

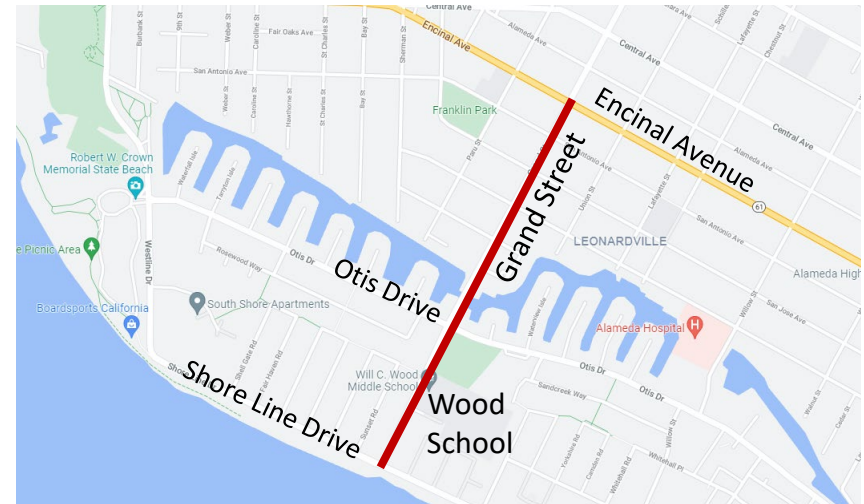
# *Grand Street Pavement Resurfacing and Safety Improvements*

**Virtual Community Workshop #2  
May 4, 2022**



# Agenda

- Introductions
- Project
- Next Steps
- Community Input



# Introductions

- Project Team

- City of Alameda: Robert Vance, Tawfic Halaby & Gail Payne
- NCE: Ryan Shafer & Sara Dowling
- Fehr & Peers: Nate Levine & Ryan McClain & Susie Hufstader



- Outreach

- Letters to adjacent properties & sandwich boards
- Social media, Facebook, NextDoor and Emails
- Webpage: [www.alamedaca.gov/GrandStreet](http://www.alamedaca.gov/GrandStreet)



# Project: Goals

- Promote safety
- Improve pavement condition
- Provide mobility for all modes, including AC Transit buses
- Support City plans & policies



# Alameda General Plan Policies

- **Safety First:** When designing streets, the safest treatments should be considered the default starting point and be degraded only if necessary after documenting rationale for the approach. (Policy ME-6, Action B.)
- **Space Priorities:** When allocating public right-of-way space, the first consideration shall be for people walking, bicycling, and using transit. Space for on-street parking shall be the lower priority. (Policy ME-6, Action G.)
- **25 MPH:** Reduce the severity of injuries and reduce fatalities by designing streets for a maximum vehicle speed of 25 MPH or less. (Policy ME-7, Action A.)
- **Low-Stress Bikeways:** Provide separated bicycle lanes instead of unprotected, standard bicycle lanes, unless not feasible. (Policy ME-14, Action H.)



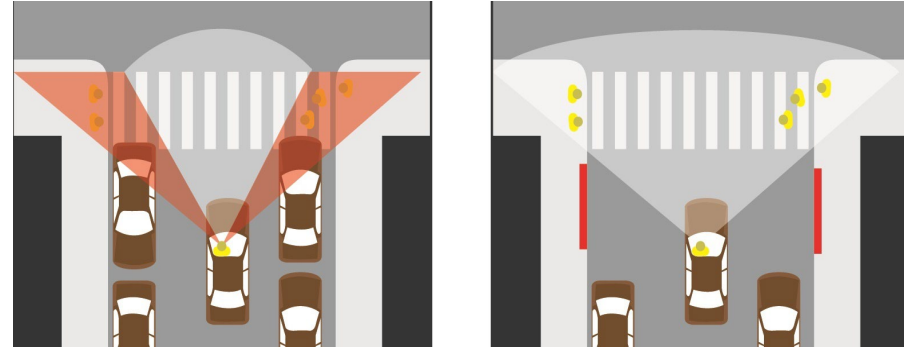
# Safety Focus

- Outcome from December 2021 Workshop #1, study of separated bike lanes between Otis and Encinal
- Need to reduce speed
- Separated bike lanes offer greater safety for bicyclists



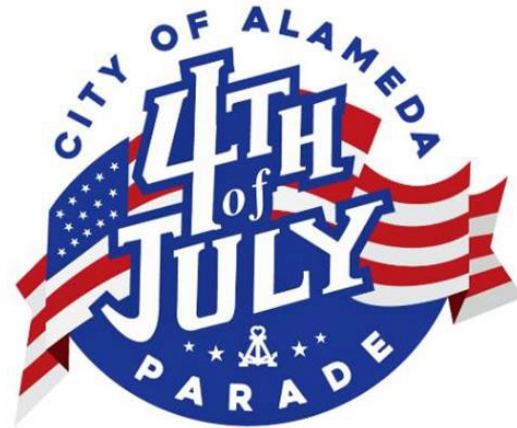
# Project: Recent Enhancements

- Grand Street daylighting
- Wood School pedestrian refuge & enhancements
- Wood School signage & striping
- Otis Drive safety improvements



# Key Corridor Considerations

- One of primary N-S connector streets
- Bike connections
- Three nearby schools
- Beach access
- Rittler Park
- Parade route





# Project: Pavement

- Resurfacing
  - Grand St. between Shore Line Dr. and Encinal Ave. (0.7 mile)
- Components
  - Striping
  - Signage
  - Improved curb ramps
  - Curb and Gutter

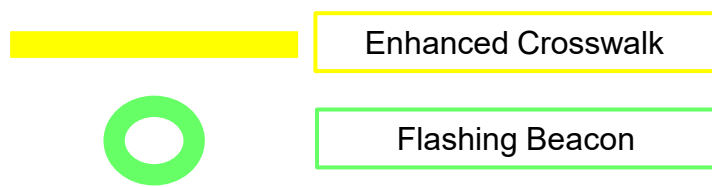
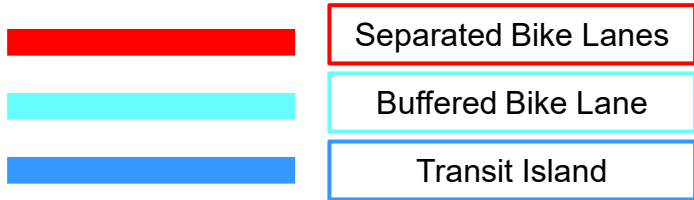
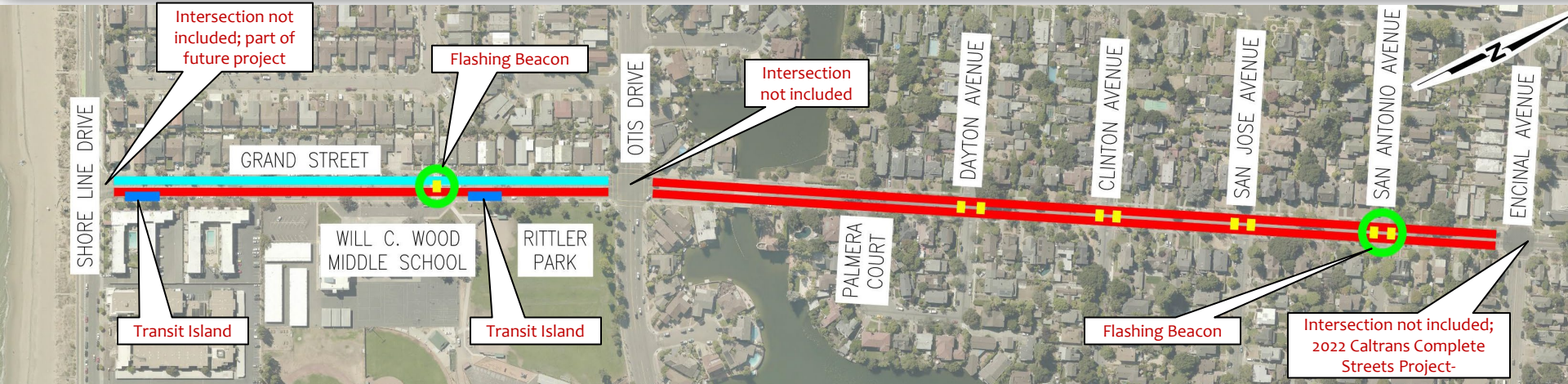


# Project: Safety

- High visibility crosswalks
- Curb extensions
- Flashing beacons
  - Wood School and Grand St. San Antonio Ave
- Enhanced bike lanes w/ parking reduction
  - Adjacent to Wood School
  - Otis Drive to Encinal Avenue
- Enhanced bus stops
  - Shore Line Drive and Wood School
- Narrower travel lanes



# Corridor Overview



# Wood School Frontage

- Wood School

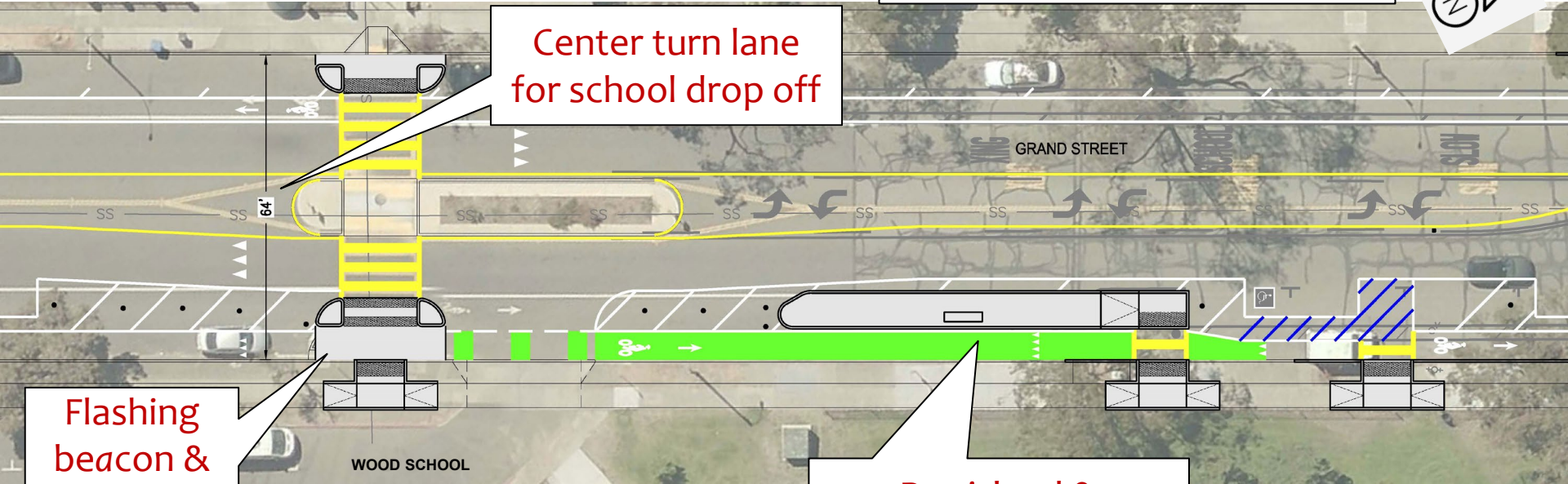
Parking Loss: 10-14 Spaces



Center turn lane  
for school drop off

Flashing  
beacon &  
separated  
bike lane

Bus island &  
separated  
bike lane



# Bus Island & Flashing Beacons

- Wood School



Rectangular Rapid  
Flashing Beacon



# Otis to Encinal Pedestrian Improvements

- Flashing Beacons at school crossing
- Enhanced high visibility crosswalks at San Antonio, San Jose, Clinton, and Dayton
- Greater visibility to pedestrians



# Otis to Encinal Findings

- On the city and county high-injury network
- Speeds are high (32 MPH 85% percentile)
- 21% of all crashes due to speed
- Parking demand is low (30% peak occupancy)



# Otis to Encinal Findings (Cont)

- 55% of children rode on the sidewalk or in the parking shoulder
- 35% of injury bicycle collisions involved children (from 2015-2019)
- Separated bikeways improve safety for all users

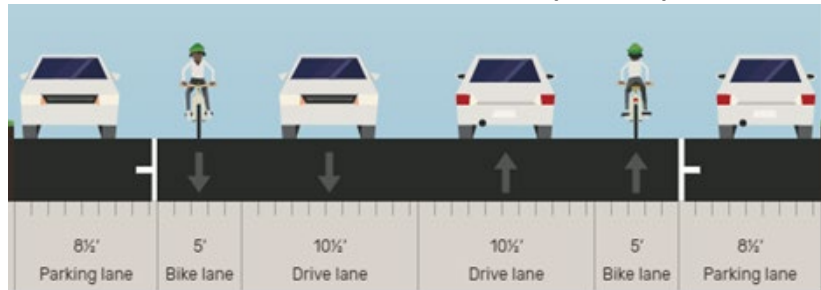




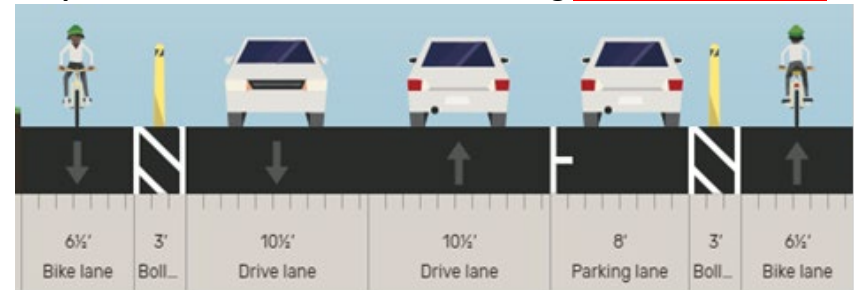
# Otis to Encinal Typical Sections

- Proposed separated bike lane concept (Draft)

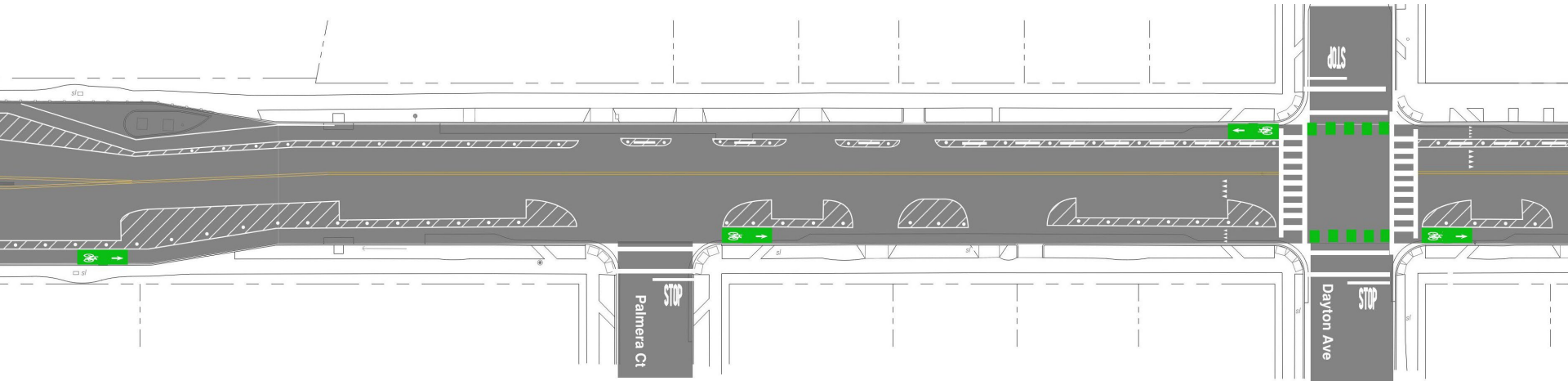
Traditional Class II Bike Lanes (Current)



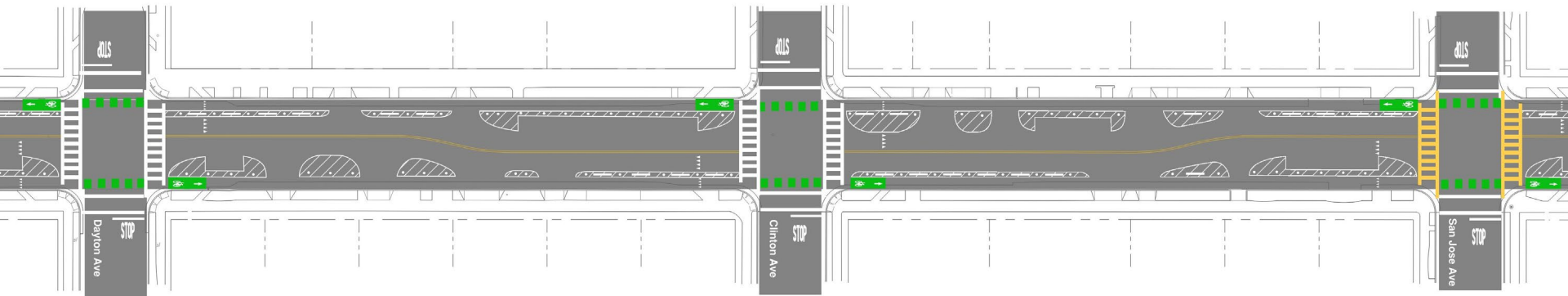
Separated Bike Lane with Partial Parking (*Recommendation*)



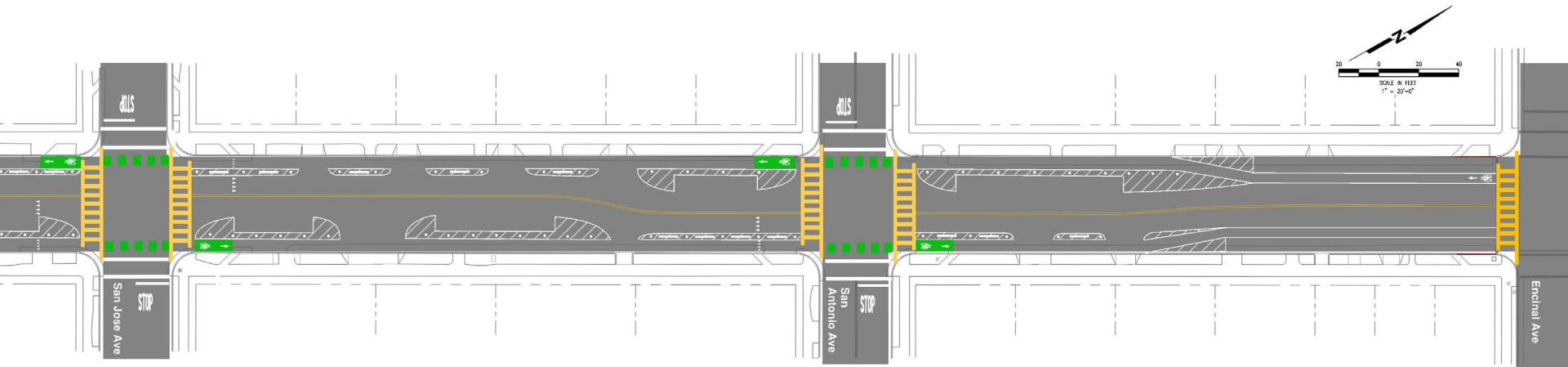
# Otis to Encinal Map Overview



# Otis to Encinal Map Overview



# Otis to Encinal Map Overview



# Otis to Encinal Rendering

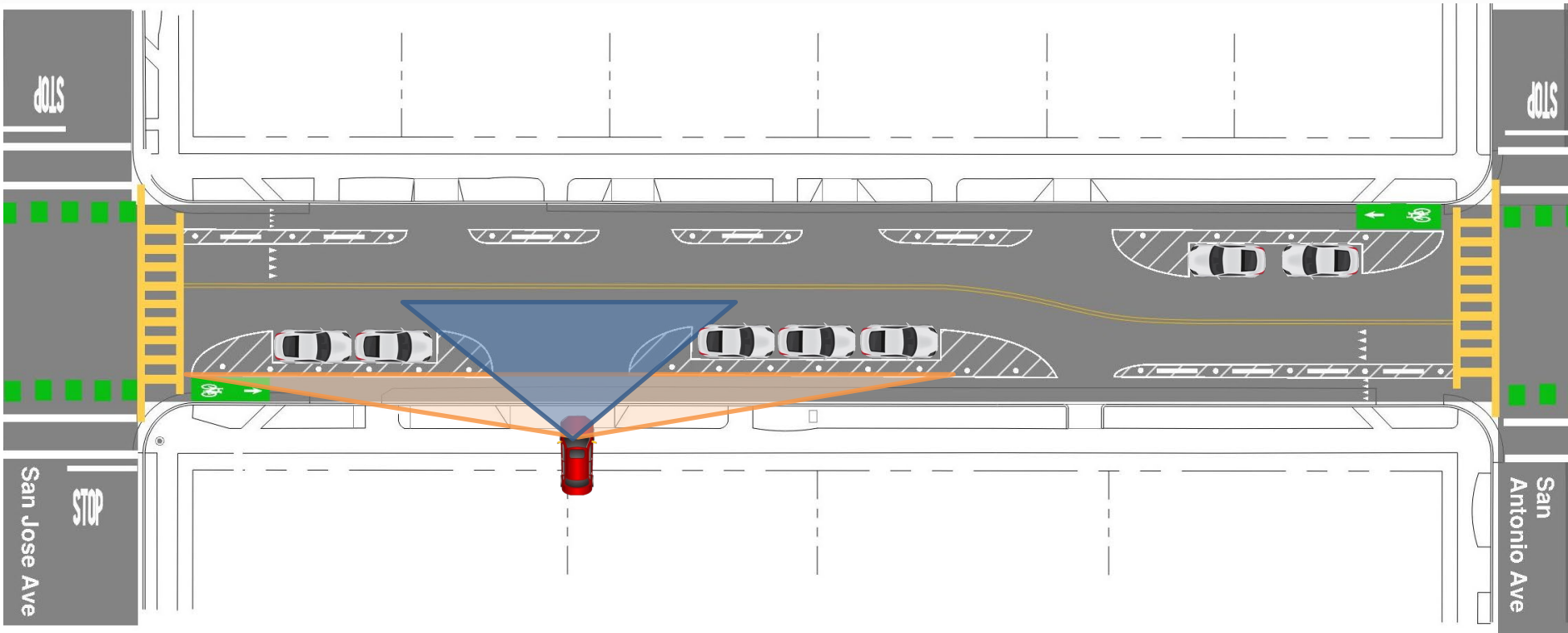


# Parking Needs Met

<b>Segment</b>	<b>Supply With Concept</b>	<b>Peak Occupancy (Weekday PM)</b>
Palmera/Dayton	4	4
Dayton/Clinton	7	8
Clinton/San Jose	4	4
San Jose/San Antonio	7	6
San Antonio/Encinal	10	6



# Otis to Encinal Driveway Visibility



# Next Steps

- May 25, 2022: Transportation Commission
- July 5, 2022: City Council
- Fall 2022: Finalize design
- Spring 2023: Construction begins





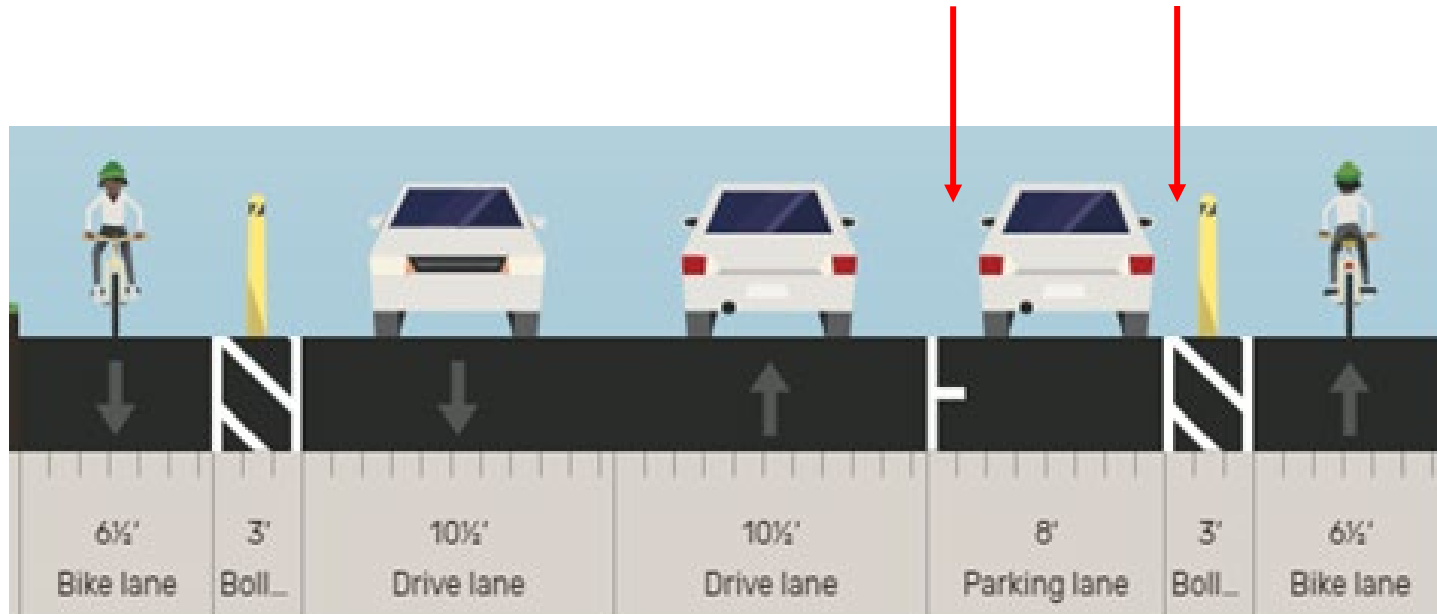
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## **Community Input**



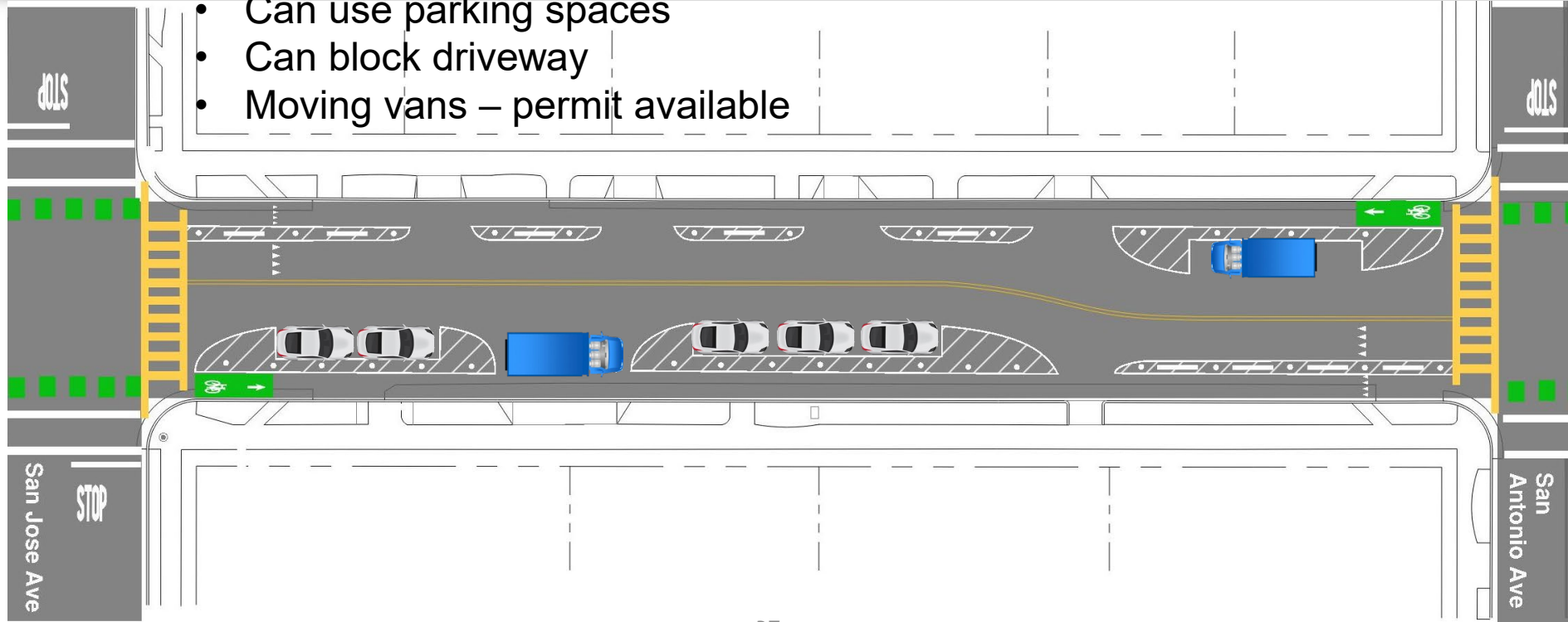
# Otis to Encinal Lane Width and Door Swing

- Doorswing zone typical of City Standards

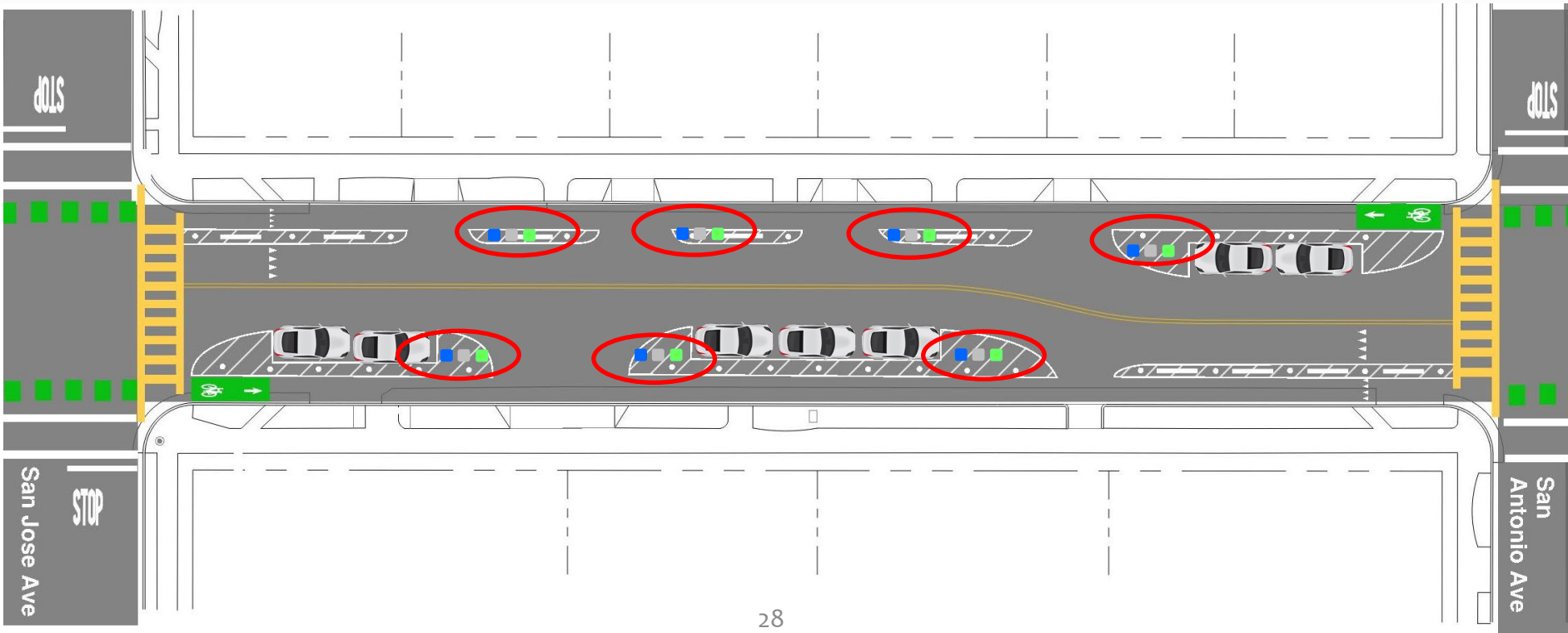


# Otis to Encinal Delivery Trucks

- Can use parking spaces
- Can block driveway
- Moving vans – permit available



# Otis to Encinal Trash Pick-up



# Otis to Encinal Parade Route

- Accommodates parade
- Careful location of vertical delineators to avoid visual and flow impedence



# Lanes Near Bridge



Parking Loss: 4-6 Spaces

