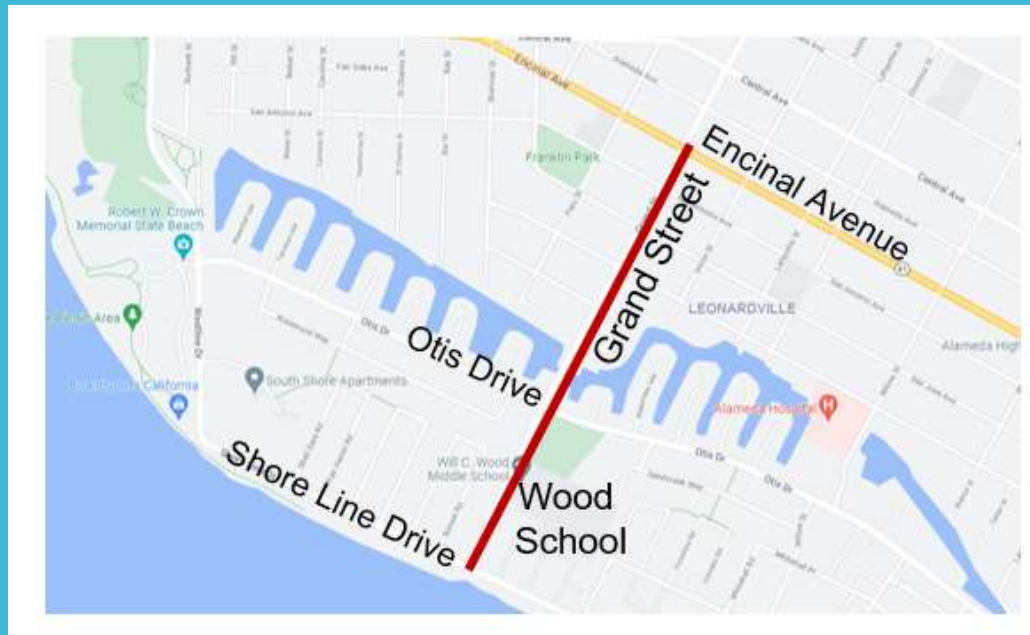


Grand Street Safety Project



Resurfacing
and Restriping

Design
Concept

Two Plans:

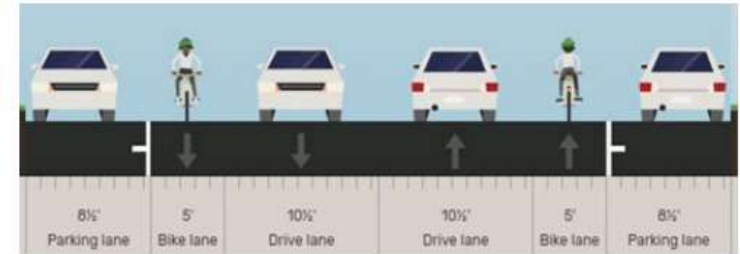
Plan #1. Approved October 4, 2022

- Pedestrian improvements at all intersections
- Two-way protected bicycle lane from Shoreline to Otis
- Seven ADA parking spaces.
- One way traditional (unprotected) Class II bike lanes Otis to Encinal
- Speed humps/cushions to slow traffic speeds
- 155 on-street parking spaces (40 between Shoreline and Otis)

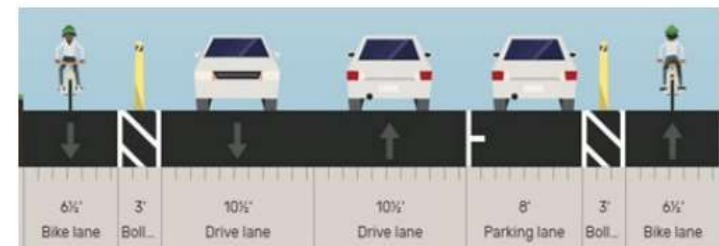
Plan #2. Separated Bike Lanes

- Pedestrian improvements at all intersections
- Two-way protected bicycle lane from Shoreline to Otis
- Seven ADA parking spaces
- One-way separated (protected) bicycle lanes from Otis to Encinal
- Chicanes to slow traffic speeds
- 90 on-street parking spaces (40 between Shoreline and Otis)

Traditional Class II Bike Lanes (Current)



Separated Bike Lane with Partial Parking

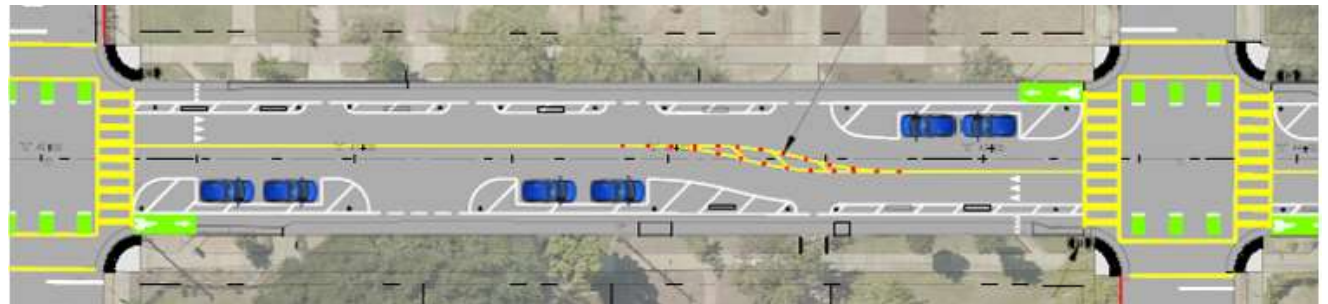


Plan #2:

Separated/Protected
bike lane

Chicane

Alternating parking



Clarifying Information

Plan #2 Design intent:

Safety:

- Reduce speeding
- Reduce severity of collisions
- Provide protection for bicyclists

Design Strategies Recommended by:

National Organizations:

- Federal Highway Administration
- National Association of City Transportation Officials

Major Cities:

- City of San Francisco Street Design Guide
- City of New York Street Design Guidelines

Small Cities:

- City of Lafayette, CA Design Standards
- City of San Anselmo, CA Design Standards
- Others

Staff Recommendation

Protected bike lane is safer than unprotected bike lane.

Plan #2 better supports Vision Zero, mode shift, and climate action citywide goals.

Direct staff to complete the final plans and construction documents for the City Council's preferred plan for the Grand Street Resurfacing and Safety Improvements project