finalizing a concept for this intersection for the long-term, and do not recommend this concept be implemented with the near-term project.

Due to the short timeframe for analysis and the fact that the survey is still open, this community feedback summary is preliminary and the survey analysis does not include all questions. It is meant to provide information to the Transportation Commission on November 20, 2024.

11/9/2024 Pop-Up Open House

On November 9, 2024, the Fernside Project team hosted a pop-up open house event on-site near the intersection, with over 50 people in attendance. Themes shared at the event include:

- Worries about re-routed traffic onto narrower streets nearby, and a desire to see a traffic analysis predicting these impacts.
- Concerns that people will make U-turns on High St.
- Concerns relating to pedestrian and bicyclist safety.
- Concerns about high speeds of vehicles turning from southbound High Street onto Gibbons Drive.
- Some residents were comfortable with the intersection as it exists today, while others were not.
- Other, nearby intersections of concern: Northwood/Cambridge, Southwood/Northwood/Gibbons, and Gibbons/Cornell.

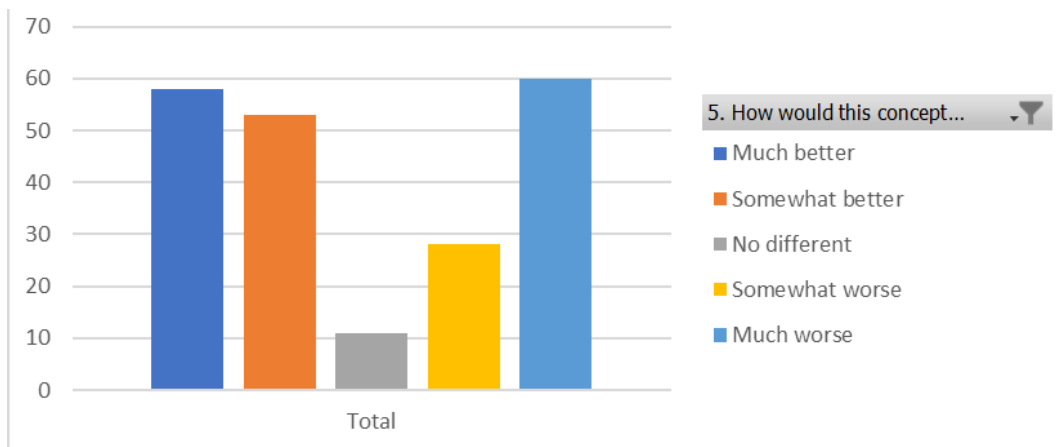
Preliminary Results of Survey 11/8/2024-11/13/2024

On November 8, the team launched a related online survey, to date the survey has received 210 responses, including surveys people filled out on paper at the pop-up event. The survey is still open as of this report of preliminary findings, so more people can have a chance to respond.

Q 5: How would this concept proposal compare to the current intersection configuration? Consider walking, biking, driving, and living nearby.

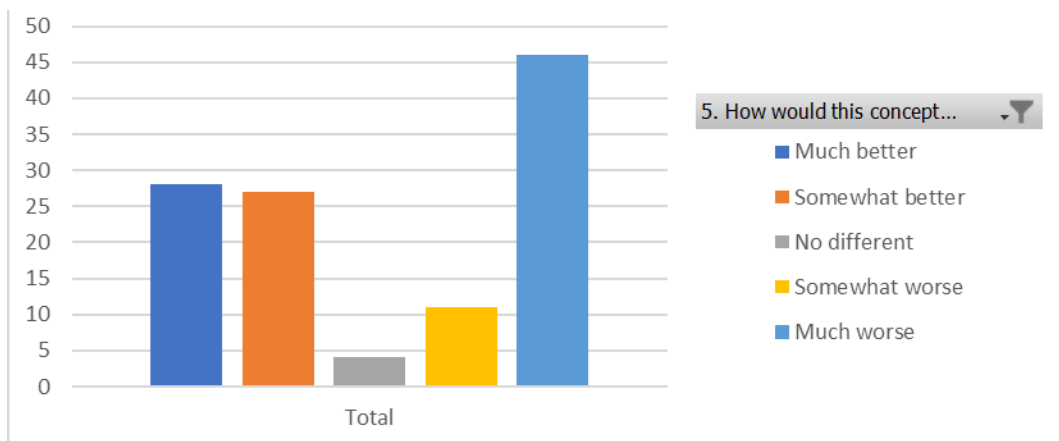
Among all 210 survey responses, 53% of responses said the proposal would make the intersection better or much better and 42% said it would be worse or much worse.

Figure 1: Q5 ANSWERS FROM ALL 210 RESPONDENTS



Among those who reported living on or near Gibbons Dr, 47% of responses said the proposal would make the intersection better or much better and 49% said it would be worse or much worse.

Figure 2: Q5 ANSWERS FROM 116 RESPONDENTS WHO REPORTED LIVING ON OR NEAR FERNSIDE BLVD



All answers to question 4, “Provide any further input on existing conditions at this intersection.”

- The biggest issue is people speeding - coming over the high st. Bridge and speeding through the intersection. This happens daily. The single biggest improvement to be made, is a speed control camera. This would be the easiest cheapest solution to traffic calming.
- 40 years have experienced no problems. Is it fair to keep building new homes and diverting traffic to other streets?
- Will it still be possible to enter the High Street Bridge from Fernside?
- Confusion on how to navigate the intersection
- I live here and know the intersection well and do not find it confusing. I also note that street parking is never an issue here. My only problem with the intersection is the speeding along Gibbons to/from the bridge and would like traffic calming along the first block (or more) of Gibbons to address that - be that speed bumps or a four-way stop (with crosswalks) at Cornell.
- Drivers frequently speed through the intersection to make the light, oblivious to others who do have a green light and are going speed limit through the intersection.
- There's an unclear right of way for cars coming in and out of Gibbons, and the road would benefit from being blocked off
- I have been driving this intersection for 44 years and have never noticed any issues whatsoever--people need to pay attention to lights and signs.
- "That right turn from Fernside onto High Street—are those big buses going to be able to handle that turn? Might wanna make sure you consult with AC Transit on that one. Other than that, yea, fix that intersection up.
- Routinely I see people unable to navigate that left turning traveling from Gibbons onto High Street across the bridge. It has always seemed pretty clear to me, but driving isn't what it used to be I guess.
- I like this proposal."
- Right turn only from Gibbons onto High Street is not the answer. That only spills traffic onto other side streets creating more opportunity for collisions with people and cars.
- "There is currently a great deal of cut-through traffic on Gibbons coming from High street bridge. The proposal seems to still allow this and the speeds will still likely increase back to the high speeds now happening once past the initial entry to Gibbons.
- It appears the proposal is for right turn only from Gibbons onto High St. So, Gibbons neighborhood residents will find it more difficult to access High Street Bridge but non-Gibbons residents entering Alameda across the High Street Bridge (as well as Gibbons residents)(can still easily access Gibbons Dr.
- So, net is high volumes of speeding cut-through will persist (although less since it will be only 1 direction) but at the expense of denying local residents ready access to High St bridge. Please consider how to reduce the cut-through traffic on Gibbons from High Street Bridge. Perhaps there should be no right turn onto Gibbons at all coming from the direction of High Street and Fernside. Local residents could enter the neighborhood at a later right hand turn. "

- Coming from Oakland, at the signal at Fernside (No Turn on Red) - Very few people adhere to this sign! And folks merging on to High St. coming from Fernside, no one STOPS at that Stop Sign in front of the Rest Home! The new dog day care business will now create many more problems as soon as they open! What will be done about that?
- because the intersection is funky, it's dangerous. and then people drive down gibbons super fast trying to beat the high street traffic. not safe for anyone.
- "Perhaps should consider installing a roundabout at this intersection. Pedestrians can cross the street safely if they follow the crosswalk signals, but traffic exiting Gibbons to High do not often consider pedestrians that may be in the crosswalks. Traffic from the High St Bridge is often too fast when the light is green.
- Finally, I think the turnoff from High St to Marina Dr (at the foot of the bridge) should be considered as part of this study. I believe it should be closed to vehicle traffic to reduce the number of vehicles cutting through the Marina neighborhood, on either Marina or Windsor, to avoid traffic at the High St/Fernside intersection. Too many vehicles drive through the Marina neighborhood at high speeds. Trying to enter High St from Marina is a high-risk turn into traffic as well."
- backup at left turn light from bridge onto fernside; lights in general seem inefficient
- High speed vehicles and safety of people in vehicles are interchangeable.
- It's not a very welcoming intersection into Alameda, so it could be spruced up a little. Other than that, it isn't very clear that you can't make a right turn on red either from the bridge, or from Gibbons. It's definitely a confusing intersection, so I'm glad you're making improvements.
- There is a long wait at the light to go from gibbons over the high street bridge but comin from Oakland the wait seems minimal
- I think your proposed modifications make sense.
- Years ago, in the early evening, I was t-boned by a car coming down High from the bridge as I was crossing High on Fernside heading West.
- It's hard to tell where any other car is going.
- This is a terrible idea as it will put more strain on the side streets. If drivers can no longer get onto the High St. bridge from Gibbons, they will start using Bayo Vista. These side streets cannot accommodate two-way traffic (for instance, on Bayo Vista, two cars cannot pass at the same time due to the narrowness - one will always need to yield to the other). This will cause many more accidents. At least Gibbons is wide enough to accommodate two-way traffic. Perhaps installing speed bumps is the better option? And better lighting??
- "I would say rather than restricting people leaving Gibbons (having to turn right)... restrict the folks flying in from the High St Bridge straight up Gibbons. They shouldn't be able to enter Gibbons there at their accelerated rates of speed. Frankly High St is sketchy bc of this. Folks come off the freeway and just fly across the bridge and up High and Gibbons.
- Note in #3 it says ""select up to four"" ... but then you can't. "
- The proposal is horrible. It will put more traffic on neighboring side streets. Leave it as is. Spend money on educating bicyclists and pedestrians instead of clogging up traffic and increasing air pollution.

- Narrow the entrance to Gibbons to slow traffic from High St. Signage to explain green lights to unfamiliar motorists on Gibbons either entering High (towards Oakland) or turning right on to Fernside. NO LEFT TURN ON FERNSIDE sign might help. Longer wait after red light on High St (Otis bound direction), if that would reduce accidents.
- It's a confusing intersection
- Coming into Alameda I usually make a hard right onto Fernside or a slight right onto Gibbons. It's always a little scary - especially the turn to Gibbons to make sure traffic is not going to impede my way
- "For people who are unfamiliar with Alameda, signage to turn from High St onto Gibbons from High St Bridge is confusing (have personally witnessed 2 accidents) and not well marked or well-lit. In addition, it's unclear how to proceed from Fernside onto Gibbons going west on a bike -- there are no clear bike lanes and turn signals. It's also difficult to see if the bridge is open or other traffic visibility going from Gibbons onto High St to leave the island. Just poor visibility for vehicles, bikes and traffic.
- Also your survey says to select up to 4 for #3 but only lets me select 3 options. "
- There is no need for change. Is this being instigated by our council member who lives on Gibbons?
- Long crossing distances for biking or walking. Conflicts between bike traffic and right turning drivers.
- "Navigation of the intersection by vehicle from Gibbons can be confusing. We've witnessed collisions arising from that confusion, as well as vehicles going the wrong places.
- Vehicles coming onto Gibbons from High Street often speed through, making the residential street unsafe. "
- I would prefer to be able to go from Gibbons Drive to the bridge.
- stop light wait time leaving Gibbons
- Honestly, I think the whole set up would be better if Gibbons was a dead end and you could not enter that small residential street from that major intersection.
- Clearer paint lines and signs that visible at night would help.
- Your suggested modification is not an improvement. Gibbons provides an excellent exit way for traffic to the high street bridge. Your suggestion will cut that capacity by more than one third. Additionally as currently configured to intersection provides a safe and controlled access to Fernside southbound and north bound.
- I've witnessed drivers more than once coming from Gibbons and turning left to take the High Street bridge get confused by the angled stop lights and go forward on red, nearly causing a collision. I'm very glad this change has been proposed and hope it happens as soon as possible.
- Turning left from Gibbons to High Street requires a light change that sometimes doesn't make sense. Sometimes High Street is clear and I could turn left, but the light prohibits me from doing so.
- No traffic calming/slowing measures means that Vehicles traveling over the High Street Bridge at high speed do not slow on Gibbons unless intersection light is red.

- The proposal would force me to go around to get to the High street bridge and also crest more risk for me getting in/out of my driveway on Gibbons. I live right where Gibbons and High street split.
- Changing the conditions at this intersection may help pedestrian traffic, but it will adversely affect traffic on other local streets. While I might be in favor of some changes, I am extremely concerned about what is happening on other streets. When I learned to drive (in Alameda) speeds above 27mph were considered as speeding. Let's go back to those ways. I was inclined to believe that speed cameras could help in this matter, but have since heard that in some locals drivers are using license plate blocking devices to prohibit their plates from being read. The solution just becomes, we need more police to enforce the laws. There are way too many drivers on the road that misbehave at will. Item 3 says Select up to four. Yet only 3 are allowed.
- Crossing gibbons southbound has no pedestrian signal. Looking for southbound traffic from the high st bridge is basically behind you out of peripheral vision. I avoid the intersection on bicycle as I've seen westbound gibbons traffic run red lights from signal confusion.
- Vehicles moving from too many directions
- Stop focusing on bikes. There are fewer cyclists than cars. Make it easier for people to drive.
- The intersection is extremely confusing obviously. I support the proposed measure.
- I want to implement traffic calming (slowing down) all over the island. I'd like to see this 5 way stop turned into a 4 way stop or a roundabout. Thank you.
- "Cars traveling from gibbons trying to get through the intersection ... will block the lane on high st to try and get across the intersection heading towards the bridge. The city keeps allowing more and more housing, that means people, cars , traffic . This island is full! Over crowding causes stress , possibly contributing to not following traffic laws.
- I dislike walking through that intersection because people run the lights (cars,electric bikes, scooters, busses) and are speeding - fifth generation Alameda. This island needs speed bumps / humps (what ever you want to call them)on all streets involvedsite visit Menlo Park , or Palo Alto Red light running needs to be enforced. Don't take away another street - the slow streets are already a hazard. "
- "Making a left from High to Fernside is a challenge as the oncoming from bridge has a green at the same time we do.
- Having a red for incoming traffic would facilitate left turns. "
- "The only safety issue with this intersection is the speed of people coming over the High Street Bridge from Oakland, as well as people traveling over the bridge Northeast bound who lose their patience when traffic backs up due to Oakland 880/High St intersection issues or the High St bridge raises.
- I live on High St, just south of Gibbons, and see the traffic constantly. There needs to be speed calming measures to slow the cars speeding over the bridge, where they go from 35 mph arterial to 25 mph. When they have to stop at the light at Fernside it results in them driving slower down High St (and Gibbons, for the few that go that way). But if they don't have to stop at the light they just keep going 35-40 mph or faster down what are residential streets. That is dangerous for everyone, but especially people trying to cross any of these streets, on foot or in a vehicle.

- The city of Alameda also needs to work with the city of Oakland to better coordinate the timing of intersections on High Street so traffic doesn't back up so severely. It frequently takes me 15 minutes to drive the .5 miles to one of the I-880 on-ramps. When traffic is backed up like that, especially after the bridge has been up, people run red lights, block the intersection, and don't pay attention to pedestrians and bikes.
- There are also businesses at this intersection, and not enough parking for them. With the ""safety improvements"" coming to Fernside soon, the parking situation will just get worse, which will result in people blocking the roadway and driving unpredictably as they look for parking.
- Closing Gibbons at High Street would be a safety disaster. The people who cut through on Gibbons will just cut through smaller and narrower residential streets like Bayo Vista instead. Please do not do this! Find other ways to slow people down. "
- If the traffic laws were enforced, then this would mitigate the majority of issues and incidents at this intersection. The proposal does nothing to correct that and one might argue makes the intersection even more confusing. Little white or yellow pylons are not going to stop people from turning left from Gibbons onto to High Street. I would say that this appears to be either a precursor to blocking off all traffic at this intersection onto Gibbons but I guesst the bike collation failed in their attempt.
- Don't shut down the street. Surrounding streets are not as wide and there will be more traffic and accidents in the area.
- Propose making Gibbons a dead-end at the intersection. It's use as a cut-through degrades the area.
- Police need to enforce speeding laws. People don't stop at stop signs in the area. People make the right on fernside on red even though it is posted not to. Police need to enforce existing traffic laws.
- It seems that more signage and traffic lane directions and perhaps some speed bumps on Gibbons Ave. could help resolve many of the existing safety issues.
- Cars travel through this intersection at speeds of 15 to 40 mph. Many people speed on Gibbons Dr. Several over 40 mph, even when children are present. Some of these people are women with young children. I'm saying that a lot of people don't care about speed limits.
- Making Fernside/High/Gibbons a 4-way intersection would be much safer and I support it completely. It would be so much safer for bicyclists and pedestrians, as well as drivers. Also, anything you can do to slow the drivers on Fernside would be greatly appreciated. Thank you!
- Crossing Gibbons at this intersection is both dangerous and confusing. There's no light indicating when it's the pedestrian's turn and at night it's really dark, so too dangerous to use much.
- "My bike doesn't trigger the traffic light sensor on Gibbons when I am traveling towards the bridge. So I end up having to make unsafe decisions to get to Fernside. I also notice confusion at this same location for cars. They start to go and then see the red light meant for the cars on High Street and stop in the middle of the intersection. Or they try to scoot their car into the lane on High street.

- It would be nice if the walk signs came on automatically. So many times I miss getting the walk signal because I miss pushing the button by seconds. Especially crossing Fernside where you have to back track to get to the button."
- Why do I need to push a walk button? Just make it go automatically. The traffic light sensor isn't triggered by bikes so to cross from Gibbons east to Fernside I am forced to make dangerous decisions.
- Gibbons needs to be the main road in the neighborhood because it is the widest. The current layout is ideal. The proposed plan would make the other smaller side streets the ones bearing the brunt of traffic heading out to the bridge. Those side streets are too narrow. I adamantly oppose the this new layout. If pedestrian or bike safety is the concern, there are better layouts.
- It would be helpful if Gibbons had more crosswalks (preferably with flashing lights), as it is inconvenient to cross the street not just at the intersection in question, but along the entire street. For example, there isn't even a crosswalk on Gibbons where it intersects Cornell.
- The intersection does not have clear painted lines that could help drivers see where they should be going. There is not clear signage with arrows to help drivers see where they are going. I would like to understand if we could try these things to help before an invasive solution.
- Don't backdown with over amnn no curious bike markings, but plastic paint, consider cradle to grave expenses and maintenance of "improvements". Calming = congestion, increased frustration vs. calming
- The correct way to navigate this intersection is unclear. Lacks signage and traffic light guides. Drivers just make it up as they go.
- we've lived on the street for 40 years, this intersection is a nightmare. I commend you for finally trying to improve it.
- The speed of which drivers come through on Gibbons is so bad !!
- A turn light from High to Fernside (northbound) would benefit the back up of traffic. I live on Bayo Vista an traffic can line up to Fairview or Monte Vista at busy times due to a few cars wanting to turn.
- "I walk, bike and car that intersection several times daily. Since they added the crosswalk on Fernside across High and Gibbons, I have never had any problems on foot or bike.
- I don't approve of this plan. I think the reason for it is simply to give the folks on Gibbons less traffic in front of their houses. We all want less traffic in front of our homes. The traffic will be even heavier on Fernside which is not welcome. The ""improved"" wait times at that intersection will be negligible. As a matter of fact, you will probably need to add left hand turn signals which will lengthen the time.
- The only problem I have ever seen at that intersection is visitor confusion about the left turn from Gibbons to the high street bridge which could be solved with a better light, like an arrow.
- Also, make the traffic light sensors sensitive enough for bikes! Everywhere! Also, have the walk signal come on without having to push the button! Everywhere!"
- Gibbons should remain open. It is a larger street than the surrounding streets and better for traffic.

- There is frequent driver confusion at the gibbons to high portion of the intersection. As a runner, walker, and biker with small children the number of directions I have to check for dangerous drivers is nerve wracking. Thank you for anything you can do to improve the situation!
- I live in high street and I worry cutting off gibbons will make it way busier for my family. We walk down high street with my dog, 3 year old daughter and 7 month old baby.
- I live close to this intersection on gibbons and many times I have seen vehicles coming at speeds over 40 mph cutting through this intersection. I am very uncomfortable ever crossing high street because of this and essentially avoid the southern part of fernside past high street because of it. I have also seen many drivers utterly confused about how to navigate this undefined and awkward intersection. This improvement is simultaneously a must for the safety of our neighborhood, and for the safety of drivers.
- The intersection confuses drivers who stop in the middle of the street
- Vehicles are speeding when entering Alameda on High Street and do not slow down on Gibbons Dr.
- This will be a terrible idea to close this down
- I live on Monte Vista. Lots of folks are just confused by this intersection making it dangerous.
- Block the entire entrance/exit to gibbons from High. It's confusing and there are other ways to get there.
- I understand the proposal here and the intent, but this is not a good solution. The intersection can be vastly improved with better marking and signals - which will avoid many of the unintended consequences of this current proposal.
- "Existing signage is poor leading to driver confusion.
- Public Works should move the NB High Street stop line south five to ten feet to reduce Gibbons Drive confusion going to NB High Street."
- Shutting down Gibson will bring more traffic to narrow roads that I ride my bike on and suspect more issues. Put some lines on the road. I see a lot of new lines all over Alameda recently. Simple solution instead of everyone by Gibson being negativity affected where our kids play. Gibson is a known thoroughfare. You change that, you will make other roads that thoroughfare.
- People speed through Gibbons. However, RESTRICTING traffic to one-way turning as in the proposal, will shunt the same speeding traffic down Bayo Vista, Southwood and Cornell. Fatalities may INCREASE because there are a lot of children who live on Bayo Vista, Southwood and Cornell! Do a survey and find out the demographics.
- Walking
- Please focus your attention elsewhere, there are far worse intersections that need more attention than this one. This is a waste of money and a non-problem.
- "Issue #1: At the 11/9/24 pop-up info meeting, a councilperson (that would directly benefit from Gibbons traffic diversion) was standing side-by-side with a city employee and traffic engineer doing the presentation. She was espousing the benefits of the only proposal that was being put forth. Sure seems like a conflict of interests to me and I would hope that she would recuse herself if and when this issue comes before the city council.

- Issue #2: Proposed plan would divert traffic to neighborhood streets that are significantly narrower than Gibbons, which would result in more issues and incidents. Study on that impact should have been done on that first before the one and only proposal was put forward.
- Issue #3: I agree that unfamiliar eastbound drivers on Gibbons can be confused by traffic signal lights for northbound High St. The signal lights at this intersection are ancient. I have seen new traffic lights used in these situations that only glow/show to drivers directly facing the light.
- Issue# 4: What other options were considered, if any? It feels like a driving force is behind this one and only proposal."
- Sometimes people get confused at the intersection, but some clear lane lines will address that without this spend and without roiling traffic on narrow side streets that are not equipped to handle it.
- If one is unfamiliar with this intersection, the traffic signals are unclear.
- cut thru traffic has gotten out of hand.
- While I understand the lights and traffic at this intersection, it is apparent not everyone does. People pull too far into the street and don't understand there is no right on red when on Fernside making a right hand turn onto High Street headed south.
- drivers jumping left arrow from High Street to Fernside. Drivers confusing walker / bikers when coming from Gibbons to make a right on to Fernside or left to go over High St bridge.
- I've noticed more confused drivers coming from Gibbons trying to get on High St Bridge. Not sure why the increased confusion here. They have the green and then stop before going all the way through to the bridge. Sadly, I think the idea of closing this route off might be safer. I do like the route though, so maybe better signage can be considered.
- For pedestrians, the islands make it seem like one is crossing multiple streets. Perhaps removing the islands and making it like other intersections with lines, arrows and/or stop lights would make it safer and more handicap accessible.
- I live right by this intersection but go out of my way not to cross it on my bike. Traffic coming off the bridge is often going very fast, as is the traffic light on Fernside using the turn lane toward the bridge. There's no safe way for bicyclists including many school kids to navigate this intersection. Gibbons adds confusion to the intersection and makes the light cycle take a very long time, but it's not the biggest issue.
- It needs better signage and enforcement.
- PLEASE leave us alone. Please go away. The traffic is fine how it is. Please. I beg you to leave Fernside alone and leave the Gibbons, Fernside, High Street intersection alone. So far, your idea of traffic calming has only made it significantly worse. It takes a strong 15 minutes to get off the island, through High Street, and onto the freeway when it used to take 5-minutes. You are ruining this city.
- Cars speed through the light and come through Gibbons too fast
- It's utterly confusing to know who has the light, and if you're waiting at the light northbound on High St, having Fernside traffic enter the intersection from your left is unnerving. Wait times look like they'd be shorter with the new configuration, as well

- The intersection is currently designed to get cars through as quickly as possible. Gibbons shouldn't be a cut-through.
- Very challenging to navigate, especially the gibbons portion of the intersection
- It's crazy how many people speed down Gibbons. We should be looking at enforcement and street calming measures there.
- People are rocketing through this intersection to other streets including Gibbons. As a biker, that sometimes uses High Street bridge to access estuary parks on the other side, this intersection is pretty scary to ride with my kids (who went to a summer camp at East Bay's MLK Park in Oakland and we'd ride out there through this intersection down Gibbons. Too many points of conflict here to feel safe.
- Tree roots are a problem....I have no problem with the intersection now. I don't think the proposed idea is any better the way it is now! Infact I think it will make it slower. May I suggest smart lights for the intersection, that would make a cheaper and more efficient way to get a quicker and even flow of traffic!
- people driving on Gibbons who are confused where to go when the light turns green. I see people try to pull forward onto High street behind cars waiting to go to the bridge. they don't realize they have the green light to go onto the bridge or proceed onto Fernside.
- "The graphic providing with this proposal does NOT accurately show the VERY relevant Fernside Traffic calming changes. This graphic is misleading. PLEASE provide a real case graphic otherwise how can we, the regulated population, accurately provide feedback?"
- In general, eliminating the left turn from High St into Gibbons seems wise. Eliminating the left turn from Gibbons onto High St also seems wise BUT it pushed LOTS of traffic onto Cornell. Please consider just how small the short block of Cornell is widthwise. Two way traffic is already an issue here. An option might be of one-way traffic (residents exempted) on Cornell. The one way should go from Gibbons toward Fernside. Do not allow left turns into Cornell from Fernside. Then allow left turns from Fernside into bigger streets like Yale or Harvard. As one person at the pop-up on Sunday proposed, try temporary measures to see if these changes even work before investing in expensive infrastructure."
- The cars turning off Gibbons never know where to go and sometimes they stop, at the High corner blocking through traffic. For pedestrians, the 3 crosswalks are confusing - I never can tell when I'm supposed to cross - I don't think there is a signal for me as a pedestrian so I'm always just crossing my fingers. Mostly I avoid it on foot due to safety.
- Driving on gibbons going to high, need to be clearer traffic light for those unfamiliar.
- Just close it off entirely from the bridge (in both directions). Instead of just closing it off to entering the high street bridge from Gibbons, change so you also can't enter Gibbons from the high street bridge, instead have traffic turn onto Fernside to truly eliminate Gibbons as a cut through.
- Long lights. People not obeying the no turn on red.
- There is no challenging conditions. It is pretty straight forward if you pay attention to the road
- Do not force a right turn on high street. It will put too much congestion on smaller/narrow surrounding streets
- Drivers need to pay attention to signal lights and signs. Don't blame the intersection, blame the drivers

- Drivers often do not understand how to navigate the intersection exiting gibbons. They will stop in the middle of the intersection.
- I believe that this intersection should stay the way it is as it is a main pathway on and off the island.
- Sidewalks aren't great either on gibbons.
- We need a stop sign at Cornell and gibbons. People speed from the street light at gibbons to the stop sign at Southwood and gibbons.
- Gibbons is a high speed road for cars and it's dangerous, especially at the Lincoln and Santa Clara intersections. A roundabout at the Gibbons/Southwood/Northwood intersection would be great.
- People speed on Gibbons Drive all the time. Especially between High and Southwood
- Not good visibility of cars coming from high street bridge/ferside and the other direction.
- vehicles drive much too fast on Gibbons
- I feel a little unsafe walking on the west side of High and crossing Gibbons. There is no cross walk sign and cars could be coming from High across the bridge and visibility isn't great for vehicles coming from Gibbons to High.
- It does not feel safe to cross gibbons from Fernside because there is no walk sign and you cannot tell when turning cars will go that way.
- Better traffic lights would help. Forcing right turn on High is the wrong solution. Need easier egress from island, not more impediments.
- "I oppose eliminating the ability to drive over the High Street bridge off Gibbons Drive.
- The proposed plan would add more vehicles to Cambridge to Fernside. This route is already stressed and has had many accidents and even fatalities.
- The Slow Street on Versailles currently forces more traffic on Cambridge and Pearl Street is essentially limited to through traffic coming off the Miller Sweeney Bridge, forcing even more traffic upon Cambridge."
- No left turn signal from High Street to Fernside clogs up traffic going straight. It's not really clear what the proposed changes are from the diagram visual
- People often don't know how to proceed through the signal at Gibbons; they try to stop at High Street. And people making a right from Fernside to High cutting bikes and cars off
- This intersection is a little confusing but honestly it is one of the best managed complicated intersections in the area.
- I live on Versailles, which is the street across Central that connects to Gibbons. High speeding cars on Gibbons crossing over Central to Versailles are a concern for me. I want cars to follow the stated 25 MPH coming down Gibbons. Anything that can be done to slow the traffic on Gibbons (and onto Versailles) would be great.
- Also high vehicle speeds

Responses to question 6: “Please describe the reasons for your response.” (This referred to their answer to question 5: “How would this concept proposal compare to the current intersection configuration? Consider walking, biking, driving, and living nearby.”)

THOSE WHO ANSWERED “MUCH BETTER OR SOMEWHAT BETTER” TO QUESTION 5:

- Slows down vehicles coming from the bridge and provides more safe space for pedestrians
- This proposal would make the intersection much safer. It would slow Gibbons traffic in both directions and reduce it significantly in east-bound direction because it does not get to the bridge. I worry it will cause significant eastbound traffic to turn from Gibbons to Cornell, to then get on Fernside and the bridge, and I think the Gibbons/Cornell intersection would need to be addressed as well.
- Need left turn onto high street from fernside to make safer.
- Solves the right of way confusion, but NOT the problem of high speed traffic coming onto Gibbons FROM High street
- Limiting confusion for the driver will allow drivers to focus on pedestrian or bicycle traffic avoidance.
- See earlier comments regarding drawbacks on not reducing cut-through volume or speed in one direction on Gibbons and hindering Gibbons local access to High St Bridge.
- Expecting there will be traffic back up due to 'right turn only' from Gibbons to High. I think the radio button means 'somewhat', not 'someone'
- people will still blow through the intersection imo.
- This would be easier to navigate as a pedestrian walking along High St. We walk our dog through this intersection daily.
- I also recommend adding a crosswalk across High St at Bayo Vista St."
- New proposal looks great for improved pedestrian concerns.
- I like the simpler geometry and increased safety for pedestrians
- lights would be more efficient and those living on gibbons. however, there may be increased traffic on high street
- I like what you have proposed. I would also suggest that you not allow traffic from eastbound Fernside to turn left onto the bridge at High Street.
- It will be easier to see where other cars are going.
- One less lane of traffic feeding into that intersection
- Decreases volume and speed of car traffic onto Gibbons, which is poorly lit and has significant tree cover, making it hard for drivers to see pedestrians and bikers. In addition, would decrease car traffic around Edison School.
- "This would simplify the intersection and improve safety significantly.
- The crosswalk on the west side of the intersection needs to be straightened out though and moved closer to the intersection, to provide a more direct path of travel while also enabling the eastbound Fernside bike/car traffic stop line to moved forward significantly, reducing the intersection crossing distance. This would also make it so that a bus at the bus stop would not obscure visibility of pedestrians in the crosswalk quite so much.
- Westbound Fernside approaching High Street also needs to be improved though. Drivers making a right turn from Fernside to the High St bridge are frequently speeding and not

looking for / yielding to people in the bike lane or crosswalk. This is where I experience a lot of safety issues."

- Happy to eliminate cut-through traffic, hopeful speeds on Gibbons will be calmed.
- This excellent proposal would slow traffic—which often enters Alameda speeding, deter drivers from using Gibbons as a cut-through, reduce lane width, and make this intersection much easier to traverse for pedestrians and less confusing for drivers.
- Reduces cross intersection traffic and intersection wait time
- I like that it protects pedestrians more and clarifies traffic.
- I believe this would help slow down traffic. Thank you.
- Brings improvement and safety to a badly designed intersection. But Gibbons should not have access from this intersection.
- This would lessen the traffic on Gibbons Dr.
- Fewer light cycles reduces wait times.
- The proposal will reduce the number of cars through this intersection and also reduce speed. For it to do much good, we need law enforcement. We need Alameda PD out every day giving out tickets for speeding and running stop signs. Failure of APD to enforce laws has given a high percentage of people that they can disobey laws without penalty. Change this!
- current configurations encourages speeding. Large semi trucks are also using our street because of that configuration. There are many small children that live on Gibbons now, and we worry about their safety.
- Hopefully this new configuration would help deter the volume and speed of cars coming in and out of town on Gibbons dr.
- I see some people turn from Gibbons to High St but they don't understand the light so drive the handful of feet and stop at the northbound High St light also. I have seen so many cars driving over the bridge (southbound on High st) and race through the interestection driving too fast on Gibbons.
- Reduced driver confusion, reduced drivers accelerating on the last block of gibbons to make a yellow light, reduced lanes to check when walking/biking across the intersection.
- See my last response. The configuration of this 5 sided intersection is extremely poorly designed, and considered the layout of gibbons drive, consolidating to a 4 point intersection is the best solution.
- It would eliminate the confusion for drivers traveling to oakland.
- "Establishing a right turn for vehicles entering Gibbons from southbound High Street will slow traffic.
- Eliminating the signal for vehicles entering High Street from Gibbons Drive will reduce driver confusion. "
- Less chance of accidents.
- I would prefer it just completely blocked. But this would lesson traffic on Gibbons, make less accidents at the intersection and make it safer for pedestrians.
- seems that it would slow traffic, and hopefully make them realize they are entering a residential neighborhood.

- I don't like how fast cars drive on Gibbons Drive and making it harder to enter and exit at High Street will slow the cars down.
- "It's unclear when turning left from Gibbons if that is legal, because drivers are immediately faced with a red light.
- Bicycle safety on Fernside appears to be improved and bicyclists will not need to contend with drivers coming from Gibbons into Fernside.
- Westbound drivers on Fernside who are turning left will be forced to make a complete left as opposed to a "slight" left, thereby reducing speeds. "
- reduces the appeal to use Gibbons as a thoroughfare.
- Wait times should be reduced, understanding who has which light should be more intuitive and expected.
- Please follow the guidance of the General plan and design for peds and bikes, not cars. Limiting access to the bridge from Gibbons will make Gibbons safer and calmer, which is what we're trying to achieve.
- People who walk or bike need to be more safe. Drivers need to SLOW DOWN. This redesign will create safer conditions for everyone.
- It seems much safer for pedestrians and will reduce the traffic on Gibbons of people who use it solely to get to the bridge. Those people who do not live in the neighborhood will likely take Broadway or High. People who live in the neighborhood might take Cornell, Yale, Harvard which is a bummer for those streets.
- The left turn from Gibbons is so bad. This would fix that. It would also make it much clearer for pedestrians crossing High at Gibbons when they can go.
- The traffic patterns on Yale and Cornell should also be reviewed as they will become de-facto pass through for the small number of houses on Gibbons. Perhaps they could each become one way to make for safer passage in those more narrow streets today
- The current 5 point arrangement is unsafe.
- I think for bike riders and walkers it's better but I think it would just move traffic going towards the High street bridge onto Bayo Vista. It appears in the drawing that there are bollards preventing a left turn on High street from the right turn only lane on Gibbons - that will be needed.
- slower traffic entering and exiting Gibbons Drive will make it safer for pedestrians and bicyclists.
- It would eliminate the cross traffic and people using Gibbons to cut through the east end. Only the people on Gibbons wouldn't like it.
- Intersection at High St is confusing and dangerous. Also a long walk for crossing pedestrians.
- The amount of traffic on Gibbons is a result of mapping systems that direct thru traffic thru this street. It's not meant to have this volume of traffic. I'd recommend even more, like not being able to access Gibbons at all from the bridge.

THOSE WHO ANSWERED “NO DIFFERENT” TO QUESTION 5 OR LEFT IT BLANK:

- The map of the proposed changes is confusing. Will it be possible to continue on Fernside at High St. or the enter the High St. Bridge?

- Where do people who want to turn left go? Onto the other side of Fernside some other way or loop through another neighborhood, further enraging motorists and endangering people using other modes of transportation.
- I think people will turn left there anyway. Is it possible to just make that area of Gibbons a cul-de-sac and get rid of this complicated intersection?
- Unfortunately, when the city cut off traffic on Versailles, it simply redirected that traffic onto Gibbons, which now feels more like a highway than a neighborhood street.
- That eastbound flow is high volume and you'd just be moving it onto Cornell and Yale. Seems like moving the problem around rather than solving it.
- The main issue for me is the speed of the cars between Southwood/Northwood and High Street on Gibbons.
- "Maybe slightly safer, but the traffic coming from Gibbons to over the bridge has to go somewhere else now. Where is that going to go? I imagine Yale and Cornell will have more traffic.
- Not sure this is better, but maybe don't allow pedestrians to cross on the west side of high st. Make them cross High and then Fernside. "
- I do not support this plan. Increases traffic on Fernside and High St which already have a high volume and does not resolve the accident problem. The light at this intersection could be an all direction pedestrian/bike crossing only. The painting/signage at Gibbons needs to show drivers they can go through the High St/Fernside light rather than just onto High St. The signal on Fernside should have a protected left for cars heading across bridge.
- This will simply move the problem to the corner of Cornell & Fernside!

THOSE WHO ANSWERED "MUCH WORSE OR SOMEWHAT WORSE" TO QUESTION 5:

- Unfortunately, blocking access from Gibbons to High is not the problem. The reverse is the main problem, people coming from high st. On to Gibbons. Further more, side streets such as Cornell and Bayo Vista, and the related intersections are ill suited to accept the increased traffic that will certainly happen with this change.
- Everyone must share the negatives of poor traffic enforcement, increased traffic . Diverting traffic is completely unfair.
- I do not support this proposal. It does not address the speed issue - people turning on to Gibbons going too fast. The opposite intersection between fernside and high st. - in front of the old folks home - is much worse and needs a walk signal and stop light for cars turning from fernside to high.
- "The proposal states better traffic control for cars turning from High or Fernside onto Gibbons - that said, it appears the opposite will happen. Also - this proposal does not take into account the cars coming West on High after speeding over the bridge - not looking out for bicyclists or pedestrians. We hosted an Olympics rower who was practically hit when legally biking North on Fernside across High Street. A car came speeding over the bridge - the bicyclist had no choice but to stop suddenly, fall over, and sprain his shoulder right before Olympics tryouts. We called the police department so they could produce the videocam recording and follow up with the driver who illegally sped through the red light; they said no since there was no crime committed. Since when isn't

speeding through a red light and not yielding to a bicyclist legally traversing the road not a crime?"

- "The proposal provides a degradation of access for vehicular traffic.
- I'm including some additional feedback unrelated to the question above:
 - For future surveys, please provide a field for participants to suggest alternative solutions.
 - I strongly encourage the city to consider a roundabout at this intersection. Roundabouts promote safety and traffic flow, and are especially useful for intersections with more than four spokes. A roundabout would achieve the desired safety improvements without sacrificing access."
- It will cause Gibbons traffic (or what used to be Gibbons traffic) to use smaller side streets not meant for heavy traffic: Cornel, Bayo Vista, Fairview, Fremont, to name a few. The best solution in my humble opinion is traffic enforcement - keep speeds down. I do not believe that creating right turn only from Gibbons to High will reduce collisions.
- It is already OK. People just need to follow existing rules.
- If you are leaving Alameda via Gibbons, if you make the cars turn to the right only, then they can't get to the High St. Bridge! How would that work? Also, another problem with Gibbons merging onto High St. headed for Oakland, some people stop half way thru the intersection, as they see the "red" light (intended for High St. drivers). They are confused about continuing toward the bridge.
- Don't close this street, We need to use it
- I often use the gibbons to high street bridge connection.
- This would require me and many others make a left onto High from Lincoln or some other street like Thompson or Fairview. This is a difficult turn, and also would force more people into High between Santa Clara and Fernside.
- The inside lane seems as though it would cause more confusion.
- See previous text.
- See my prior comment
- This will simply divert high speed traffic to High Street or Fernside Blvd.
- I like turning left, Oakland bound, and/or turning right on to Fernside headed for Harbor Bay.
- "It is going to force traffic onto Northwood and Southwood and the smaller, narrower streets like Cornell, Yale, , Fremont, and Cambridge, and Bayo Vista and Thompson.
- Traffic is already bad on Southwood with speeding drivers.
- This change is totally unnecessary and a waste of taxpayer dollars.
- I am also a pedestrian at that intersection and have never experienced any problems. "
- This would reduce the heavy flow of traffic leaving the island via High St bridge. Look how bad they made Park Street. Do we want more traffic backed up down High Street and Fernside Blvd?
- the bulkhead ped corner, if anything like grand/otis would be terrible to make a right turn from fernside to high/gibbins.
- "Your suggested modification is not an improvement. Gibbons provides an excellent exit way for traffic to the high street bridge. Your suggestion will cut that capacity by more than

one third. Additionally as currently configured to intersection provides a safe and controlled access to Fernside southbound and north bound.

- Further, your suggestion does nothing to address the ""go around traffic"" on Bayo Vista that is attempting to short cut and avoid waits at the High and Fernside Light."
 - "From what I see on the proposal, I would no longer have the ability to turn left from Gibbons onto High street to go to the High Street bridge. This is the most frequent use of this intersection for my family, coming from our home just off Gibbons. If this turn was not available to us, we would be required to use other smaller residential streets to access the High Street Bridge. Although reducing traffic on Gibbons would be nice for those living on Gibbons, it's really only redirecting it to other smaller streets that aren't wide enough to handle this traffic. I don't think this is a good solution.
 - Instead, if the stop sign from Gibbons to High Street allowed a left turn onto High Street, this would at least allow our desired turn, albeit likely difficult during high traffic times. "
 - See previous open-ended comments
 - As stated earlier, traffic will go to other routes. It seems as though some "influential person" living on Gibbons has asked for change. It really isn't needed. Leaving Alameda over High St. is just a pain. Cal-Trans and the City of Oakland have made a mess of the intersections near the freeway. Finding another path for Bay Farm residents to leave town would be best. Then they wouldn't use Fernside like a racetrack.
 - Would increase traffic on smaller streets if can't turn left from Gibbons onto High, Bayo Vista where I live is too narrow to handle spillover traffic
 - Traffic will filter to side streets that are significantly more narrow and not capable of safely handling the influx of traffic from people who would normally take Gibbons as a short cut to the High Street Bridge.
 - Additional cars will be forced onto side streets, and onto fernside, where they will speed causing dangerous situations for narrow side streets. This is not a well thought out solution.
 - It will redirect traffic to other adjacent streets and congest the small streets with more traffic
-
- Limiting eastbound Gibbons traffic to right-turn only onto High Street will have several negative and dangerous consequences. 1. An increase in the number of dangerous driving maneuvers by drivers once they get onto High Street. Some drivers will attempt U-turns in order to proceed toward the High Street Bridge. High street is far too narrow to accommodate U-turns. 2. A increase in unprotected left turns at one of the of the six unregulated intersections between High Street and Central Ave. This presents a safety issue not only for those driving on High Street but for the pedestrians (many of whom are elementary school children) who have to cross High Street on their way to school. This will also increase the traffic on those six streets, particularly during the morning commute time/walk to school time, thus increasing risks to pedestrians. 3. An increase in the number of cars attempting to turn left onto Fernside from Monte Vista Ave, Fairview Ave, Thompson Ave, Garfield Ave, and Liberty Ave. Left turns from Garfield, Thompson, Fairview, and Monte Vista are particularly dangerous due to poor visibility resulting from the curvature of Fernside. This increase will pose additional safety issues for those biking along

this section of Fernside (south/west bound) particularly during the morning commute time when many middle school students are biking to school. 4. Increased traffic on Cambridge Dr, Northwood Dr, Fremont St, Harvard Dr, Yale Dr, and Cornell Dr as drivers attempt to get from Gibbons to Fernside prior to reaching the Gibbons/High St intersection. The increased traffic poses a risk to children walking to school during the morning commute time, but poses an even larger risk to bicyclists traveling along Fernside. The point of the Fernside project between Tilden & High St is to improve safety for bicyclists and to encourage the use of those bike lanes. The safety improvements will be diminished by an increase in the number of cars crossing over the bike lanes to make right turns onto Fernside.

- I understand that the intersection is more complex than a pure 4 way, but the current proposal does not seem to solve the actual issues with the intersection.
- Again you are adding more people to the island by building more and more and you are taking away the ability to get across the island. I like to be able to go down Gibbons to get to Park st or other peoples houses.
- "If you make this intersection right turn only, the people driving down Gibbons will just drive down the smaller, narrower residential streets instead, like Bayo Vista, Yale and Cornell, so they can still get to the bridge. If you think that area is unsafe now, just wait til you send those cars down those small streets with more driveways and kids.
- This plan seems crafted by civic engineers focused only on the intersection safety and not the safety of the residential area this intersection abuts. "
- See previous response
- It will push traffic on to Bayo vista and Cornell which aren't as wide narrower streets and don't have 4 way stops.
- It would just push traffic to narrower streets like Bayo vista, Cornell and Yale. Not solve any problem but make it worse for those who live here.
- This would push more traffic on to smaller side streets causing more safety issues for pedestrians, bicyclists, and vehicles.
- No. Not for it. I use Gibbons every day. It's the most direct route for me. Sounds like people on Gibbons want less traffic. Don't we all.
- "This is a bad look for the city. It looks like some wealthy, noisy citizens on Gibbons want less traffic. Don't we all? We bare the brunt of too much traffic on Fernside already AND you would be cutting off the most direct route home from Park/Central, home to Fernside. Why fix what ain't broke? Oh yeah, so Gibbons can have less cut through traffic. That's what streets are for: TRAFFIC. The wait times are fine.
- How about closing off Fernside to Bayfarm? That would really cut back on speeding and traffic. Everyone wants less traffic. Give me a break. This isn't the right time to favor Gibbons over other neighbors."
- The side streets would be necessary for traffic leaving Alameda. On Bayo Vista, cars zoom down the street as it is. It is too narrow of a street to accommodate a steady stream of cars for people to leave Alameda.
- I'm against limiting Gibbons to right-turn only onto High Street. Gibbons is an important connector so this would make it very inconvenient for people to exit Alameda. Also, this would divert traffic onto small neighboring streets that are even less equipped to handle this traffic. It would be more help if Gibbons just had more crosswalks (preferably with flashing

lights), as it is inconvenient to cross the street not just at the intersection in question, but along the entire street. For example, there isn't even a crosswalk on Gibbons where it intersects Cornell. That would be much more helpful and not to mention less costly/complicated to implement.

- "I would like safer and calmer streets but the concept is very narrow in scope and presented as "traffic calming", but designed only with this intersection mentioned and without "traffic calming" considerations for other streets. It is troubling that there was no acknowledgement of major impact on the surrounding areas or presentation of analysis done to understand how it would affect the surrounding streets. It's not clear that the team has walked through the neighboring streets to see the impact and I would expect a more thorough review of broader impact and presentations of alternative concepts with various tradeoffs. A couple obvious concerns that were not mentioned are below:
- Coming from Santa Clara and Gibbons, people would clearly either take northwood/Cambridge to get to Fernside or southwood/Bayo Vista to get to High Street. It is not reasonable to think that people would opt to take a longer routes via Broadway and Central. These streets are narrower, and not designed to handle this traffic and would be a major issue. In addition to the sheer amount of traffic coming through on small streets but also creating more congestion for left turns onto High Street from Bayo Vista.
- The intersections at Southwood/Bayo Vista/Fairview and Southwood/Thompson are already complicated intersections because there are no traffic stops and these are busy thoroughfares for children walking to school. There is a crossing guard at Lincoln and Gibbons but these other intersections would become dangerous for walking during school and even at other times.
- If people do come down Gibbons toward High Street not knowing it's not a through street, they will have to take a right at High Street, naturally take the next right hand turn off of High Street onto Bayo Vista and then somehow try to make a u-turn or make their way around the small streets to get back to High Street in the other direction. Yet more traffic diverted to Bayo Vista even from the other direction.
- I would like to understand what non-invasive improvements have been investigated to try to mitigate some of the issues. I don't think it is reasonable to expect that the intersection would be as ideal for pedestrians given the location. I'm not sure due diligence has been done to see if better line painting on the ground or signage with arrows to better direct and inform drivers could mitigate some issues even though it may not have solved every issue. A roundabout has been explored, deemed impossible and now there are no other non-invasive options even being presented.
- I understand the concept says the intersection experiences a high number of crashes. How many crashes is that? While I understand zero is ideal, how does it compare to other similar intersections across Alameda that is directly coming from a freeway exit and has this amount of traffic? It isn't a reasonable expectation that this would be as low as other parts of Fernside because there is not another intersection on Fernside that has those elements. I would expect the prioritization of pedestrians, biking, and driving would reflect the reality of this intersection. For example, while non-invasive changes (that are not being considered) like signage and lines may not address the very specific need of shorter pedestrian distances, it could solve other issues. Also not sure biking should be a top

priority on Gibbons if bikers should be on Fernside, and honestly it is not great to bike on Gibbons because of all the tree roots causing bumps.

- I am concerned that this concept is being swept into the broader Fernside improvements in order to get easier approval for the benefit of city council members that live near the intersection and want to divert traffic from their street elsewhere. It feels like the scope is intentionally very narrow with specific objectives to the intersection in order to justify the concept and get it approved. There needs to be transparent traffic studies done and clear communication of how these issues would be addressed because they were very widely raised in the pop up meeting.
- Reducing Gibbons speeds seems to be an issue too, and I'm wondering why speed bumps on gibbons or more stop signs aren't erected for that."
- Skeptic of plan as city leans toward bike and fancy things that may need a fresh set of eyes on congestion increase vs. decrease in emissions and back-ups vs fancy bike lanes.
- If they take away the right turn onto High St this will cause a lot more traffic going down Bayo Vista Ave. We don't see that there is a problem with people turning right onto High street from Gibbons.
- One feed for bridge is blocked by new proposal forcing more traffic onto other feeds further congesting them. Unintended consequences to current traffic patterns .
- More traffic on Fernside!!!! Come on! I use Gibbons everyday several times because it is direct to where I am going. ALL SREETS ARE CUT THROUGHHS. That is what streets are!
- Traffic will be funneled on to Bayo Vista or other smaller streets.
- Make high street busier than it is. It's already dangerous!
- "I am a licensed California Civil Engineer and live less than 1 block from this intersection. I have spent time reviewing this proposal and believe while it may help the immediate problem of the Gibbons to High Intersection - it will almost certainly created unintended consequences on the smaller, narrower side streets that are not as well suited for the increase in traffic. I have seen no analysis of the impact of increased traffic flow on the smaller side streets - which will almost certainly increase incident rates and create new intersection ""hot spots"" - especially during the morning commute when many school children are walking to Edison on Bayo Vista, Southwood, Northwood, etc.
- For example, blocking traffic on Gibbons would significantly increase the amount of commute traffic on Bayo Vista in the AM, as well as increased traffic turning onto Southwood and then Bayo Vista to ultimately make left on to High st. to access the Bridge. This would make the narrow street of Bayo Vista much more dangerous to school children in the AM, as well as increase traffic collisions at the Bayo Vista - High St. intersection, and Cornell-Bayo Vista intersections - both of which are only 2-way stops.
- Gibbons is a wider road, and is designed to handle the traffic, adjustments should be made to the signals and marking at the intersection rather than diverting traffic onto smaller side streets that are not designed to handle the extra traffic. One easy change that would be to move back the stopping line for High St. traffic approaching the bridge, and adding marking to indicate that traffic turning from Gibbons towards the bridge can proceed through the intersection during a green light. This change, coupled with better marked cross walks, flashing crossing lights at the Fernside to High right hand turn would significantly improve this intersection.

- At a very minimum - a secondary analysis of how the smaller, narrower side streets will be impacted by increased traffic as a result of this proposal is necessary."
- "The existing cement island built in the 1970s served the need to slow down speeds along WB Gibbons Drive. No additional changes needed.
- Few people walk across High Street on the south side of Fernside. City must prove via extensive statistics to justify such a drastic change. No recent data collected.
- Last minute notice to Gibbons Drive residents.
- City ignores the resulting traffic diversion to narrower side streets ... who were NOT NOTIFIED of this project that WILL NEGATIVELY AFFECT THEM."
- See previous statement.
- "RESTRICTING traffic to one-way turning as in the proposal, will shunt the same speeding traffic down Bayo Vista, Southwood and Cornell. Fatalities may INCREASE because there are a lot of children who live on Bayo Vista, Southwood and Cornell! Do a survey and find out the demographics.
- Instead of restricting the direction of traffic flow, why not add:
 - speed bumps
 - flashing crosswalks
 - greater signage"
- Where does the redirected traffic go? It's just going to pile up on High St. or Fernside, making an even bigger logjam there. This problem is myopic and doesn't solve any real problems. Please focus attention on slowing down traffic on Fernside.
- Please see reply on prior page
- The intersection is fine. Your proposal is going to push traffic to small side streets like Cornell and Bayo Vista that are narrow and cannot handle the traffic (they are only wide enough for one car to pass at a time). This is going to create a significant safety issue on those streets. You should consider clearly painted land lines or other less obtrusive measures. The small side streets cannot handle the traffic from Gibbons which is a much wider street.
- I use the access to the high Street bridge from Gibbons daily, and I anticipate that people will just maneuver around this in ways that are more dangerous. I also am concerned about the narrow streets of Cornell and Bay Vista that will take the diverted traffic.
- I drive down Gibbons intentionally to the traffic light to make a left hand turn onto High St headed over the bridge. I live on Bayo Vista and turning left onto High St is more challenging. The light on Gibbons is nice, as it makes my turn controlled. I would otherwise drive down Cornell to make a right on Fernside, to then be at the light to turn left onto the High St bridge.
- "This proposal moves traffic to the side streets which are too narrow to safely handle the added traffic/load:
 - The side streets can barely handle 2 way traffic today without one car stopping to let the other car pass.
 - This would make getting out of driveways and parking more difficult.
 - This would increase risk to the many children who currently play in their front yards and fetch loose balls in the street.
 - Side streets are cracking and might need repaving to support the added load.

- This would cause a lengthy backup whenever the High Street Bridge is up.
- Leaving the intersection as is or a less disruptive alternative like lines, arrows, signs and/or lights or just removing the island for the dedicated right turn slip lane would be preferable (like streets with a painted dedicated left turn lane and a right lane that goes right/straight)."
- I'm undecided about this. You'll face a lot of pushback on this from people who like to use Gibbons to get to the bridge, and you'll get people cutting down Cornell and Yale to keep their precious shortcut. I think this needs a bit more thought. The right turn only on High doesn't serve much purpose - that's not a turn anyone actually wants to make. If it's only to disincentive people using Gibbons to get to the bridge, you really have to be thoughtful about where you're going to redirect that traffic. Most likely the result will be more conflict upstream at the other very confusing intersection at Gibbons and Northwood/Southwood. The more I think about this, the less I like it.
- "Bike and pedestrian safety are important but this is not the solution.
- Gibbons Dr. is a key artery to the High St bridge when community members leave the island. Therefore, it would NOT make sense to limit eastbound traffic to a right turn only. This would cause traffic to use the side streets before the Gibbons/High/Fernside intersection as a cut-over to Fernside. Cornell and Yale between Gibbons and Fernside are narrower and can not accommodate two-way traffic with cars parked on both sides of the street. These streets already experience speeding cars when commuters see a red light at the Gibbons/High/Fernside intersection and they quickly divert down a side street (Cornell or Yale) and make a right turn onto Fernside to access the bridge.
- You can not close an artery at the end point (which you would be doing by limiting eastbound to a right turn only). This type of extreme change would need to be done further up Gibbons so that the traffic leading to the bridge does not come down Gibbons. "
- Are you kidding me? You should have to tell us how it would make things better! By diverting people who want to cross the bridge around in circles and forcing them to cut through the side streets just to backtrack until they can finally cross the bridge is asinine. It's like having to go to the restroom but instead of just getting up and going down the hall to the bathroom, you now have to go through your kitchen, dining room, living area, bedroom, crawl out the window into your backyard, go around the house to the front door to finally get to the hallway that will lead you to the bathroom. Absolutely ridiculous. The fact that we are waisting time and money even discussing this idiotic solutions to a nonexistent problem is extremely concerning!
- This will send outbound commuting vehicle traffic onto small, narrow side streets like Cornell and Yale which have many children on them during school commute hours. Traffic will increase massively on streets that were never designed for it, where even now cars have to pull into driveways to get by each other. This is a terrible solution.
- Install smart lights would make a tremendous difference in the efficiency of the intersection, not to mention safety. Because they would have increased efficiency in flow, and therefore less people would get irradiated. Not to mention they would also increase their attention level.....!
- This will cause additional traffic on side streets and speeding
- Will divert traffic onto smaller neighborhood streets that are not equipped for it.

- Doesn't address the core problem of complex interactions and high speed traffic without protection of bikes
- "Gibbons is a beautiful, wide street that is a key artery on the East End. To cut it off would cause traffic to use the smaller, much narrower streets like Cornell and Yale as a cut-through to access Fernside in attempts to bypass only being able turn right at the Gibbons/High/Fernside intersection.
- The cars that make it to that intersection will have to turn right onto High Street. This will force those drivers to use the smaller, narrower streets of Bayo Vista, Monte Vista and Fairview to turn back around onto High Street or Fernside, to make it possible for them to finally cross the bridge or go toward Bay Farm. Not to mention this change would push even more traffic onto already busy Fernside."
- Gibbons has the least traffic of High and Fernside. You are essentially diverting more cars onto those already busy streets that you are trying to decrease traffic on already. Gibbons is a big wide street that can handle the cars. You will also add more traffic to the side streets that are already crowded.
- This proposal would drive traffic to the much smaller side streets and likely increase accidents and reduce pedestrian/bike safety
 - Are we moving accidents from one area to another area? Cornell Drive and Yale Drive connect Fernside Blvd and Gibbons Drive. Both Cornell and Yale are narrow, bi-directional streets with parking on both sides. When parking options are reduced on Fernside Blvd (as occurred during recent roadwork on Fernside), Fernside residents park their vehicles on Cornell and Yale. This leaves dangerously little space for bi-directional traffic. The proposed elimination of a southbound exit from Gibbons Dr. to the High Street Bridge will significantly increase traffic on Cornell Drive and Yale Drive. In addition, the Fernside Blvd Traffic Calming and Bikeways Project will increase the density of parked cars on these streets. This is a dangerous combination that is sure to increase vehicular and pedestrian accidents in this area. Would changing Cornell and Yale Drives into one-way streets help to solve this problem?
 - Vehicle Exhaust Kills Too: If the Gibbons Dr proposal is adopted, traffic will increase on Cornell and Yale Drives where vehicles can turn right onto Fernside Blvd. But southbound traffic on Fernside will be slowed here due to the removal of a dedicated left turn lane for traffic headed to the High Street Bridge. So, in addition to the increase in idling vehicles on southbound Fernside, an increase in idling vehicles on Cornell and Yales Drives will also occur. As a result, residents in this area will be exposed to increased levels of vehicle exhaust. Car and diesel exhaust particulates are known human carcinogens. Indeed, decades of research have shown that proximity to the vehicular exhaust predicts dramatic rates of lung cancer. I am deeply concerned about the future health and safety of Alameda residents who live in this area (and the liability of Alameda City for adverse health events) if the Fernside Blvd and the Gibbons Dr. proposals are adopted.
- People would find a way to go back to the bridge or fernside by doing an u turn asap

- Worried about extra traffic at high speeds on our block, 1800s Cornell. This is a residential block with families with young children, pets, and a few of us are older and slow to cross the road.
- Puts too much tradition more narrow streets
- Having a right turn only is going to cause people to do illegal uturns on High Street and also using the quiet nearby roads to get to fernside. Yet again, the City is destroying the roads in Alameda. Leave the intersection alone!
- Traffic congestion- lack of ease to exit Alameda
- This would increase traffic and high speed vehicles on the smaller side streets in the area. As well as increase traffic along this end of the island making it harder to get on and off the island.
- This will force traffic into narrower streets and cause more traffic. Speeding tickets and stop sign enforcement by APD would be a nice first step instead of ruining a beautiful street with such a design.
- Increases traffic on Fernside and reduces options for traffic attempting to leave the island (already challenging). Creates “walled off/dead end” like aspect on that block of Gibbons.
- Left turn from Gibbons to High provides essential exit route from the island. Forcing right turn only onto High is a mistake.
- It makes the intersection more complicated and will back up traffic trying to go via gibbons.
- Cars on side streets
- Divert the problem to smaller streets
- Traffic will largely diverted to side streets, especially Bayo Vista if forced to take a right onto High St. The side streets cannot handle the traffic and will increase issues on side streets.
- Where will the traffic going left move to? Bayo Vista is the next street over -- too narrow for two cars to pass at the same time, no light at the intersection of Bayo and High.
- This will force people who make this right turn to make a u-turn on High or people will turn right from Gibbons onto streets like Lincoln and will need to turn left on High which is dangerous
- Would funnel travel to Bayo Vista -- MUCH SMALLER!!