PLANS FOR THE CONSTRUCTION OF

CHINATOWN COMPLETE STREETS
35% PLANS

CITY PROJECT NO.: 1006280

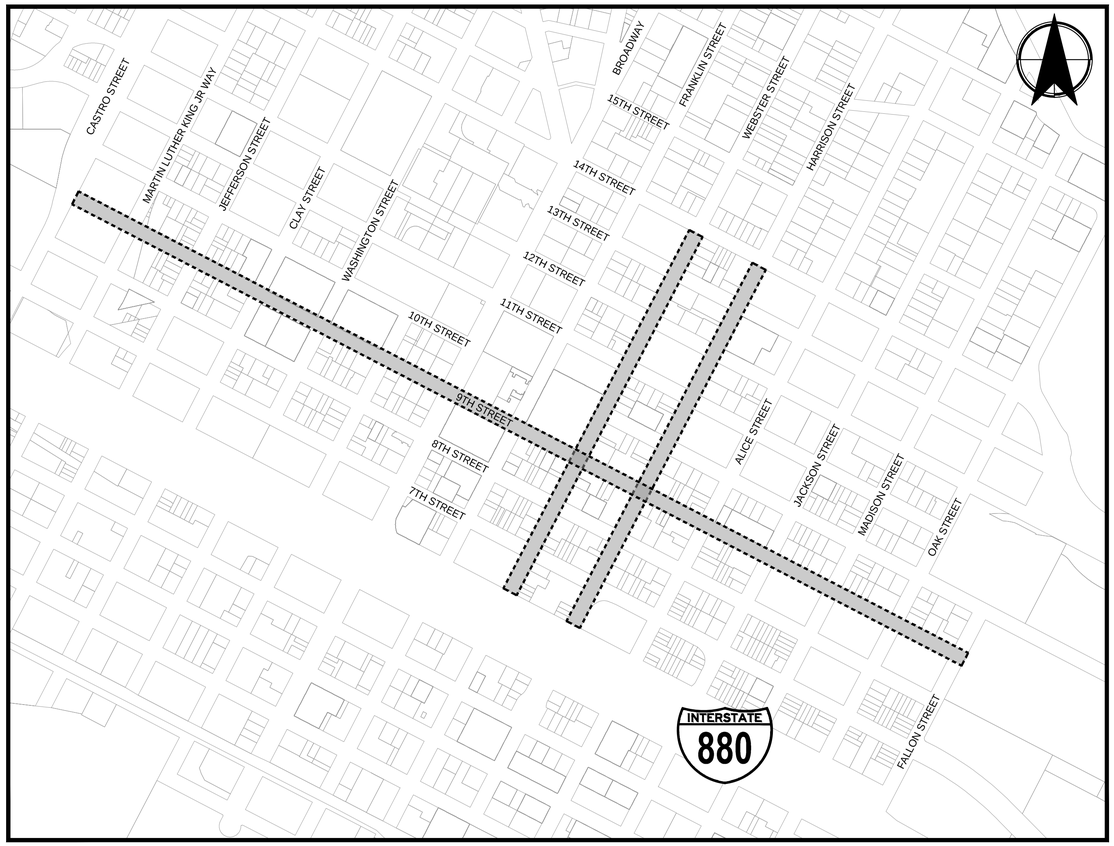
811 Know what's **below**. **Call** before you dig.

THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT AND THE CITY PUBLIC WORKS AGENCY AT LEAST 48 HOURS (2 WORKING DAYS) PRIOR TO BEGINNING ANY EXCAVATION IN THE VICINITY OF UNDERGROUND FACILITIES.

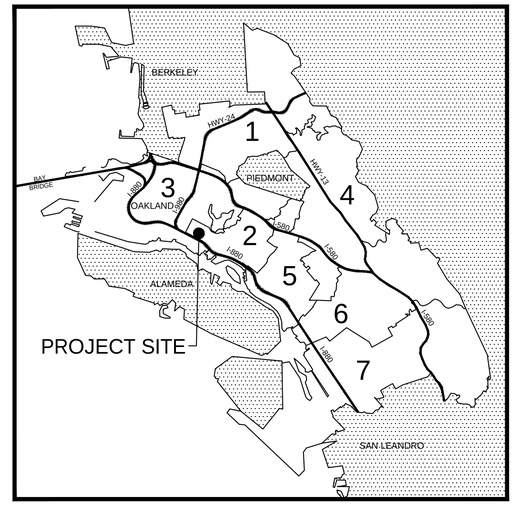
INDEX OF SHEETS

LOCATION MAPS

NOT TO SCALE



CITY OF OAKLAND COUNCIL DISTRICT MAP



MEGAN WIER
OAKLAND DEPARTMENT OF TRANSPORTATION
ASSISTANT DIRECTOR

KITTELSON & ASSOCIATES
155 GRAND AVENUE, SUITE 505
OAKLAND, CA 94612
P 510.839.1742

35% SUBMITTAL
NOT FOR BID OR CONSTRUCTION

CITY OF OAKLAND
DEPARTMENT OF TRANSPORTATION
250 FRANK H. OGAWA PLAZA
SUITE 4314
OAKLAND, CA 94612
(510) 238-3437
FAX (510) 238-7227

GREAT STREETS DELIVERY (DOT)

PRINCIPAL CIVIL ENGINEER

SAFE STREETS (DOT)

DIVISION MANAGER

ADA PROGRAMS (CAO)

DIVISION MANAGER

CONSTRUCTION MANAGEMENT DIVISION (OPW)

DIVISION MANAGER

BUREAU OF MAINTENANCE AND INTERNAL SERVICES (OPW)

ASSISTANT DIRECTOR

BUREAU OF ENVIRONMENT (OPW)

ASSISTANT DIRECTOR

E. SIU, MAJOR PROJECTS DIVISION - ENGINEERING

SUPERVISING CIVIL ENGINEER

DESIGNED BY	HJS
CHECKED BY	EEG/MGA
DRAWN BY	SYL/JPD/BZD/MML

No.	BY	DATE	REFERENCE

PROJECT NO.
1006280

SCALE: NTS

SHEET NO. T-01

DATE: JUNE 6, 2025

1 OF 21

DRAWING NAME: H:\23\23088 - Oakland Transp Eng and ITS On-Call\014 - Chinatown Complete Streets Plan\design_CD\CD-COVER-SHEET-23088.014.dwg
PLOT DATE: 06/06/25
PLOTTED BY: jdawson

GENERAL NOTES

1. ADJACENT PROJECTS ARE APPROXIMATE AND DESIGN IS SUBJECT TO CHANGE.
2. ADDITIONAL SURVEY BASE MAP TO BE COMPLETED AT FUTURE DESIGN ITERATION.
3. UNLESS SPECIFIED OTHERWISE, ALL SIGNAL POLES, LIGHT POLES, ELECTRIC CABINETS, AND OTHER APPURTENANT UTILITY EQUIPMENT ARE TO BE PROTECTED IN PLACE.

CONSTRUCTION NOTE LEGEND

(#)	PROPOSED CONSTRUCTION ACTIVITY
X	RELOCATE FEATURE
(X)	RESET FEATURE
PB	PULLBOX
PM	PARKING METER
UM	UTILITY METER
MH	MANHOLE
VV	UTILITY VALVE
FH	FIRE HYDRANT
DI	DRAINAGE INLET (RELOCATE AND REPLACE)
VT	VAULT
CD	CURB DRAIN
SP	SIGNAL POLE

HATCH LEGEND

- ASPHALT CONCRETE
- CONCRETE SIDEWALK
- CONCRETE PAVERS
- EXPANDED PEDESTRIAN SPACE
- PAINTED CURB EXTENSION
- GREEN BIKE LANE

ABBREVIATIONS

ADA	AMERICANS WITH DISABILITIES ACT
DWG	DRAWING
FHWA	FEDERAL HIGHWAY ADMINISTRATION
PROWAG	PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES
ST	STREET
STD	STANDARD
TYP	TYPICAL

LEGEND

- TYPE IV ARROW (LEFT/RIGHT) PER CALTRANS STD PLAN A24A
- TYPE I 10'-0" ARROW PER CALTRANS STD PLAN A24A
- TYPE VI ARROW PER CALTRANS STD PLAN A24A
- TYPE IX ARROW U-TURN ARROW PER CALTRANS STD PLAN A24H
- "STOP" PAVEMENT MARKING LEGEND PER CALTRANS STD PLAN A24D
- SPEED TABLE MARKING PER CITY OF OAKLAND STD DETAIL TC-2
- BIKE YIELD LINE
- BIKE LANE SYMBOL AND ARROW PER CITY OF OAKLAND STD DETAIL RM-1
- BIKE LANE EXTENSION MARKING PER CITY OF OAKLAND STD DETAIL RM-9
- GREEN BIKE LANE INTERSECTION MARKING PER CITY OF OAKLAND STD DETAIL GB-4
- SHARED ROADWAY BICYCLE MARKING (SHARROW) PER CITY STD DETAIL RM-2
- CONTINENTAL CROSSWALK PER CITY OF OAKLAND STD DETAIL RM-4
- 1'-0" LIMIT LINE (STOP LINE) PER CALTRANS STD PLAN A24G
- 1'-0" CONTINENTAL CROSSWALK IN BIKE LANE PER CALTRANS STD PLAN A24F
- PARKING STALL "TEE" PAVEMENT MARKING PER CITY OF OAKLAND STD DETAIL RM-11
- ADA PARKING LEGEND PER CALTRANS STD PLAN A24C
- WHITE, 4-INCH ROUND RAISED PAVEMENT MARKER
- PLASTIC CHANNELIZER CURB WITH POST
- METAL BOLLARD
- 48" RUBBER SPEED BUMP
- 2'-0" X 2'-0" RAISED BAR TACTILE DIRECTIONAL INDICATORS
- BICYCLE DETECTOR PAVEMENT MARKING PER CITY STD DETAIL RM-3
- SIGNAL POLE AND HEAD

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CHINATOWN COMPLETE STREETS

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CIVIL ENGINEER	
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CHECKED BY	HJS
DESIGNED BY	EEG/MGA
DRAWN BY	BZD

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LEGEND, ABBREVIATIONS, AND NOTES

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PROJECT NO. 1006280

SCALE: NTS

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SHEET NO. G-01

2 OF 21

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PLOT DATE: 6/6/2025
PLOTTED BY: jdawson

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10. INSTALL 48-INCH RUBBER SPEED BUMP
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12. CONSTRUCT DIAGONAL ACCESSIBLE PARKING SPACE (PER CALTRANS STD PLAN A90A)
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32. INSTALL METAL BOLLARD
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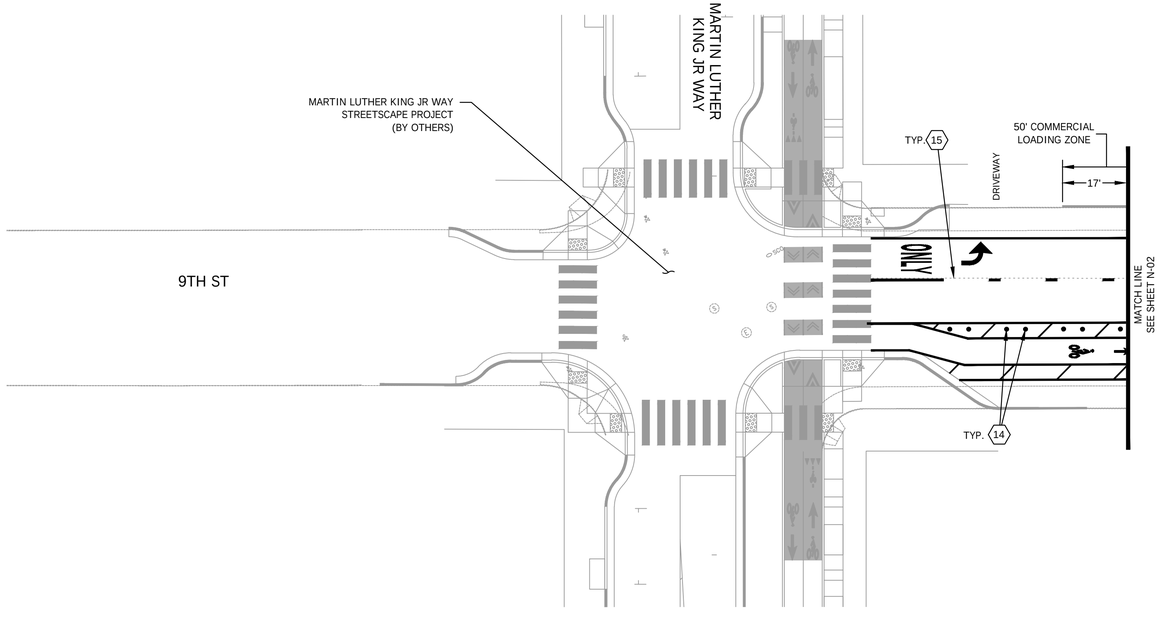

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CIVIL ENGINEER	
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DESIGNED BY	EEG/MGA
DRAWN BY	SYL

NO.	DATE	BY	REFERENCE

9TH CORRIDOR

PROJECT NO. 1006280

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ORIGINAL SIZE ANSI D

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SHEET NO. N-01

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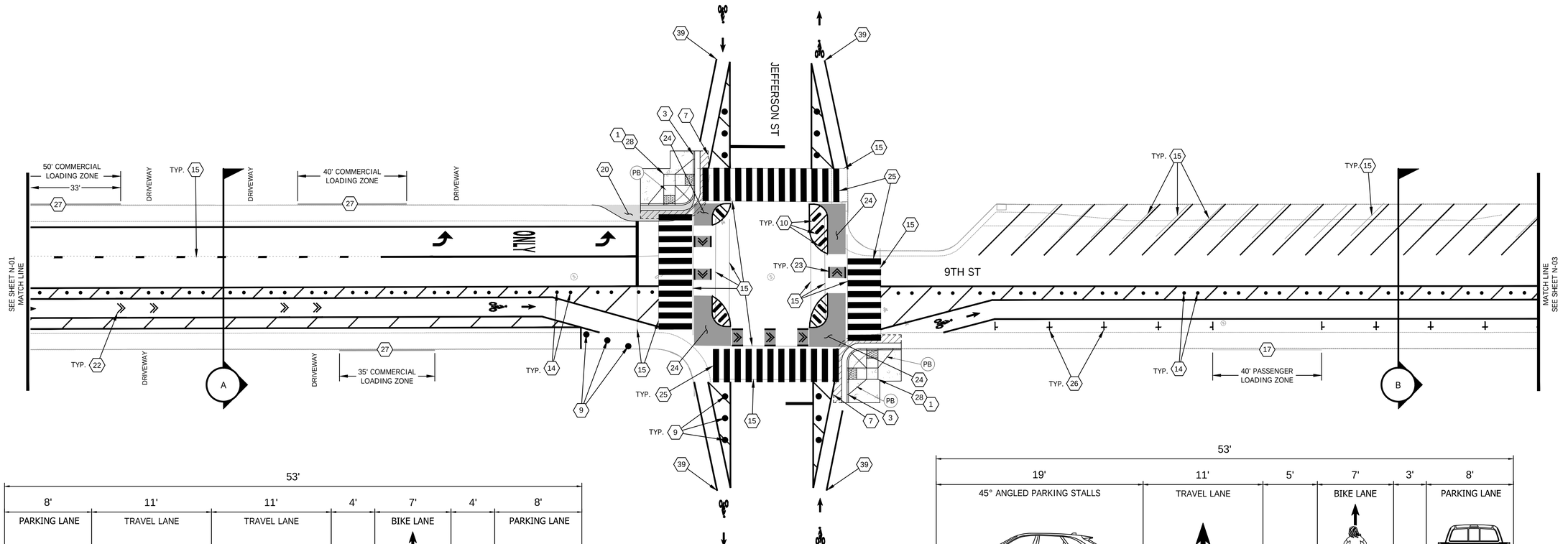

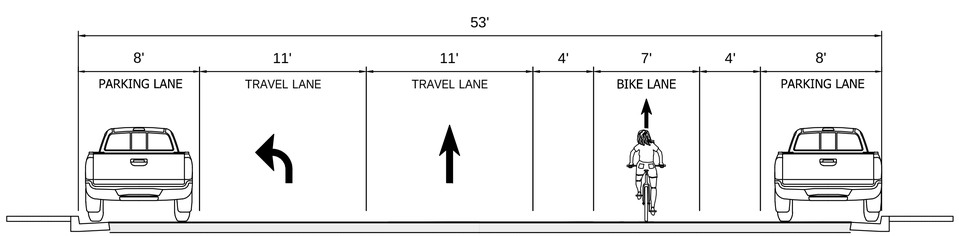

A 9TH STREET
NTS

B 9TH STREET
NTS

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20 10 0 20

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ORIGINAL SIZE: ANSI D

PROJECT NO. 1006280

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SHEET NO. N-02

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4 OF 21

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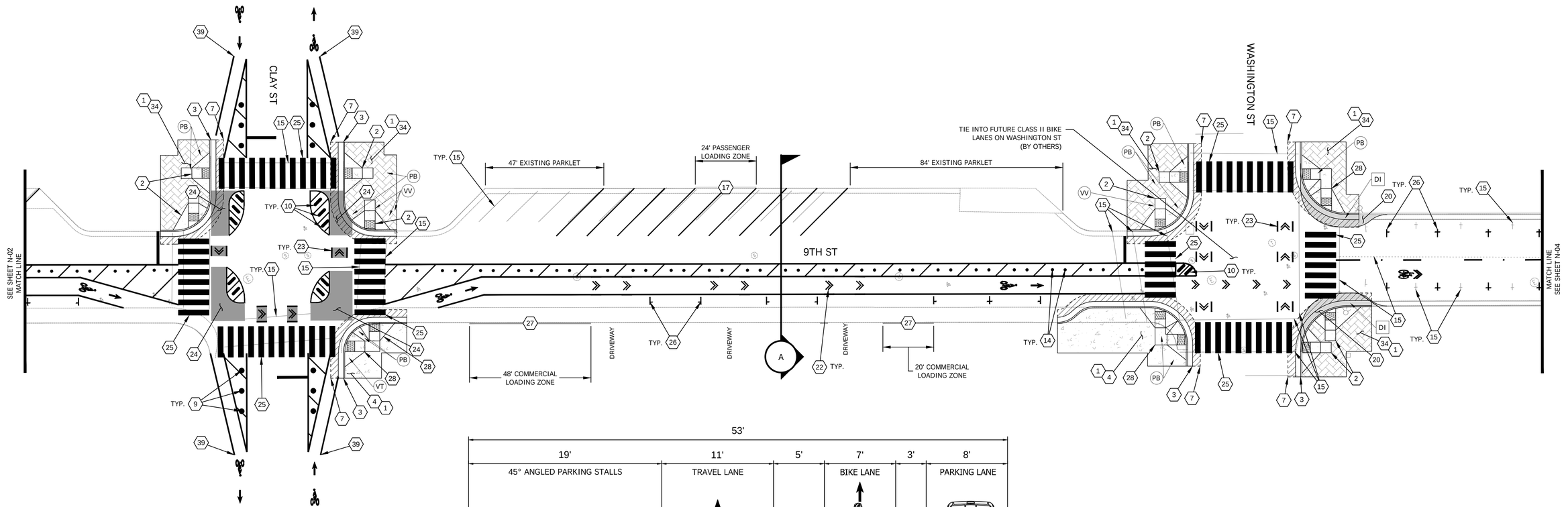

A 9TH STREET
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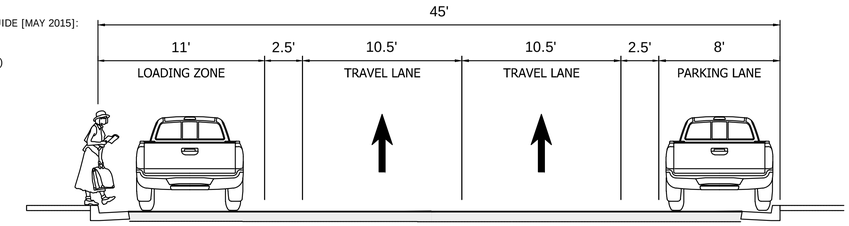
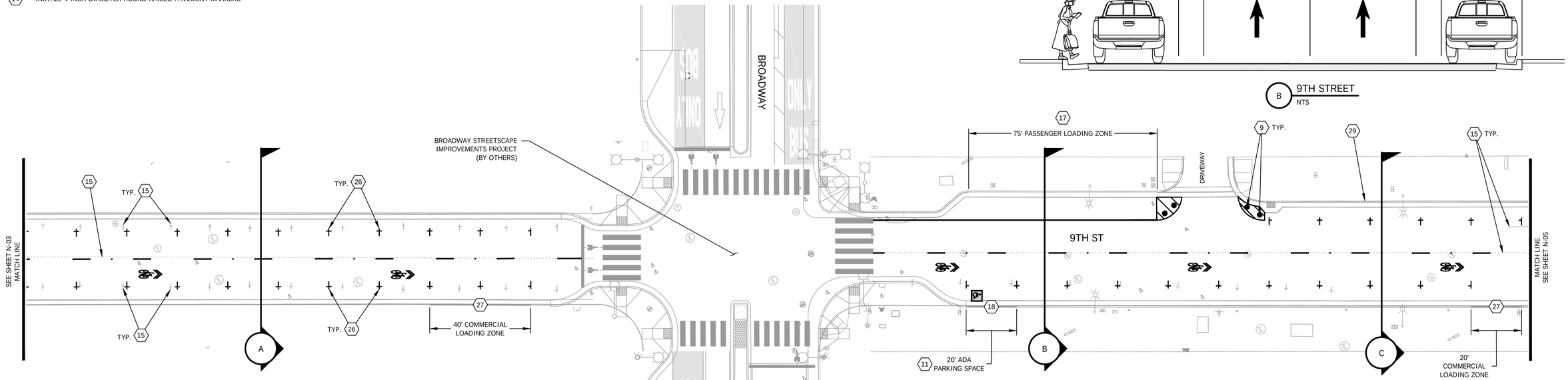
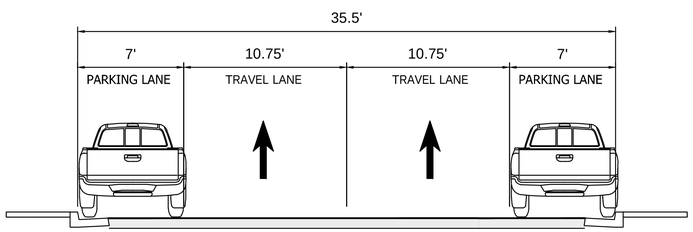
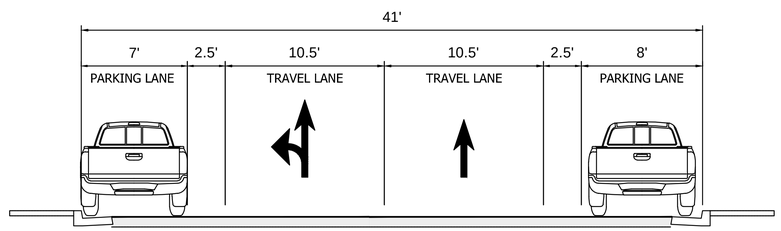


B 9TH STREET
NTS





A 9TH STREET
NTS



C 9TH STREET
NTS

Scale: 1" = 20'
20 10 0 20

35% SUBMITTAL
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CHINATOWN COMPLETE STREETS

CITY OF OAKLAND
DEPARTMENT OF TRANSPORTATION
250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612
(510) 238-3437 * FAX (510) 238-7227

CIVIL ENGINEER	
RCE NO.	C00000
CHECKED BY	HJS
DESIGNED BY	EEG/MGA
DRAWN BY	SYL

NO.	DATE	BY	REFERENCE

9TH CORRIDOR

PROJECT NO. 1006280

SCALE: 1" = 20'

SHEET NO. N-04

BAR IS ONE INCH ON ORIGINAL SIZE SHEET 0 1" IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

ORIGINAL SIZE ANSI D

DATE: JUN 6, 2025

6 OF 21

DRAWING NAME: H:\23\23088 - Oakland Transp Eng and ITS On-Call\014 - Chinatown Complete Streets Plan\design_CD\CD-9TH WEST-23088-014.dwg
PLOT DATE: 6/6/2025
PLOTTED BY: jdawson

CONSTRUCTION NOTES

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10. INSTALL 48-INCH RUBBER SPEED BUMP
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14. INSTALL 4-INCH DIAMETER ROUND RAISED PAVEMENT MARKERS
15. REMOVE EXISTING STRIPING
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27. INSTALL YELLOW CURB PAINT
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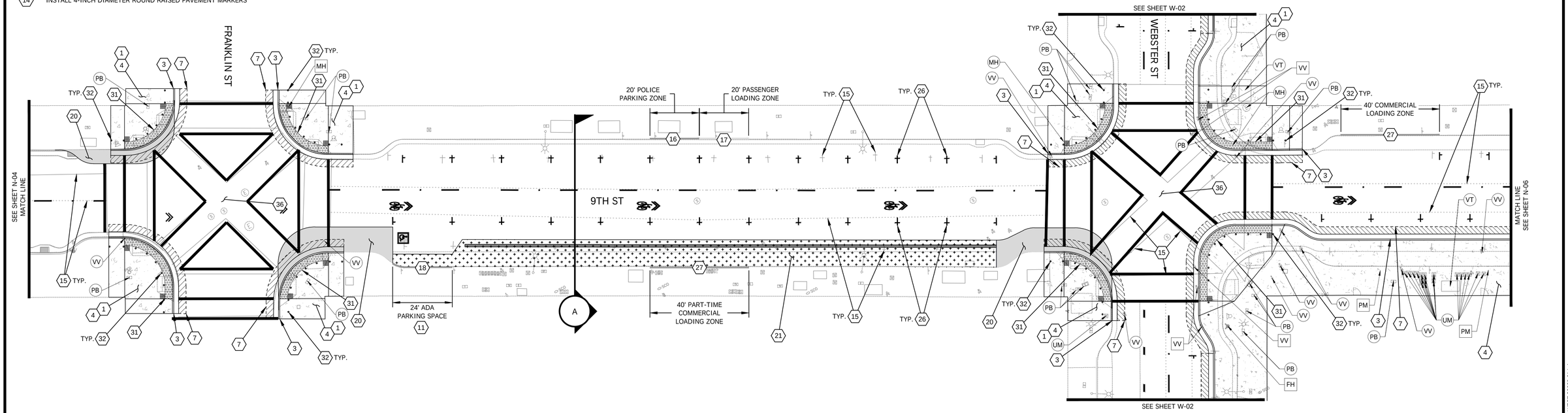

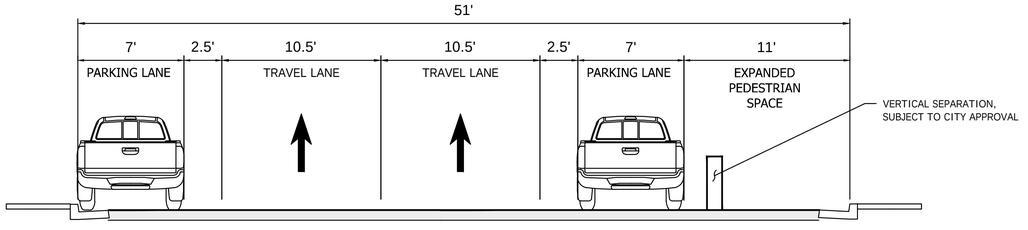

A 9TH STREET
NTS

35% SUBMITTAL
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Scale: 1" = 20'
20 10 0 20

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CIVIL ENGINEER	
RCE NO.	C00000
CHECKED BY	HJS
DESIGNED BY	EEG/MGA
DRAWN BY	SYL

NO.	DATE	BY	REFERENCE

9TH CORRIDOR

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PROJECT NO. 1006280

SCALE: 1" = 20'

SHEET NO. N-05

DATE: JUN 6, 2025

7 OF 21

DRAWING NAME: H:\23\23088 - Oakland Transp Eng and ITS On-Call\0014 - Chinatown Complete Streets Plan\design_CD\CD-9TH WEST\23088-014.dwg
PLOT DATE: 6/6/25
PLOTTED BY: jdawson

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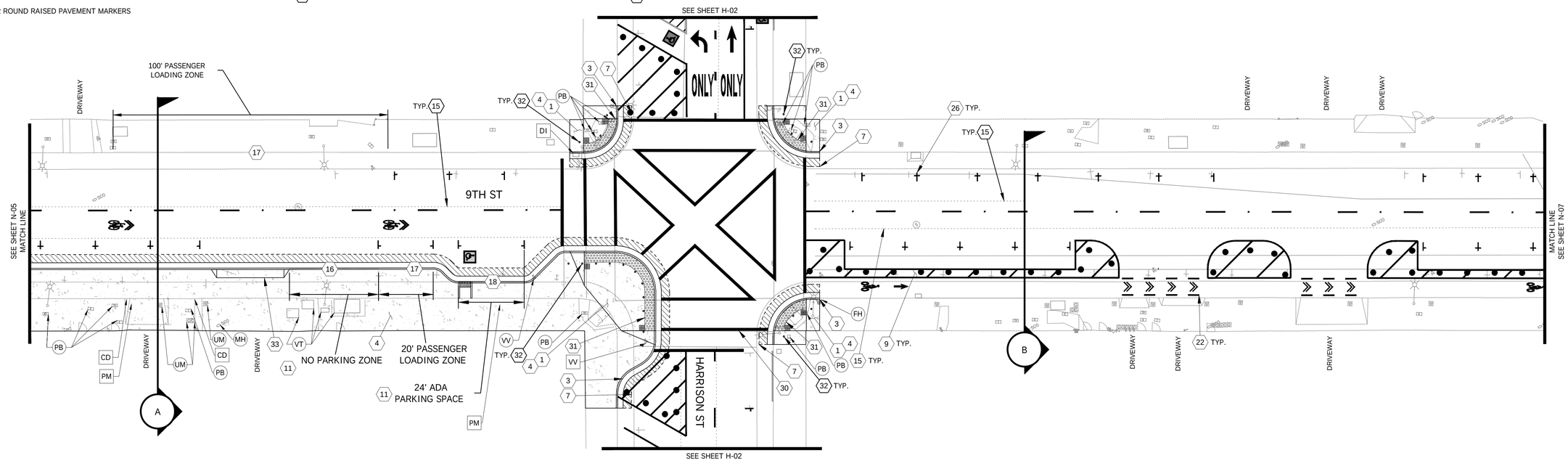
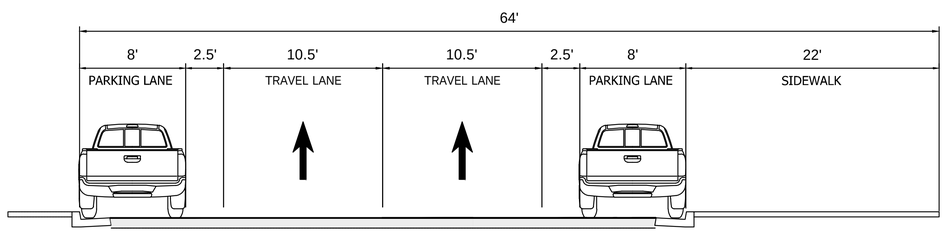
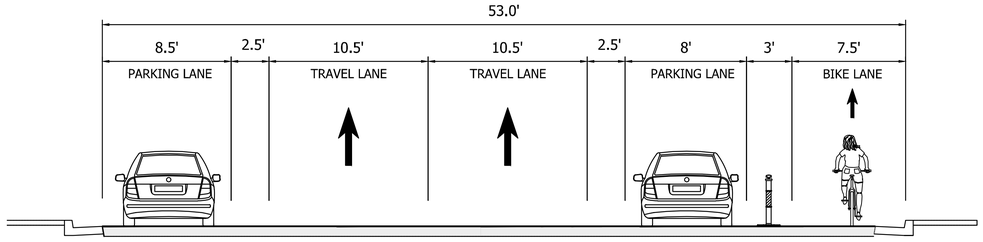




A 9TH STREET
NTS



B 9TH STREET
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20 10 0 20

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CIVIL ENGINEER	
RCE NO.	C00000
CHECKED BY	HJS
DESIGNED BY	EEG/MGA
DRAWN BY	JPD

NO.	DATE	BY	REFERENCE

9TH CORRIDOR

BAR IS ONE INCH ON ORIGINAL SIZE SHEET 0 — 1" IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

ORIGINAL SIZE ANSI D

PROJECT NO. 1006280

SCALE: 1" = 20'

DATE: JUN 6, 2025

SHEET NO. N-06

8 OF 21

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PLOT DATE: 6/6/25
PLOTTED BY: jdawson

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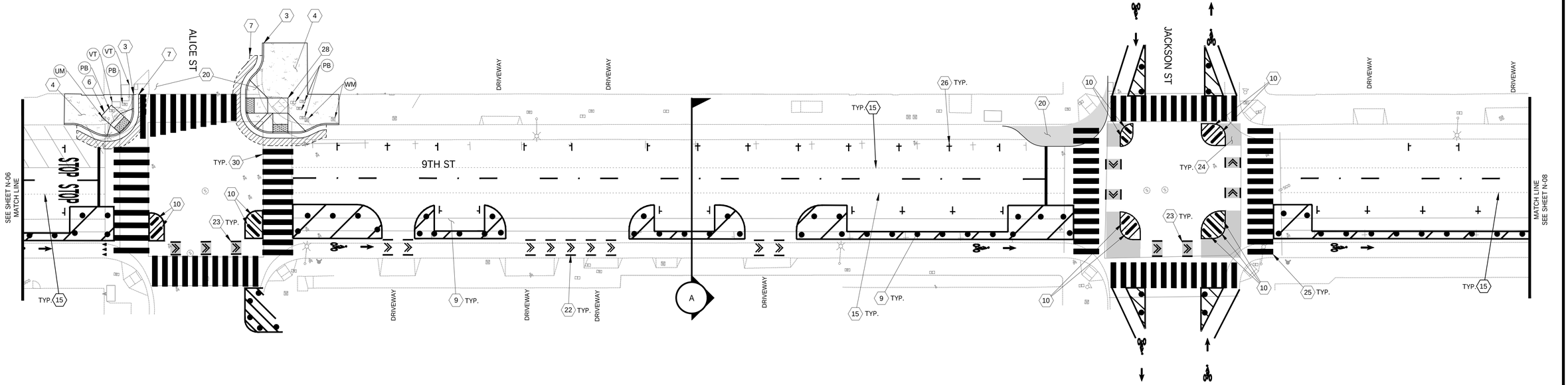

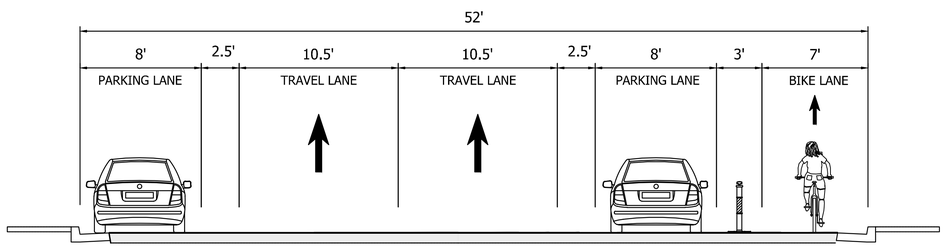

A 9TH STREET
NTS

35% SUBMITTAL
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Scale: 1" = 20'
20 10 0 20

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CHINATOWN COMPLETE STREETS

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CIVIL ENGINEER	
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9TH CORRIDOR

BAR IS ONE INCH ON ORIGINAL SIZE SHEET 0 1" — IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

ORIGINAL SIZE ANSI D

PROJECT NO. 1006280

SCALE: 1" = 20'

SHEET NO. N-07

DATE: JUN 6, 2025

9 OF 21

DRAWING NAME: C:\Users\jdawson\appdata\local\temp\AcPublish_8132\CD-9TH EAST-230088-01d.dwg
PLOT DATE: 06/06/25
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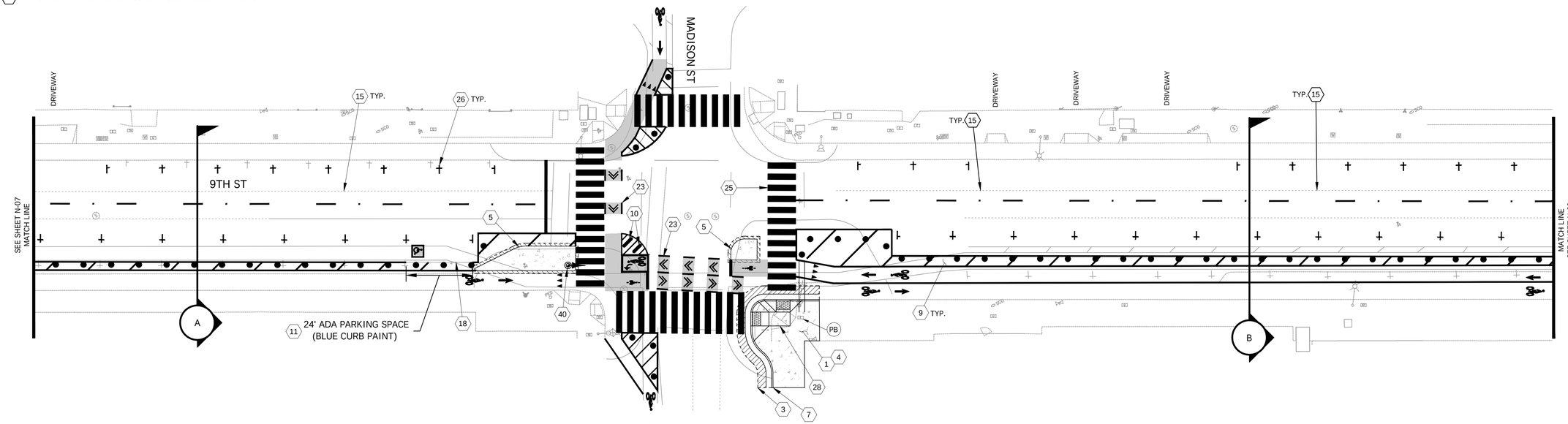

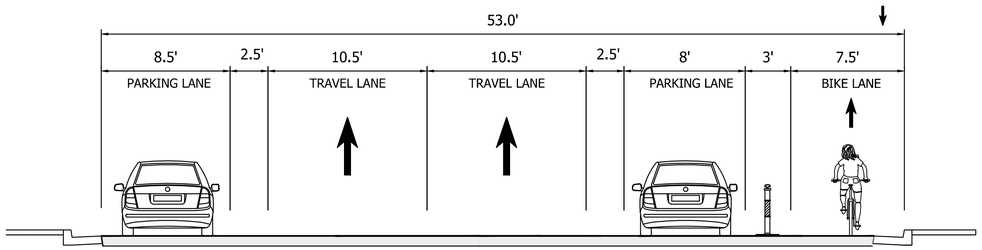

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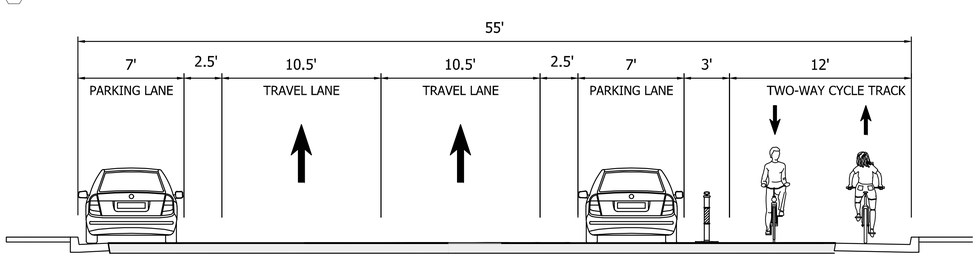

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(510) 238-3437 * FAX (510) 238-7227

CIVIL ENGINEER	
RCE NO.	C00000
CHECKED BY	HJS
DESIGNED BY	EEG/MGA
DRAWN BY	JPD

NO.	DATE	BY	REFERENCE

9TH CORRIDOR

BAR IS ONE INCH ON ORIGINAL SIZE SHEET 0 — 1" | IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY | ORIGINAL SIZE: ANSI D

PROJECT NO. 1006280

SCALE: 1" = 20'

SHEET NO. N-08

DATE: JUN 6, 2025

10 OF 21

DRAWING NAME: C:\Users\jdawson\appdata\local\temp\AcPublish_8132\CD-9TH EAST-23088-014.dwg
PLOT DATE: 6/6/2025
PLOTTED BY: jdawson

CONSTRUCTION NOTES

1. MODIFY EXISTING PEDESTRIAN SIGNAL AND PUSH BUTTONS (PER PROWAG AND CA MUTCD STANDARDS)
2. CONSTRUCT CASE A DIRECTIONAL CURB RAMP WITH DETECTABLE WARNING SURFACE (PER CITY STD CURB RAMP DETAILS - SHEET 2)
3. CONSTRUCT TYPE "A" CURB AND GUTTER (PER CITY STD DWG NO S-1)
4. CONSTRUCT CONCRETE SIDEWALK (PER CITY STD DWG NO S-1)
5. CONSTRUCT RAISED CONCRETE ISLAND WITH TYPE "A" CURB (PER CITY STD DWG NO S-1)
6. CONSTRUCT NON-DIRECTIONAL CURB RAMP WITH DETECTABLE WARNING SURFACE (PER CITY STD CURB RAMP DETAILS - SHEET 5)
7. CONSTRUCT 3-FOOT AC PLUG
8. CONSTRUCT 1-FOOT AC PLUG
9. INSTALL BUFFER WITH PLASTIC CHANNELIZER CURB WITH POST
10. INSTALL 48-INCH RUBBER SPEED BUMP
11. CONSTRUCT PARALLEL ACCESSIBLE ON-STREET PARKING SPACE (PER CALTRANS STD PLAN A90B)
12. CONSTRUCT DIAGONAL ACCESSIBLE PARKING SPACE (PER CALTRANS STD PLAN A90A)
13. REMOVE MEDIAN ISLAND
14. INSTALL 4-INCH DIAMETER ROUND RAISED PAVEMENT MARKERS
15. REMOVE EXISTING STRIPING
16. INSTALL RED CURB PAINT
17. INSTALL WHITE CURB PAINT
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21. INSTALL PAINTED EXPANDED PEDESTRIAN SPACE INCLUDING VERTICAL SEPARATION ELEMENTS (TYPE AND SPACING TO BE DETERMINED BY THE CITY OF OAKLAND)
22. INSTALL BIKE CONFLICT ZONE MARKINGS (PER CITY STD DWG NO RM-9)
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24. INSTALL GREEN PAINT
25. INSTALL WHITE CONTINENTAL CROSSWALK (PER CITY STD DWG NO RM-4)
26. INSTALL PARKING TEES (PER CITY STD DWG NO RM-11)
27. INSTALL YELLOW CURB PAINT
28. CONSTRUCT CASE A DIRECTIONAL CURB RAMP - SHARED LANDING WITH DETECTABLE WARNING SURFACE (PER CITY STD CURB RAMP DETAILS - SHEET 3)
29. REMOVE RED CURB PAINT
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35. ADD PEDESTRIAN-ONLY SIGNAL PHASE
36. INSTALL CHINATOWN CROSSWALK PAINTED PAVEMENT MARKINGS. COORDINATE INSTALLATION WITH THE CITY TO EITHER MATCH EXISTING ARTWORK OR INCORPORATE NEW DESIGNS, SUBJECT TO CITY APPROVAL.
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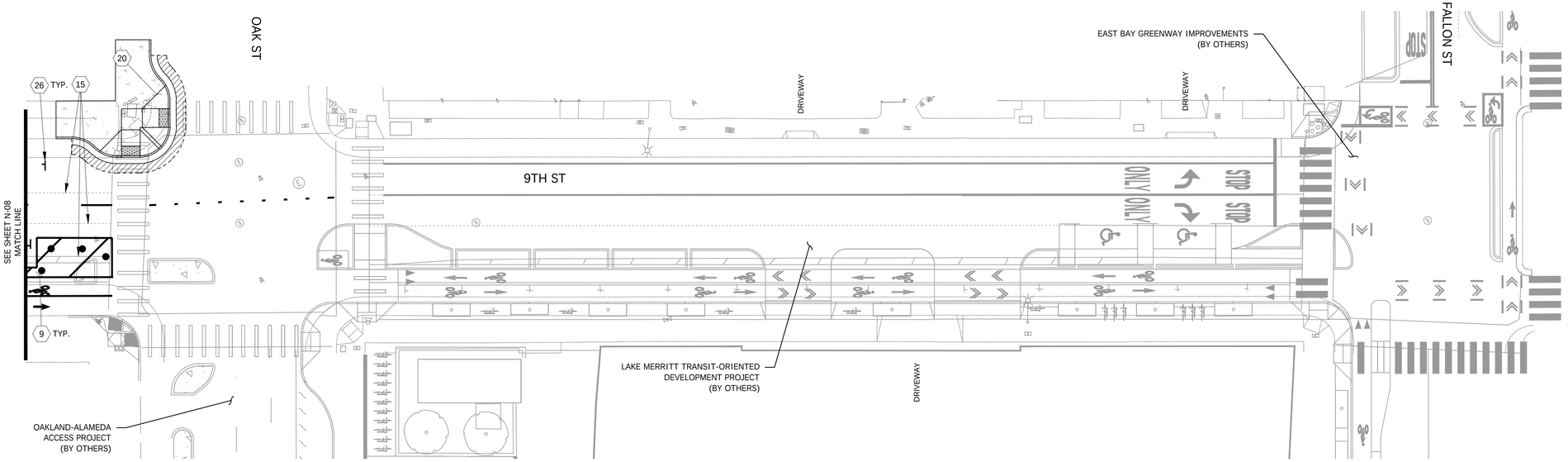

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CHINATOWN COMPLETE STREETS

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SCALE: 1" = 20'

DATE: JUN 6, 2025

SHEET NO. N-09

11 OF 21

DRAWING NAME: C:\Users\jdawson\appdata\local\temp\AcPublish_8132\CD-9TH EAST-230808-014.dwg
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PLOTTED BY: jdawson

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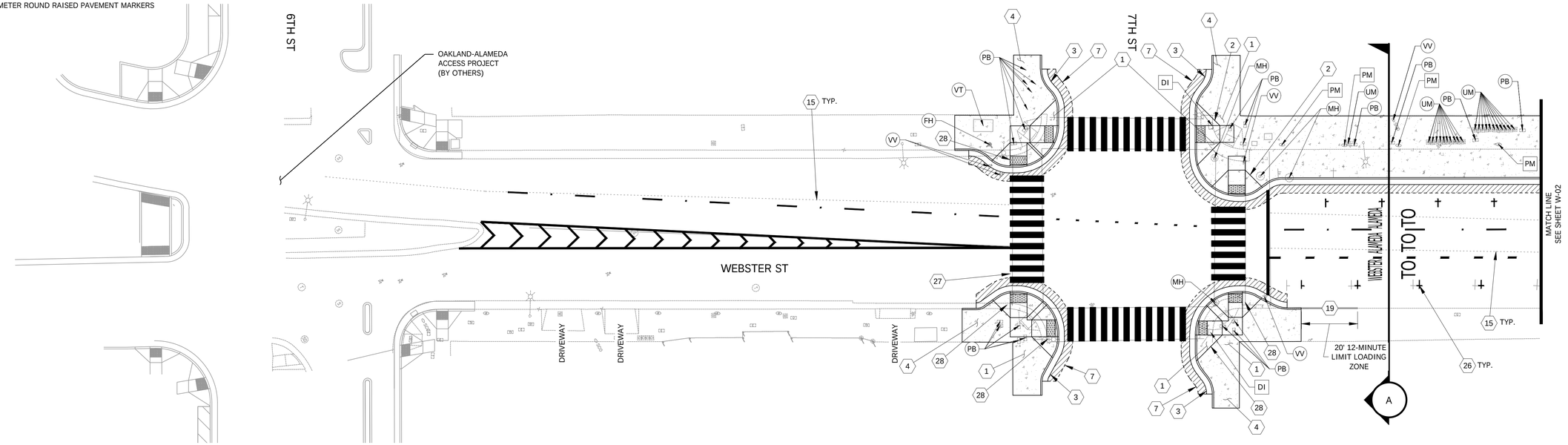

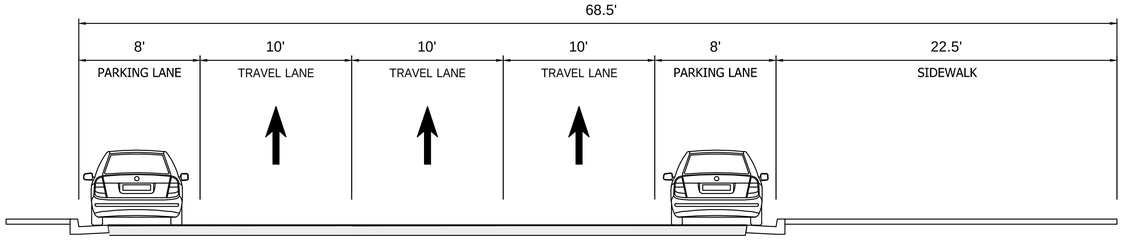

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PROJECT NO. 1006280
SCALE: 1" = 20'
DATE: JUN 6, 2025
SHEET NO. W-01
12 OF 21

DRAWING NAME: H:\23\23088 - Oakland Transp Eng and ITS On-Call\014 - Chinatown Complete Streets Plan\design_CD\CD-WEBSTER-23088-014.dwg
PLOT DATE: 06-06-25
PLOTTED BY: jdawson

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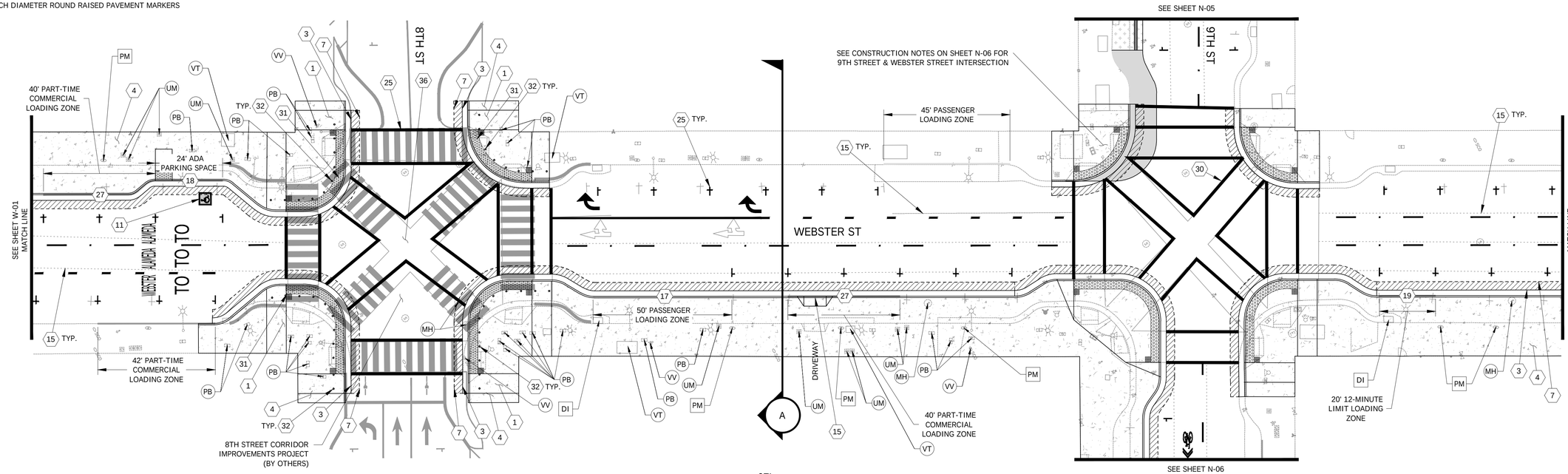

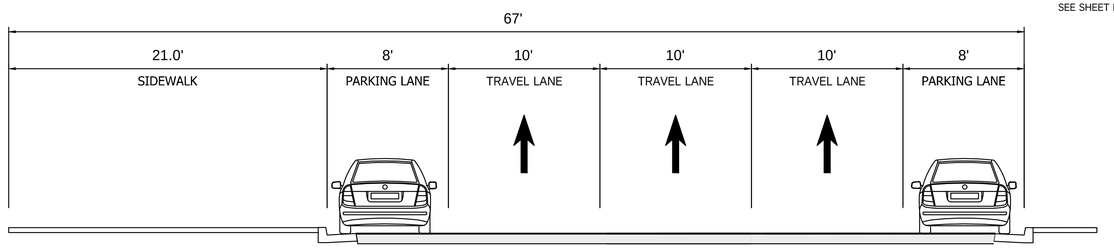

A WEBSTER STREET
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Scale: 1" = 20'
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PROJECT NO. 1006280

SCALE: 1" = 20'

SHEET NO. W-02

DATE: JUN 6, 2025

13 OF 21

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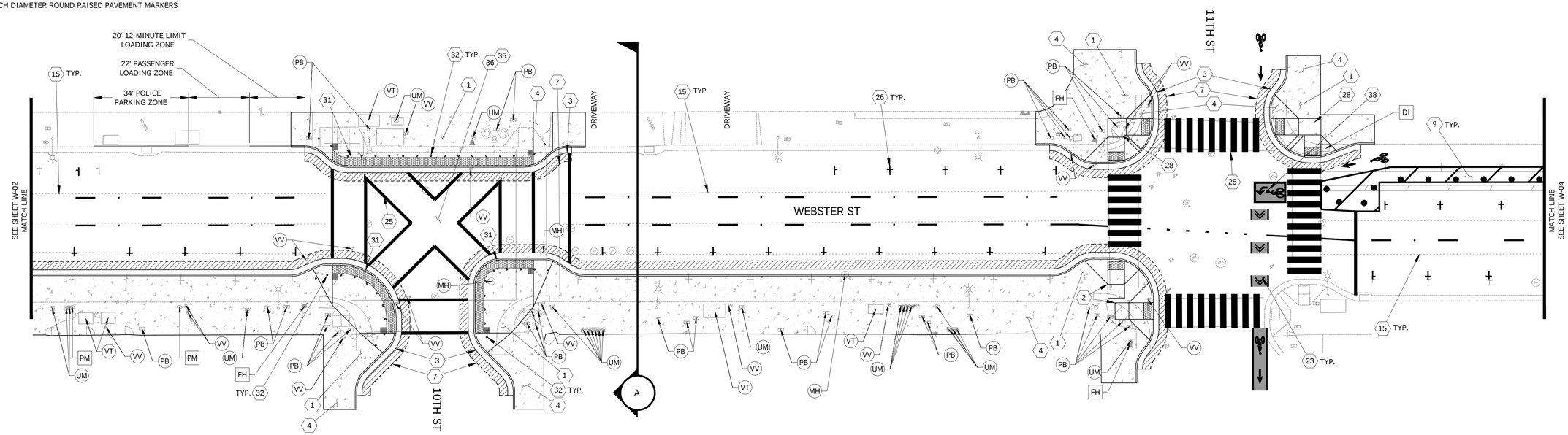

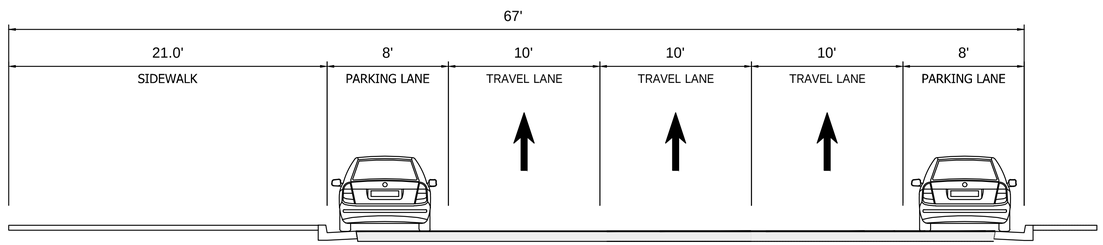

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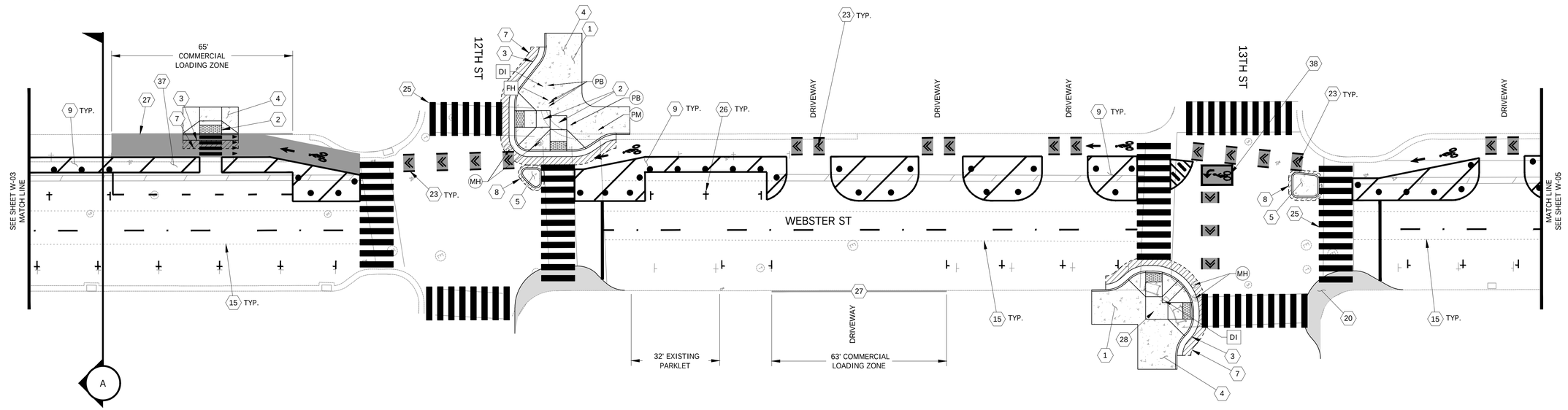

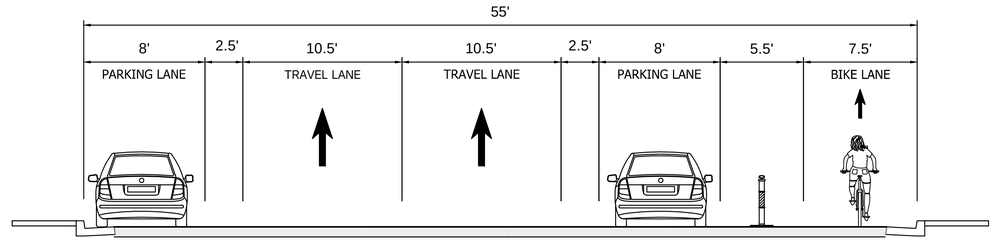

A WEBSTER STREET
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Scale: 1" = 20'
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CHINATOWN COMPLETE STREETS

CITY OF OAKLAND
DEPARTMENT OF TRANSPORTATION
250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612
(510) 238-3437 * FAX (510) 238-7227

CIVIL ENGINEER	
RCE NO.	C00000
CHECKED BY	HJS
DESIGNED BY	EEG/MGA
DRAWN BY	BZD

NO.	DATE	BY	REFERENCE

WEBSTER CORRIDOR

PROJECT NO. 1006280

BAR IS ONE INCH ON ORIGINAL SIZE SHEET 0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY
ORIGINAL SIZE ANSI D

SCALE: 1" = 20'
DATE: JUN 6, 2025
SHEET NO. W-04
15 OF 21

DRAWING NAME: H:\23\23088 - Oakland Transp Eng and ITS On-Call\01\4 - Chinatown Complete Streets Plan\design_CD\CD-WEBSTER-23088-014.dwg
PLOT DATE: 06/06/25
PLOTTED BY: jdawson

CONSTRUCTION NOTES

1. MODIFY EXISTING PEDESTRIAN SIGNAL AND PUSH BUTTONS (PER PROWAG AND CA MUTCD STANDARDS)
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4. CONSTRUCT CONCRETE SIDEWALK (PER CITY STD DWG NO S-1)
5. CONSTRUCT RAISED CONCRETE ISLAND WITH TYPE "A" CURB (PER CITY STD DWG NO S-1)
6. CONSTRUCT NON-DIRECTIONAL CURB RAMP WITH DETECTABLE WARNING SURFACE (PER CITY STD CURB RAMP DETAILS - SHEET 5)
7. CONSTRUCT 3-FOOT AC PLUG
8. CONSTRUCT 1-FOOT AC PLUG
9. INSTALL BUFFER WITH PLASTIC CHANNELIZER CURB WITH POST
10. INSTALL 48-INCH RUBBER SPEED BUMP
11. CONSTRUCT PARALLEL ACCESSIBLE ON-STREET PARKING SPACE (PER CALTRANS STD PLAN A90B)
12. CONSTRUCT DIAGONAL ACCESSIBLE PARKING SPACE (PER CALTRANS STD PLAN A90A)
13. REMOVE MEDIAN ISLAND
14. INSTALL 4-INCH DIAMETER ROUND RAISED PAVEMENT MARKERS
15. REMOVE EXISTING STRIPING
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26. INSTALL PARKING TEES (PER CITY STD DWG NO RM-11)
27. INSTALL YELLOW CURB PAINT
28. CONSTRUCT CASE A DIRECTIONAL CURB RAMP - SHARED LANDING WITH DETECTABLE WARNING SURFACE (PER CITY STD CURB RAMP DETAILS - SHEET 3)
29. REMOVE RED CURB PAINT
30. INSTALL YELLOW CONTINENTAL CROSSWALK (PER CITY STD DWG NO RM-4)
31. CONSTRUCT CURB RAMP (PER CITY STD CURB RAMP DETAILS - SHEET 4 AND PROWAG STD R304.3.2)
32. INSTALL METAL BOLLARD
33. CONSTRUCT CONCRETE DRIVEWAY (PER CITY STD DWG NO S-2)
34. CONSTRUCT SIDEWALK WITH INTERLOCKING CONCRETE PAVERS PER MANUFACTURER'S SPECIFICATIONS AND CITY APPROVAL
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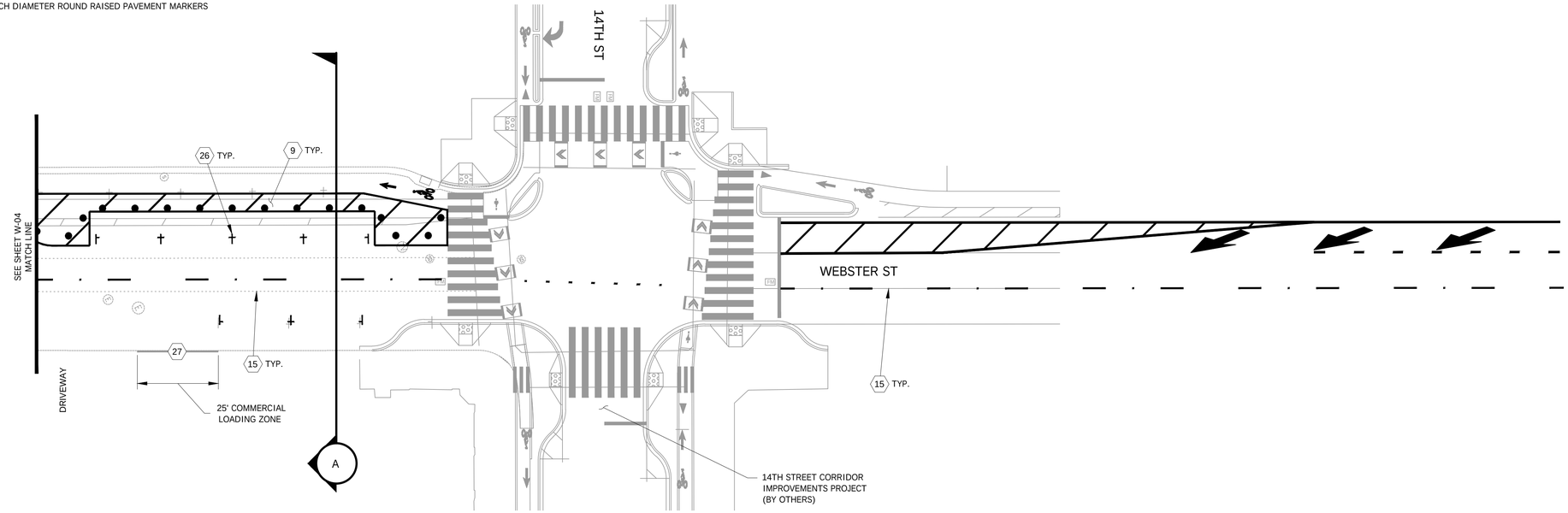

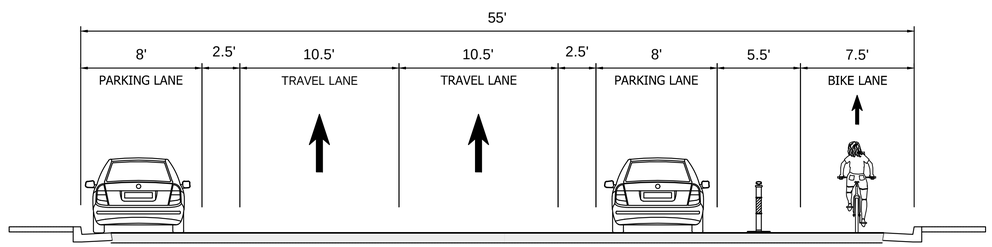

A WEBSTER STREET
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CIVIL ENGINEER	
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WEBSTER CORRIDOR

PROJECT NO. 1006280

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ORIGINAL SIZE ANSI D

SCALE: 1" = 20'

DATE: JUN 6, 2025

SHEET NO. W-05

16 OF 21

DRAWING NAME: H:\22\22088 - Oakland Transp Eng and ITS On-Call\014 - Chinatown Complete Streets Plan\design_CD\CD-WEBSTER-22088-014.dwg
PLOT DATE: 6/6/2025
PLOTTED BY: jdawson

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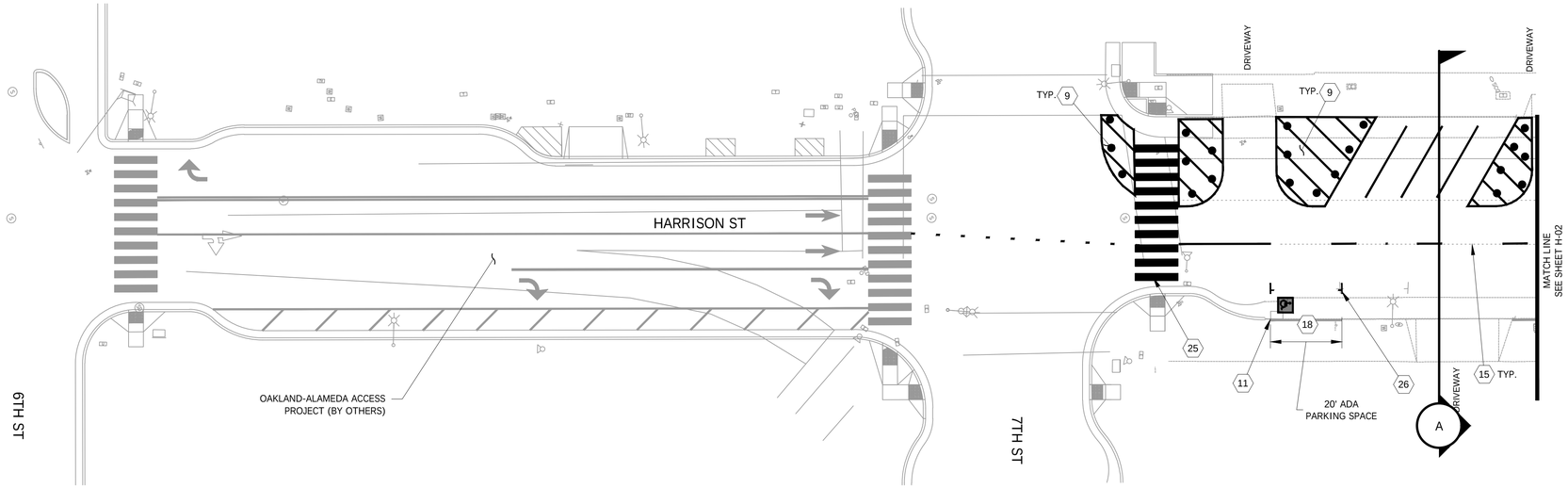

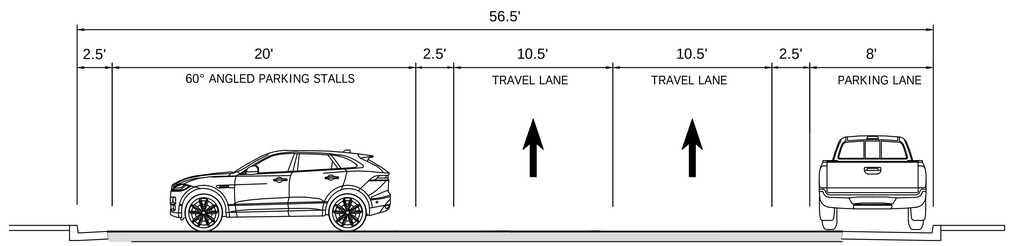

A HARRISON STREET
NTS

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20 10 0 20

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DESIGNED BY EEG/MGA
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NO.	DATE	BY	REFERENCE

HARRISON CORRIDOR

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ORIGINAL SIZE ANSI D

PROJECT NO. 1006280

SCALE: 1" = 20'

SHEET NO. H-01

DATE: JUN 6, 2025

17 OF 21

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PLOT DATE: 6/6/25
PLOTTED BY: jdawson

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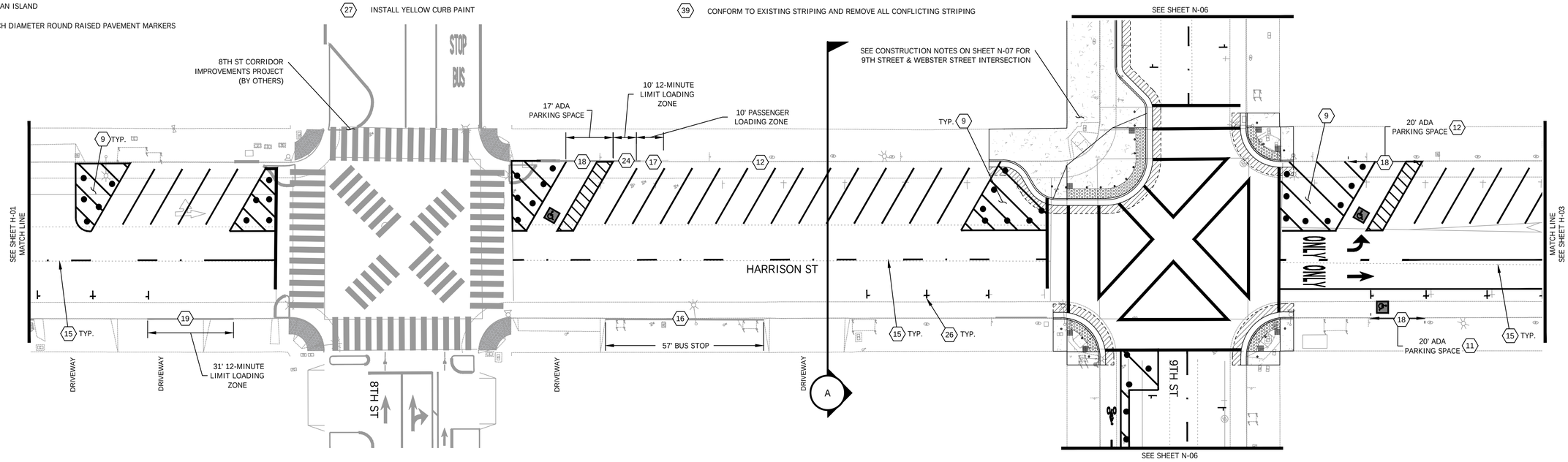

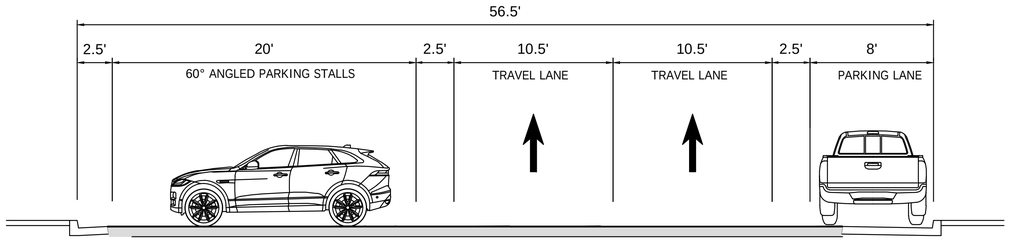

A HARRISON STREET
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Scale: 1" = 20'
20 10 0 20

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CIVIL ENGINEER	
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HARRISON CORRIDOR

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ORIGINAL SIZE ANSI D

PROJECT NO. 1006280

SCALE: 1" = 20'

SHEET NO. H-02

DATE: JUN 6, 2025

18 OF 21

DRAWING NAME: H:\23\23088 - Oakland Transp Eng and ITS On-Call\014 - Chinatown Complete Streets Planndesign_CD\CD-HARRISON-23088-014.dwg
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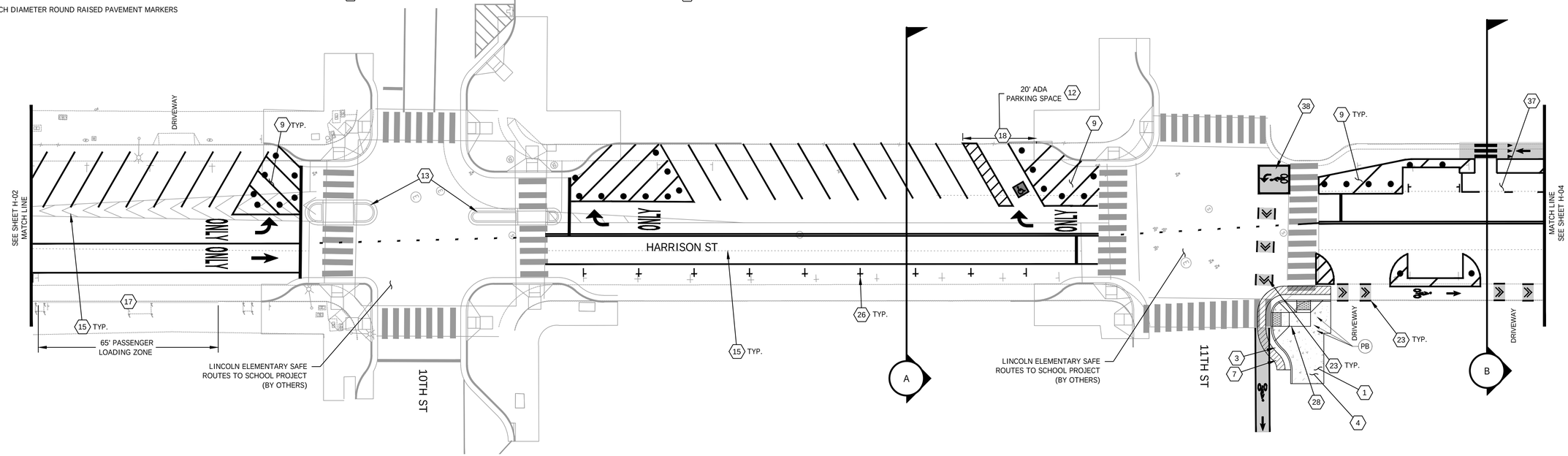

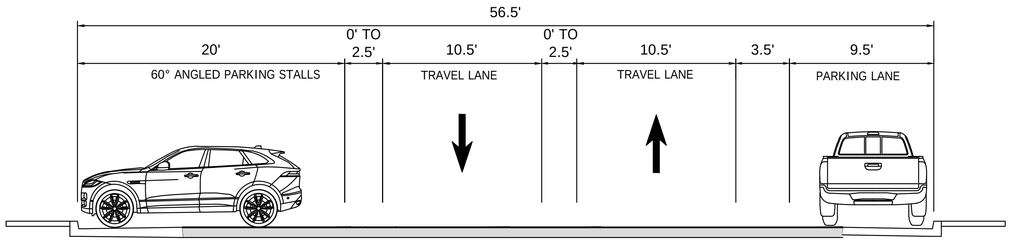

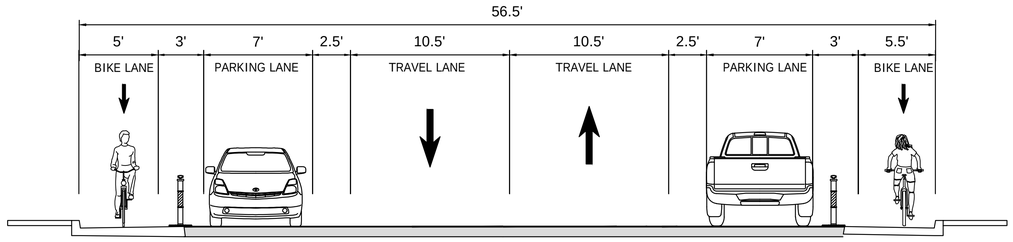

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19 OF 21

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LAST SAVED BY: jpierson
PLOTTED BY: jpierson

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10. INSTALL 48-INCH RUBBER SPEED BUMP
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12. CONSTRUCT DIAGONAL ACCESSIBLE PARKING SPACE (PER CALTRANS STD PLAN A90A)
13. REMOVE MEDIAN ISLAND
14. INSTALL 4-INCH DIAMETER ROUND RAISED PAVEMENT MARKERS
15. REMOVE EXISTING STRIPING
16. INSTALL RED CURB PAINT
17. INSTALL WHITE CURB PAINT
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20. INSTALL PAINTED CURB EXTENSIONS WITH PLASTIC CHANNELIZER CURB WITH POST AS SPACE ALLOWS
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24. INSTALL GREEN PAINT
25. INSTALL WHITE CONTINENTAL CROSSWALK (PER CITY STD DWG NO RM-4)
26. INSTALL PARKING TEES (PER CITY STD DWG NO RM-11)
27. INSTALL YELLOW CURB PAINT
28. CONSTRUCT CASE A DIRECTIONAL CURB RAMP - SHARED LANDING WITH DETECTABLE WARNING SURFACE (PER CITY STD CURB RAMP DETAILS - SHEET 3)
29. REMOVE RED CURB PAINT
30. INSTALL YELLOW CONTINENTAL CROSSWALK (PER CITY STD DWG NO RM-4)
31. CONSTRUCT CURB RAMP (PER CITY STD CURB RAMP DETAILS - SHEET 4 AND PROWAG STD R304.3.2)
32. INSTALL METAL BOLLARD
33. CONSTRUCT CONCRETE DRIVEWAY (PER CITY STD DWG NO S-2)
34. CONSTRUCT SIDEWALK WITH INTERLOCKING CONCRETE PAVERS PER MANUFACTURER'S SPECIFICATIONS AND CITY APPROVAL
35. ADD PEDESTRIAN-ONLY SIGNAL PHASE
36. INSTALL CHINATOWN CROSSWALK PAINTED PAVEMENT MARKINGS. COORDINATE INSTALLATION WITH THE CITY TO EITHER MATCH EXISTING ARTWORK OR INCORPORATE NEW DESIGNS, SUBJECT TO CITY APPROVAL.
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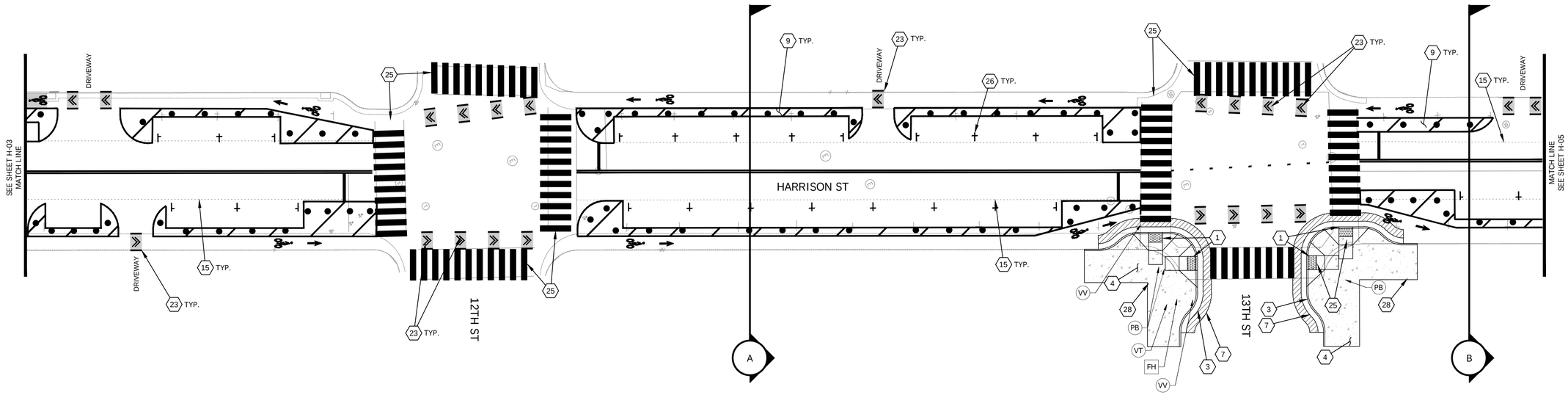
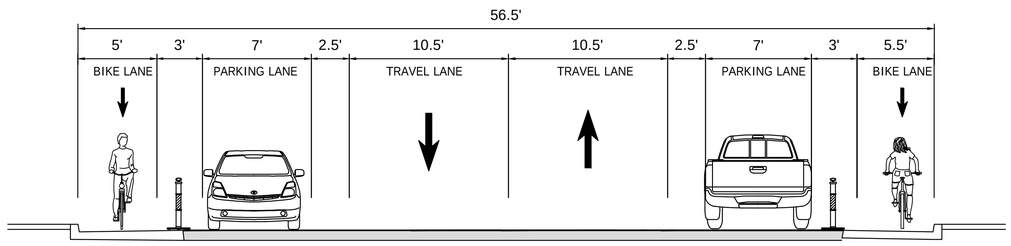
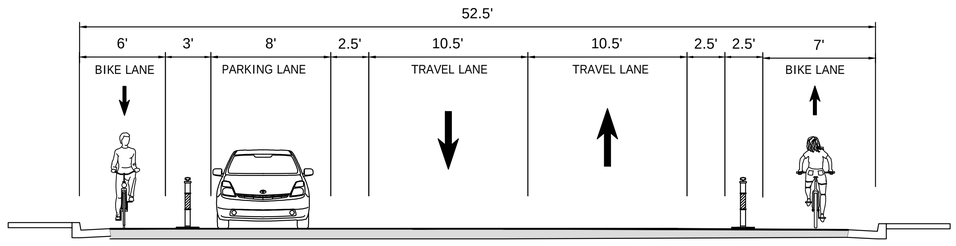




A HARRISON STREET
NTS



B HARRISON STREET
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CHINATOWN COMPLETE STREETS

CITY OF OAKLAND
DEPARTMENT OF TRANSPORTATION
250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612
(510) 238-3437 * FAX (510) 238-7227

CIVIL ENGINEER
RCE NO. C00000
CHECKED BY HJS
DESIGNED BY EEG/MGA
DRAWN BY MML

NO.	DATE	BY	REFERENCE

HARRISON CORRIDOR

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PROJECT NO. 1006280

SCALE: 1" = 20'

DATE: JUN 6, 2025

SHEET NO. H-04

20 OF 21

DRAWING NAME: H:\23\23088 - Oakland Transp Eng and ITS On-Call\014 - Chinatown Complete Streets Plan\design_CD\CD-HARRISON-23088-014.dwg
LAST SAVED BY: dlawson
PLOTTED BY: dlawson

CONSTRUCTION NOTES

1. MODIFY EXISTING PEDESTRIAN SIGNAL AND PUSH BUTTONS (PER PROWAG AND CA MUTCD STANDARDS)
2. CONSTRUCT CASE A DIRECTIONAL CURB RAMP WITH DETECTABLE WARNING SURFACE (PER CITY STD CURB RAMP DETAILS - SHEET 2)
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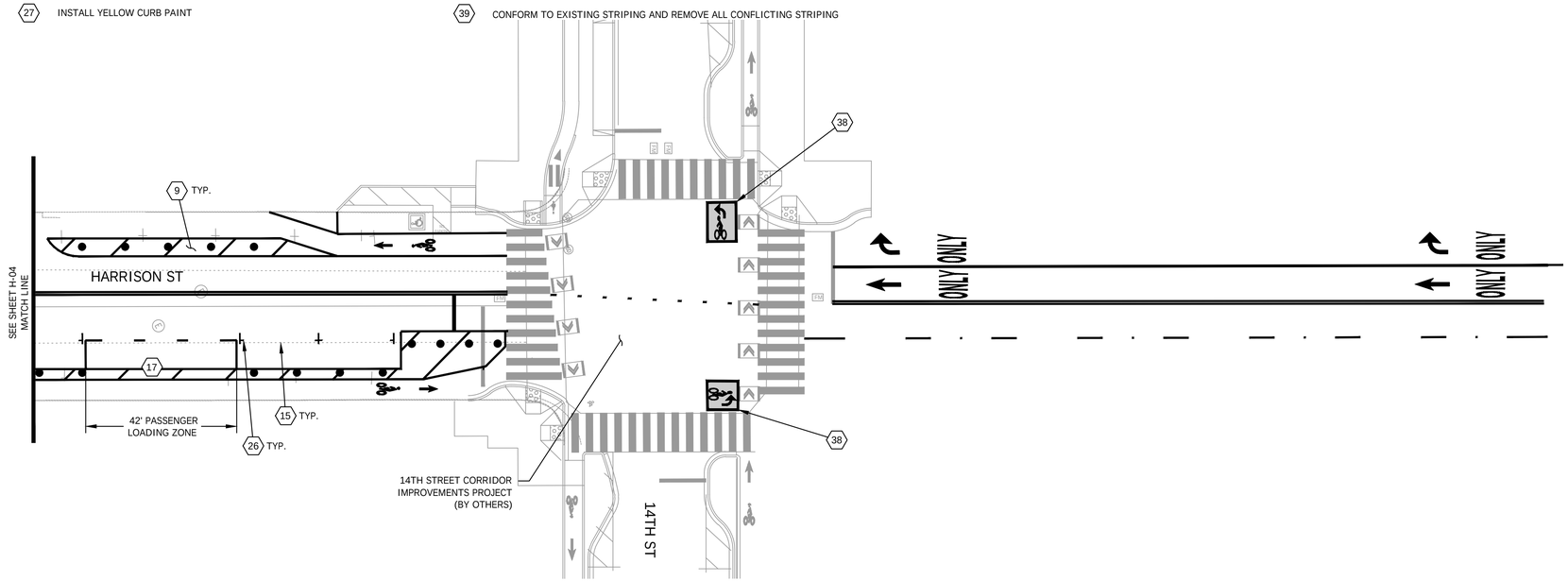

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21 OF 21

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PLOT DATE: 6/6/2025
PLOTTED BY: jdawson

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CHINATOWN COMPLETE STREETS PLAN

Community Engagement Summary

華埠完整街道計劃

社區參與摘要

技術顧問委員會

Technical Advisory Committee

公開現場視察

Public Sitewalk

公開問卷調查

Public Survey

其他參與活動

Other Engagement Activities

EBALDC

OakDOT
Oakland Department of Transportation

引言

Introduction

ABOUT THE PLAN

The Chinatown Complete Streets Plan (CCSP) is a 2 year planning process to create a plan for street and sidewalk improvements in Oakland Chinatown. The conceptual designs created by this plan will be advanced for future grant funding opportunities to construct the improvements.

Improving streets in Chinatown is a priority in Oakland because Chinatown has the highest concentration of pedestrian and bicycle collisions in the city. Additionally, many major transportation projects intersect with Chinatown (BRT, plans related to Lake Merritt BART, Oakland Alameda Access Project), but none of these projects focus on the specific needs of Chinatown. Past engagement for these projects that have not prioritized the voices of Chinatown residents have contributed to engagement fatigue in the community.

This plan and process intends to address this equity concern by prioritizing the voices of neighborhood residents, merchants, and visitors to create safer streets for all modes of transportation. The engagement process will be responsive to concerns about engagement fatigue by looking back to past engagement process and consulting community members about the engagement process specifically. Find out more about the plan here:

oaklandca.gov/projects/chinatown-complete-streets-plan

關於本計劃

華埠完整街道計劃 (Chinatown Complete Streets Plan, CCSP) 是為期2年的規劃程序，目標是建立屋崙華埠的街道和人行道改善計劃。本計劃建立的概念設計，將會在未來有機會取得補助資金時提出，以落實改善工程的建設。

改善華埠的街道是屋崙的優先目標，因為華埠是本市行人和自行車碰撞事件最集中的區域。此外，許多重大的交通運輸專案都穿過了華埠 (BRT、與BART的Lake Merritt站有關的計劃，和屋崙Alameda Access Project)，但是這些專案都沒有針對華埠的特定需求而設計。過去這些專案的參與中，並沒有優先重視華埠居民的聲音，助長了社區中的參與疲乏。

本計劃和程序旨在透過優先注重鄰近居民、商店和訪客的意見，為所有的交通方式創造安全的街道，以解決這項平等上的疑慮。參與程序將會回顧過去的參與程序，並特別諮詢社區成員對於參與程序的意見，以回應有關參與疲乏的疑慮。您可以在這裡進一步了解本計劃：

oaklandca.gov/projects/chinatown-complete-streets-plan

參與概述

Engagement Overview

OVERVIEW

概述

397 **COMMUNITY MEMBERS ENGAGED**
共有397名社區成員參與

8 **COMMUNITY ORGS ENGAGED**
共有8個社區組織參與

ENGAGEMENT TYPES

參與類型

TECHNICAL ADVISORY COMMITTEE
技術顧問委員會

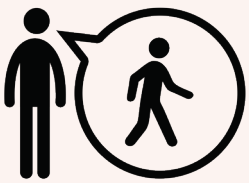
PUBLIC SITEWALK
公開現場視察

PUBLIC SURVEY
公開問卷調查

EVENTS & MEETINGS
活動與會議

230 **SURVEY RESPONSES**
份調查問卷回覆

133 **RESPONSES FROM CHINATOWN RESIDENTS**
份回覆來自華埠居民



PEDESTRIAN SPACE, ACCESS, AND SAFETY were major themes across all engagement activities

行人空間、無障礙和安全性是所有參與活動中的重要主題

技術顧問委員會

Technical Advisory Committee

ABOUT THE TECHNICAL ADVISORY COMMITTEE (TAC)

The Chinatown Complete Streets Plan Technical Advisory Committee (TAC) is a group of five community stakeholders who advise the direction and process of the Plan. TAC members either represented or were connected to different demographic groups and deep experience in Chinatown: long time residents, seniors, youth, merchants, Chinese speaking, formerly homeless, transit riders, drivers, pedestrians, bicyclists, and other groups.

The group has met throughout the planning process to provide feedback on the EBALDC and OakDOT team's engagement strategy and to provide street design recommendations. The group will provide feedback directly to the designers in later phases of the project.

關於技術顧問委員會 (TECHNICAL ADVISORY COMMITTEE, TAC)

華埠完整街道計劃技術顧問委員會 (TAC) 是五個社區利益相關者組成的小組，為本計劃提供方向和程序上的建議。TAC成員均代表或接觸不同的人口統計群組，以及在華埠的深入經驗：長期居民、年長者、年輕人、商店、中文使用者、過去的無家可歸者、大眾運輸的乘客、駕駛員、行人、自行車騎車人，以及其他群體。

這個小組在整個規劃程序期間持續舉行會議，提供有關EBALDC和Oak-DOT團隊的參與策略的回饋意見，並提出街道設計的建議。這個小組會在專案的後期，直接向設計人員提供回饋意見。

TAC成員審查街道建議

TAC members review corridor recommendations

TAC PROCESS TAC程序

Throughout TAC meetings, TAC members gave the EBALDC and OakDOT teams feedback on planning and gathering information from engagement activities, as well as recommended additional community organizations to engage in the planning process.

在整個TAC會議期間，TAC成員提供EBALDC和OakDOT團隊有關規劃的意見，並且彙整參與活動中收集到的資訊，以及針對應該參與規劃程序的其他社區組織提出建議。

MEETING 1

第1次會議

The TAC discussed the Chinatown Complete Streets Plan project context including past plans, crash data and potential focus corridors. The group also discussed other major transportation projects planned for the area.

TAC討論華埠完整街道計劃專案的背景，包括過去的計劃、交通事故資料和潛在的焦點街道。小組也討論了為這個區域規劃的其他重大交通運輸專案。

MEETING 2

第2次會議

Ahead of the second TAC meeting, TAC members voted on focus corridors. Based on these votes and meeting discussion, the group selected: Webster/Harrison, 10th Street, 8th/9th Street, 7th Street, along with focus areas of each of these where dense improvements will be focused.

在第二次TAC會議之前，TAC成員為焦點街道舉行投票。依據這些投票結果和會議討論，小組選出了Webster/Harrison、10th Street、8th/9th Street和7th Street，以及每一處中將會著重進行密集改善的焦點區域。

MEETING 3

第3次會議

At this meeting, TAC members discussed the results of community engagement so far, especially the public survey responses. TAC members reviewed the city's design RFP and gave their feedback on whether the improvements proposed for study matched engagement so far, and community priorities in general.

在這次會議中，TAC成員討論了目前為止的社區參與成果，特別是公開問卷調查的回覆。TAC成員審查了本市的設計提案邀請書 (RFP)，提出他們對於研究中提出的改善是否符合目前為止參與結果的看法，以及一般的社區優先順序。

TAC RESULTS TAC的成果

DESIGN & CORRIDOR RECOMMENDATIONS

設計和街道建議

TAC members shared safety concerns related to 7th Street, 8th Street and 9th Street, particularly around accessibility for seniors and people with disabilities on these streets.TAC members also highlighted the connection between potential focus corridors and bus lines that run through Chinatown. TAC members felt that themes on some of the corridors (such as Harrison St/Webster Street) were interrelated with the outcomes of the Oakland Alameda Access Project.

Some TAC members reflected that it felt difficult to focus on only certain corridors or blocks because Chinatown is very dense and pedestrians may travel longer distances. Additionally, TAC members felt that some topics are specific to only a few blocks and not the entire street. Lastly, TAC members shared that although survey results didn't overwhelmingly point towards studying two way conversion for 8th Street and 9th Street, this is still worth studying because it has been a community for many years before the Complete Streets Plan.

TAC成員分享了有關7th Street、8th Street和9th Street的安全疑慮，特別是關於這些街道的年長者和殘障者無障礙設施。TAC成員也重點強調潛在焦點街道和經過華埠的公車路線之間的關聯。TAC成員覺得某些街道的主題 (例如Harrison St/Webster Street) 與屋崙Alameda Access Project的結果之間有相互關聯。

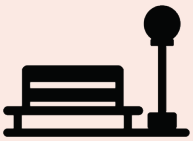
某些TAC成員提出反省，認為很難僅著重於特定街道或街區，因為華埠非常密集，而且行人可能要步行更長的距離。此外，TAC成員認為某些主題只是幾個街區的特有問題，而不適用於整條街道。最後TAC成員分享提到，雖然問卷調查結果沒有壓倒性地指向調查8th Street和9th Street的雙向改造，但這個題目仍然值得研究，因為這在完整街道計劃之前的許多年，就已經成為一個社群。

殘障人士的無障礙設施

Accessibility for people with disabilities

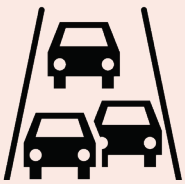
行人安全性

Pedestrian safety



改善行人體驗

Improve pedestrian experience



減少往來Alameda的交通流量

Reduce traffic to/from Alameda

公開現場視察

Public Sitewalk

PUBLIC SITEWALK

On June 24 (Saturday morning), EBALDC and OakDOT hosted a public sitewalk to hear community input on potential street improvements along the six priority corridors identified by the TAC. Approximately 40 people attended the sitewalk. The majority of this group spoke primarily Cantonese and lived in Chinatown. Some of the group lived outside of Chinatown but had strong ties to Chinatown through work or family.

Each sitewalk attendee had a booklet to mark down their thoughts and comments on streetview images of each oft the streets. The EBALDC team collected these booklets at the end of the sitewalk.

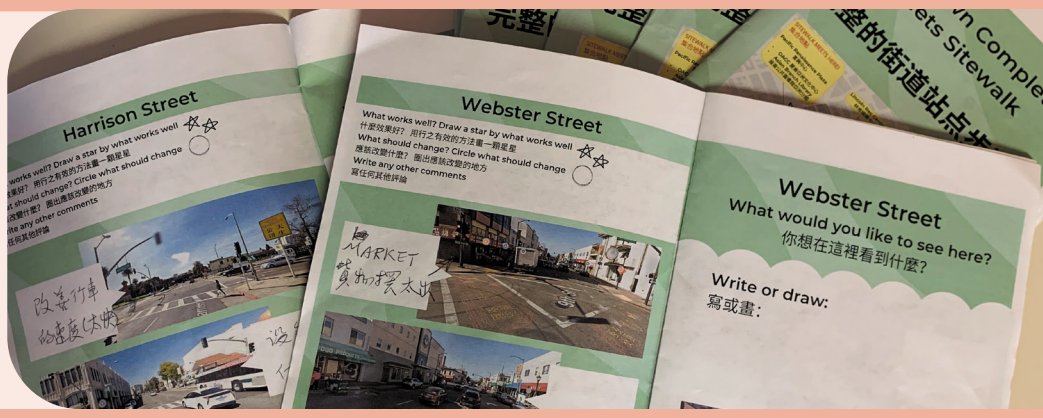
公開現場視察

6月24日 (週六早晨)，EBALDC和OakDOT主辦了公開現場視察，沿著TAC指出的六個優先街道，聆聽社區對於可能的街道改善的意見。大約有40人參加了現場視察。這個群體中大多數主要說的是廣東話，並且居住在華埠。群體中有些人不住在華埠，但是透過工作和家庭，而和華埠有緊密的連結。

每一位現場視察的參加者，都有一本小冊子，用於記錄自己在每一條街道上，對街道景觀的想法和意見。EBALDC團隊在現場視察結束時，收取了這些小冊子。

記錄著社區成員在現場視察中的筆記的小冊子。

Booklets with community members' notes from the sitewalk



SITEWALK RESULTS 現場視察成果

PEDESTRIAN FRIENDLY INTERSECTIONS

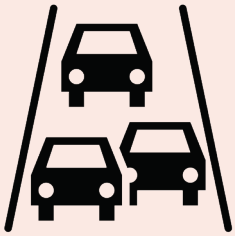
行人友善十字路口

Community members spoke positively of scramble crosswalks, and many people suggested that they be added to additional intersections. Community members also requested increased crossing time on crossing lights and more bulb-outs to decrease crossing distance.

社區成員對於行人專用時相持正面看法，許多人還建議在更多路口實施。社區成員也要求增加穿越道燈號的穿越時間，以及更多的路緣延展，以減少穿越距離。

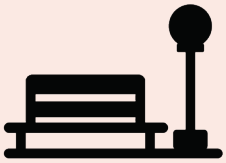
Community members discussed reducing street lane capacity, which has been a theme in past community engagement. Suggested improvements include road diets, bulb-outs, or reducing car speeds. Some community members suggested loading zones for businesses to reduce double parking traffic.

社區成員討論到減少道路車道容量，這是過去的社區參與中的主題之一。建議的改善包括道路瘦身、路緣向外延展，或是降低車速。有些社區成員建議為企業設置卸貨區，以減少並排停車的交通流量。



REDUCED STREET LANE CAPACITY

減少道路車道容量



STREET AMENITIES FOR PEDESTRIANS & WIDER SIDEWALKS

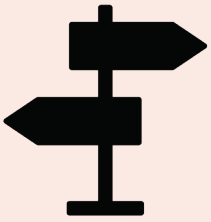
適用於行人的街道設施和更寬廣的人行道

Community members discussed street improvements for pedestrians, requesting accessible, clear sidewalks. Some residents felt that vendors or businesses took up too much of the sidewalk. Some community members felt that the sidewalks were not clean. Other suggested improvements include: seating, lighting, garbage cans, shade, bus stops, planters and bollards.

社區成員討論到為行人提供的街道改善，要求無障礙、暢通無阻的人行道。有些居民覺得廠商或企業佔用了太多的人行道。有些社區成員認為人行道不乾淨。其他建議的改善事項包括：座椅、照明、垃圾桶、遮陰、公車站、盆栽和防撞分隔桿。

Community members requested clear zones for drop off in front of schools, loading for vendors and vending on sidewalks. Community members also suggested more signage about rules. To decrease congestion, community members suggested additional signage in-language to support wayfinding, navigating to affordable district parking and navigating one-ways.

社區成員要求學校前要有用於接送的淨空地帶、廠商的裝貨區，和人行道上的販賣區。社區成員也建議設置更多有關規定的標誌。為了減少壅塞，社區成員建議增加符合語言的標誌以供尋找方向，引導前往平價的區域停車場，並為單行道提供指引。



CLARITY AND ENFORCEMENT

標示明確和執法

公開問卷調查

Public Survey

PUBLIC SURVEY

Between June 13 and August 30, 2023, the EBALDC team shared an online public survey asking community members about the types of street improvements they would like to see on the focus corridors.

The survey was available in English and Cantonese. EBALDC asked partners to share the survey on social media, and the EBALDC Resident Services team shared printed surveys with residents who live in Chinatown. The EBALDC team also shared print surveys at Lincoln Summer Nights during the summer.

The survey asked participants to select their desired improvements to each focus corridor from a list, and an "Other" write in section was provided for each corridor. 230 people responded to the survey, 133 of whom are Chinatown residents.

關於技術諮詢委員會

EBALDC團隊在2023年6月13日到8月30日，分享了一份線上公開問卷調查，詢問社區成員想要在焦點街道上，看到哪些類型的道路改善。

調查問卷有英文和廣東話版本。EBALDC要求協力廠商在社群媒體上分享調查問卷，EBALDC居民服務團隊則向華埠的居民，分享了印刷版本的調查問卷。EBALDC團隊也在夏季期間的Lincoln夏夜嘉年華，分享印刷版本調查問卷。

調查問卷中要求參加者從清單中，為每一條焦點街道選擇想要的改善項目，另外每條街道還提供一個「其他」的填寫區塊。共有230人回覆了調查問卷，其中133人是華埠居民。

公開現場視察中的社區成員

Community members at the public sitewalk

SURVEY RESULTS

問卷調查結果

Across all corridors, survey responses from Chinatown residents requested the following improvements: more consistent auto/ ped/ bike traffic enforcement, street changes that slow cars, artistic or playful elements, sidewalk lighting, and pedestrian-only spaces or streets. These themes are consistent with the themes of prioritizing pedestrian safety and spaces from other discussions in the engagement process.

Open ended responses from Chinatown also emphasized similar themes, focusing on maintenance and cleanliness of streets, increasing greenery/trees/ parks in Chinatown, reducing space for cars and increasing space for pedestrians, and widening sidewalks.

Residents outside of Chinatown shared similar priorities, with more emphasis on parking, highly visible crosswalks, places to sit, and designated loading and school pick up zones.

在所有街道中，華埠居 民的調查問卷回覆都要求 下列改善事項：更一致的汽車/行人/自行車交通執法、 減慢車速的街道變更、藝術性 或趣味性的要素、人行道照明， 以及行人限定的空間或街道。 這些主題與參與程序的其他 討論中，得到的優先考慮 行人安全與空間的結論
是一致的。

在華埠得到的開放式作答回覆， 也強調類似的主題， 著重於街道的維護和 清潔、增加華埠的 綠化/路樹/公園、減少 車輛的空間並增加行人 的空間，以及拓寬人行道。

住在華埠以外的居民分享了 類似的優先順序，但比較強調 停車、能見度好的行人穿越道、 可以坐的地方，和指定的裝貨和學校 接送區域。

230

RESPONSES FROM COMMUNITY MEMBERS

份回覆來自華埠居民

133

RESPONSES FROM CHINATOWN RESIDENTS

份回覆來自華埠居民

Chinatown Resident Priorities - Survey Responses for All Streets

華埠居民的優先考量 - 所有街道的調查問卷回覆

45%

自行車專用道

Bike lanes

41%

拓寬人行道

Widen sidewalks

40%

行人專屬空間

Pedestrian only spaces

38%

人行道照明

Sidewalk lighting

36%

藝術性/趣味性要素

Artistic/playful elements

動手做願景活動

Hands On Visioning Activities

HANDS ON VISIONING ACTIVITIES

動手做願景活動

The EBALDC team tabled at Lincoln Summer Nights on May 11 and July 13. At both events, the EBALDC team shared about the Chinatown Complete Streets planning process and about other transportation projects planned for Chinatown. On May 15, the EBALDC team prepared a worksheet exercise and collaborative collage for community members to share their favorite things and places in Chinatown, as well as places they would like to see changed.

On July 13, the EBALDC team shared the public survey along with an activity to draw on a map of streets with ideas for a dream city.

EBALDC團隊在5月11日和7月13日，於Lincoln夏夜嘉年華擺設攤位。在這兩場活動中，EBALDC團隊分享了華埠完整街道的規劃程序，和其他為華埠規劃的交通運輸專案。5月15日，EBALDC團隊為社區成員準備了工作表練習題和合作拼貼畫，讓他們分享在華埠最喜愛的事物和場所，以及想要看到改變的地方。

7月13日，EBALDC團隊分享了公開問卷調查，以及在街道地圖上畫出夢幻城市構想的活動。

Lincoln夏夜嘉年華的街道地圖想像畫

Street map imagination drawings from Lincoln Summer Nights

其他參與活動

Other Engagement Activities

COMMUNITY CONVERSATIONS 社區對話

Oakland Chinatown Improvement Council

屋崙華促會 (Oakland Chinatown Improvement Council, OCIC)

In May 2023, EBALDC team attended an Oakland Chinatown Improvement Council meeting and presented on the CCSP. Community members discussed improvements for pedestrians and accessible, clear sidewalks. Some residents felt that vendors or businesses took up too much of the sidewalk. Some community members felt that the sidewalks were dirty. Other suggested improvements include: seating, lighting, garbage cans, shade, bus stops, planters and bollards.

屋崙華促會 (Oakland Chinatown Improvement Council, OCIC) 2023年5月，EBALDC團隊參加了屋崙華促會的會議，並且為CCSP進行簡報。社區成員討論到為行人提供的改善，以及無障礙、暢通無阻的人行道。有些居民覺得廠商或企業佔用了太多的人行道。有些社區成員認為人行道很骯髒。其他建議的改善事項包括：座椅、照明、垃圾桶、遮陰、公車站、盆栽和防撞分隔桿。

Oakland Chinatown Chamber of Commerce

屋崙華埠商會 (Oakland Chinatown Chamber of Commerce)

In May 2023, the EBALDC team attended an Oakland Chinatown Chamber of Commerce meeting and presented on the CCSP. Community members requested clear zones for drop off in front of schools, loading for vendors and vending on sidewalks. To decrease congestion, community members suggested additional signage in-language to support wayfinding, navigating to affordable district parking and navigating one-ways.

屋崙華埠商會 (Oakland Chinatown Chamber of Commerce) 2023年5月，EBALDC團隊參加了屋崙華埠商會的會議，並且為CCSP進行簡報。社區成員要求學校前要有用於接送的淨空地帶、廠商的裝貨區，和人行道上的販賣區。為了減少壅塞，社區成員建議增加符合語言的標誌以供尋找方向，引導前往平價的區域停車場，並為單行道提供指引。

Oakland Chinatown Coalition

屋崙華埠聯盟 (Oakland Chinatown Coalition)

The Oakland Chinatown Coalition has supported the CCSP engagement process including by supporting recruiting the TAC. EBALDC's ongoing involvement in the Coalition has informed the team's understanding of broader community needs. The EBALDC team regularly attends Coalition meetings, and has provided updates on the CCSP and engagement opportunities throughout the process.

屋崙華埠聯盟 (Oakland Chinatown Coalition) 屋崙華埠聯盟透過支援TAC徵才等方式，支援CCSP參與程序。EBALDC持續地參與聯盟活動，也加深了本團隊對於更廣大的社區需求的認知了解。EBALDC團隊定期參與聯盟會議，並且在整個程序中，提供CCSP和參與機會的最新資訊。

CHINATOWN COMPLETE STREETS PLAN

A3

Focus Corridors and Recommendations

華埠完整街道計劃

焦點街道與建議

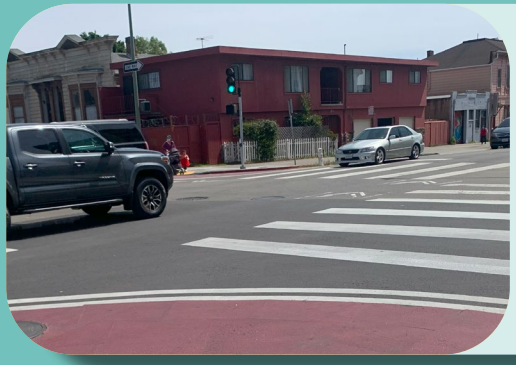
8th Street與9th Street組

8th Street & 9th Street Couplet

Harrison Street和Webster Street組

Harrison Street and Webster Street Couplet

10th Street



7th Street

摘要

Summary

引言

Introduction

CONTEXT & PROCESS

背景與過程

The Chinatown Complete Streets Plan (CCSP) is a 2 year planning process to create a plan for street and sidewalk improvements in Oakland Chinatown. The conceptual designs created by this plan will be advanced for future grant funding opportunities to construct the improvements. CCSP focuses solely on street design and physical environment.

Improving streets in Chinatown is a priority in Oakland because Chinatown has the highest concentration of pedestrian and bicycle collisions in the city. Additionally, many major transportation projects intersect with Chinatown (BRT, plans related to Lake Merritt BART, Oakland Alameda Access Project), but none of these projects focus on the specific needs of Chinatown. This plan intends to address this equity concern by prioritizing the voices of neighborhood residents, merchants, and visitors to create safer streets for all modes of transportation.

Community engagement in this plan is a 15 month process managed by East Bay Asian Local Development Corporation (EBALDC). For more information on the engagement process, please reference the Engagement Summary here:

bit.ly/placeholder.

華埠完整街道計劃 (Chinatown Complete Streets Plan, CCSP) 是為期兩年的規劃流程，旨在為屋崙華埠的街道和人行道制定改善計劃。本計劃建立的概念設計，將會在未來有機會取得補助資金時提出，以落實改善工程的建設。CCSP僅專注於街道設計和實體環境。

改善華埠的街道是屋崙的優先目標，因為華埠是本市行人和自行車碰撞事件最集中的區域。此外，許多重大的交通運輸專案都穿過了華埠(BRT、與BART的Lake Merritt站有關的計劃，和屋崙Alameda Access Project)，但是這些專案都沒有針對華埠的特定需求而設計。本計劃旨在透過優先注重鄰近居民、商店和訪客的意見，為所有的交通方式創造安全的街道，以解決這項平等上的疑慮。

此計劃中的社區參與過程為期15個月，是由 East Bay Asian Local Development Corporation (EBALDC) 管理。如需更多參與過程的資訊，請參閱此處的參與摘要：

bit.ly/placeholder.

CORRIDOR SELECTION PROCESS

街道選擇程序

Analysis of Past Plans

過去計劃的分析

Based on review of previous plan documents, the streets that were frequently mentioned across plans were 8th Street and 9th Street. Streets with the most suggested improvements were 8th Street, 9th Street, 10th Street, and Oak Street. However, the EBALDC team concluded that the East/West streets were overrepresented in the planning analysis because a number of the studies were more concerned with citywide circulation than Chinatown priorities specifically.

根據對以往規劃文件的回顧，各計劃中經常提及的街道是8th Street和9th Street。有最多改善建議的街道是8th Street、9th Street、10th Street和Oak Street。然而，EBALDC團隊得出的結論是，東/西向街道在規劃分析中的代表性過高，因為許多研究更關注全市交通，而非特別針對華埠的優先事項。

Feedback from Previous Engagement

以往參與活動的意見回饋

EBALDC has been deeply engaged in community planning efforts in Chinatown since inception, but most deeply since 2008, in leadership with the Oakland Chinatown Coalition (OCC) as part of the Lake Merritt Station Area Plan (LMSAP) and now through the Lake Merritt BART TOD (LMBTOD) project. The OCC surveyed more than 1,000 neighborhood stakeholders. The EBALDC team took recommendations about transportation and street design from this past engagement into account when presenting potential focus corridors.

EBALDC自成立以來，一直深入參與華埠的社區規劃工作，但自2008年以來最為深入，並與屋崙華埠聯盟 (Oakland Chinatown Coalition, OCC) 共同領導，作為Lake Merritt車站區域計劃 (Lake Merritt Station Area Plan, LMSAP) 的一部分，現在又透過Lake Merritt BART TOD (LMBTOD) 專案來參與。OCC對超過1,000名社區利益相關者進行了問卷調查。EBALDC團隊在提出可能的重點街道時，考慮了過去參與者對交通和街道設計的建議。

TAC Feedback

TAC意見回饋

EBALDC presented to the TAC a summary of data from previous plans, and then proposed potential corridors to the TAC for feedback. Once consensus was established that the corridors made sense, the TAC then voted in order to determine priority. Following the vote, the TAC discussed which areas on each corridor should be the focus for the most dense improvements.

EBALDC向TAC提交以往計劃的資料摘要，然後向TAC提議可能的街道，以徵求意見回饋。一旦就選擇這些街道的合理性達成共識，TAC就投票以確定優先順序。投票結束後，TAC討論了每條街道上哪些區域應重點進行密集改進。

VALUES & PRIORITIES

價值觀與優先順序

Chinatown is a vibrant, bustling neighborhood that is a centerpiece of Oakland's cultural identity. Unfortunately, Chinatown is also home to the highest concentration of pedestrian and bicycle collisions in the city. This is a central equity issue, as Asian Americans in the city are 3.5 times more likely to be killed while walking than whites. While other major transit and planning projects intersect with Chinatown, this is the first plan since 2004 to prioritize the needs of Chinatown residents specifically.

In the engagement process, stakeholders asked that the plan prioritize the following groups and communities:

- **Longtime and low income Chinatown residents**
- **Seniors**
- **People with disabilities**
- **Small businesses**
- **Public transit users**

華埠是充滿活力、熙熙攘攘的社區，是是屋崙文化特色的核心。不幸的是，華埠也是
本市行人和自行車碰撞事故最集中的地方。這是核心的
公平問題，因為在這座城市裡，亞裔美國人在步行時被殺害的機率
是白人的3.5倍。雖然其他主要交通和規劃專案都與華埠有交集，但這是自2004年以來首次將華埠居民的需求列為優先考量的計劃。

在參與過程中，利益相關者要求該計劃優先考慮以下群體和社區：

- **長期居住在華埠的低收入居民**
- **長者**
- **殘障人士**
- **小型企業**
- **公共交通使用者**

「取消所有車道..... 這裡是華埠！為我們的長者提供步行空間。安全的街道。這裡不是高速公路出口匝道.....這裡是社區。要有行人的人行道，自行車的自行車專用道，家庭和長者使用的座椅。」
問卷調查回覆

"Get rid of all those car lanes... This is Chinatown! Space to walk for our elders. Safe streets. This is not a freeway offramp...This is a community. Sidewalks for people, lanes for cyclists, seating for families and elders."
- Survey Response

「請減少社區內的車輛，並增加人們的活動空間。建立僅供行人使用的街道，商業將會蓬勃發展！」
- 問卷調查回覆

"Please decrease cars in the neighborhood and increase spaces for people. Create pedestrian only streets and businesses will thrive!"
- Survey Response

問卷調查結果

Survey Results

SURVEY RESULTS

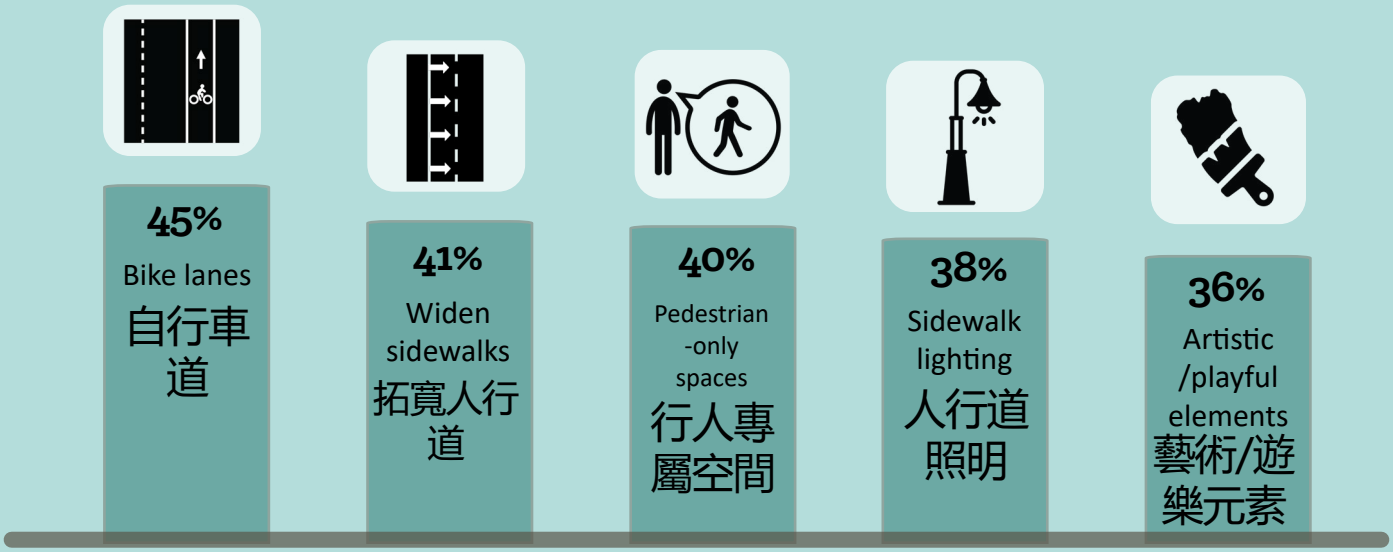
問卷調查結果

230 SURVEY RESPONSES
份調查問卷回覆

133 RESPONSES FROM CHINATOWN RESIDENTS
份回覆來自華埠居民

Chinatown Resident Survey Responses - All Streets

華埠居民調查回應 - 所有街道



PEDESTRIAN SPACE, ACCESS, AND SAFETY were major themes in survey responses from Chinatown residents

行人空間、通行權及安全是華埠居民在問卷調查回應中的主要議題

SHORT ANSWER THEMES

簡答主題

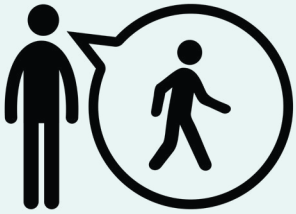
Responses to short answer (as opposed to checkbox) questions

針對簡答（而非勾選）問題的回覆

30%

MORE CONSISTENT MAINTENANCE

更持續一致的維護



23%

REDUCING CARS AND TRAFFIC WILL SUPPORT CHINATOWN

減少車輛和交通流量，並支持華埠

23%

MORE TREES/GREENERY/ OPEN SPACE

更多樹木/綠地/開放空間

Chinatown Resident Survey Responses / All Responses

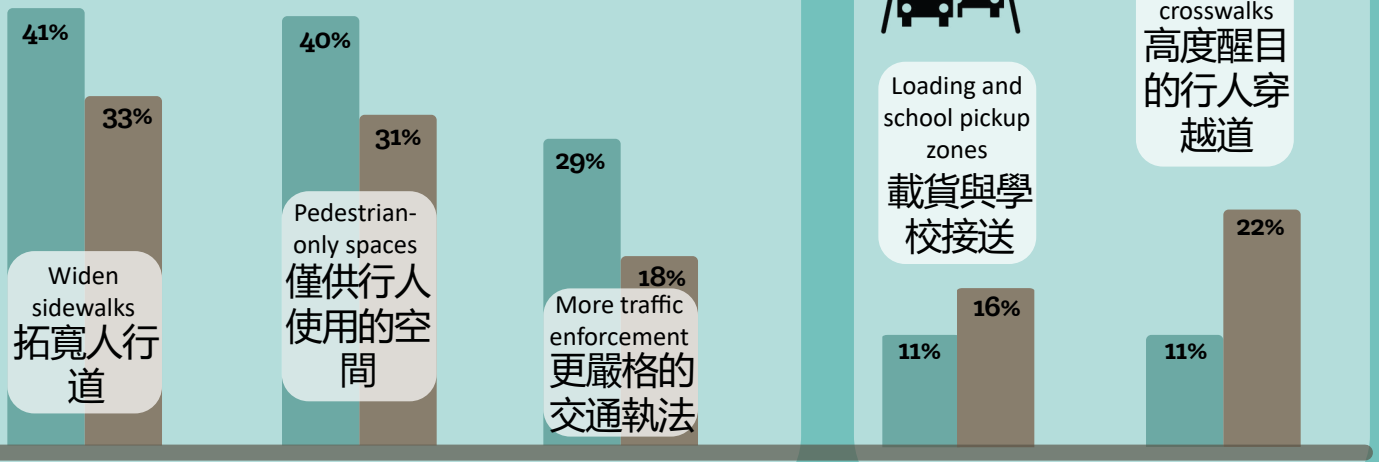
華埠居民問卷調查回應/所有回覆

Chinatown resident survey responses 華埠居民問卷調查回覆

All survey responses 所有問卷調查回覆

PEDESTRIAN SAFETY improvements were priorities of both Chinatown resident responses and all responses

改善行人安全是華埠居民回應和所有回應的優先事項。



At a higher rate than Chinatown residents, non-residents requested street improvements addressing **PEDESTRIAN SAFETY FROM A CAR TRAFFIC PERSPECTIVE**

相較於華埠居民，非華埠居民要求改善街道的比例更高，以解決**從汽車交通角度看待行人安全的問題。**

所選街道

Selected Corridors

SELECTED CORRIDORS

所選街道

Based on the feedback from the community engagement process described above and information from past planning work, EBALDC recommends street and sidewalk improvements in Chinatown be focused on the following corridors and extents (see next page) for dense improvements.

Note that conversations with the TAC and at the sitewalk emphasized that pedestrian improvements such as streetlights and sidewalk improvements may need to cover larger extents, as walking routes could span longer than just a few blocks and pedestrians may choose a particular street if it is safe throughout.

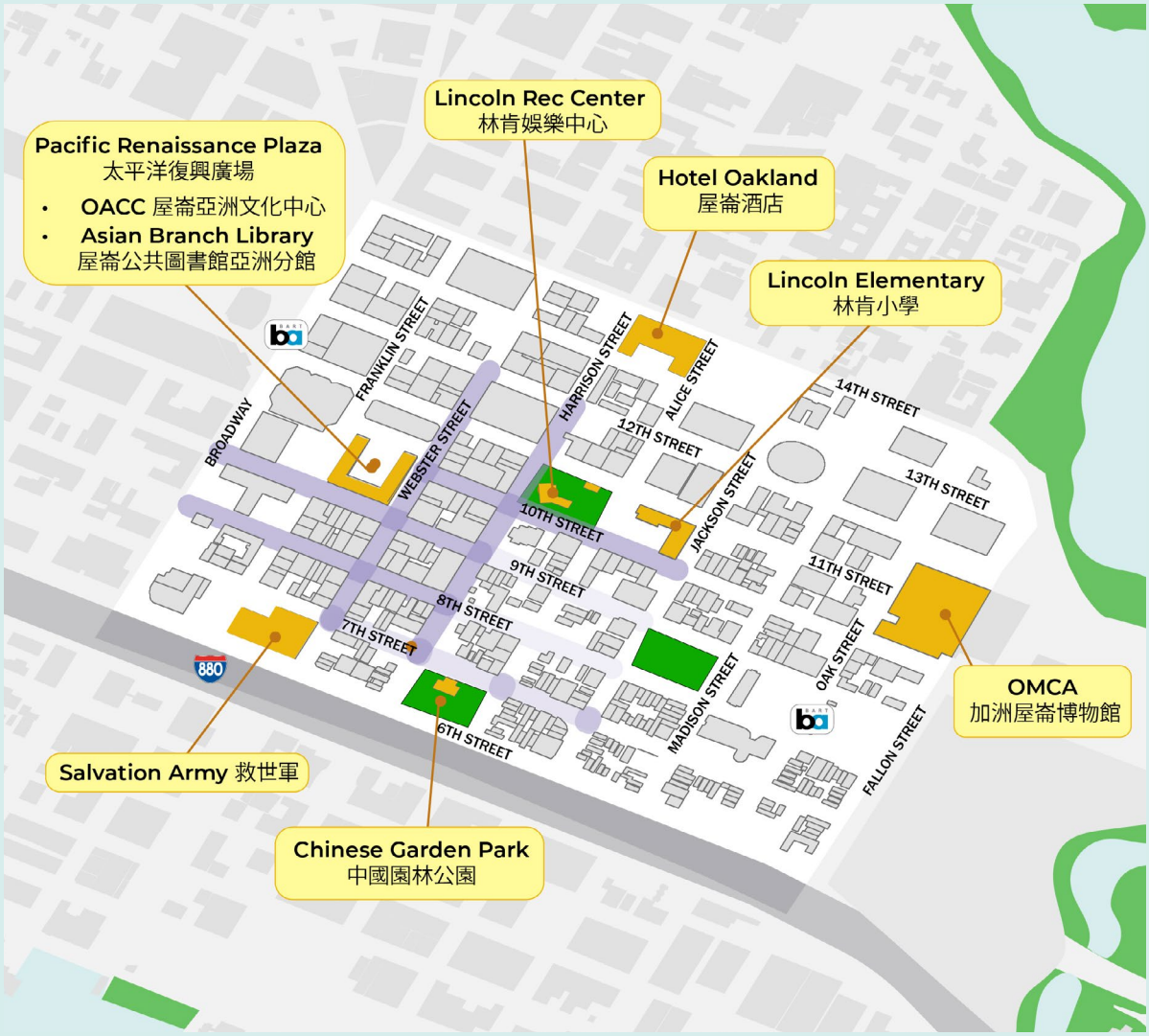
The corridors below are listed in order of priority based on the TAC's votes, community conversations, and past planning efforts. 8th/9th Streets and Harrison/Webster Streets are considered pairs in these recommendations because the team and community members felt that concerns across these streets were very similar, and that parallel improvements would be necessary to make an impact on traffic flow and safety along these streets.

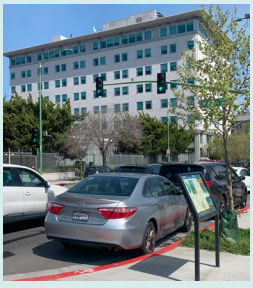
根據上述社區參與過程的意見回饋，以及過去規劃工作的資訊，EBALDC建議將華埠的街道和人行道改善工作集中在以下街道和範圍（見下一頁）進行密集改善。

需要注意的是，在與TAC的對話及人行道的實地考察中，凸顯出行人改善措施，如路燈和人行道改造可能需要覆蓋更大的範圍，因為步行路線可能更長，而不僅是幾個街區，而且行人可能會選擇一條全程安全的街道。

根據TAC的投票、社區對話和過去的規劃工作，依照優先順序列出以下街道。在這些建議中，將8th Street/9th Street和Harrison/Webster Street視為一組，因為團隊和社區成員認為這些街道的問題非常相似，必須同時改善，才能對這些街道的交通流量和安全產生正面影響。

SELECTED CORRIDORS 所選街道



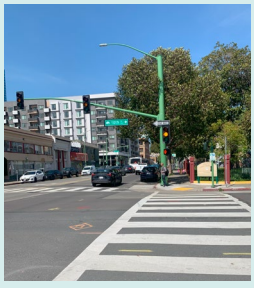


1. 8th Street與9th Street組
從Broadway到Jackson Street的重點區域

1. 8th Street & 9th Street Couplet
Focus Area from Broadway to Jackson Street

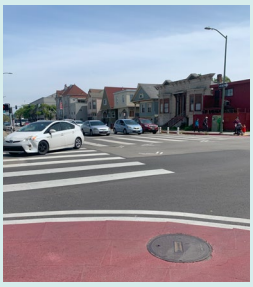
2. Harrison Street和Webster Street
實踐願景活動 組從7th Street到12th Street組的重點區域

2. Harrison Street and Webster Street Couplet
Focus Area from 7th Street to 12th Street



3. 10th Street重點區域
從Webster Street到Jackson Street

3. 10th Street
Focus Area from Webster to Jackson



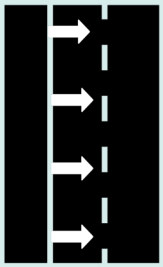
4. 7th Street重點區域
實從Broadway到Jackson Street

4. 7th Street
Focus Area from Broadway to Jackson Street

所有選取的街道

All Selected Corridors

RECOMMENDATIONS 建議



WIDEN SIDEWALKS
拓寬人行道

Considerations/strategies:
- Space for vendors and pedestrians on the sidewalk
- Reduce crosswalk length to support pedestrian safety
- 40% of Chinatown residents requested wider sidewalks in the Complete Streets Plan Public Survey

考慮因素/策略:
- 供攤販和行人使用的人行道空間
- 縮短行人穿越道長度以支持行人安全
- 在完整街道計劃公眾調查中，40%的華埠居民要求拓寬人行道

Considerations/strategies:
- Make existing crosswalks safer by increasing visibility increasing crossing time, adding bulbouts, or converting to scramble
- Add more crosswalks or traffic lights

考慮因素/策略:
- 透過提高能見度、增加過街時間、增設凸出圓弧或改為全向型交叉路口，讓現有的行人穿越道更安全
- 增設更多行人穿越道或交通號誌

CROSSWALK SAFETY
行人穿越道安全

MORE CONSISTENT MAINTENANCE
更持續一致的維護

Considerations/strategies:
- Managed by [City Department] outside of CCSP scope
- Success of CCSP design changes interrelated with maintenance, community members shared that sidewalk maintenance and accessibility are interconnected
- 26% of Chinatown residents requested more consistent maintenance in the Complete Streets Plan Public Survey

考慮因素/策略:
由CCSP範疇之外的 [市政部門] 管理
CCSP設計變更的成功與維護互相關聯，社區成員認為人行道的維護和可及性是互相關聯的。
在完整街道計劃公眾調查中，有26%的華埠居民要求更持續一致的維護

REDUCE TRAFFIC & TRAFFIC CALMING
減少交通流量與交通紓緩

Considerations/strategies:

- Support for reducing number of traffic lanes, traffic enforcement, clear signage of the rules, disallowing turns at certain hours, lowering speed limits, two way conversion
- Reduce cars and traffic from Alameda
- 33% of Chinatown residents requested more street changes that slow cars in the Complete Streets Plan Public Survey

考慮因素/策略:

- 支持減少車道數、交通執法、清晰的規則標誌、在特定時間禁止轉彎、降低速限、雙向轉換
- 減少來自Alameda的車輛和交通流量
- 在完整街道計劃公眾調查中，33%的華埠居民要求增加更多街道改變，以減緩行車速度

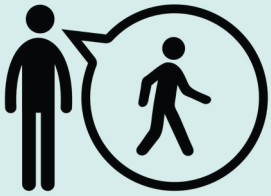
Considerations/strategies:

- Street scale and pedestrian scale
- 38% of Chinatown residents requested sidewalk lighting in the Complete Streets Plan Public Survey

考慮因素/策略:

- 街道規模與行人規模
- 在完整街道計劃公眾調查中，38%的華埠居民要求增設人行道照明設施

SIDEWALK LIGHTING
人行道照明



PEDESTRIAN ONLY SPACES OR STREETS
僅供行人使用的空間或街道

Considerations/strategies:

- Support for pedestrian-only streets in general or on particular days/times
- Perspective that space for pedestrians supports small businesses
- 40% of Chinatown residents requested pedestrian-only spaces or streets in the Complete Streets Plan Public Survey

考慮因素/策略:

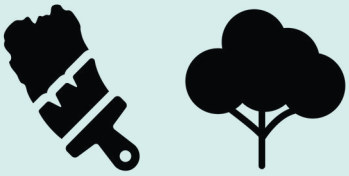
- 支持設立全面或特定日期/時間的行人專用道
- 觀點認為，為行人提供空間有助於小型企業的發展
- 在完整街道計劃公眾調查中，40%的華埠居民要求設置僅供行人使用的空間或街道

Considerations/strategies:

- Documenting history and culture
- Prioritizing pedestrian wayfinding and experience
- 36% of Chinatown residents requested artistic & playful elements in the Complete Streets Plan Public Survey

考慮因素/策略:

- 反映歷史與文化
- 優先考慮行人導向與體驗
- 根據完整街道計劃公眾調查，36%的華埠居民要求在計劃中加入藝術與遊樂元素



ARTISTIC/PLAYFUL ELEMENTS & GREENERY
藝術/遊樂元素與綠化

BY CORRIDOR

依街道

Any recommendation highlighted in orange represents a planned change already incorporated into a major OakDOT project. To find out more about these projects (especially 8th Street improvements and 10th Street Safe Routes to School), reference the QR code to the right.

任何以橙顯目提示的建議代表已納入屋崙市交通局 (OakDOT) 主要專案的計劃變更 若要進一步了解這些專案（尤其是8th Street的改善和10th Street的安全上學路線），請參考右側QR碼。

MAJOR PROJECTS
重大專案

Reduce & calm traffic
減少並紓緩交通流量

Sidewalk lighting
人行道照明

Crosswalk safety
行人穿越道安全

More maintenance
更多維護

Pedestrian-only spaces
僅供行人使用的空間

Widen sidewalks
拓寬人行道

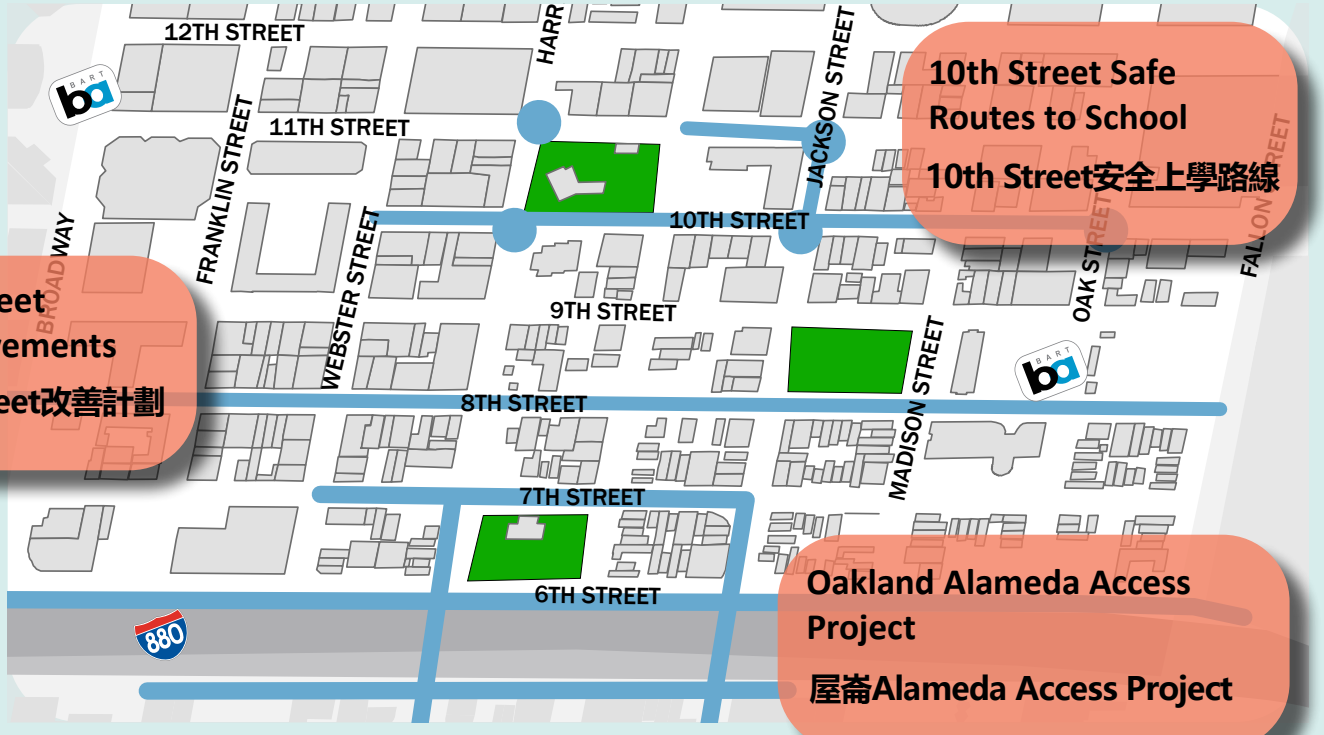
Artistic elements & greenery
藝術/遊樂元素與綠化

所有街道

All Streets

MAJOR PROJECTS

重大專案



10th Street Safe Routes to School

10th Street安全上學路線

8th Street Improvements

8th Street改善計劃

Oakland Alameda Access Project

屋崙Alameda Access Project

Harrison Street和 Webster Street組

Harrison Street and Webster Street Couplet

Sidewalk lighting
人行道照明

Widen sidewalks
拓寬人行道

Room for vendors and pedestrians
供攤販和行人使用的空間

Safer intersections
安全交叉路口

Drop off and loading zones
接送和卸貨區

Considerations/strategies:

- Community members supportive of different strategies to improve safety at intersections including scramble crosswalks.
- Balancing space for vendors and space for pedestrians on the sidewalk is another major theme

考慮因素/策略:

社區成員支持採取不同策略來提高交叉路口的安全性，包括設置全方位行人穿越道。
平衡人行道上的攤販空間和行人空間是另一個主要議題

Sidewalk lighting
人行道照明

Pedestrian improvements
行人設施改善

Traffic calming: Two way conversion
紓緩交通流量：雙向轉換

Crosswalk improvements
改善行人穿越道

Drop off and loading zones
接送和卸貨區

8th Street與9th Street組

8th Street and 9th Street Couplet

8th Street Improvements
8th Street改善計劃

Considerations/strategies:

- Pedestrian improvements include sidewalk widening and street lighting.
- Two way conversion and addressing loading zones were also important themes.

考慮因素/策略:

- 行人設施改善包括拓寬人行道和街道照明。
- 雙向轉換與處理卸貨區也是重要議題。

10th Street

10th Street Safe Routes to School

10th Street安全上學路線

Accessible, wide, clean sidewalks
易於通行、寬敞、乾淨的人行道

Crosswalk safety
行人穿越道安全

Pedestrian realm improvements
行人領域改善

Bike lanes
自行車專用道

Artistic & playful elements
藝術與遊樂元素

Considerations/strategies:

- Many community members felt that sidewalk accessibility relates to more space, better maintenance, smoother pavement, and more safety.
- Artistic/playful elements were more frequently requested on 10th than on other corridors

考慮因素/策略:

許多社區成員認為，人行道的可及性與空間更大、維護更好、路面更平整及更安全有關。相較於其他街道相比，更常有人要求在10th Street加入藝術/遊樂元素

Sidewalk lighting
人行道照明

Crossing safety and visibility
十字路口安全與能見度

Pedestrian realm improvements
行人領域改善

Safety for pedestrians
行人安全

Reduce/calm traffic
減少並紓緩交通流量

7th Street

Oakland Alameda Access Project

屋崙Alameda Access Project

Considerations/strategies:

- Safety was by far the most important theme on this street. Community members were in favor of a variety of strategies to calm traffic on 7th St.
- 26% of Chinatown residents requested more consistent maintenance in the Complete Streets Plan Public Survey

考慮因素/策略:

- 安全無疑是這條街道上最重要的主題。社區成員支持使用各種策略來緩解7th Street的交通壓力。

PRIORITY INTERSECTIONS 優先交叉路口

The below intersections came up repeatedly from community conversations and engagement.

以下交叉路口在社區對話和參與中反覆出現。

WEBSTER & 10TH

WEBSTER與10TH

- Consider adding crosswalk
- One way creates dangerous turns
- 考慮增設行人穿越道
- 單行道會造成危險的轉彎

HARRISON & 10TH

HARRISON與10TH

- Consider adding scramble crosswalk
- 考慮增設全向型行人穿越道

HARRISON & 8TH/9TH

HARRISON與8TH/9TH

- Calm/redirect traffic from Alameda
- Improve crosswalk safety/consider adding scramble
- 紓緩/重新導向來自Alameda的車流量
- 改善行人穿越道安全/考慮增設全向型行人穿越道

7TH & WEBSTER, HARRISON, & ALICE

7TH與WEBSTER，HARRISON與ALICE

- Improve pedestrian safety and calm traffic, consider adding crosswalks
- Safety for seniors going to senior center at Harrison St & 7th St
- 提升行人安全並紓緩交通，考慮增設人行道
- 為前往Harrison St和7th St老年中心的長者提供安全保障

NEXT STEPS

後續行動

OakDOT is in the process of hiring a designer through an RFP. The project scope below is based on the above recommendations and improvements planned for Chinatown as part of other projects.

Design RFP

8th Street & 9th Street
- Crosswalk safety
- Reduce number of car lanes/widen sidewalk
- Study two way conversion
- Street lighting
- Bike lanes
- Transit infrastructure
- Greenery

Webster Street & Harrison Street
- Crosswalk safety
- Reduce number of car lanes/widen sidewalk
- Study two way conversion
- Street lighting
- Greenery

OakDOT正在透過提案邀請書的方式招聘設計師。以下專案範疇是根據上述建議，以及作為其他專案一部分的華埠改善計劃。

設計提案邀請書

8th Street與9th Street
- 行人穿越道安全
- 減少車道數/拓寬人行道
- 研究雙向轉換
- 街道照明
- 自行車專用道
- 交通運輸基礎設施
- 綠化

- Webster Street和Harrison Street
- 行人穿越道安全
- 減少車道數/拓寬人行道
- 研究雙向轉換
- 街道照明
- 綠化

Further study - locations and themes

- Pedestrian improvements to 7th St
- Artistic & playful elements
- Wayfinding/communication
- Maintenance to ensure design changes address accessibility

進一步研究 - 地點與主題

- 7th Street的行人設施改善
- 藝術與遊樂元素
- 導航/溝通
- 維護以確保設計變更解決可及性問題

More maintenance
更多維護

Wayfinding
導航

Artistic/playful elements & greenery
藝術/遊樂元素與綠化

Chinatown Complete Streets Plan
Alternatives Review Package
April 25, 2025

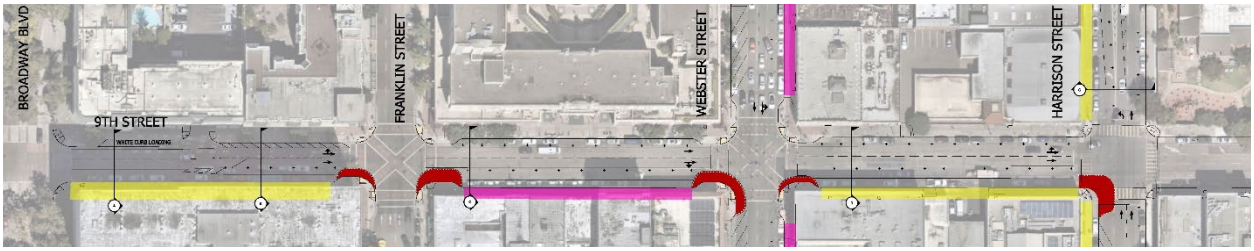
The CCSP project team developed 15% concept designs for two alternatives on the following project corridors:

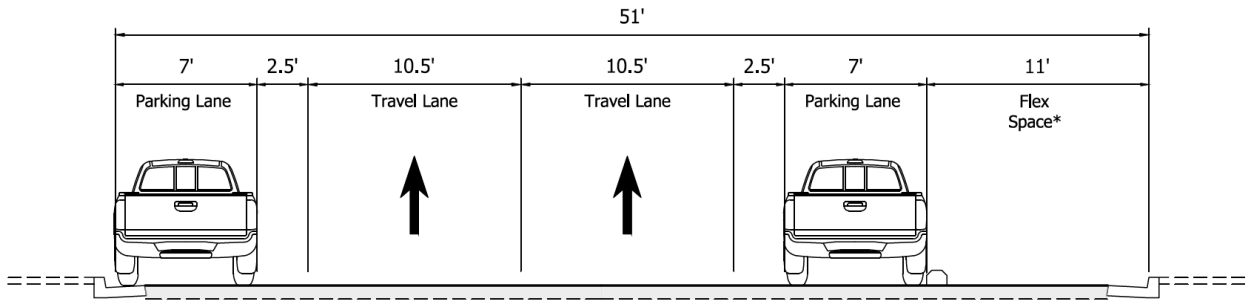
- 9th Street from Castro Street to Fallon Street
- Harrison Street from 6th Street to 14th Street
- Webster Street from 6th Street to 14th Street

The primary objective of both design alternatives is traffic safety and traffic calming. Both alternatives propose:

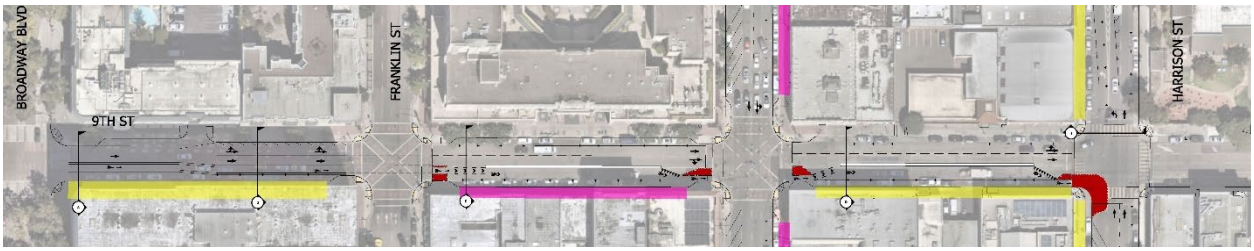
- Lane reductions for nearly the full length of each project corridor
- Minimal impact on traffic delays and queues
- Curb extensions to reduce crossing distances at intersections
- Expanded pedestrian spaces in the form of widened sidewalks and “flex spaces” which pedestrians, businesses, and vendors may use

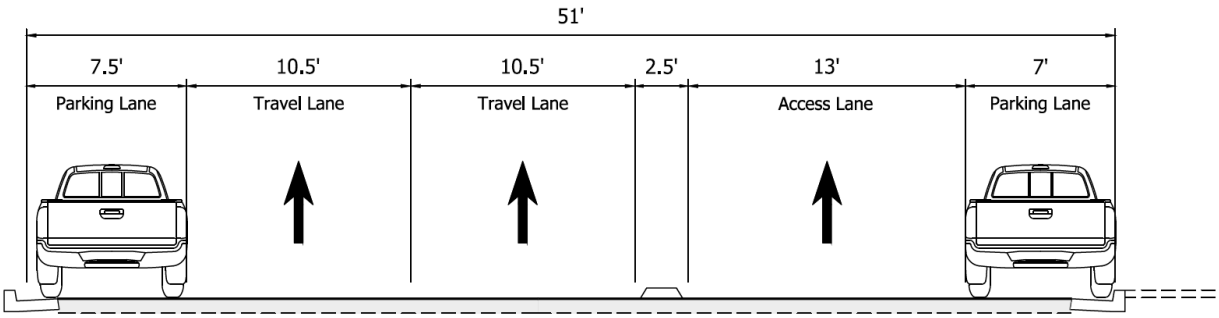
Alternative 1 proposes these expanded pedestrian spaces on 9th Street between Broadway and Harrison Street. An excerpt below shows concepts for Alternative 1. This cross section is a view of 9th Street between Franklin Street and Harrison Street.



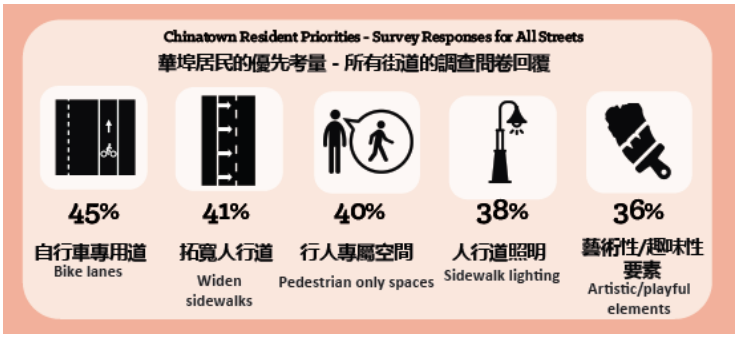


Alternative 2 proposes new bike facilities and separated “Access Lanes” on 9th Street between Broadway and Harrison Street. An excerpt below shows concepts for Alternative 2. This cross section is view of 9th Street between Franklin Street and Harrison Street.





Both alternatives show similar and minimal impacts to both traffic delays, queue lengths, and parking. Alternative 2 provides an extra-wide “access lane” on two blocks for delivery vehicles, residents, and visitors to access the curb for loading purposes without impeding traffic in the two travel lanes.



After public engagement, the project team selected Alternative 1 for further concept development due to considerable resistance against bike facilities in the Chinatown core between Broadway and Harrison Street. Despite support for bike facilities in a needs assessment survey and meetings comparing the two alternatives, many community members and business associations expressed concerns around bicycle facilities in the busiest commercial areas between Broadway and Harrison Street, citing pedestrian safety, especially with seniors and older adults, associations with displacement and gentrification, and perceived conflicts with parking, loading, and traffic congestion, although there were no differences between the two alternatives.

KITTELSON & ASSOCIATES
155 Grand Avenue, Suite 505
Oakland, CA 94612
P 510.839.1742

TECHNICAL MEMORANDUM

June 20, 2025 Project# 230880.014

To: Manuel Corona, Transportation Planner
City of Oakland, Department of Transportation
250 Frank H Ogawa Plaza
Oakland CA 94612

CC: Jane Mei, OakDOT

From: Amy Lopez, Mike Alston, Mingmin Liu, Sam Liu

RE: Oakland Chinatown Complete Streets Design – Traffic and Parking Analysis

Introduction and Summary

This memorandum provides the traffic operations and parking analysis for the Chinatown Complete Streets Plan (CCSP) 35% roadway design conceptual plans for 9th St between Castro St and Fallon St (1.5 mi.), Webster St between 6th St and 14th St (0.4 mi.), and Harrison St between 6th St and 14th St (0.4 mi.). Within these corridor extents was identified the Chinatown Core: 9th St between Broadway and Harrison St (0.2 mi.), Webster St between 6th St and 11th St (0.25 mi.), and Harrison St between 6th St and 11th St (0.25 mi.).

PROJECT AREA

The roadway improvements to 9th St, Webster St, and Harrison St identified in the CCSP are expected to affect existing conditions for all roadway users. The CCSP roadway improvements are expected to meet community planning objectives to increase pedestrian space and improve pedestrian access and safety through several measures along each corridor.

9th Street

The following intersections along the 9th St are analyzed with the bold ones in the Chinatown core area.

- 9th Street and Martin Luther King Jr Way
- 9th Street and Jefferson Street
- 9th Street and Clay Street
- 9th Street and Washington Street
- **9th Street and Broadway Boulevard**
- **9th Street and Franklin Street**
- **9th Street and Webster Street**
- **9th Street and Harrison Street**
- **9th Street and Alice Street**

- **9th Street and Jackson Street**
- **9th Street and Madison Street**
- **9th Street and Oak Street**
- **9th Street and Fallon Street**

The following community planning objectives would be met along 9th St through the conceptual roadway reconfiguration:

- Widening sidewalks
- Adding paint-and-post or concrete bulbouts at intersections and reducing crosswalk lengths
- Providing more space for vendors and pedestrians along certain sidewalks
- Calming traffic (i.e., reducing vehicle speeds)
- Reducing the number of traffic lanes
- Providing passenger and commercial loading zones where appropriate

In addition, the roadway design changes along 9th St are expected to affect parking, loading, and traffic operations in the following ways:

- In the Chinatown core, street parking would increase by 10 stalls. Outside the core, parking would decrease by 12 stalls, yielding a total decrease of 2 parking stalls along 9th St. Total ADA parking stalls in the Chinatown core would be maintained, and one ADA stall will be added outside the core on the block between Jackson St and Madison St.
- The total length of commercial and passenger loading zone capacity would be maintained in the Chinatown core and outside the core.
- Level of service (LOS) at all intersections along the corridors during weekday AM and PM peak hours is expected to remain at LOS C or better.
- 95th percentile queues at all intersections during weekday AM and PM peak hours would be contained within the available storage along the single-block roadway segment and not spillback to an upstream intersection.

Webster Street

The following intersections along the Webster St are analyzed with the bold ones in the Chinatown core area.

- Webster Street and 14th Street
- Webster Street and 13th Street
- Webster Street and 12th Street
- **Webster Street and 11th Street**
- **Webster Street and 10th Street**
- **Webster Street and 9th Street**
- **Webster Street and 8th Street**
- **Webster Street and 7th Street**

The following community planning objectives would be met along Webster St through the conceptual roadway reconfiguration:

- Widening sidewalks
- Adding paint-and-post or concrete bulbouts at intersections and reducing crosswalk lengths
- Converting certain intersections to pedestrian scrambles
- Providing more space for vendors and pedestrians along certain sidewalks
- Calming traffic (i.e., reducing vehicle speeds)
- Reducing the number of traffic lanes
- Providing passenger and commercial loading zones where appropriate

In addition, the roadway design changes along Webster St are expected to affect parking, loading, and traffic operations in the following ways:

- Street parking in the Chinatown core is expected to increase by 1 stall. Outside the core, the total number of parking stalls would be maintained. Total ADA parking stalls in the Chinatown core and outside the core will be maintained.
- The total length of commercial and passenger loading zone capacity will be unchanged in the Chinatown core and outside the core.
- Level of service (LOS) at all intersections along the corridors during weekday AM and PM peak hours is expected to remain at LOS C or better.
- 95th percentile queues at all intersections during weekday AM and PM peak hours would be contained within the available storage along the single-block roadway segment and not spillback to an upstream intersection.

Harrison Street

The following intersections along the Webster St are analyzed with the bold ones in the Chinatown core area.

- Harrison Street and 14th Street
- Harrison Street and 13th Street
- Harrison Street and 12th Street
- Harrison Street and 11th Street
- **Harrison Street and 10th Street**
- **Harrison Street and 9th Street**
- **Harrison Street and 8th Street**

The following community planning objectives would be met along Harrison St through the conceptual roadway reconfiguration:

- Adding paint-and-post or concrete bulbouts at intersections and reducing crosswalk lengths
- Converting certain intersections to pedestrian scrambles
- Calming traffic (i.e., reducing vehicle speeds)
- Reducing the number of traffic lanes
- Providing passenger and commercial loading zones where appropriate

In addition, the roadway improvements along Harrison St are expected to affect parking, loading, and traffic operations in the following ways:

- Street parking in the Chinatown core would increase by 15 stalls. Outside the core, the total number of standard parking stalls would be maintained. Total ADA parking stalls in the Chinatown core and outside the core would be maintained.
- The total length of commercial loading zone capacity would be maintained in the Chinatown core and outside the core.
- The total length of passenger loading zone capacity in the Chinatown core would decrease by 12 feet between 8th St and 9th St.; however, the remaining area would still accommodate a passenger vehicle within the newly provided angled parking. Additionally, the total 12-minute loading zone length would increase by 23 feet in the core. Outside the core, passenger loading zone capacity would be maintained.
- Level of service (LOS) at all intersections along the corridors during weekday AM and PM peak hours is expected to remain at LOS C or better.
- 95th percentile queues at all intersections during weekday AM and PM peak hours would be contained within the available storage along the single-block roadway segment and not spillback to an upstream intersection, except on Harrison St at the 11th St and 12th St intersections. 95th percentile queues at these two intersections would be expected sometimes to extend beyond the upstream intersection during peak hours, which typically does not occur under existing conditions. This queue spillback is not expected to be a recurring condition throughout the day.
- AC Transit Routes 19 and 20 run along Harrison St, and travel times during peak hours would be affected by queues at the 11th St and 12th St intersections. However, average delay at both intersections is expected to be similar to existing conditions, and queues are expected to dissipate effectively since signal timing along the corridor would be updated to coincide with the corridor improvements.

Traffic Operations Analysis

To ascertain the existing traffic conditions and proposed design impacts, traffic operations were evaluated at all study intersections. Average travel delay and level of service (LOS) were determined for each intersection for the following scenarios:

- Existing Conditions
  - Midweek AM Peak Hour
  - Midweek PM Peak Hour
- Proposed design Conditions
  - Midweek AM Peak Hour
  - Midweek PM Peak Hour

The traffic volumes analyzed were based on multimodal intersection turning movement volumes collected at all study intersections on Tuesday, September 10, 2024, between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. The collected data are provided in Appendix 1.

LOS describes the operating conditions experienced by users of a facility. LOS is a qualitative measure of the effect of several factors, including speed and travel time, traffic interruptions, freedom to maneuver, driving comfort, and convenience. Levels of service are designated "A" through "F" from best to worst, which cover the entire range of traffic operations that might occur. LOS "A" through "E" generally represent traffic volumes at less than roadway capacity, while LOS "F" represents locations over capacity and/or experiencing significant delays. These conditions are generally described in Table 1.

Intersection operations were evaluated using the *Highway Capacity Manual (HCM),* 7th Edition methodology as implemented by PTV Vistro 2024 software. The HCM 7th Edition procedure calculates a volume weighted average delay in seconds per vehicle for each movement at a signalized and all-way stop-controlled intersection and assigns an LOS designation based on the delay. LOS for a two-way stop-controlled intersection is based on the average vehicle delay for the worst movement at the intersection. LOS, delay and Volume to capacity ratio for each study intersection are provided in tables for each corridor. 95th percentile queues were analyzed, and key results are discussed after the tables for each corridor.

Table 1. Intersection Level of Service Definitions

LOS	Description of Traffic Conditions	Average Delay per Vehicle (Seconds)	
		Signalized Intersection	Unsignalized Intersection
A	LOS A represents free-flow travel with excellent levels of comfort and convenience and the freedom to maneuver.	≤10.0	≤10.0
B	LOS B has stable operating conditions, but the presence of other road users causes a noticeable, though slight, reduction in comfort, convenience, and maneuvering freedom.	>10.0 and ≤20.0	>10.0 and ≤15.0
C	LOS C has stable operating conditions, but the operation of individual users is substantially affected by the interaction with others in the traffic stream.	>20.0 and ≤35.0	>15.0 and ≤25.0
D	LOS D represents high-density, but stable flow. Users experience severe restriction in speed and freedom to maneuver, with poor levels of comfort and convenience.	>35.0 and ≤55.0	>25.0 and ≤35.0
E	LOS E represents operating conditions at or near capacity. Speeds are reduced to a low but relatively uniform value. Freedom to maneuver is difficult with users experiencing frustration and poor comfort and convenience. Unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions.	>55.0 and ≤80.0	>35.0 and ≤50.0
F	LOS F is used to define forced or breakdown conditions. This condition exists wherever the volume of traffic exceeds the capacity of the roadway. Long queues can form behind these bottleneck points with queued traffic traveling in a stop-and-go fashion.	>80.0	>50.0

Source: *Highway Capacity Manual,* Transportation Research Board, Washington, D.C., 2022.

9TH STREET

The existing and proposed traffic operations results during the weekday AM PM peak hours are shown in and Table 2 and

Table 3, respectively. All intersections for existing and proposed design conditions operate at LOS C or better, and 95th percentile queues would be maintained within the storage areas. Vistro analysis reports documenting these findings can be found in Appendix 2 and the existing and proposed lane geometry are in Appendix 3.

Table 2. Weekday AM Peak Hour Operations Results, Existing vs. Proposed

#	Intersection	Existing			Proposed			Change in Delay
		V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	(s)
1	9th Street and Martin Luther King Jr Way	0.01	12	B	0.01	12	B	0
2	9th Street and Jefferson Street	0.06	9	A	0.09	10	A	1
3	9th Street and Clay Street	0.09	10	A	0.12	13	B	3
4	9th Street and Washington Street	0.08	9	A	0.08	9	A	0
5	9th Street and Broadway Boulevard	0.21	12	B	0.21	14	B	2
6	9th Street and Franklin Street	0.13	23	C	0.14	21	C	-2
7	9th Street and Webster Street	0.16	19	B	0.20	20	B	1
8	9th Street and Harrison Street	0.17	10	A	0.24	26	C	16
9	9th Street and Alice Street	0.17	8	A	0.17	8	A	0
10	9th Street and Jackson Street	0.29	12	B	0.32	12	B	-1
11	9th Street and Madison Street	0.32	11	B	0.33	11	B	1
12	9th Street and Oak Street	0.33	15	B	0.35	12	B	-3
13	9th Street and Fallon Street	0.16	8	A	0.16	8	A	0

Source: Kittelson & Associates, Inc., 2025
Notes: V/C = volume to capacity ratio; Delay is presented in seconds; LOS = level of service; V/C for TWSC intersection and AWSC intersection is taken from movement with highest delay value.

Table 3. Weekday PM Peak Hour Operations Results, Existing vs. Proposed

#	Intersection	Existing			Proposed			Change in Delay
		V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	(s)
1	9th Street and Martin Luther King Jr Way	0.01	13	B	0.01	13	B	0
2	9th Street and Jefferson Street	0.09	9	A	0.12	10	A	1
3	9th Street and Clay Street	0.14	10	A	0.18	13	B	3
4	9th Street and Washington Street	0.14	10	B	0.14	10	B	0
5	9th Street and Broadway Boulevard	0.26	13	B	0.26	14	B	2
6	9th Street and Franklin Street	0.12	23	C	0.13	21	C	-1
7	9th Street and Webster Street	0.23	20	B	0.30	22	C	2
8	9th Street and Harrison Street	0.24	11	B	0.33	31	C	20
9	9th Street and Alice Street	0.31	9	A	0.31	9	A	0
10	9th Street and Jackson Street	0.31	13	B	0.35	13	B	1
11	9th Street and Madison Street	0.31	14	B	0.33	14	B	0
12	9th Street and Oak Street	0.25	13	B	0.27	11	B	-2
13	9th Street and Fallon Street	0.19	8	A	0.19	9	A	1

Source: Kittelson & Associates, Inc., 2025
Notes: V/C = volume to capacity ratio; Delay is presented in seconds; LOS = level of service; V/C for TWSC intersection and AWSC intersection is taken from movement with highest delay value.

WEBSTER STREET

The existing and proposed traffic operations results during the weekday AM and PM peak hours are shown in Table 4 and Table 5, respectively. All intersections for existing and proposed design conditions operate at LOS C or better, and 95th percentile queues would be maintained within the storage areas. Vistro analysis reports documenting these findings can be found in Appendix 2 and the existing and proposed lane geometry are in Appendix 3.

Table 4. Weekday AM Peak Hour Operations Results, Existing vs. Proposed

#	Intersection	Existing			Proposed			Change in Delay
		V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	(s)
14	Webster Street and 14th Street	0.19	15	B	0.28	13	B	-2
15	Webster Street and 13th Street	0.15	8	B	0.19	11	B	3
16	Webster Street and 12th Street	0.24	18	A	0.24	9	A	-10
17	Webster Street and 11th Street	0.20	11	B	0.23	13	B	3
18	Webster Street and 10th Street	0.16	7	A	0.18	21	C	14
7	Webster Street and 9th Street	0.16	13	B	0.20	20	B	7
19	Webster Street and 8th Street	0.26	13	C	0.30	28	C	15
20	Webster Street and 7th Street	0.44	9	B	0.44	13	B	4

Source: Kittelson & Associates, Inc., 2025
Notes: V/C = volume to capacity ratio; Delay is presented in seconds; LOS = level of service; V/C for TWSC intersection and AWSC intersection is taken from movement with highest delay value.

Table 5. Weekday PM Peak Hour Operations Results, Existing vs. Proposed

#	Intersection	Existing			Proposed			Change in Delay
		V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	(s)
14	Webster Street and 14th Street	0.01	13	B	0.01	15	B	2
15	Webster Street and 13th Street	0.09	8	A	0.12	13	A	4
16	Webster Street and 12th Street	0.14	21	A	0.18	16	B	-5
17	Webster Street and 11th Street	0.14	11	B	0.14	17	B	6
18	Webster Street and 10th Street	0.26	12	B	0.26	22	B	11
7	Webster Street and 9th Street	0.12	16	C	0.13	22	C	6
19	Webster Street and 8th Street	0.23	16	B	0.30	28	C	12
20	Webster Street and 7th Street	0.24	10	B	0.33	16	C	7

Source: Kittelson & Associates, Inc., 2025
Notes: V/C = volume to capacity ratio; Delay is presented in seconds; LOS = level of service; V/C for TWSC intersection and AWSC intersection is taken from movement with highest delay value.

HARRISON STREET

The existing and proposed traffic operations results during the weekday AM and PM peak hours are shown in Table 6 and Table 7, respectively. All intersections for existing and proposed design conditions operate at LOS C or better. 95th percentile queues would be maintained within the storage areas except the northbound left turn at 11th St and 12th St during both peak hours. Vistro analysis reports documenting these findings are in Appendix 2. Existing and proposed lane geometries are in Appendix 3.

- The storage length for northbound left-turn queues at 12th St are about 200 ft. In the proposed condition, the 95th percentile queue length is about 260 ft in the weekday AM and 275 ft in the weekday PM peak hours. The queues in the existing condition are 120 ft in the weekday AM and 120 ft in the weekday PM peak hours.
- The storage length for northbound left-turn queues at 11th St are about 200 ft. In the proposed condition, the 95th percentile queue length is about 300 ft in the weekday AM and 460 ft in the weekday PM peak hours. The queues in the existing condition are 170 ft in the weekday AM and 200 ft in the weekday PM peak hours.

Table 6: Weekday AM Peak Hour Operations Results, Existing vs. Proposed

#	Intersection	Existing			Proposed			Change in Delay
		V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	(s)
22	Harrison Street and 14th Street	0.33	28	B	0.61	16	B	-12
23	Harrison Street and 13th Street	0.17	13	B	0.30	17	B	4
24	Harrison Street and 12th Street	0.42	14	B	0.60	19	B	5
25	Harrison Street and 11th Street	0.32	17	B	0.50	24	C	7
26	Harrison Street and 10th Street	0.34	16	B	0.50	14	B	-2
8	Harrison Street and 9th Street	0.17	16	A	0.24	26	C	10
27	Harrison Street and 8th Street	0.33	16	B	0.45	35	C	19

Source: Kittelson & Associates, Inc., 2025
Notes: V/C = volume to capacity ratio; Delay is presented in seconds; LOS = level of service; V/C for TWSC intersection and AWSC intersection is taken from movement with highest delay value.

Table 7. Weekday PM Peak Hour Operations Results, Existing vs. Proposed

#	Intersection	Existing			Proposed			Change in Delay
		V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	(s)
22	Harrison Street and 14th Street	0.30	27	B	0.53	15	B	-12
23	Harrison Street and 13th Street	0.18	16	B	0.32	16	B	0
24	Harrison Street and 12th Street	0.41	17	B	0.60	19	B	2
25	Harrison Street and 11th Street	0.45	17	C	0.61	33	C	17
26	Harrison Street and 10th Street	0.35	16	B	0.54	14	B	-2
8	Harrison Street and 9th Street	0.24	16	B	0.33	31	C	15
27	Harrison Street and 8th Street	0.29	16	B	0.42	28	C	13

Source: Kittelson & Associates, Inc., 2025
Notes: V/C = volume to capacity ratio; Delay is presented in seconds; LOS = level of service; V/C for TWSC intersection and AWSC intersection is taken from movement with highest delay value.

Parking Adjustments

The conceptual designs aim to maintain or enhance existing parking conditions while proposing several parking adjustments. As shown in Table 8 the overall project results in a net gain of 14 parking stalls. This overall increase is achieved by implementing diagonal parking where feasible and concentrating parking supply within the core of Oakland's Chinatown, where demand is expected to be highest.

Notably, the core area gains 26 parking stalls, driven largely by improvements along Harrison St, which alone sees a net gain of 15 stalls entirely within the core. While 9th St experiences a modest reduction of 2 stalls, this is more than offset by the gains elsewhere. No major parking changes were identified along Webster St with the corridor seeing an increase of 1 stall.

Outside the core, the project results in a net loss of 12 stalls. This reduction reflects a shift in parking strategy, with greater emphasis on enhancing pedestrian and bicycle infrastructure and concentrating parking resources where they are most needed.

Table 8. Net Parking Summary

Corridor	Existing Number of Parking Spaces	Proposed Number of Parking Spaces	Net Change in Parking Spaces
9th Street	**200**	**198**	**-2**
Inside of Core	34	44	10
Outside of Core	166	154	-12
Webster Street	**71**	**72**	**1**
Inside of Core	44	45	1
Outside of Core	27	27	0
Harrison Street	**57**	**72**	**15**
Inside of Core	17	32	15
Outside of Core	40	40	0
Overall Project	**328**	**342**	**14**
Inside of Core	95	121	26
Outside of Core	233	221	-12

Source: Kittelson & Associates, Inc., 2025

Appendix 4 provides a more detailed summary of net parking breakdowns for each corridor.