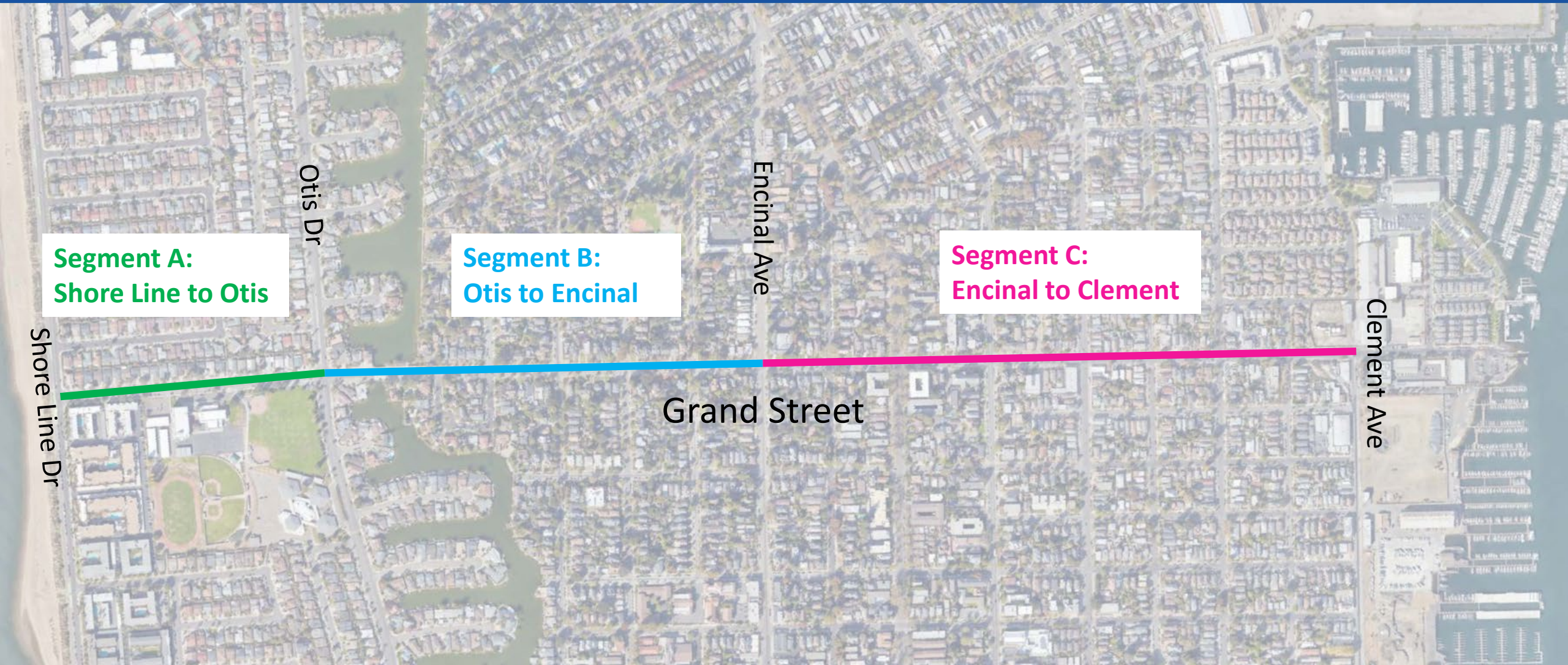


Grand Street Safety Improvements:
4 OPTIONS:
Cross-Section, Rendering + Plan Views

June 2023

Overview of Corridor and Options

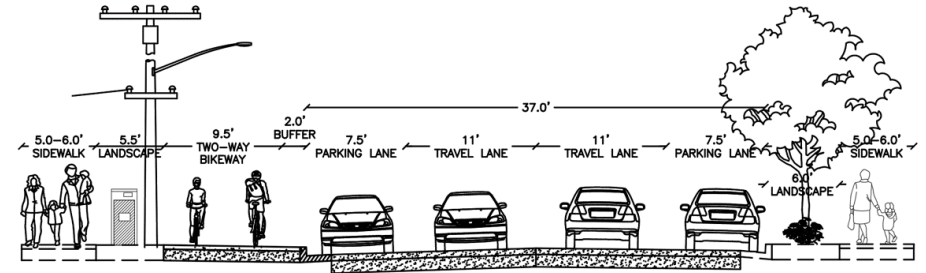
Grand St Improvements: Three Segments



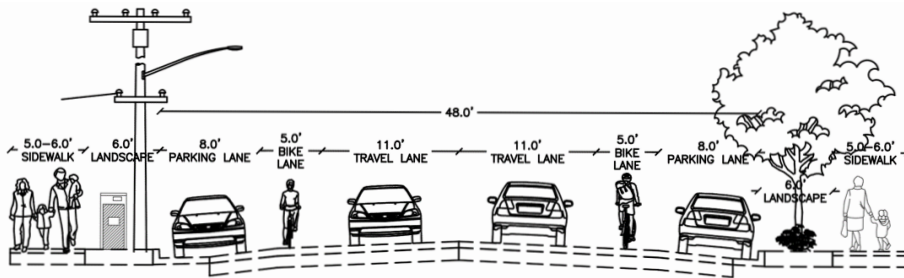


CITY OF ALAMEDA GRAND STREET CORRIDOR OPTIONS (OTIS DRIVE – CLEMENT AVENUE)

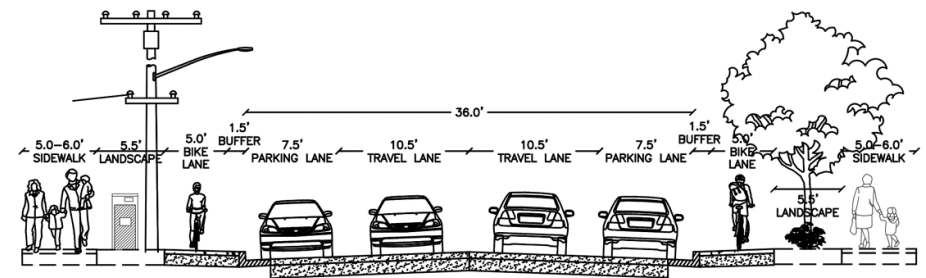
Parisi A DIVISION OF
TRANSPORTATION CONSULTING **Parametrix**



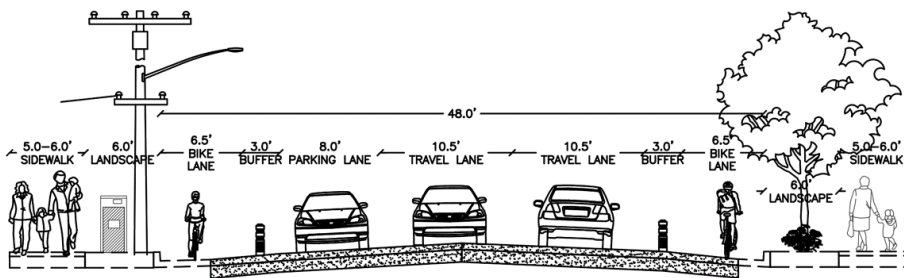
ALTERNATIVE #1: RAISED 2-WAY BIKEWAY



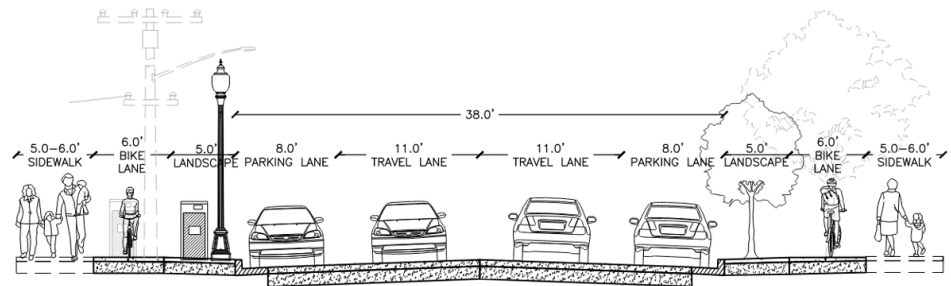
EXISTING



ALTERNATIVE #2: RAISED 1-WAY BIKEWAYS



COUNCIL-APPROVED DESIGN: AT-GRADE 1-WAY BIKEWAYS

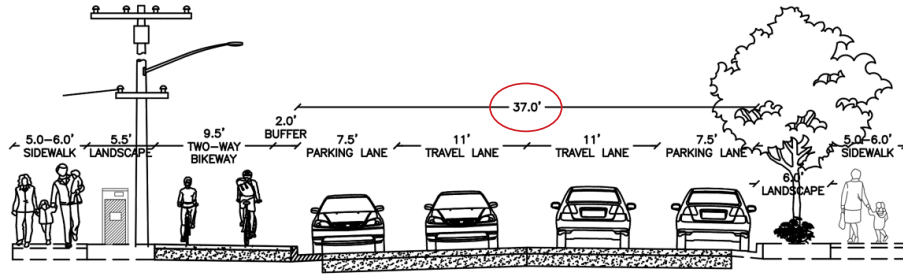


ALTERNATIVE #3: ENHANCED RAISED 1-WAY BIKEWAYS

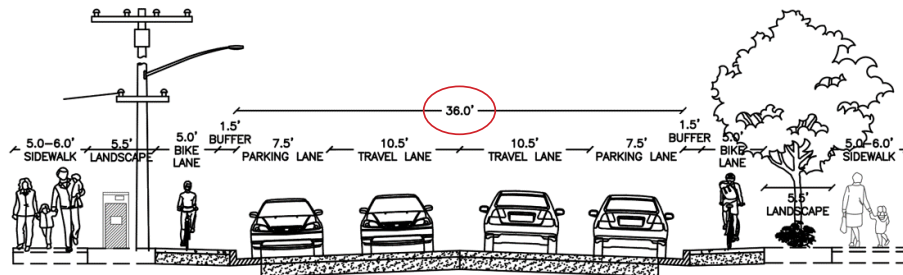


CITY OF ALAMEDA

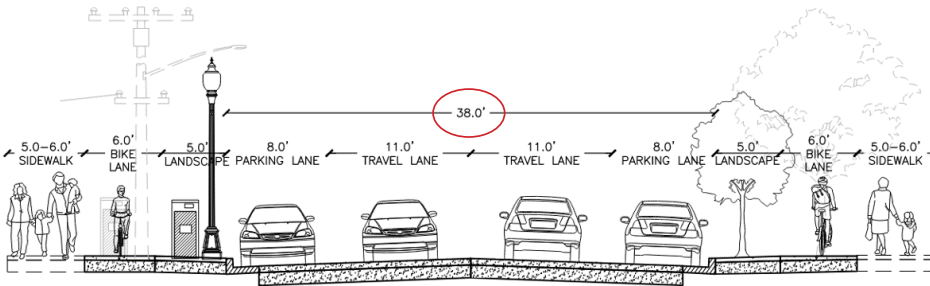
GRAND STREET CORRIDOR OPTIONS (OTIS DRIVE – CLEMENT AVENUE)



ALTERNATIVE #1: RAISED 2-WAY BIKEWAY



ALTERNATIVE #2: RAISED 1-WAY BIKEWAYS



ALTERNATIVE #3: ENHANCED RAISED 1-WAY BIKEWAYS

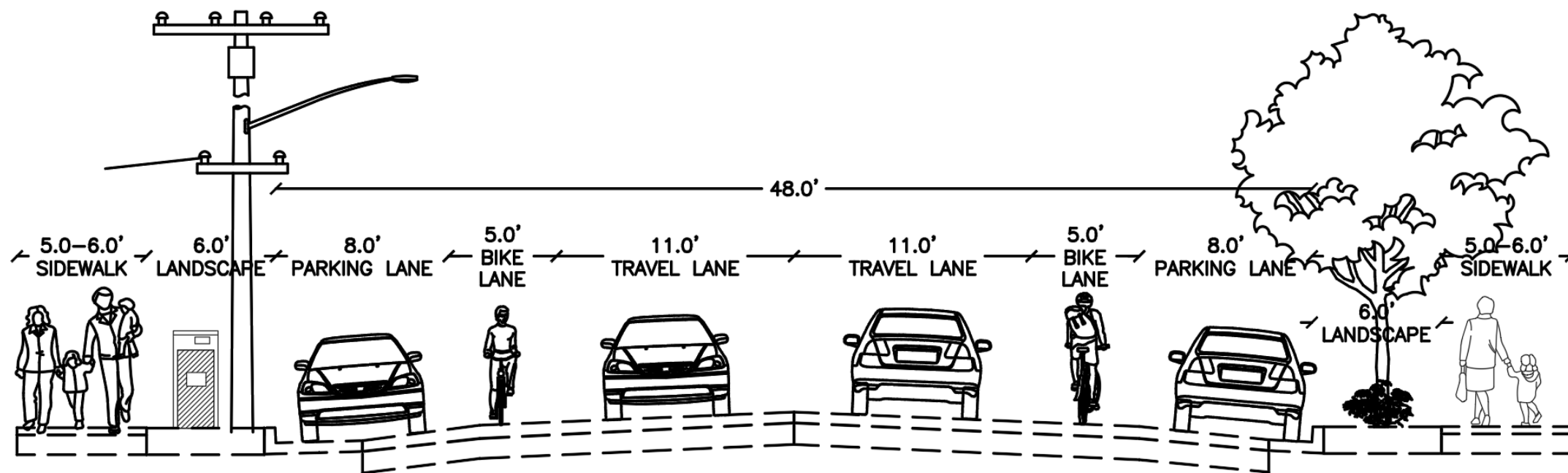


CHESTNUT STREET IS 36 FEET WIDE



SHERMAN STREET IS 36 FEET WIDE

Existing Conditions



TYPICAL SECTION
EXISTING CONDITIONS

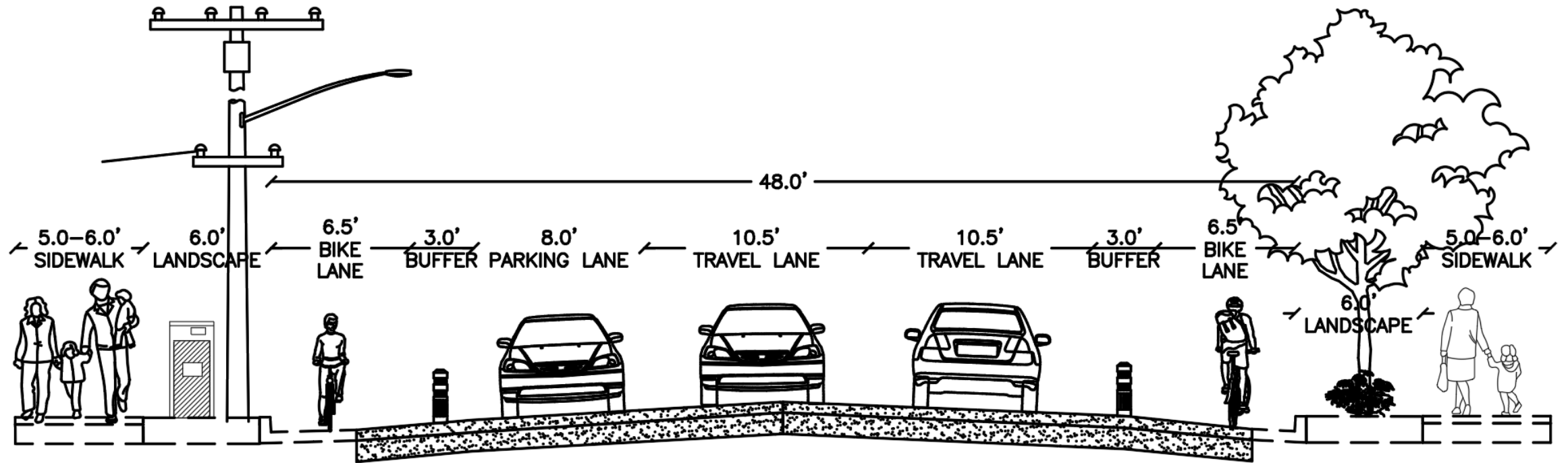


Council-approved design

COUNCIL-APPROVED: SEGMENT A



COUNCIL-APPROVED: SEGMENT B



TYPICAL SECTION

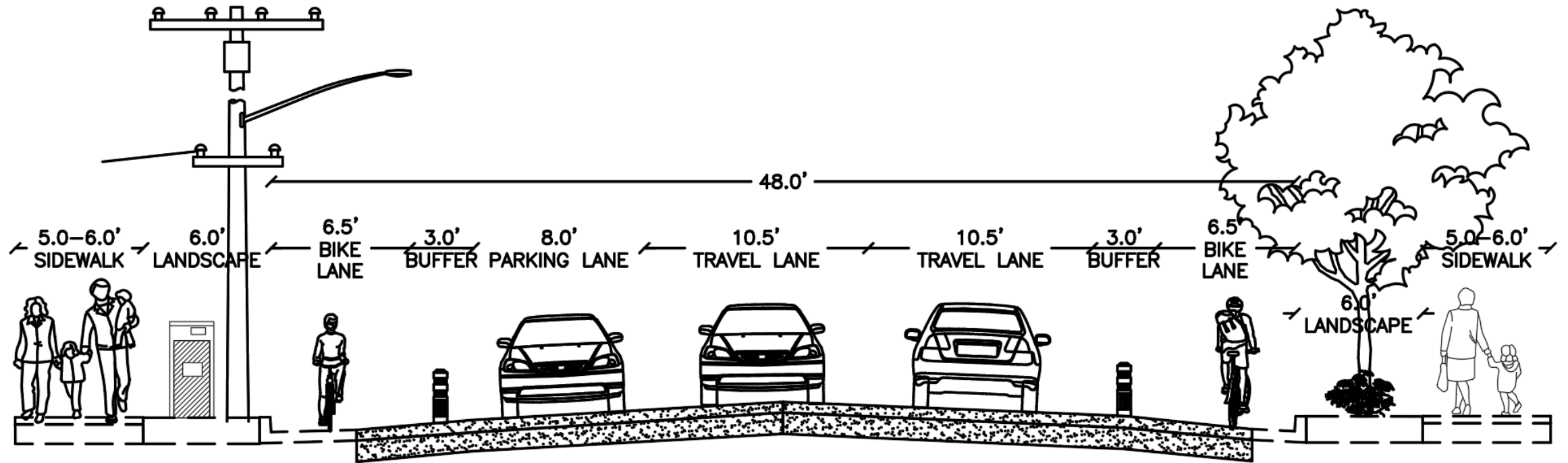
COUNCIL APPROVED: SEGMENT B



COUNCIL-APPROVED: SEGMENT B



COUNCIL-APPROVED: SEGMENT C

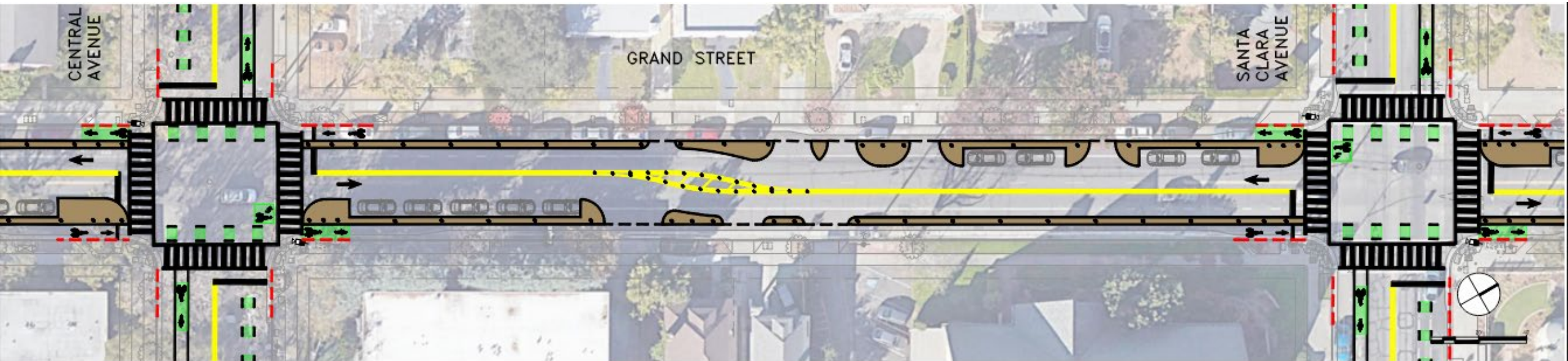


TYPICAL SECTION

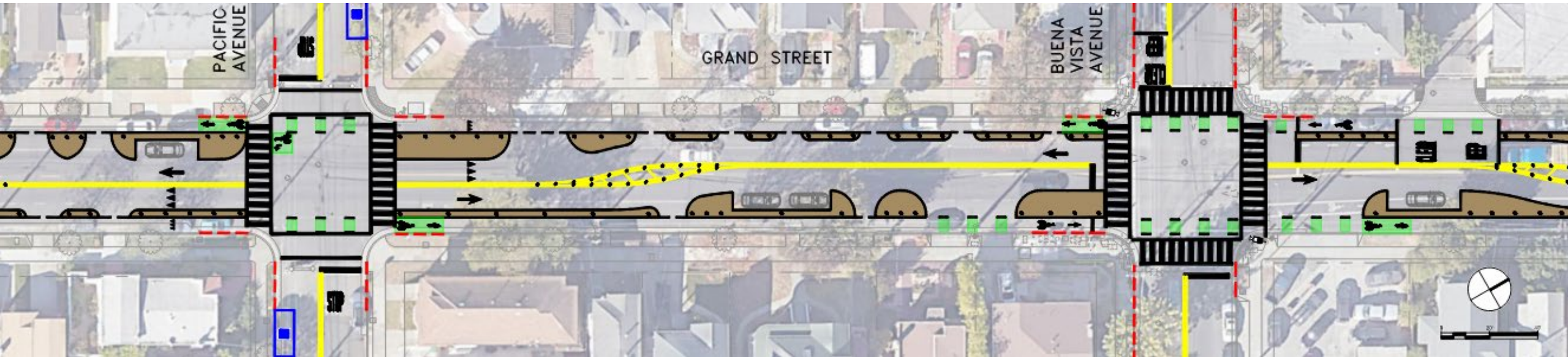
COUNCIL APPROVED: SEGMENT C



COUNCIL-APPROVED: SEGMENT C: TYPICAL LONG BLOCK

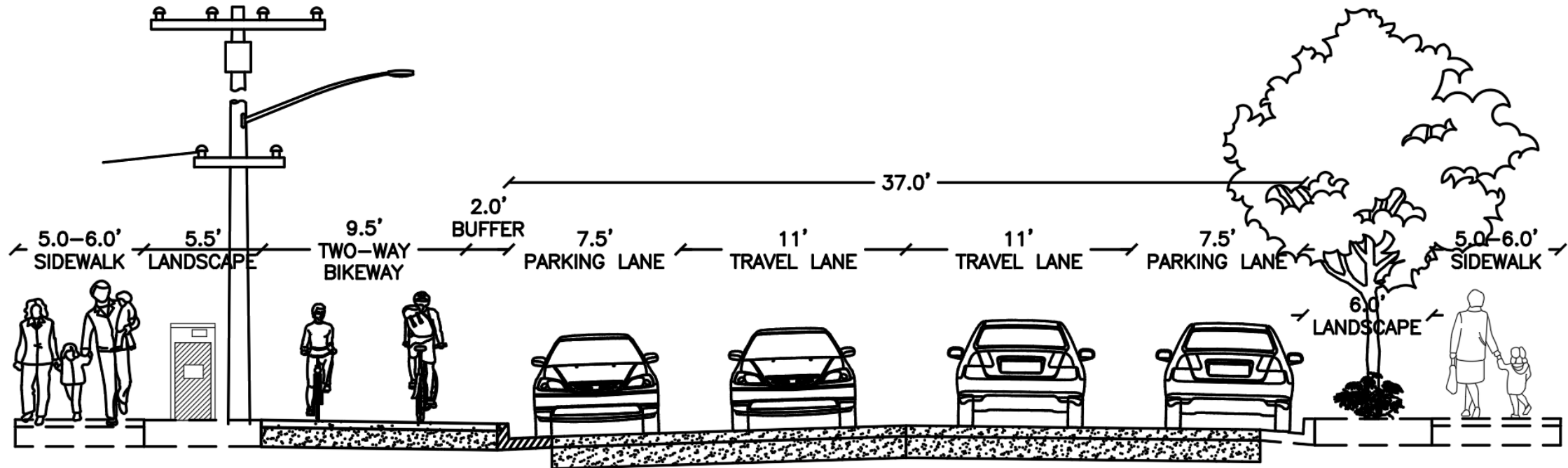


COUNCIL-APPROVED: SEGMENT C: TYPICAL SHORT BLOCK



Alternative 1: Raised Two-Way Bikeway

ALTERNATIVE 1



TYPICAL SECTION

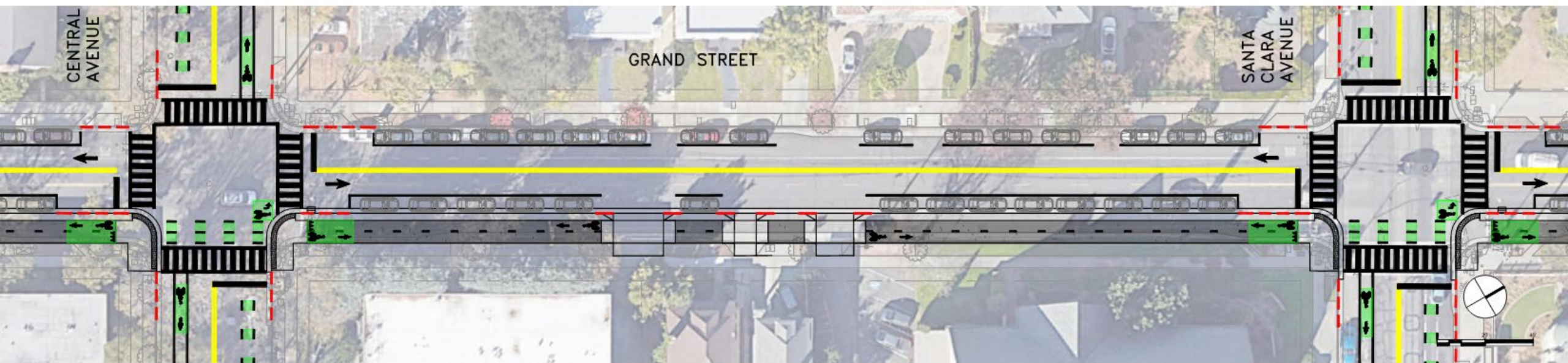
ALTERNATIVE 1



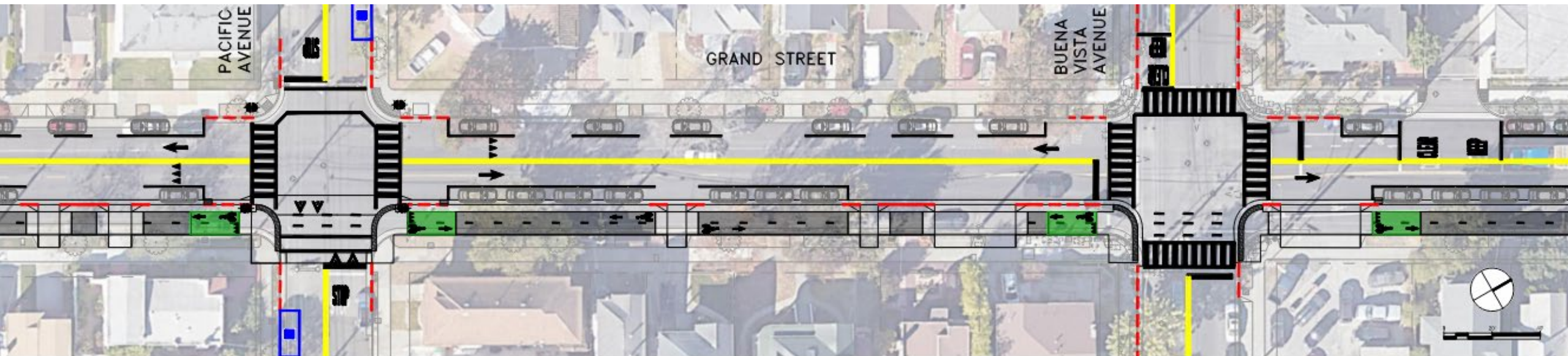
ALTERNATIVE 1



ALTERNATIVE 1

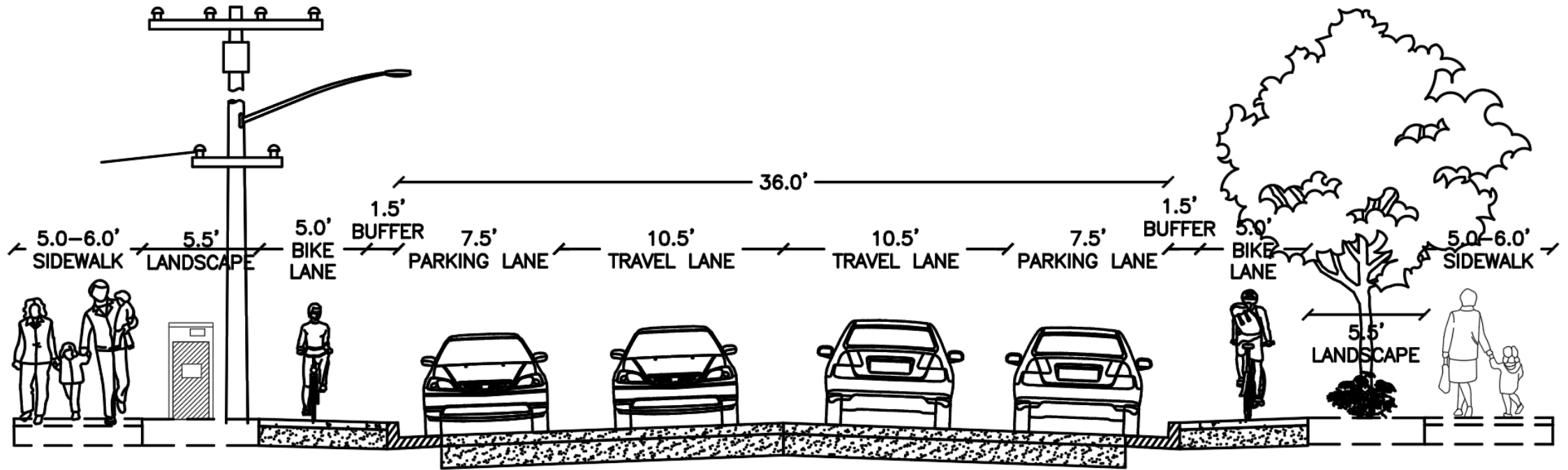


ALTERNATIVE 1



Alternative 2: Raised One-Way Bikeways

ALTERNATIVE 2



TYPICAL SECTION

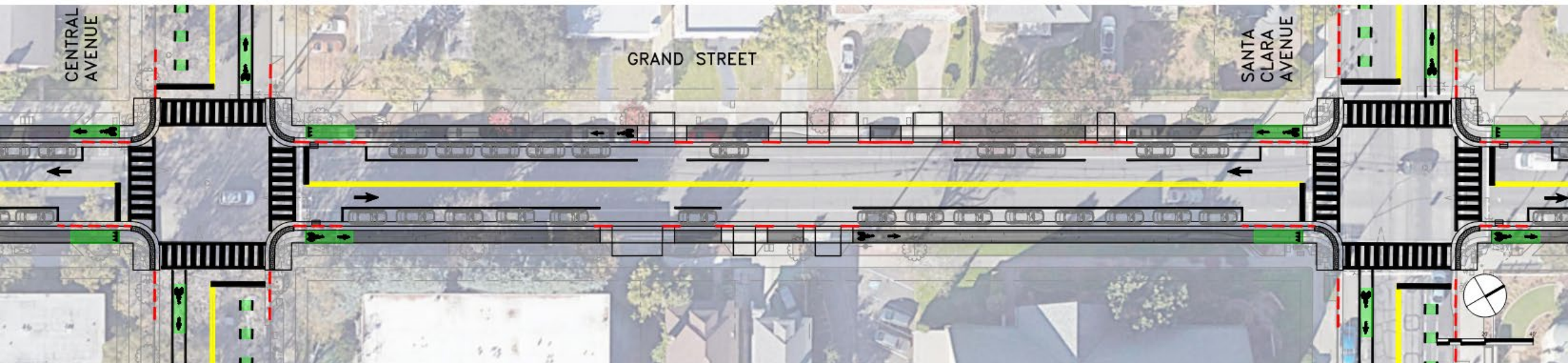
ALTERNATIVE 2



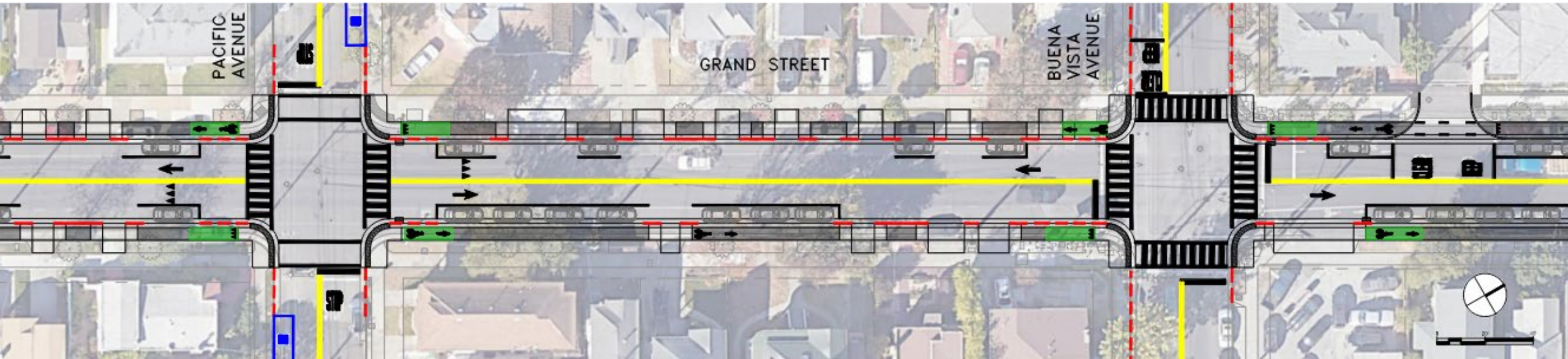
ALTERNATIVE 2



ALTERNATIVE 2

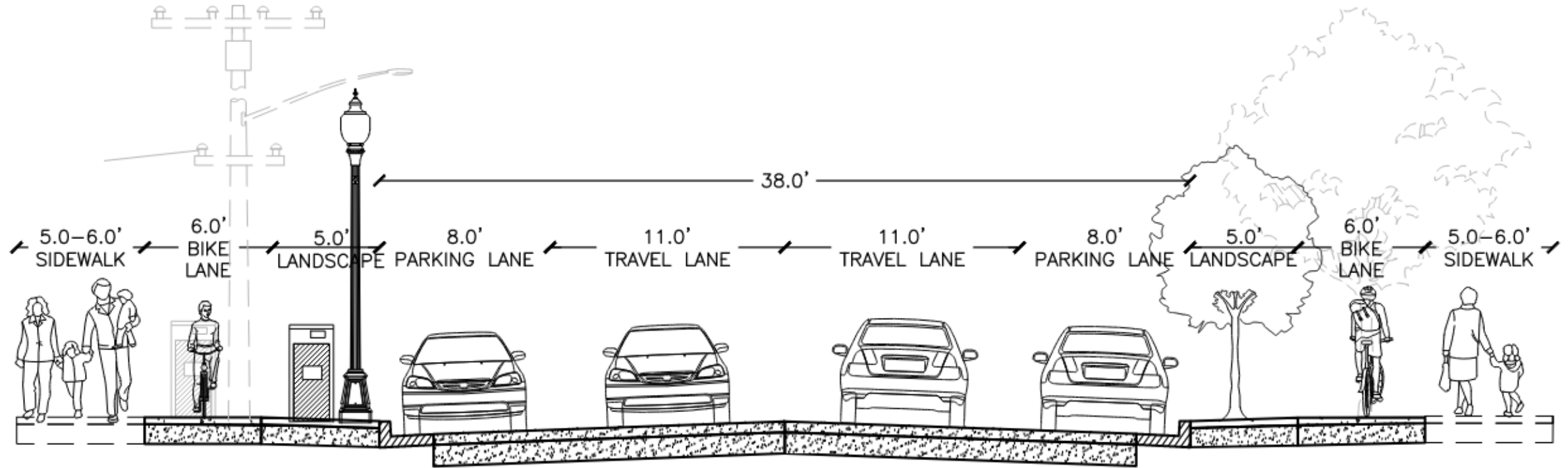


ALTERNATIVE 2



Alternative 3:
Enhanced Raised One-Way
Bikeways

ALTERNATIVE 3



TYPICAL SECTION