

10th Street Improvement Project

Making 10th Street a better place for all roadway users with a planned paving project

DRAFT



City of
Oakland

Department of
Transportation

About the Project

10th Street between Webster Street and Oak Street is set to be repaved in late 2021. Recently, the City implemented a Slow Street on 10th Street between Harrison Street and Jackson Street with the goal of reducing vehicle traffic and allowing more space for outdoor recreation during the Covid-19 pandemic. This repaving project provides a key opportunity to permanently achieve the goals of the Slow Streets project, provide more pedestrian space on the busy block between Webster Street and Harrison Street, and improve overall pedestrian and bicycle connectivity.

To the East between Oak Street and 2nd Avenue, the City has grant funding to improve pedestrian crossings and install pedestrian-scale sidewalk lighting. This will create a safer corridor connecting Chinatown and Lincoln Square with OMCA, Laney College, Lake Merritt, and Eastlake.

Project Goals

- Provide space for outdoor activities and recreation in front of Lincoln Square Recreation Center
- Improve pedestrian crossings
- Improve bicycle connections across 10th Street at bike lane intersections
- Strengthen the pedestrian connection between Chinatown and OMCA, Lake Merritt, and Eastlake
- Expand the pedestrian and outdoor dining space between Webster Street and Harrison Street and allow for food pickup/delivery



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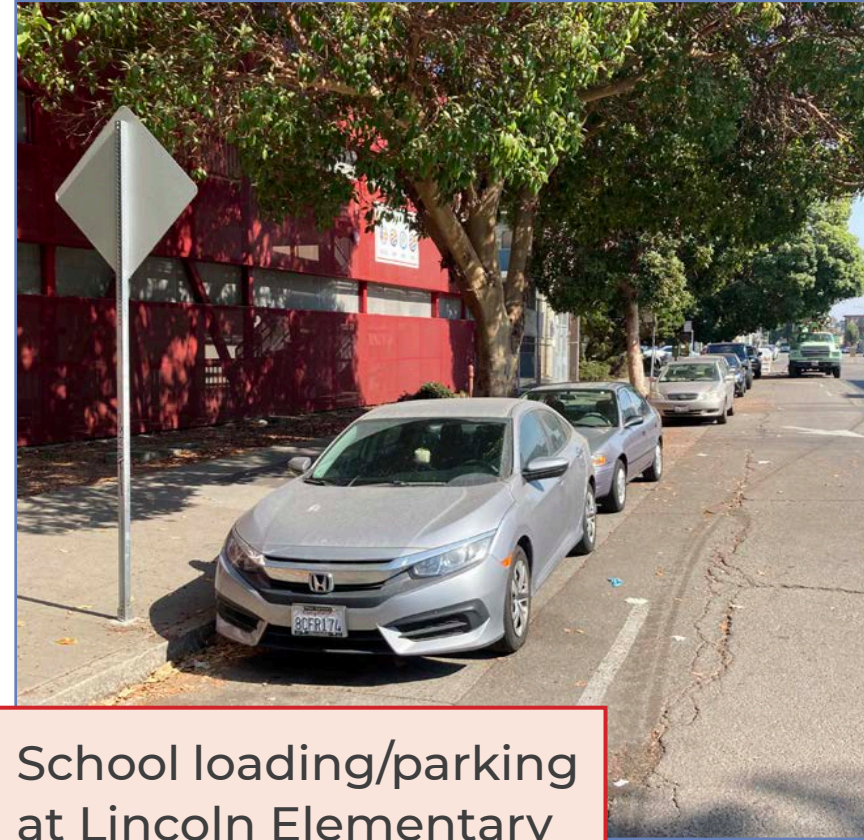


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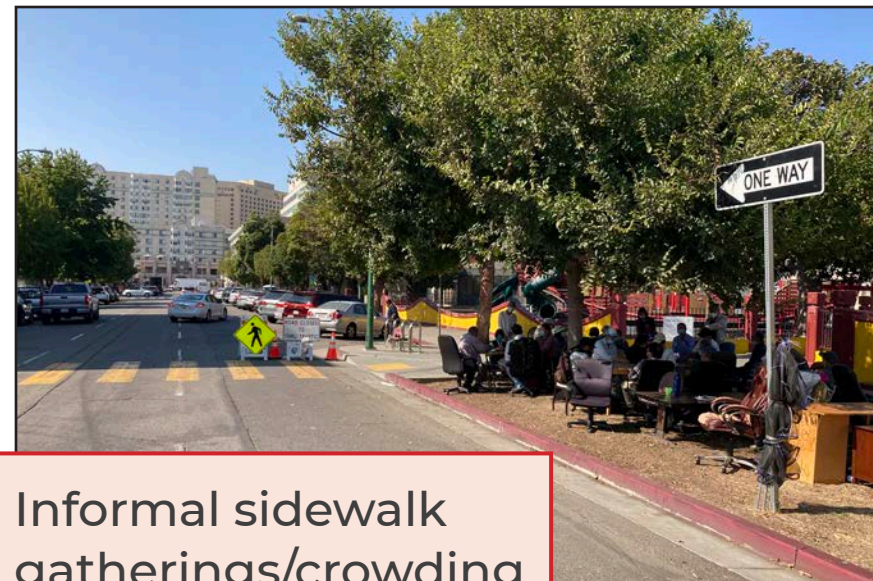
SITE PHOTOS

Curb "bulb-ins" at 10th/Madison



School loading/parking at Lincoln Elementary

Loading and double parking b/w Webster and Harrison



Informal sidewalk gatherings/crowding



Existing crossing improvements at 10th/Alice

56-foot wide, 4 lane (!) one-way roadway between Jackson and Madison



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WEBSTER TO HARRISON

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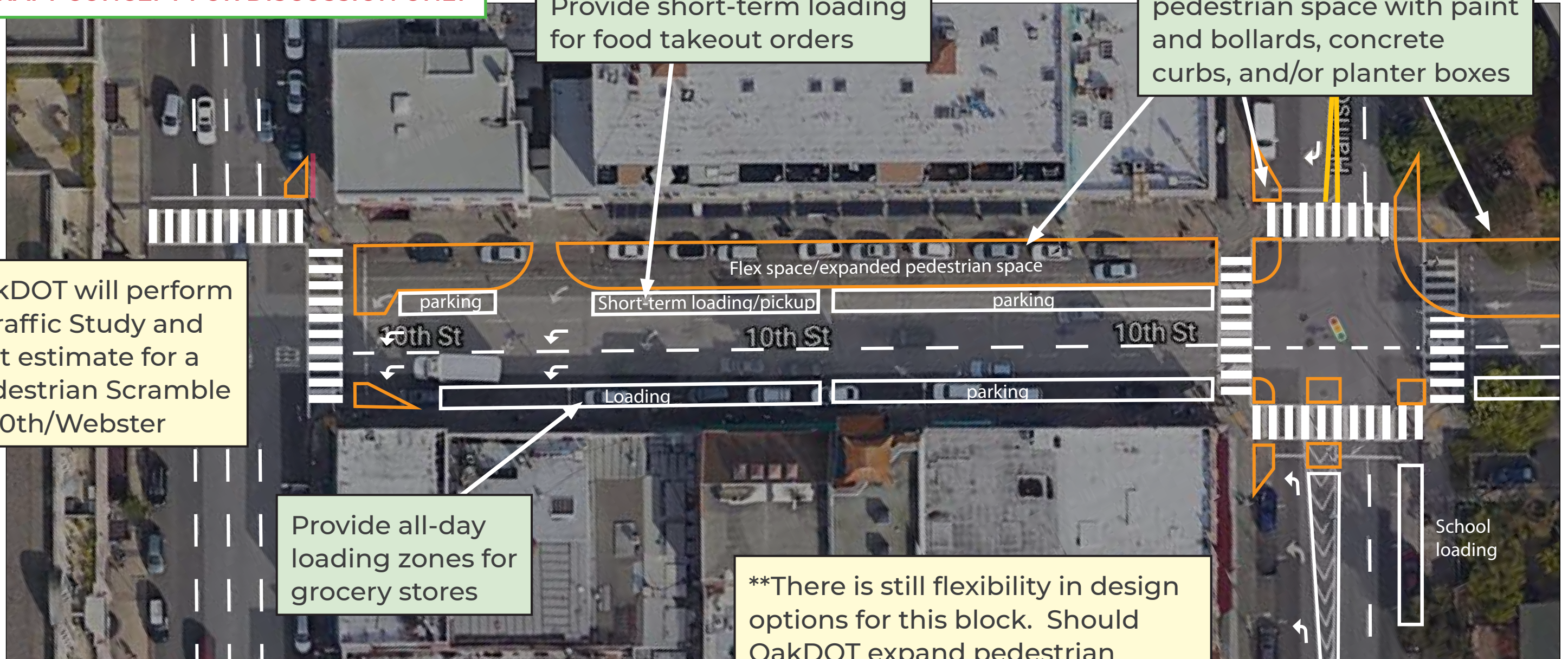
Provide short-term loading for food takeout orders

Expand sidewalk/ pedestrian space with paint and bollards, concrete curbs, and/or planter boxes

OakDOT will perform a Traffic Study and cost estimate for a Pedestrian Scramble at 10th/Webster

Provide all-day loading zones for grocery stores

**There is still flexibility in design options for this block. Should OakDOT expand pedestrian space on the North or South side?



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HARRISON TO ALICE

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Provide fence or barrier to separate Play Street from traffic? Investigate options for shade

Expand available area for outdoor programming and recreation at Lincoln Rec Center (in partnership w/ Rec+Park)



Flex space/Play Street for Lincoln Square Rec Center

parking

School
loading

Create slow, calm intersection at 10th/Alice that prioritizes pedestrians

“Orange zones” are expanded pedestrianized zones with vehicle barriers made from concrete curbs, planter boxes, or paint and bollards (plastic posts)

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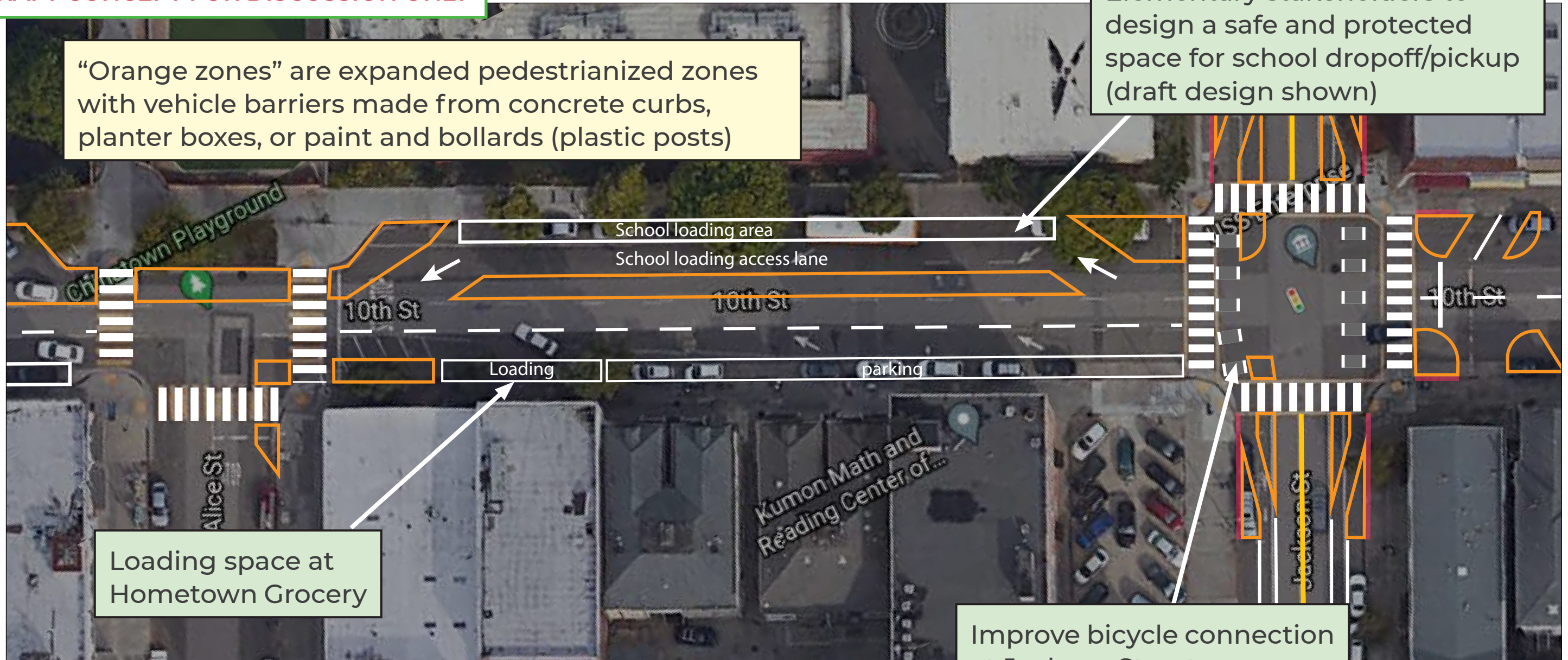
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ALICE TO JACKSON

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OakDOT is working with Lincoln Elementary stakeholders to design a safe and protected space for school dropoff/pickup (draft design shown)

“Orange zones” are expanded pedestrianized zones with vehicle barriers made from concrete curbs, planter boxes, or paint and bollards (plastic posts)



Loading space at
Hometown Grocery

Improve bicycle connection
at Jackson Street

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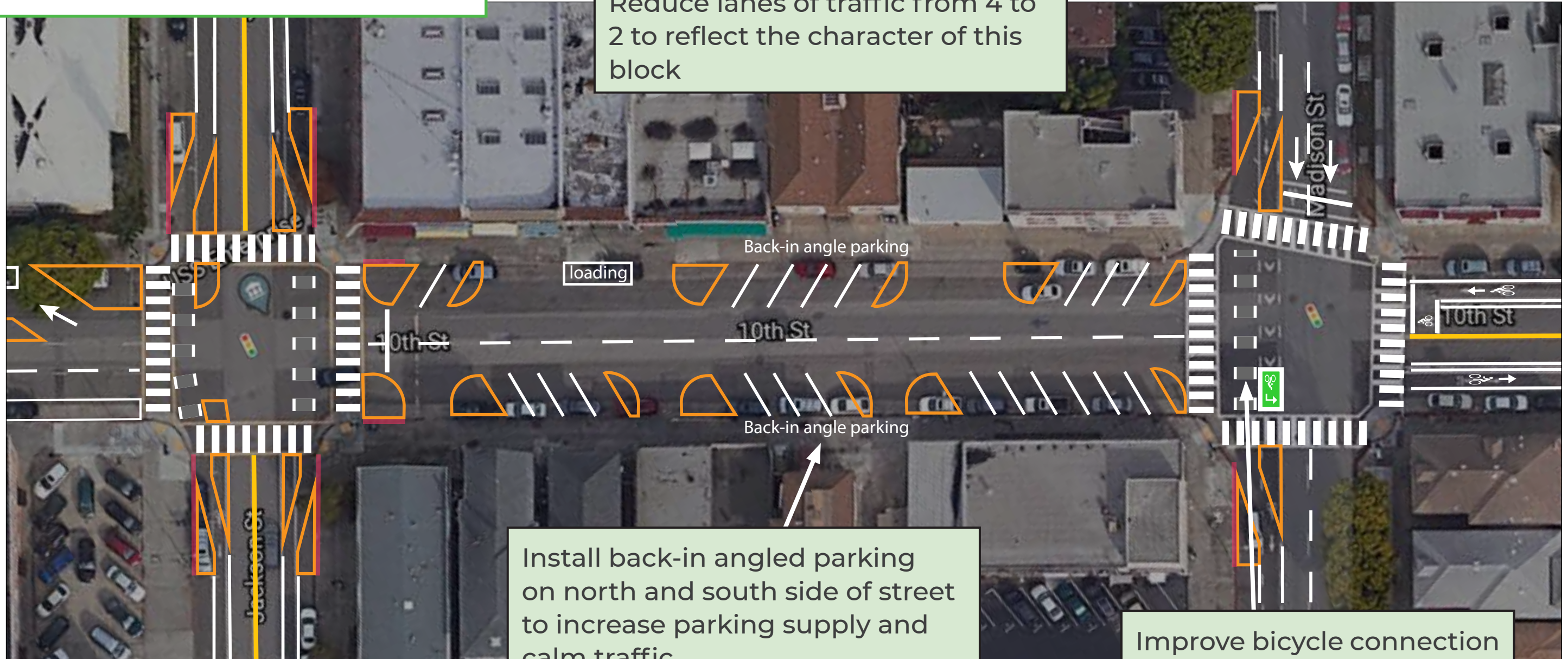
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JACKSON TO MADISON

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Reduce lanes of traffic from 4 to 2 to reflect the character of this block



Install back-in angled parking on north and south side of street to increase parking supply and calm traffic

Improve bicycle connection at Madison Street

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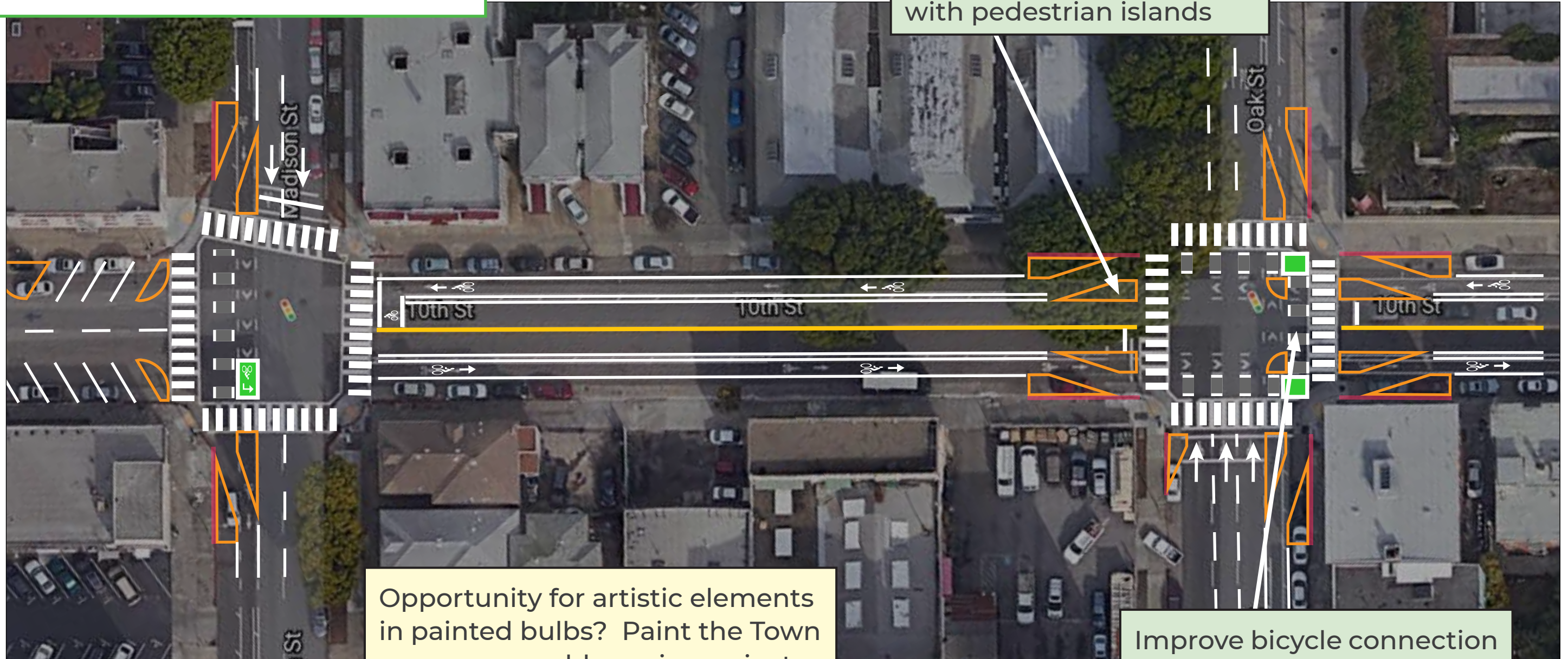
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MADISON TO OAK

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Reduce crossing distances with pedestrian islands



Opportunity for artistic elements in painted bulbs? Paint the Town program, would require project sponsor/applicant

Improve bicycle connection at Oak Street

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OAK TO 2ND

FUTURE AHSC GRANT FUNDED PEDESTRIAN IMPROVEMENTS

\$1M Affordable Housing and Sustainable Communities Grant to improve pedestrian crossings and install pedestrian lighting between Oak Street and 2nd Ave.



Working with Kaiser Auditorium, OMCA, to tailor a design that matches ongoing projects.

More to come soon....

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BARRIER MATERIALS PRECEDENTS



Full sidewalk expansion

- \$\$\$\$ - sub-sidewalk basements are major cost issue, utilities, roadway grading.



Concrete Island w/ foundation

- \$\$ - Permanent vehicle barrier
- Maintainable with street sweepers
- Can provide a clear path of travel for people with disabilities



Planter boxes and wheelstops

- \$\$ - Moveable vehicle barrier
- Doesn't work next to parallel parking
- If hit by vehicles, can pose maintenance issues



Concrete Curb w/ fence/barrier

- Barrier between traffic and pedestrians in midblock zones without parking



Doweled-in Concrete Islands

- \$\$ - Technically moveable
- Can move if struck by cars
- Does not provide a clear path of travel



Paint and Planters and/or K-71s

- \$ - Cheapest option, opportunity for art
- Ongoing maintenance costs, would require community partner for plantings

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SCHEDULE/NEXT STEPS

- » Fall 2020/Winter 2021 - Public outreach and design
- » Winter 2021 - Traffic Study
- » Spring 2021 - Final Concept Design
- » Summer/Fall 2021 - Final Design, outreach about schedule and construction impacts
- » End of 2021 - Construction

