

Grand Street Resurfacing and Safety Improvements

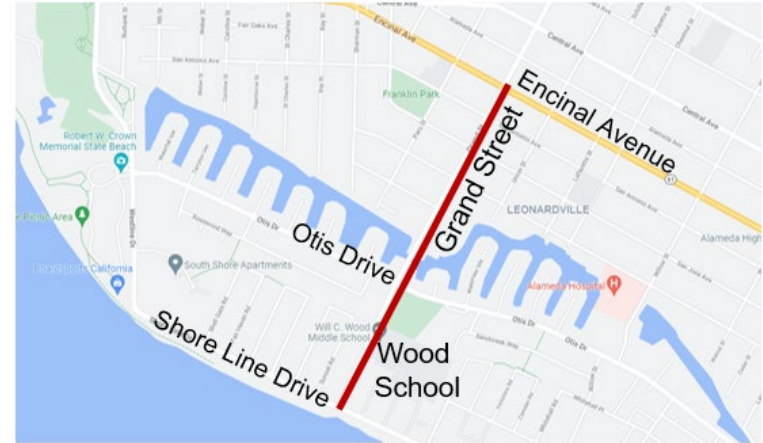
**City Council
June 21, 2022**

www.alamedaca.gov/GrandStreet



Project Overview

- Resurfacing and Restriping
 - Grand St. between Shore Line Dr. and Encinal Ave. (0.7 mile)
- Opportunity to Improve Safety
 - Improved curb ramps and crosswalks
 - Flashing beacons
 - Wood School access improvements
 - Bus stop enhancements
 - Accessibility improvements



Design Process: 2021 - 2022

2021 Design with traditional striped bike lanes

Dec. 9 - Community Workshop #1

2022 Design with separated bike lanes

May 4 - Community Workshop #2

May 25 - Transportation Commission

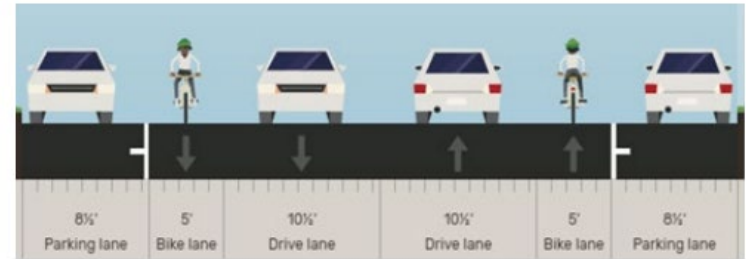
June 15 - Commission on Persons with Disabilities

June 21 - City Council Decision on Concept

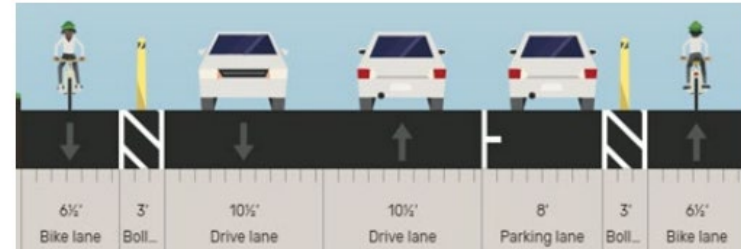
Nov. 1 - Caltrans Request for Authorization Submittal - Deadline for \$827,000 grant

2023 Spring - Construction begins

Traditional Class II Bike Lanes (Current)



Separated Bike Lane with Partial Parking



Design Considerations

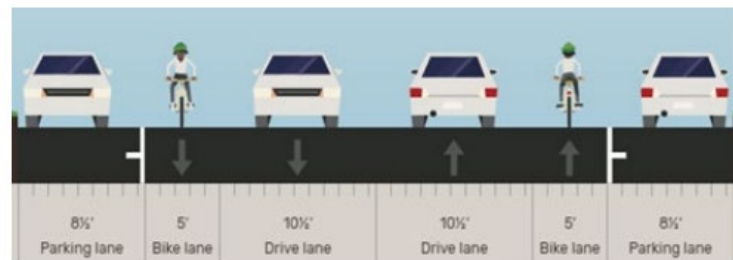
Common Features of Both Designs:

- Identical from Shoreline to Otis
- Improve safety for all modes
- Improve intersection safety for pedestrians and bicyclists

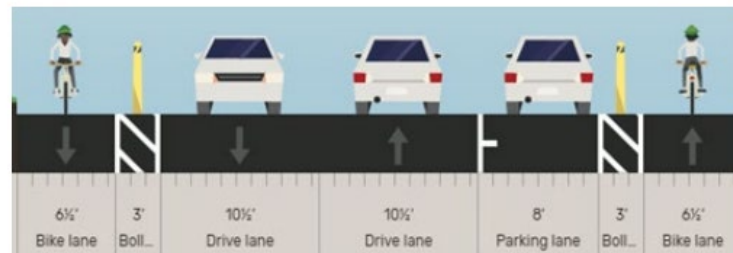
Differences:

- Separated bike lane safer for bicyclist at midblock (Otis to Encinal)
- Traditional bike lane preserves more parking (Otis to Encinal)

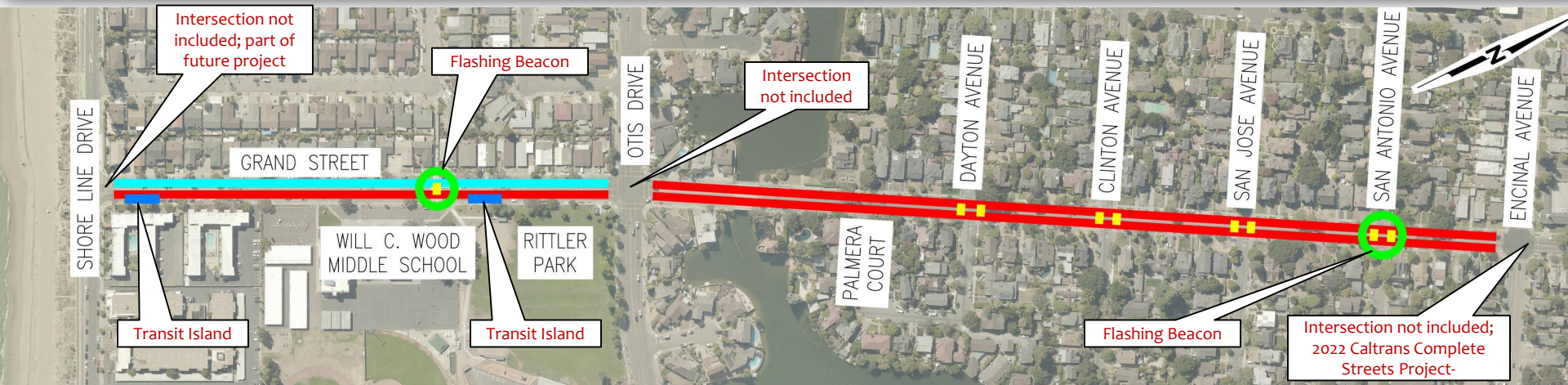
Traditional Class II Bike Lanes (Current)



Separated Bike Lane with Partial Parking



Proposed Street Configuration



Separated Bike Lanes

Buffered Bike Lane

Transit Island



Enhanced Crosswalk



Flashing Beacon



Wood School Frontage

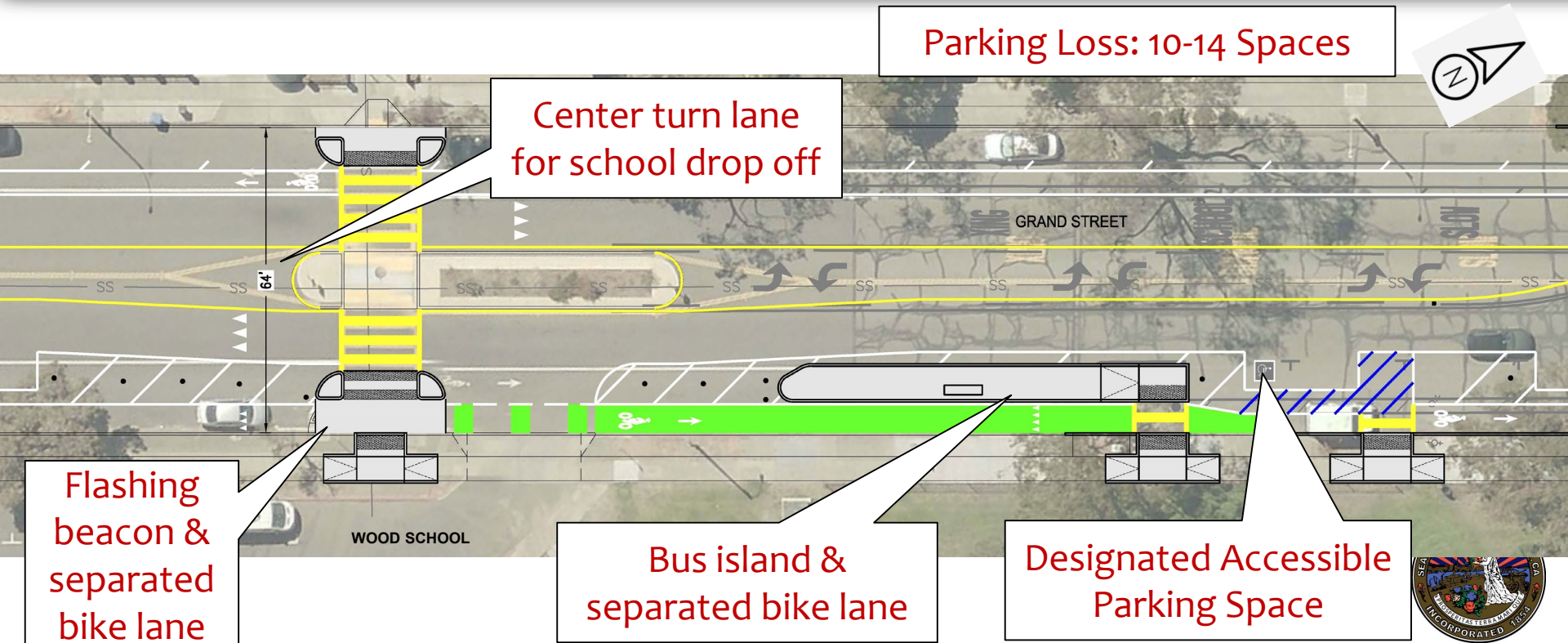
Parking Loss: 10-14 Spaces

Center turn lane
for school drop off

Flashing
beacon &
separated
bike lane

Bus island &
separated bike lane

Designated Accessible
Parking Space



Bus Island & Flashing Beacons

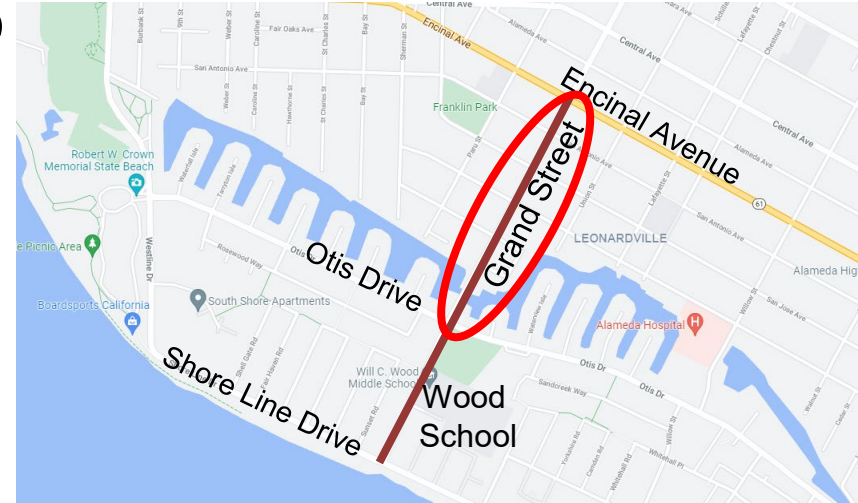


Rectangular Rapid
Flashing Beacon



Otis to Encinal Pedestrian Improvements

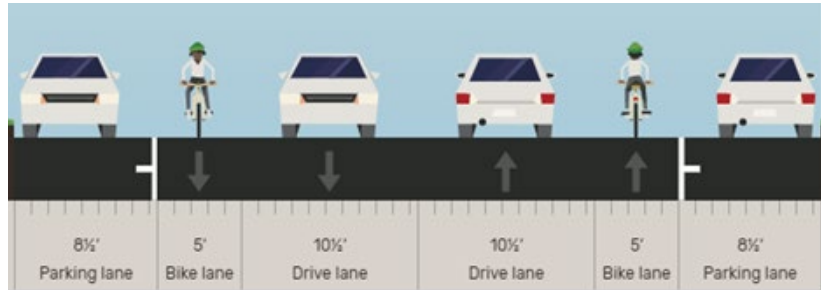
- Flashing Beacons at San Antonio
- High visibility crosswalks
 - San Antonio
 - San Jose
 - Clinton
 - Dayton
- Daylighting for better visibility at intersections
- Intersection grading to reduce slope



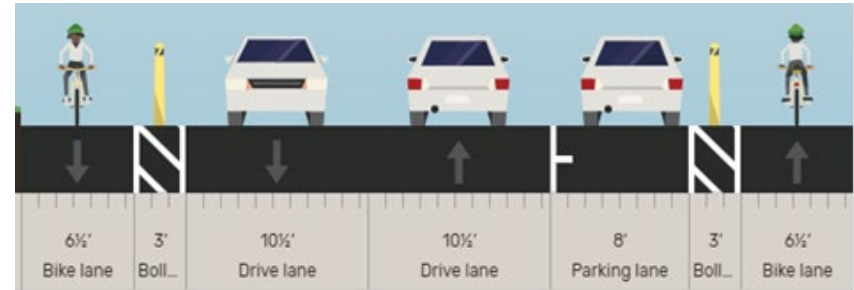
Otis to Encinal Typical Sections

Proposed separated bike lane concept

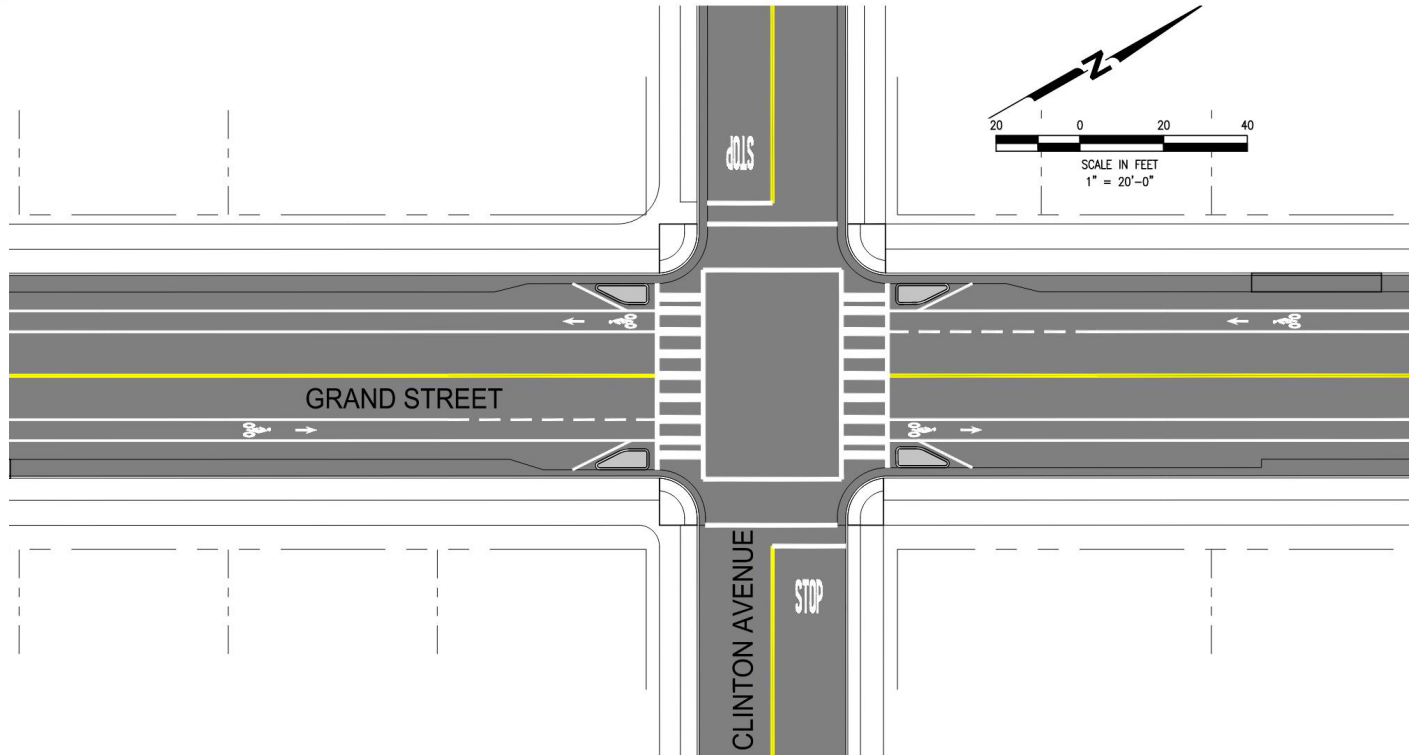
Traditional Class II Bike Lanes (Current)



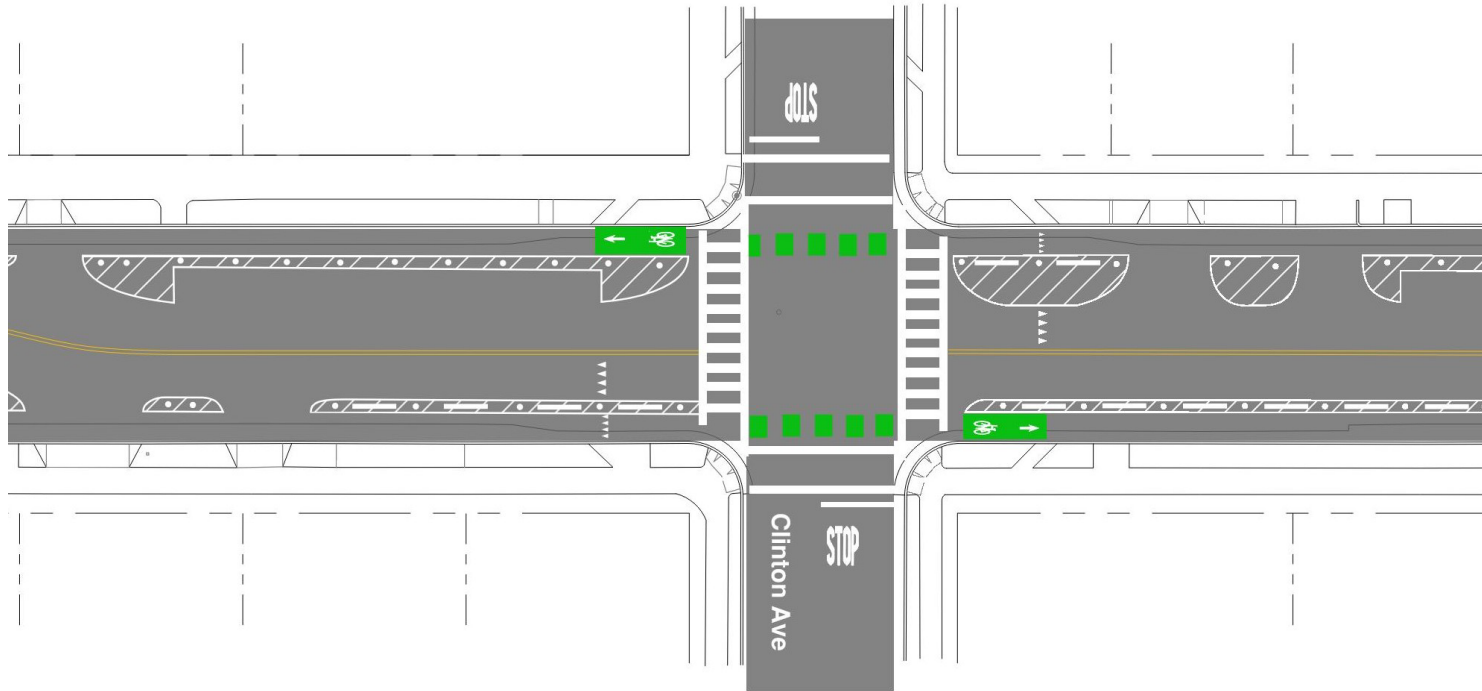
Separated Bike Lane with Partial Parking



Traditional Bike Lanes Map



Separated Bike Lanes Map



Separated Bike Lanes Rendering



Staff Recommendation

- Separated bike lanes are recommended
- City Council may choose traditional bike lane configuration as an alternative



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Discussion