

Chinatown Complete Streets Plan

SUMMER 2025

PLAN PARTNERS



Oakland Department of
Transportation



East Bay Asian Local
Development Corporation
*Building Healthy, Vibrant, and
Safe Neighborhoods*



Kittelison & Associates



Caltrans

Thank you to the residents, seniors, families, youth, merchants, workers, visitors, community organizations, and other Chinatown community members who worked with us to create safer streets and sidewalks for all.

SPECIAL THANKS

Oakland Asian Cultural Center
Sticky Rice
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Oakland Chinatown Chamber of Commerce
Oakland Chinatown Improvement Council
Oakland Chinatown Coalition
Family Bridges Senior Affordable Housing
Lincoln Elementary School
Shoong Family Chinese Cultural Center

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*Images courtesy of East Bay Asian Local
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1

Introduction

What is the Chinatown Complete Streets Plan?

The Chinatown Complete Streets Plan (CCSP or the Plan) proposes street and sidewalk improvements in Oakland's Chinatown neighborhood. From 2023 to 2025, the Oakland Department of Transportation (OakDOT) and the East Bay Asian Local Development Corporation (EBALDC) as the CCSP engagement consultant, worked closely with residents, seniors, families, youth, merchants, workers, visitors, community organizations, and other Chinatown community members to prioritize streets to start designing transportation improvements.



Chinatown residents on a site walk

Chinatown is an Equity Priority Neighborhood

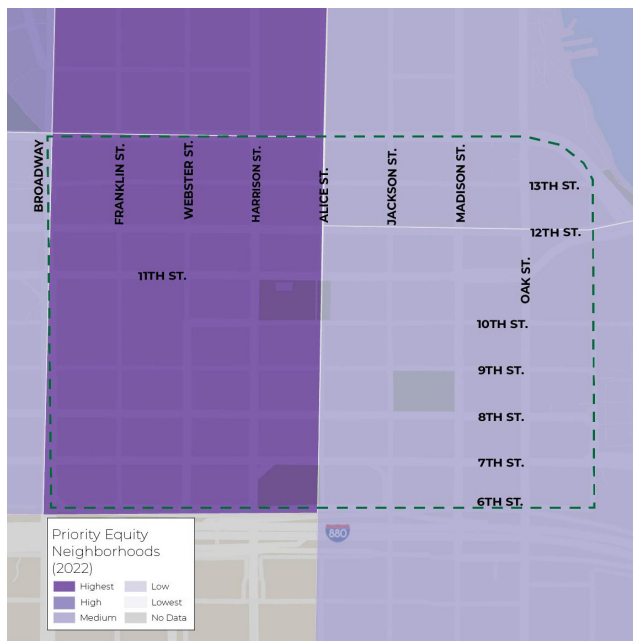
In addition to being a cultural center in Oakland, Chinatown is a neighborhood in need of investment. Multiple measures of inequality identify Census tracts in Chinatown as historically disadvantaged and vulnerable to underinvestment, including:

- OakDOT Geographic Equity Toolbox, City of Oakland
- Equity Priority Communities, Metropolitan Transportation Commission
- CalEnviroScreen 4.0, California Office of Environmental Health Hazard Assessment

Other recent research and infrastructure projects recognize the historical disinvestment and risk of displacement that Chinatown community members face.

The City acknowledges the racist discrimination and exclusion of Chinese residents from other neighborhoods in Oakland. This project hopes to work towards repairing historical wrongs, including freeway and BART public infrastructure projects in the 1950s and 1960s that cut through ethnic enclaves like Oakland's Chinatown.

Read more about the history of Chinatown in Chapter 2 of this Plan.



OakDOT Geographic Equity Toolbox

The OakDOT Geographic Equity Toolbox defines equity as fairness. It uses seven demographic factors from the 2018-2022 American Community Survey, including residents of color and low-income status, to identify Priority Neighborhoods for public infrastructure investment. Much of Chinatown is a “Highest Priority Neighborhood” according to the Geographic Equity Toolbox. These Priority Neighborhoods have a population of color as high as 93%, and as many as half of residents have limited English proficiency, compared to 8.5% citywide. These Priority Neighborhoods also have twice the concentration of people with disabilities and three times the concentration of older adults over 65 than the citywide average.

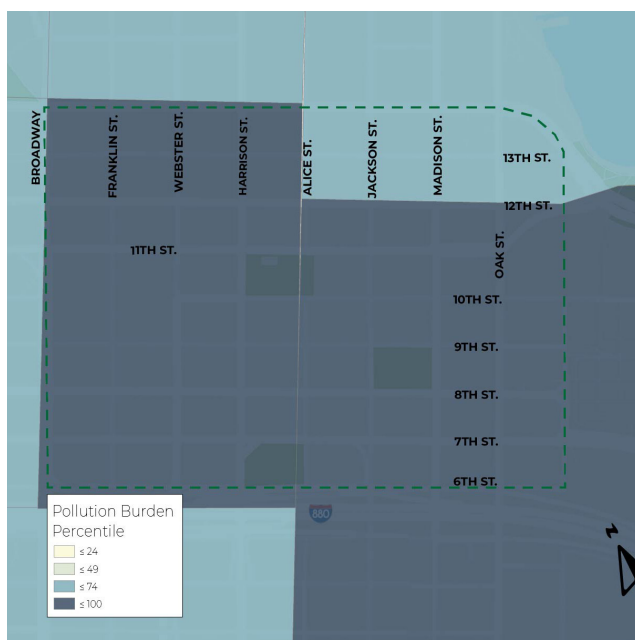
Read more about the OakDOT Geographic Equity Toolbox here: <https://www.oaklandca.gov/resources/oakdot-geographic-equity-toolbox>.



Metropolitan Transportation Commission’s Plan Bay Area 2050 identifies Equity Priority Communities (EPC)

The Metropolitan Transportation Commission’s Plan Bay Area 2050 identifies Equity Priority Communities (EPCs) using a methodology similar to OakDOT’s Equity Toolbox incorporating eight demographic variables from the 2014-2018 American Community Survey. All Census tracts in Oakland Chinatown are considered “Highest Priority” Equity Priority Communities. The CCSP highlights the needs of these communities. Engagement led by EBALDC, and project staff empowers EPC stakeholders by working to implement improvements that directly address needs they express. The scope and design of the Plan aim to create accessible conditions in Chinatown.

Read more about Plan Bay Area and Equity Priority Communities here: <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>.



CalEnviroScreen

CalEnviroScreen 4.0 identifies communities disproportionately vulnerable to health impacts of pollution based on environmental and population health and socioeconomic characteristics. Part of Oakland Chinatown is in the 91st percentile among Census tracts in terms of pollution burden—and almost all of Chinatown is in the top 25% of pollution-burdened communities in California.

Read more about CalEnviroScreen 4.0 here: <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>.

What are Complete Streets?

The Chinatown Complete Streets Plan includes the goal to create safe streets for all Chinatown community members. Oakland's City Council adopted a Complete Streets Policy in 2013 (City Council Resolution No. 84204). Complete Streets are designed and operated so that people of all ages and abilities can travel safely, regardless of the mode of transportation they are using. OakDOT developed the CCSP in close collaboration with all these groups. In particular, the Plan recognizes and responds to the vulnerability of families, people with disabilities, seniors, and transit users in Chinatown.

| | | |
|---------------------------|--|----------|
| Pedestrians | Movers of commercial goods | Seniors |
| Bicyclists | Users and operators of public transportation | Children |
| Persons with disabilities | | Youth |
| Motorists | Emergency responders | Families |

The policy recommends roadway elements to create Complete Streets in a context-sensitive way. These elements include: sidewalks, paths, pedestrian and traffic signals, bicycle lanes, crosswalks, and landscaping, among others. Please see Proposed Projects in Chapter 5 for examples of proposed design elements in the CCSP.

EBALDC's Healthy Neighborhoods Approach

The Chinatown Complete Streets Plan, created in partnership with the East Bay Asian Local Development Corporation, also recognizes the impact of Chinatown's streets on health inequities in the community. EBALDC's Healthy Neighborhoods approach focuses on four core impacts. The CCSP development process, featuring extensive collaboration with residents, community partners, businesses, and government agencies, reflects these priorities in Chinatown in addition to the Complete Streets Policy.

Read more about EBALDC's Healthy Neighborhoods approach here: <https://ebaldc.org/about-us/healthy-neighborhoods>.

1.

Expanding affordable rental housing options

2.

Expanding income and wealth-building opportunities

3.

Increasing resident and community engagement

4.

Supporting strong neighborhood partnership networks



Rendering of a complete street that includes designated space for bicyclist, pedestrians, vehicles and bus lanes

Source: NACTO

How do Complete Streets feel?

Safe

well-lit, clean, easy to navigate

Welcoming

designed for diverse user needs

Engaging

spaces reflect culture through art and community connection

Who creates Complete Streets?

The City provides:

- Roads
- Crosswalks
- Bike Lanes
- Transit Access

But complete streets are more than City infrastructure—they are living, community-driven spaces

Who are Complete Streets for?

In keeping with established Plan Goals, the CCSP is designed to prioritize families, disability accessibility, the elderly, transit users, and patrons. Characteristics of these Chinatown community members include the following:



Elders

Safely access shopping, recreation, services, housing, and cultural institutions, regardless of physical abilities.



Families

Safely access education, shopping, recreation, services, housing, and cultural institutions.

© Oakland Unified School District



Shoppers & Visitors

Shop at local businesses, attend events, visit cultural institutions and tourism destinations.

Bring economic vibrancy and prosperity to legacy businesses.



Businesses & Vendors

Activate streets with commerce, attract foot traffic, and provide affordable and culturally relevant local goods and services to the community.

BY 2.0 – sfbaywalk – Oakland China Town 12-31-12
<https://commons.wikimedia.org/w/index.php?curid=90126940>



Community Organizations & Institutions

Provide specialized in-language services, host cultural activities, organize advocacy efforts, coordinate activities across groups, and support neighborhood development.

Who Stewards Complete Streets?

The City of Oakland is just one of the many actors who play a part in creating a vibrant, healthy Chinatown. There exists a deep legacy of community service, action, and partnership to care for its streets. Infrastructure improvements should be designed with these stewards in mind, to make their roles easier in tending the streets.

OakDOT & Other City Agencies

- Implement major infrastructure improvements.
- Maintain streets, sidewalks, transportation infrastructure, and public spaces.
- Enforce parking, pedestrian laws, and street encroachment regulations.
- Manage street cleaning and street tree maintenance.

Businesses & Vendors

- Privately maintain their storefronts and the sidewalks outside their shops.
- Activate the street by vending or serving patrons outdoors via mobile or permanent outdoor structures.
- Invest in public art, enhanced lighting, and signage.

Community Organizations & Institutions

- Maintain their storefronts and their sidewalks.
- Schools and cultural institutions provide crossing guards and processes for safe child pick-up, drop-off, and recreation.

Neighborhood Ambassadors

- Enhance the City's ability to clean and steward streets and public spaces through enhanced trash management and power-washing.
- Create a sense of safety through regular patrols, relationships with businesses, and connecting people who are experiencing homelessness to services.

Event & Festival Organizers

- Host events to bring visitors and neighbors together, celebrate culture, and share a positive story of the neighborhood with the world.

Volunteers

- Clean and beautify streets, parks, community institutions, and open spaces.
- Enhance safety by accompanying pedestrians to their destinations or vehicles.
- Host cultural activities or support public events.



Plan Goals

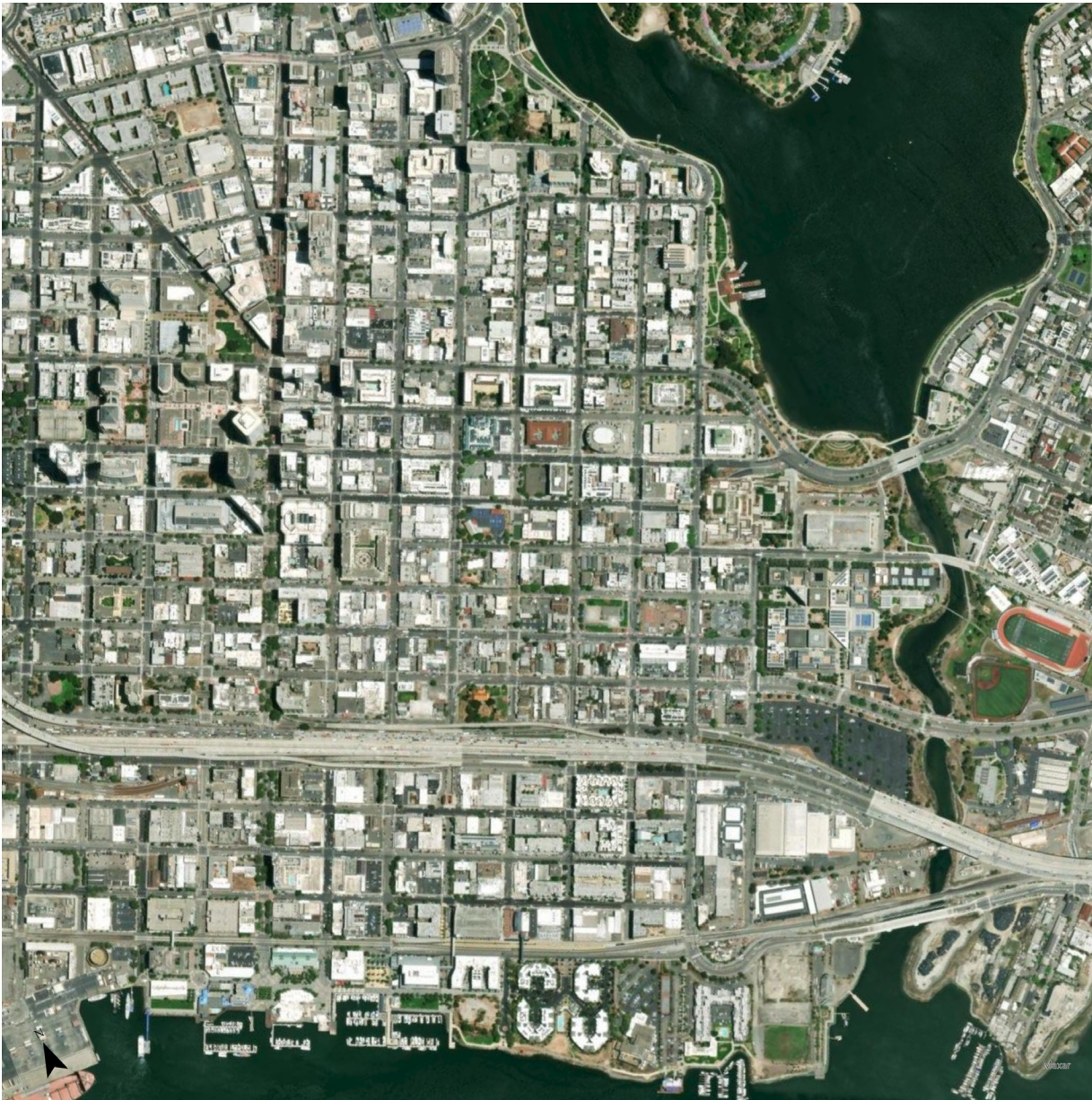
The Chinatown Complete Streets Plan was written in partnership with the Chinatown community, who identified three main goals. OakDOT commits to work towards these community-driven goals in the CCSP.

- Create safe, accessible, and vibrant streets for all users.
- Support local businesses, events, and everyday activities.
- Prioritize families, disability accessibility, the elderly, transit users, and patrons.

Pedestrian scramble in Chinatown, Source: Visit Oakland



2 History

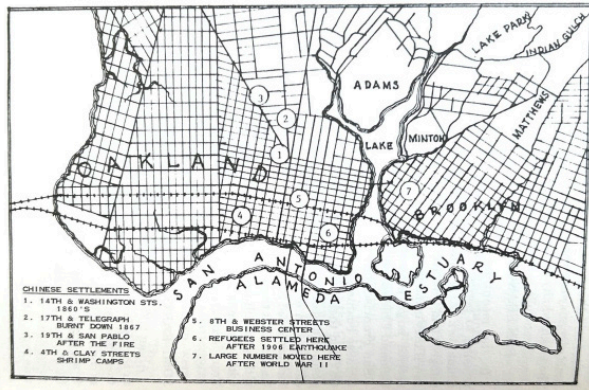


A Picture of Chinatown

Chinatown is a vibrant, bustling neighborhood that is a centerpiece of Oakland's cultural identity. Chinatown is a neighborhood in Downtown Oakland bordered by Broadway, 14th Street, Fallon Street, and Interstate 880 Freeway.

Aerial View of Chinatown in Oakland, Source: Google Maps

History of Chinatown in Oakland



Map of early Chinese immigrant settlements in Oakland from the 1870s. Source: *The Chinese of Oakland -- Unsung Builders*

Chinese immigration to California

In the 1850s, Chinese people immigrated to California to construct the Central Pacific Railroad and to mine for gold. Due to racism and local exclusion laws, immigrants attempted to settle in a few different areas in Oakland before finally locating in current day Chinatown, centered at 8th Street and Webster Street in the 1870s.

The Chinese built the early local lines in California and throughout the western states. Many of these are no longer in existence. In Oakland, there were hundreds of Chinese workers laying tracks and constructing bridges. Oakland's great railroad construction era was in the 1860s.



Typical Scene in Oakland Chinatown, Source: *Oakland's Chinatown*

Population changes

The Chinese Exclusion Act of 1882 restricted the immigration of Chinese laborers in the US and denied them a path to citizenship. Consequently, the Chinese population declined and living conditions worsened as the legislation legitimized housing and employment discrimination.

However, after the 1906 earthquake and fire in San Francisco, around 1,500 people who were displaced settled in Oakland's Chinatown, tripling its population and expanding the extents of the neighborhood.



Chinese American Citizen's Alliance delegation to the 1925 Chicago Convention. Source: *The Chinese of Oakland — Unsung Builders*

Discrimination and organizing

Chinese immigrants worked in canning, cotton mills, explosives, shipyards, farming, laundries, and shrimping. However, anti-Chinese sentiments in Oakland rose with the decline of the California economy in the early 1900s. White workers scapegoated Chinese laborers for the economic depression.

Discriminatory ordinances, modeled after those passed in San Francisco, isolated the Chinese community. Chinese immigrants were targeted through the criminalization of street peddling, closure of Chinese laundries, and prohibition of crowded tenement housing. In 1912, the Chinese American Citizen's Alliance (CACA) opened an Oakland branch. The group's primary objective was lobbying against anti-Chinese legislation.



Official redlining designation map. The area south of Lake Merritt that includes Chinatown was redlined. Source: Home Owners' Loan Corporation (1937)

Redlining

In 1906, a local redlining measure was brought to City Council and Board of Health by Louis Schaffer, former chief of Oakland police. Schaffer requested that the growth of Chinatown be restricted in the interest of "public health and good morals." Later, the 1913 Alien Law made it impossible for Chinese to own land. Throughout the 1920s, restrictive housing codes, zoning ordinances, and neighborhood covenants kept Chinese immigrants within the boundaries of Chinatown.

This map above shows the official redlining designation. Redlining created racially restricted neighborhoods where communities of color were barred from homeownership. Considered undesirable, redlined areas were targeted for urban renewal projects and slum clearance.



Lot where Buddhist Church of Oakland once stood. Source: Chinatown Memory Map

Freeway construction impacts

In the mid-1950s, sections on the western side of the neighborhood below 7th Street were demolished to make way for the construction of I-880. As a result, Chinatown lost over 2,000 low-rent housing units along 6th Street and Castro Street, forcing residents to relocate. A community anchor, the Buddhist Church of Oakland, was also relocated to make space for the freeway.

The highway served as a physical demarcation of redlining and created a barrier between Chinatown and the waterfront. The impacts of the freeway can be felt today as it exposes residents to higher levels of pollution, putting them at risk for respiratory illnesses and other health impacts.



Lake Merritt BART station and BART headquarters building under construction in 1973. Source: Flickr

Further encroachment into Chinatown

Encroachment into Chinatown accelerated in the 1960s in favor of large capital projects like the Webster Tube, which connected Alameda and Oakland, and the Lake Merritt BART station. Oakland Mayor John Houlihan demanded that the Bay Area Rapid Transit District (BART) build its headquarters in Oakland in return for the City's agreement to allow tunneling and/or cut-and-cover construction where practical along City streets.

In 1964, the City sold two square blocks to BART that was bounded by Madison Street, Oak Street, and 7th and 9th Streets (which made up Madison Square Park), displacing hundreds of residents.

The Chinatown Redevelopment Plan and construction of the Oakland Museum and Laney College led to further displacement throughout the decade. In total, over 10,000 residents were pushed out to make way for these projects. Seventy-five homes, an all-girls orphanage, and the Chinese True Sunshine Episcopal Church were destroyed in the process.



Photo collage of client, staff, nutritional program, senior service, and cultural programs at the Oakland Chinese Community Council. Source: *The Chinese of Oakland—Unsung Builders*

Community development and organizing

Changes in immigration law in the 1960s lifted previous restrictions and ushered in a renaissance in Chinatown. Many community organizations like the Oakland Chinese Community Council sprung up to provide social services, bring people together, and support new immigrants and seniors. These organizations played an influential role in the redevelopment efforts of the 1970s and 1980s.

In 1981, the East Bay Asian Local Development Corporation (EBALDC) developed the Asian Resource Center, which became a hub of community and social services in Chinatown.



Volunteer ambassadors who took shifts to help pickup trash, offer food and water to unhoused folks in the neighborhood in Chinatown. Source: *Asian Pacific Environmental Network*

Anti-Asian violence during the pandemic

During and after the 2020 COVID-19 pandemic, Chinatown experienced an increase in incidences of violence, particularly targeted at elder Asian individuals. Such events created an unsafe environment, making individuals fearful of being in public spaces alone. Many of these assaults were fueled by President Trump's use of racist terms when referring to the spread of the COVID-19.

In response, community organizations like the Oakland Chinatown Coalition organized volunteers to assist community members with daily activities, hosted bystander intervention trainings, and held a safety education workshop series to help bridge cultural divides and foster intergenerational connections.

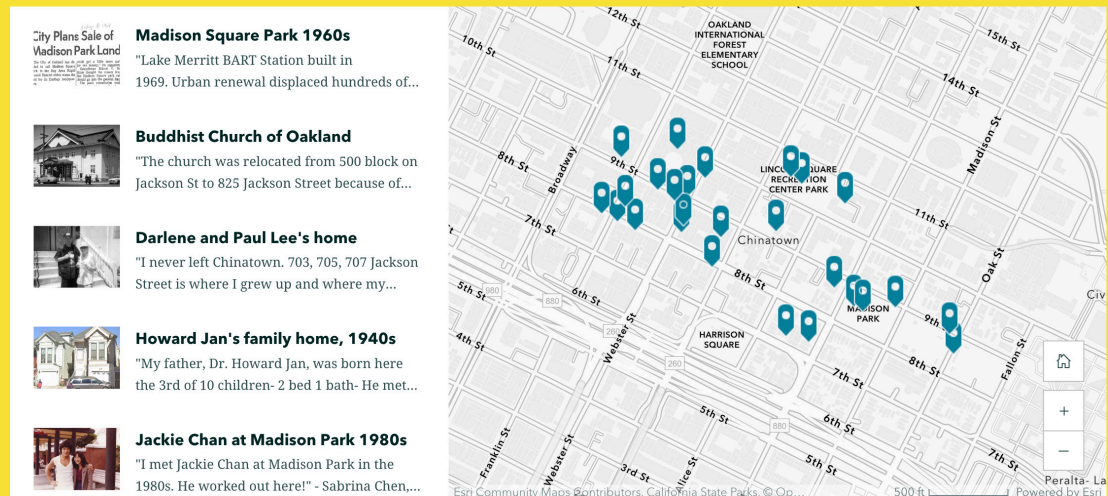
The Oakland Asian Cultural Center (OACC) is one of many groups working to preserve and celebrate the histories of Oakland Chinatown. Other efforts include walking tours hosted by the Oakland Chinatown Coalition, or street festivals like the Lunar New Year celebration hosted by the Oakland Chinatown Improvement Council. Other institutions like the Asian Health Services and the Asian Pacific Environmental Network work to resist displacement pressures and preserve resources and the existing cultural fabric for Chinatown residents.

The Memory Map pictured to the right is part of the Oakland Chinatown Oral History Project, a project of the Oakland Asian Cultural Center. It documents primary research in the form of photographs, interviews, and other stories of Chinatown and its 150-year history.

Oakland Chinatown Oral History Project

A Memory Map of Chinatown

This is an excerpt adapted from the Oakland Chinatown Oral History Project, a project of the Oakland Asian Cultural Center.



Oakland Chinatown is over 150 years old with generations of Asian and Pacific Islander immigrants calling this place home. Throughout its history, residents have constantly been threatened by displacement yet have remained mostly resilient with the community's long history of advocacy. It's full of stories about the neighborhood as a communal place of refuge, innovation, and deep cultural vibrancy.

A digital memory map grounds the Oakland Chinatown Oral History Project's crowd-sourced collection with a focus on people's stories about community places. With its roots in Oakland Chinatown, the project also spans beyond the neighborhood to AAPI communities throughout Oakland, East Bay, and Bay Area.

Visit the Memory Map at chinatownmemories.org/memory-map.



3

Existing Conditions

Oakland Chinatown

Oakland Chinatown covers 64 blocks or about 0.25 square miles in central Oakland, nestled between Lake Merritt, the Interstate 880 Freeway, and Downtown Oakland. This Plan covers the area bounded by Broadway, 14th Street, Fallon Street, and 6th Street. Some plans covering Chinatown exclude the area north of 12th Street and the Oakland Museum of California on Oak Street. However, analysis and recommendations in this Plan extend north to 14th Street.

Chinatown is a dense residential area that also has a high concentration of retail and commercial activity. One-way, multi-lane street patterns create wide streets with fast moving traffic that are imposing for those walking or biking. Double parking and loading in the street are the norm, which creates issues for pedestrian visibility and conflicts with people biking. There are opportunities for improvements to address long standing safety issues.

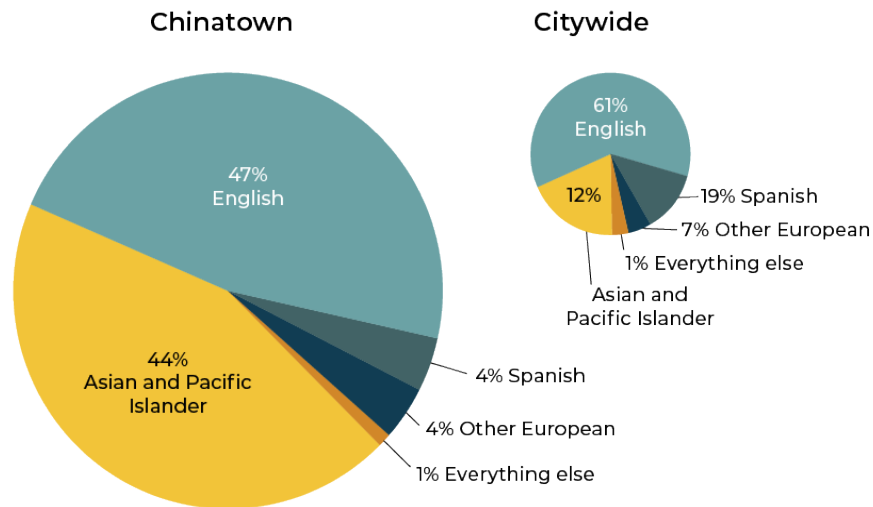


Demographics

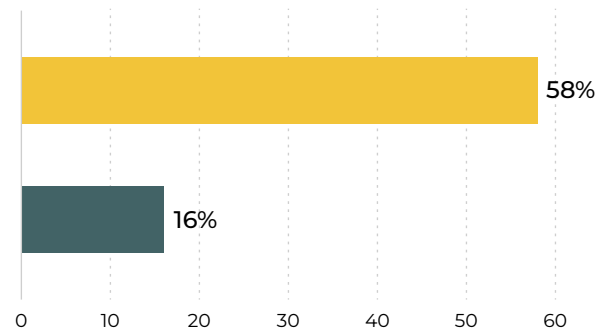
Oakland Chinatown is a community of over 7,000 residents and thousands more daily visitors and workers. The neighborhood has twice the density of residents compared to the City as a whole. A tourism non-profit Visit Oakland describes the community as a “Working Chinatown”, without many tourists but full of residents working, shopping, and dining in the area. As more residential developments are built in this part of Oakland, including a Transit-Oriented Development site at the Lake Merritt BART Station, Chinatown’s population is likely to increase.

More than half of residents are foreign-born, and nearly two-thirds self-identified as Asian, compared to just one in six citywide. Almost half as many households primarily speak an Asian or Pacific Islander language, especially Chinese. Non-English households are the majority in Chinatown. Two thirds of residents are 65 or older, many of which struggle with mobility, language, and economic disadvantages.

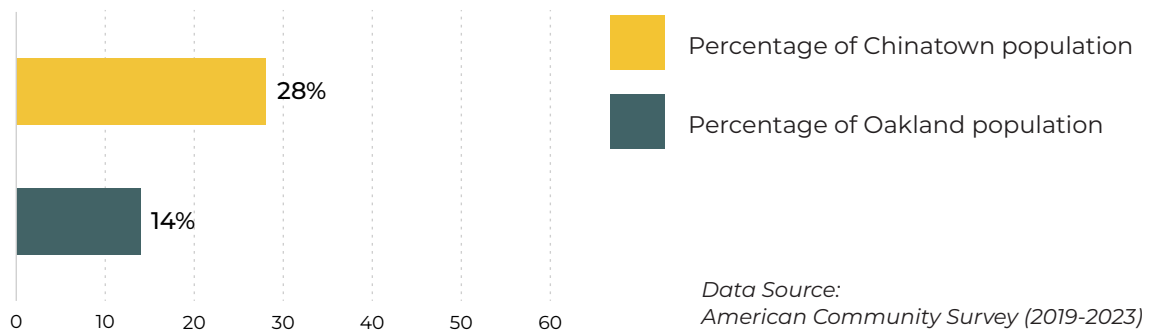
An OakDOT Chinatown Circulation Study performed by University of California, Berkeley students in 2021 recommends that transportation improvements should recognize the unique characteristics of the Chinatown community. Streetscape projects should be accompanied by culturally appropriate elements, such as signage posted in common languages. They should also accommodate the mobility needs of seniors, residents with disabilities, and other vulnerable groups.



Residents who identify as Asian



Residents 65 and older



Chinatown Communities

Oakland Chinatown is a dense and mixed neighborhood, with many types of communities sharing the quarter of a square mile.

Businesses



Merchant outside Big Dish

As a bustling commercial district, Oakland Chinatown is a popular destination for dining, shopping, services, and more. The Oakland Chinatown Chamber of Commerce reports more than three-hundred-member businesses, who are a vocal and engaged part of the Chinatown community.

Informal vending



Informal vending in Chinatown

Grocery stores and other businesses often spill out onto the wide sidewalks in this neighborhood. Additionally, informal vendors often sell fruits and vegetables, plants, clothes, or other goods on the sidewalk, leading to congestion as pedestrians browse in the remaining sidewalk space.

Families and children



Families drawing on the street

Children are a common sight on Chinatown streets. Lincoln Elementary and the Yuk Yau Preschool are Oakland Unified School District schools that serve students in the neighborhood and beyond. These two schools and the neighboring Lincoln Park cover more than two full city blocks at the heart of Chinatown. Additionally, private schools or and extracurricular programs, such as the Shoong Family Chinese Cultural Center, have a significant presence.



Senior tabling at Tactical Urbanism Demonstration

Seniors

More than a quarter of Chinatown residents are seniors 65 or older, double the citywide proportion. Many facilities in Chinatown, including the Hong Fook Center, are geared towards senior housing, programming, health care, and other services. Seniors are a significant part of the Chinatown community. Many have mobility concerns, and a majority travel by walking or on transit.



Chinese dragon Dance during night market

Cultural Events

Public cultural events are popular for Chinatown residents and visitors alike. Many events, such as the first Chinatown Night Market in 2024, close streets to automobiles and allow visitors to wander between vendor stalls and businesses.

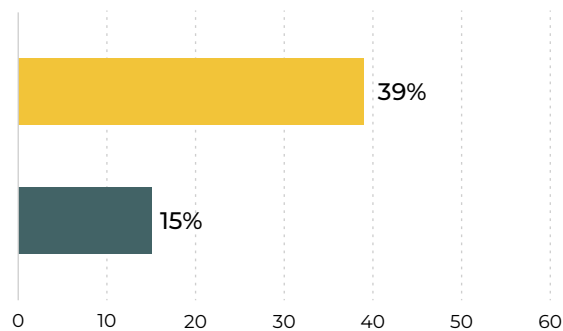
How People Travel in Chinatown

Chinatown residents are especially reliant on public transit, walking, and biking. American Community Survey data reveals that Chinatown residents are twice as likely to commute using modes other than driving, and nearly three times as likely to not have access to a car. However, Chinatown community members experience more crashes than other parts of Oakland, where cars struck and injured more than 10 people per 1,000 residents, compared to less than five people per 1,000 residents in Oakland as a whole.

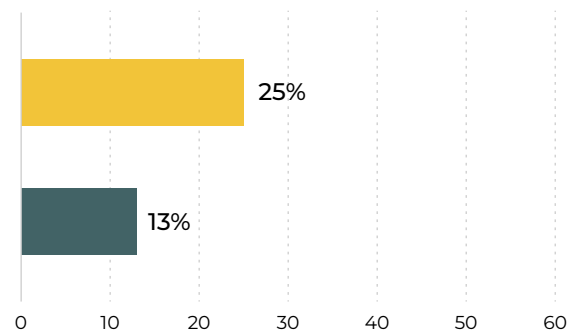
Unfortunately, Chinatown is also home to the highest concentration of pedestrian and bicycle crashes in Oakland. This is an equity issue, as Asian Americans in Oakland are three and a half times more likely to be killed while walking than white Oaklanders. While other major transportation, land use development, and long-range planning projects intersect with Chinatown, this is the first plan since 2004 to document the specific needs of Chinatown residents.

Chinatown is also one of the most transit-dependent neighborhoods in Oakland. Compared to Oaklanders citywide, Chinatown residents in the project are more likely to walk, bike, or take public transit than drive a car. According to the 2019-2023 American Community Survey, nearly two in five Chinatown households do not have access to a vehicle, compared to a citywide average of 15%.

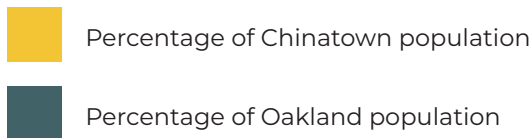
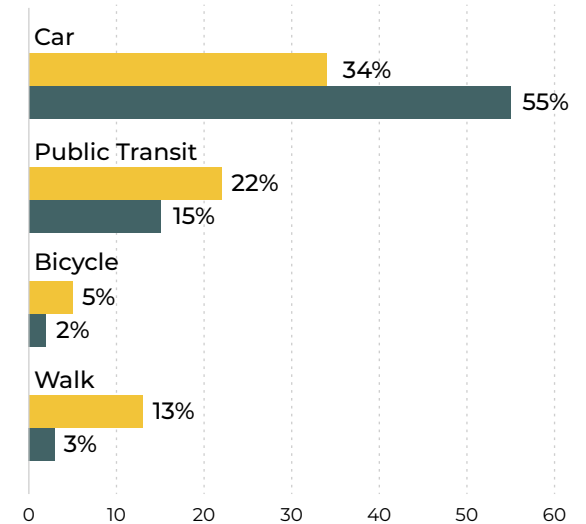
Households who don't have access to a car



Households in poverty



Commute mode



Data Source:
American Community Survey (2019-2023)

High Injury Network in Chinatown

Despite making up just six percent of Oakland Streets, Chinatown is the site of more than 60% of the city's severe and fatal crashes. Half of Chinatown Streets are on Oakland's 2024 High Injury Network, which have the highest density of severe crashes. Read more about the 2024 Oakland High Injury Network here: www.oaklandca.gov/resources/high-injury-network-2024.

The High Injury Network includes Webster Street and Harrison Street, which community members selected for re-design in the Chinatown Complete Streets Plan. Within Chinatown, the most injury crashes occurred at Harrison Street and 12th Street, where more than 50 people were injured in the past decade. On Harrison Street within Chinatown, more than 150 people were injured in the past decade.

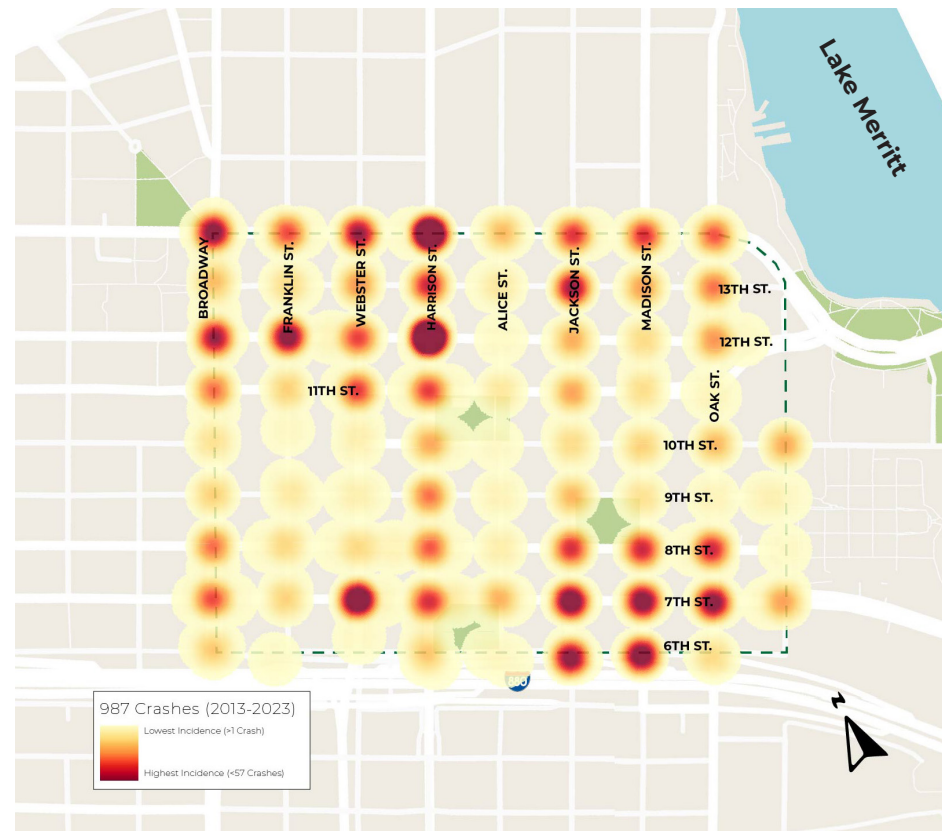
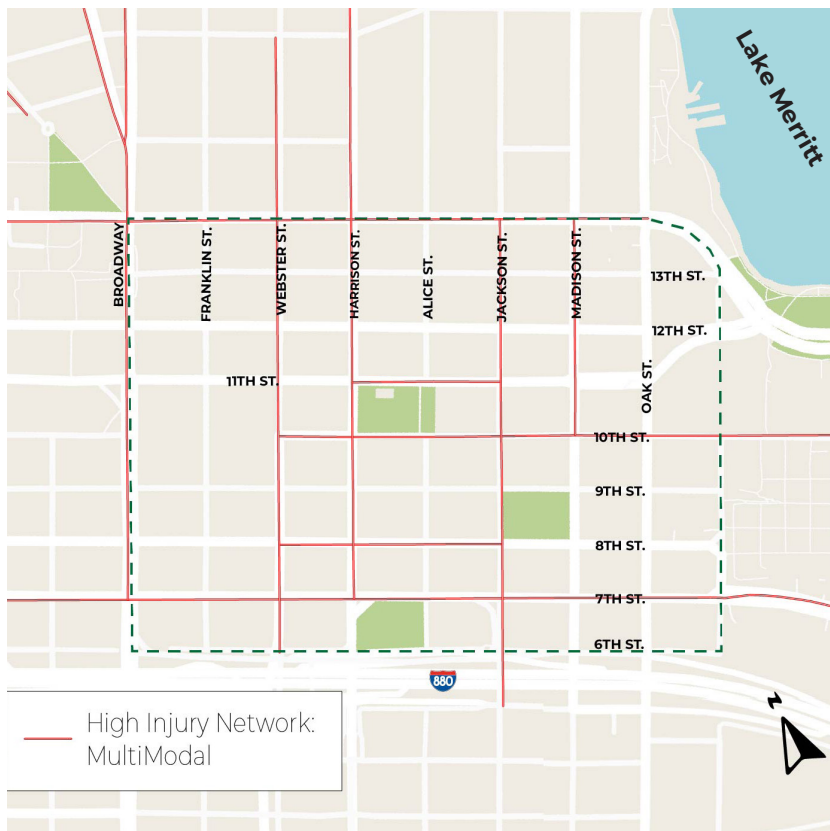
Top 3 intersections for injury collisions in Chinatown (2013-2023):

Harrison Street and 12th Street: 51 crashes

Harrison Street and 14th Street: 41 crashes

Webster Street and 7th Street: 34 crashes

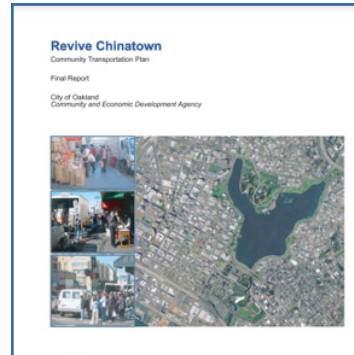
Source: California Highway Patrol Statewide Integrated Traffic Records System (SWITRS), 2013-2023



How the City is Responding

As part of the planning process, the project team did a review and analysis of previous planning efforts of the last 20 years. In addition, OakDOT looked at projects already in development or in construction to help inform where the improvements could bring the most benefit.

Other plans referenced include the Caltrans District 4 Bike Plan (2018) which identifies Webster Street in the CCSP as part of District 4's regional bikeway network. Additionally, circulation studies were completed in 2009 and 2018 to propose study areas and one-way circulation changes in the Chinatown neighborhood.



Revive Chinatown
Community Transportation
Plan - September 2004



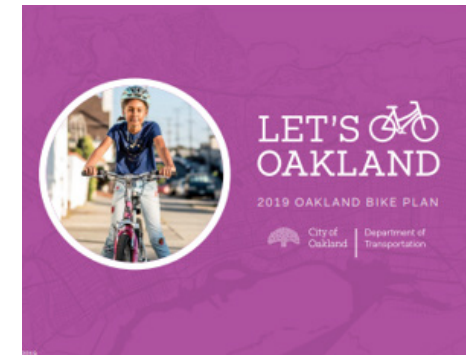
Lake Merritt BART Station
Access Plan - November
2004



Lake Merritt Station Area
Plan - December 2014

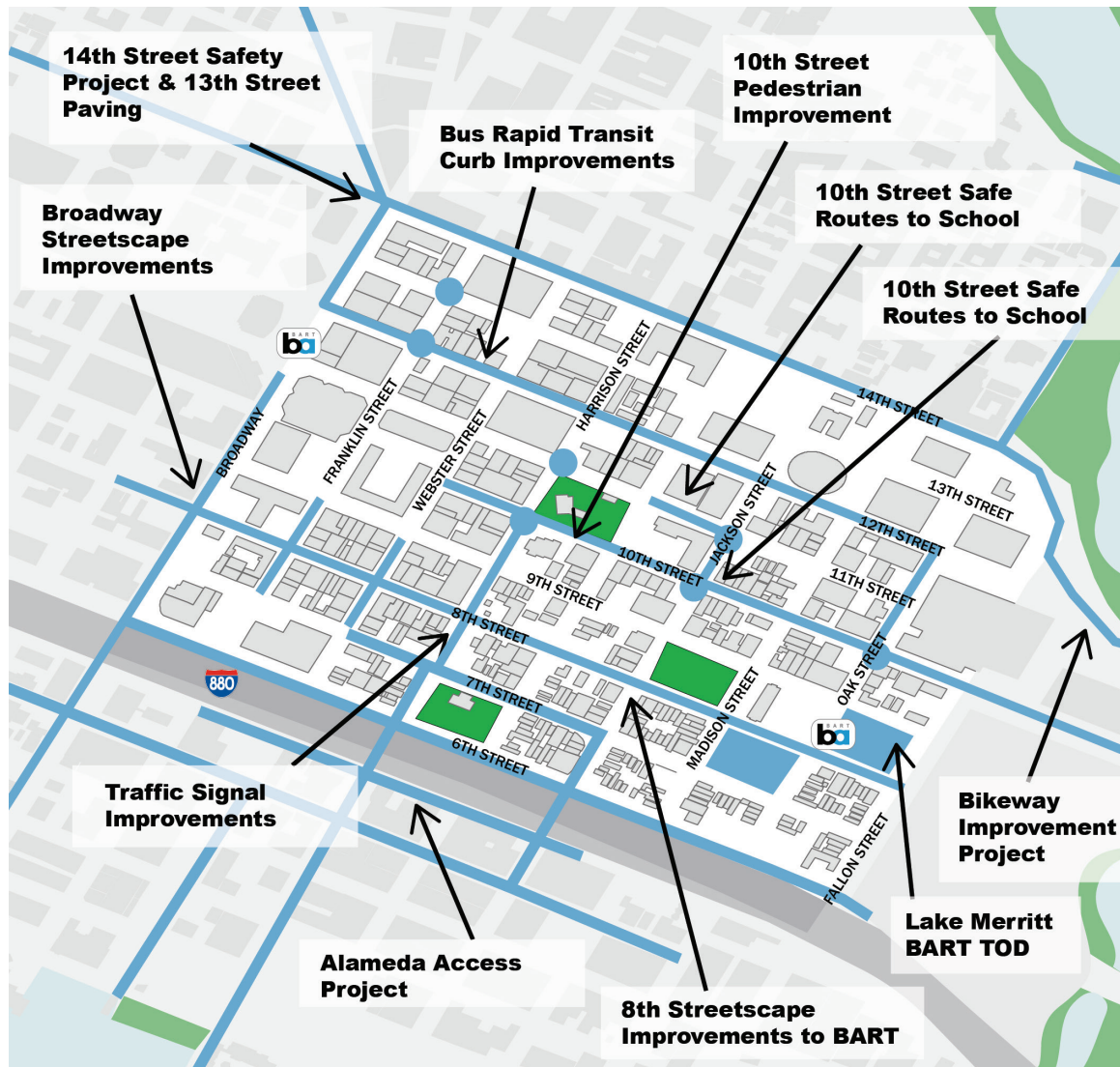


Oakland Pedestrian Plan Update
"Oakland Walks!" - November 2017



Oakland Bike Plan "Let's Bike
Oakland" - July 2019

Recent Projects





4

Community Engagement



660

COMMUNITY MEMBERS
ENGAGED



8

COMMUNITY ORGANIZATIONS
ENGAGED



8

TAC MEETINGS



2

FOCUS GROUPS



307

SURVEY RESPONSES



61

MERCHANTS
ENGAGED



5

TABLING AT COMMUNITY
EVENTS



12

COMMUNITY
PRESENTATIONS

Engagement Types

- **Technical Advisory Committee (TAC)**
- **2 Public Surveys**
- **Public Sitewalk**
- **Presenting at Community Meetings**
- **Tabling at Community Events**
- **Tactical Urbanism Demonstration**
- **Hands on Visions Activities**
- **Focus Groups**
- **Door-to-door Business Canvassing**
- **Open House**
- **Social Media and Newsletter Campaign**

Goals and Approach

OakDOT worked with The East Bay Asian Local Development Corporation (EBALDC) to engage residents and stakeholders for the Chinatown Complete Streets Plan. For this plan, EBALDC developed an engagement plan honoring past planning processes to minimize engagement fatigue in Chinatown and focused on Community Based Participatory Research principals in engagement, communication pieces, informational access, reporting back, and resourcing participation so that community members do not feel taken advantage of. The Plan includes working closely and consistently with our Chinatown partners to communicate about the content of Plan deliverables and decisions. The project team recruited and provided financial stipends to a small group of individual neighborhood residents to consistently participate in review of materials and decisions related to the Plan. Traditional communication materials were supplemented with short informal videos and social media friendly content to engage a wider audience.

Technical Advisory Committee (TAC)

TAC Priorities

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 were identified and selected because they either represented or were connected to different demographic groups and have deep experience in Chinatown: longtime residents, seniors, youth, merchants, Chinese speaking, formerly homeless, transit riders, drivers, pedestrians, bicyclists, and other groups. Each TAC member was offered a stipend for their time and commitment to the Plan.

The group has met a total of eight times throughout the two-year long 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.

Through the first three TAC meeting, the group 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 members voted to select focus corridors. Based on these votes and meeting discussion, the group selected:

1. Webster/Harrison Streets couplet
2. 10th Street
3. 8th/9th Street couplet, and
4. 7th Street

along with focus areas of each of these where dense improvements will be focused. Then members discussed the results of community engagement so far, especially the public survey responses and gave their feedback on whether

the improvements proposed for study matched engagement so far, and community priorities in general. Throughout, 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 Street/Webster Street) were interrelated with the outcomes of the Oakland Alameda Access Project, a major project led by Alameda County Transportation Commission (ACTC) to redesign access to Alameda, expected to start construction in 2025..

TAC members identified the following priorities:



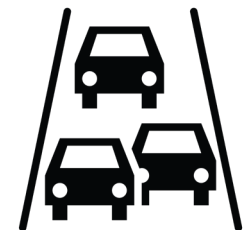
*Accessibility
for people with
disabilities*



Pedestrian safety



*Improve pedestrian
experience*



*Reduce traffic to/
from Alameda*

Public Sitewalk

On the morning of Saturday June 24, 2023, 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. Interpretation and translated materials were provided to all participants

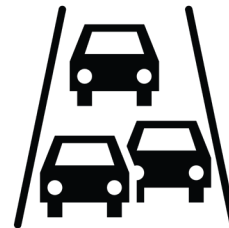
Each sitewalk attendee had a booklet to mark down their thoughts and comments on street view images of each of the streets. The EBALDC team collected these booklets at the end of the sitewalk.

From conversations and in review of the booklets collected at the sitewalk, sitewalk attendees highlighted the following as major areas of concerns:

- Pedestrian friendly intersections
- Reduced street lane capacity
- Street amenities for pedestrian and wider sidewalks
- Clarity and enforcement



Pedestrian friendly intersections



Reduced street lane capacity



Street amenities for pedestrian & wider sidewalks



Clarity and enforcement

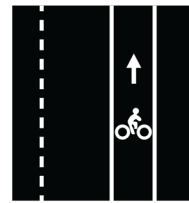
Public Survey

Between June 13 and August 30, 2023, the project 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 their networks 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. 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. A total of 230 people responded to the survey, where 133 of the responses were from Chinatown residents.

Priorities - Survey Responses for All Streets



Bike lanes



Widen sidewalks



Pedestrian only spaces



Sidewalk lighting



Artistic/playful elements

Chinatown Residents by zipcode Responses

45%

41%

40%

38%

36%

All Survey Responses

33%

33%

31%

38%

30%

Survey responses were summarized to identify priorities from all responses and those from Chinatown residents by zipcode.

Tabling Events

Lantern Festival

The project team conducted a creative mapping activity, collecting resident input on community members' preferred Chinatown destinations and modes of travel at this cultural community celebration at Pacific Renaissance Plaza. The project team provided bilingual zines, CCSP project updates, and engaged partner artists who could be potential partners in future engagement events.



Tabling event at Lantern Festival



Community input on destinations

Lincoln Summer Nights

The project team tabled at Lincoln Summer Nights on May 11, July 13 and February 9. The project team shared the Chinatown Complete Streets planning process and about other transportation projects planned for Chinatown. 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. The team shared the public survey along with an activity to draw on a map of streets with ideas for a dream city.



Chinatown residents at Lincoln Summer Nights

Community Conversations

Oakland Chinatown Improvement Council (OCIC)

The Project team attended multiple Oakland Chinatown Improvement Council meetings 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. Participants, including Shoong Center and bakery owners, expressed concerns about angled parking and bike lanes. During one meeting participants reviewed and discussed draft engineering drawings.

Oakland Chinatown Chamber of Commerce (OCCC)

The team attended an Oakland Chinatown Chamber of Commerce meeting multiple times 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 multiple languages to support wayfinding, navigating to affordable district parking and navigating one-ways. In a parking meeting participants discussed uneven parking citations and the need for better analysis around loading and parking for business uses for merchants. Members also requested clearer data, visual simulations, and improved outreach strategies. In a follow up meeting OCCC merchants reviewed the CCSP process, future timeline, and proposed design elements followed by Q/A and detailed feedback on draft engineering drawings. There was a clear focus on business engagement and Shoong Center priorities for 9th Street. Many merchants emphasized that Shoong, serving 500+ students weekly, must be consulted before any changes are made to 9th Street with primary concerns around safety with pick up and drop off.

Oakland Chinatown Coalition (OCC)

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 and provided feedback on the Tactical Urbanism Demonstration.

Focus Groups

Participants of two focus groups were established residents of Chinatown, with the majority having lived there for over five years, seven for more than a decade, and one for over 30 years. Each session hosted by the project team included a presentation introduction to the CCSP, then a large group discussion, followed by an interactive street design activity. Community members added design element game pieces to a large map of Chinatown, marking areas they appreciated and those needing improvement. The project team prompted discussion with specific questions about improving safety during school pickup and drop-off, enhancing walkability, and identifying potential obstacles to movement.



Community members identifying locations for improvements

Senior Focus Group

Sixteen Cantonese-speaking community members joined a senior focus group. The session revealed several key concerns and recommendations from senior community. Regarding pedestrian accessibility, residents highlighted excessive street vending on 9th Street as creating significant mobility challenges, particularly for those using walkers or other assistive devices.



Seniors selecting types of improvements

Family Focus Group

Twelve Cantonese-speaking community members joined a family focus group. Lighting emerged as a primary concern throughout Chinatown. Residents consistently emphasized the need for brighter pedestrian lighting across the neighborhood, with specific requests for white bulbs rather than yellow ones. Additionally, participants noted that bulb-outs require enhanced lighting to ensure visibility for all road users. This comprehensive lighting upgrade would significantly improve safety and visibility throughout the district.

The discussion around bike lanes revealed both opportunities and concerns. While residents acknowledged the potential benefits of bike lanes, particularly near schools, they expressed worries about reduced space for vehicles and possible traffic congestion. A proposed compromise involved installing bidirectional bike lanes on a single side of certain streets rather than placing lanes on both sides. This approach would balance the needs of cyclists with concerns about vehicular traffic flow in areas with limited road width.



Community members listening to CCSP presentation



Community members identifying locations for improvements

Door-to-door Business Canvassing

To reach business owners that may not have been able to attend a focus group, the project team canvassed door-to-door to ensure business representation in the CCSP. Between July and September 2024, the team engaged 16 diverse small businesses along key corridors including 9th, 10th, Webster, and Harrison Streets. To maximize accessibility, all canvassing sessions included a Chinese-speaking team member and offered translated materials (brochures, maps, and informational zines) that provided comprehensive project details. Canvassers posed strategic questions to identify critical business needs, including typical loading/unloading schedules and requirements, satisfaction with current loading/unloading space, adequacy of sidewalk lighting, and desired improvements for enhancing street conditions and traffic safety.

Through October and November of 2024, the team conducted additional business and organizational canvassing for event permitting, business participation, and marketing for the Tactical Urbanism Demonstration. This canvassing was specifically focused on both sides of the block around 9th Street, 10th Street, Harrison Street, and Webster Street.



Discussing parking needs with merchants on 9th Street



Reviewing loading plans in Cantonese with merchants

Businesses consistently identified parking and accessibility as essential to their operational viability. Specific concerns included:

1. Customer Parking
2. Loading Zone Flexibility
3. Parking Enforcement

Safety concerns emerged as a predominant theme across all discussions with businesses:

1. Reduced Customer Traffic
2. Crime Impact
3. Security Measures
4. Lighting Inadequacy

Tactical Urbanism Demonstration

The City of Oakland's Department of Transportation (OakDOT), along with the East Bay Asian Local Development Corporation (EBALDC), Sticky Rice Club, and Oakland Bloom, co-hosted a tactical urbanism demonstration called Flow and Flourish: Reimagining Chinatown Streets in Oakland's Chinatown. The goal of the event was to engage community members to inform OakDOT's Chinatown Complete Streets Plan (CCSP). This event temporarily closed 9th Street to vehicles, inviting residents to learn about and influence the CCSP to co-design safer, more accessible, and more culturally inclusive streets that honor the neighborhood's rich heritage.

The event featured a creative approach to urban design, with full-scale, bilingual street prototype designs on each side of 9th Street. Community members talked with OakDOT staff and partner organization interpreters around design boards in English and Chinese to learn about the CCSP and provide feedback on proposed concept designs. Interactive event elements included intergenerational art installations, lighting displays, healing spaces, and local pop-up vending and community tabling.

Among our community-based approach, historic information boards displayed at the event showed architectural structures and their long-standing history in Chinatown. Local restaurant owners and merchants were interviewed recounting an oral history documentation of their long-standing businesses. Local artists, musicians, and DJ created a lively atmosphere while street lighting tests added to the warmth of the neighborhood. This event had an incredible team of volunteers from community leaders, urban designers, long-standing residents, students, neighborhood ambassadors, organization board members, and elders.

Safety and accessibility featured prominently in community discussions addressing pedestrian experiences, and night-time street conditions. The event featured bilingual participation, ensuring diverse community perspectives were represented, including input from Chinese-speaking residents, merchants, and community organizations.

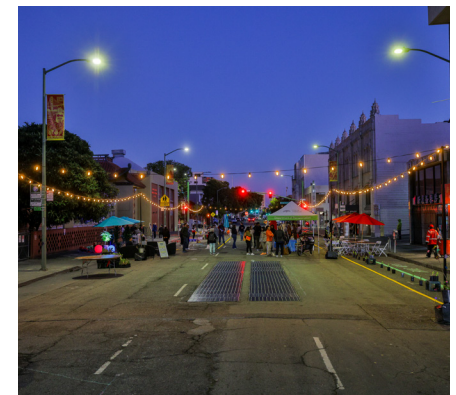
COMMUNITY ENGAGEMENT



Community members providing feedback on proposed street designs at a Tactical Urbanism event in Chinatown, Oakland



Bike Lane Demonstration



Tactical urbanism Demonstration

Open House

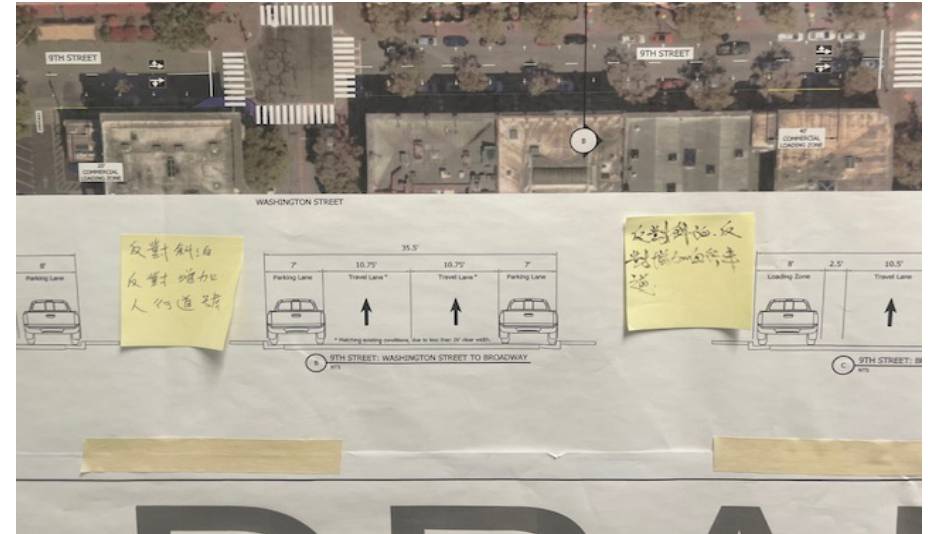


Open House Boards

The project team held an Open house at the Pacific Renaissance Plaza in December 2024 where the public was invited to look at and provide feedback on the draft engineering drawings. Attendees reviewed and discussed business impacts and pedestrian safety. There was a total of 60+ participants who got to chat with the project team, interpretation was available. Community members had a chance to review the concept plans and the past engagement work which has informed them.

Conversations were centered around if bike lanes made sense in the commercial core, with many expressing safety concerns for seniors. Many community members were against angled parking on 9th Street because it would block traffic and impact the loading zone used for child pick up in from the Shoong Cultural School. Community members suggested we work closely with merchants to ensure their needs are reflected in the final concept plans.

Office Hours



Community comments on concept plans

During the week of January 27th 2025, the project team held office hours at the Pacific Renaissance Building where community members were able to stop in and look at the conceptual plans for 9th Street, Harrison Street and Webster Street. The Plans were translated and interpretation was also available. There was a total of 10 participants who shared their concerns and left comments on the plans to highlight what they wanted to see reflected. Some of their primary concerns are around safety, the need for more enforcement and lighting.

Community members highlighted the need for more enforcement on sidewalks vending if we were to widen sidewalks to ensure it is still accessible for people walking. While there was consensus that Chinatown needs more space for people walking, some did not want to see a travel lane removed on 9th Street. Others liked the idea of more parking for the businesses, but suggested we look at adding it on Harrison Street instead of 9th Street because of the commercial and passenger loading needs.

Social Media and Newsletter Campaign



Merchants listening to CCSP presentation

The project teams worked to develop a comprehensive social media campaign throughout the planning process. The goal was to ensure the Chinatown community was informed and was able to provide to provide feedback that was impactful on the plan. To promote the Tactical Urbanism Demonstration in November 2024 and the Open House in December 2024, the team distributed Share Kits to partner organizations such as the Oakland Chinatown Chamber of Commerce and Sticky Rice Club with detailed videos about CCSP process and an explanation of the 15% draft plans.

Other Engagement Events

There was a groundswell of grassroots and institutional interest in the CCSP following the Tactical Urbanism event. The team adapted the original engagement plan to respond to requests for repeat follow-up from the Shoong Cultural Center and School, merchants, and networks of community organizations OCCC, OCC, and OCIC.

Engagement activities included bi-lingual in-person meetings, door-to-door business canvassing, physical and digital surveys, distribution of social media videos and materials, and recurring office hours to gather feedback from diverse community stakeholders. A total of 15 engagement events took place between mid-November 2024 and mid-February 2025, with over 280 participants providing detailed input on draft designs.

- **Shoong and OCCC Board Meeting (12/2/24)** – 7 participants emphasized that Shoong, serving 500+ students weekly, must be consulted before any changes are made to 9th Street with primary concerns around safety with pick up and drop off. There are currently 3 vehicular traffic lanes and reducing that number could result in more congestion to 9th Street during commute hours.
- **Emergency OCCC Parking Meeting (12/9/24)** – 25 participants discussed uneven parking citations and the need for better analysis around loading and parking for business uses for merchants.
- **Online Survey (12/10/24 - 1/31/25)** – 77 responses were collected on draft drawings.
- **Sticky Rice and Oakland Bloom Business Safety Meeting (12/17/24)** – 60 attendees provided input on how businesses would be affected. Community members support pedestrian scrambles, better lighting, and longer crossing times but worry about parking loss, traffic congestion, and business impacts. Merchants stress delivery challenges, enforcement issues, preferring parallel parking, and higher speed limits. Business owners prioritize trash cleanup and crime reduction over transportation changes.
- **Festivals and Cultural Use Meeting (2/3/25)** – 3 community leaders who organize festivals in Chinatown provided input on BID-accessible street lighting, greenery, trash disposal, festival infrastructure, and hookups for permanent lanterns.
- **Shoong Cultural Center Meeting with Director Rowan (02/05/25)**



5

Proposed
Projects

Proposed Projects

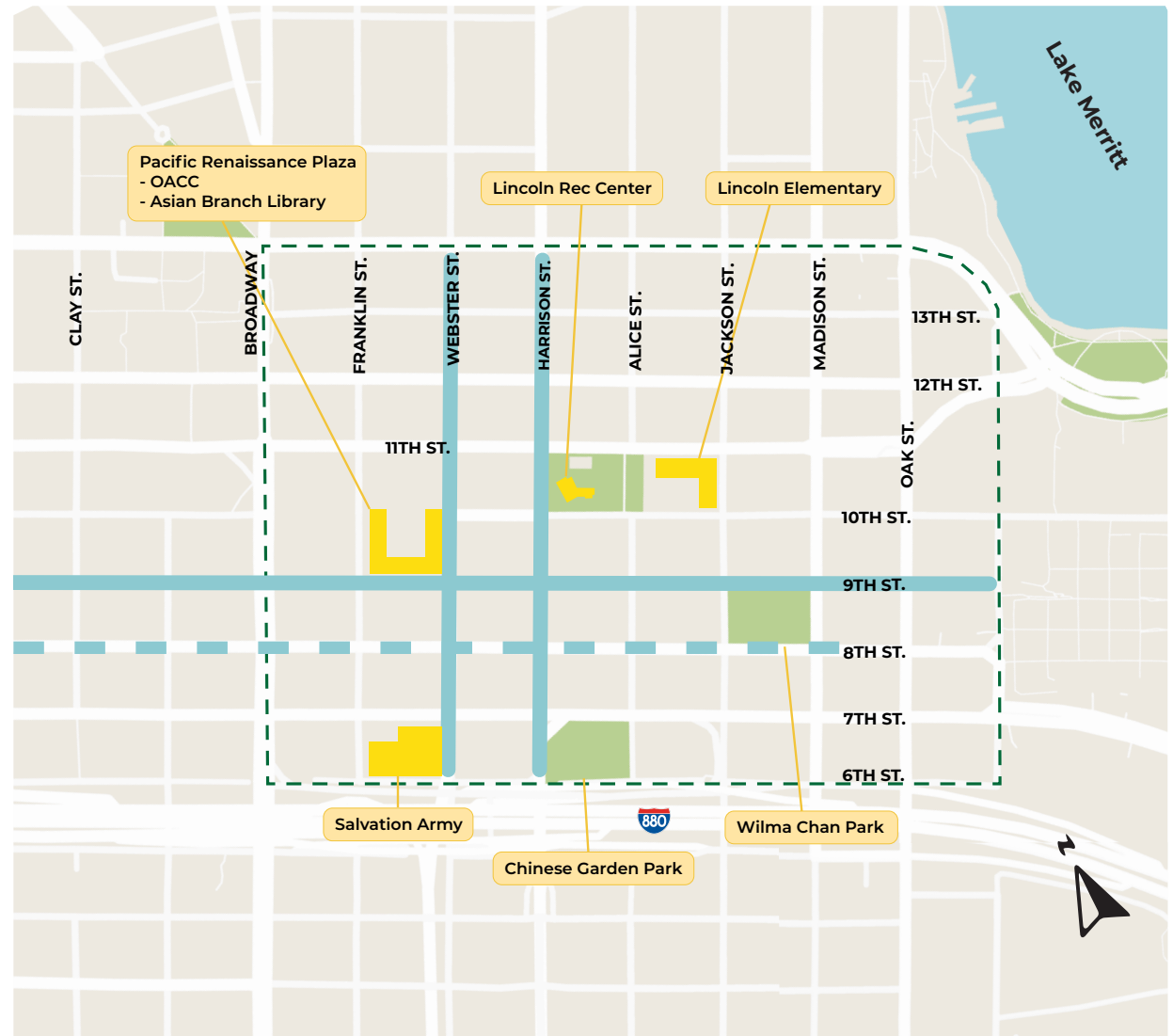
Through continued community engagement, communities in Chinatown identified specific needs for improved safety and accessibility that are reflected in conceptual designs for three streets. The design toolkit within this section defines elements used in the projects for traffic safety and traffic calming. Over the next few years, OakDOT will pursue grant funding opportunities to advance designs and construct the proposed improvements.

The three streets prioritized by community are:

- 9th Street
- Webster Street
- Harrison Street

8th Street was also identified as a priority project, OakDOT secured State funding in 2022 for design and construction and will be implemented separately.

These projects reflect the outcomes of traffic operations and parking analysis. OakDOT also performed an design alternatives review of each street. To learn more please see Appendix for traffic operations analysis and for design alternatives review.



A map of the streets proposed to be improved in the Chinatown Complete Streets Plan

Design Toolkit

Street Trees

Street trees can beautify pedestrian space and provide shade, potentially contributing to sidewalk maintenance by protecting pavement from heat. Trees may present maintenance and accessibility concerns through falling leaves, branches and roots cracking sidewalk pavement. Street trees may also contribute to slowing traffic on a street and providing a buffer between cars and pedestrians.

- Increase the buffer between pedestrian space and the road
- Slow traffic speeds
- Beautify pedestrian realm



Street trees on 9th Street. in Oakland Chinatown

Angled Parking

Angled parking is often used as part of a road diet to reduce the number of car lanes. A road diet slows traffic and reduce the number of cars on a street. Angled parking increases parking availability overall and provides a buffer between pedestrians and traffic.

- Slow traffic speeds
- Increase parking
- Increase buffer between pedestrian space and the road



Angled parking on 10th Street in front of Lincoln Square Park, Oakland Chinatown

Pedestrian Scale Lighting

Pedestrian scale lighting improves pedestrian safety by making crosswalks or sidewalk obstacles more visible at night. Lighting improves the pedestrian-scale experience by promoting safety and storefront visibility. Pedestrian lighting also provides an opportunity to install artistic elements as part of the lighting.

- Improve sidewalk accessibility
- Improve perception of safety
- Make crosswalks more visible
- Beautify pedestrian realm



Pedestrian scale lighting on Washington Street in Old Oakland

Widen Sidewalks

Wider sidewalks improve pedestrian safety by decreasing crosswalk length and improving accessibility. If decreasing the width or number of traffic lanes is part of sidewalk widening, this can also calm traffic speeds. Wider sidewalks also improve the pedestrian experience overall and create more space for businesses and vendors.

- Improved sidewalk accessibility
- Reduce crossing length
- Create more space for vendors



Widened sidewalks on 11th Street near Webster Street in Oakland Chinatown

Bus Stop Improvements

Bus stop improvements can allow for in lane stops to reduce transit stop delays by reducing conflict with parking vehicles. They can also improve safety for bikers if they provide a buffer between a bike lane and road and provide a buffer between cars and pedestrian space.

- Improve Transit times
- Increase buffer between pedestrian space and road



A bus stop on 20th Street in Downtown Oakland

Road Diet

Road diets can reduce the speed and/or number of cars on the road by reducing the number of traffic lanes or reducing the width of traffic lanes. Reducing the number of lanes also reduces the crossing distance for pedestrians.

- Reduce car speeds
- Reduce number of car lanes
- Reduce crosswalk length
- Increase the buffer between pedestrian space and road



Example of a road diet on West Street in Oakland

Scramble Crosswalks

Scramble crosswalks can improve pedestrian safety by reducing crossing distance and increasing crosswalk visibility and crossing time. Scramble crosswalks can also beautify pedestrian space when they include public art, such as this example in Oakland Chinatown

- Increase crossing time
- Reduce crosswalk length
- Make crosswalks more visible



Scramble crosswalk on Webster and 9th Street in Oakland Chinatown.

Bulb Outs

Bulb outs improve pedestrian safety by reducing the crossing length of a crosswalk and making crosswalks more visible. Bulb outs also improve turning safety because they decrease the radius of a turn, promoting lower turn speeds.

- Slow turning speed
- Reduce crossing length
- Make crosswalks more visible
- Increase buffer between pedestrian space and road



Bulb outs on 10th Street and Harrison Street in Oakland Chinatown

9th Street

To increase pedestrian space and improve pedestrian access and safety proposed roadway improvements on 9th Street from Castro Street to Fallon Street include:

- Calming traffic (i.e., reducing vehicle speeds)
- Widening sidewalks in the Chinatown commercial core
- Adding paint-and-post or concrete bulbouts at intersections
- Converting the Harrison Street intersection to scramble crosswalk
- Reducing crosswalk lengths
- Providing more space for vendors and pedestrians along certain sidewalks
- Reducing the number of traffic lanes
- Providing passenger and commercial loading zones where appropriate
- Upgrade bicycle facilities outside the Chinatown commercial core

These roadway improvements are expected to meet community planning objectives. The effects of the roadway improvements to parking, loading, and traffic operations along the corridor generally would maintain or improve upon existing conditions.



Castro Street to Fallon Street



Photo rendering of proposed changes on 9th Street looking south between Franklin Street and Webster Street

Webster Street

To increase pedestrian space and improve pedestrian access and safety proposed roadway improvements on Webster Street from 6th Street to 14th Street include:

- Calming traffic (i.e., reducing vehicle speeds)
- Widening sidewalks in the Chinatown commercial core
- Converting the 10th Street intersection to scramble crosswalk
- Reducing crosswalk lengths
- Providing more space for vendors and pedestrians along certain sidewalks
- Reducing the number of traffic lanes
- Providing passenger and commercial loading zones where appropriate
- Upgrade bicycle facilities north of 11th Street

These roadway improvements are expected to meet community planning objectives. The effects of the roadway improvements to parking, loading, and traffic operations along the corridor generally would maintain or improve upon existing conditions.



6th Street to 14th Street



Photo rendering of proposed changes on Webster Street looking west between 10th Street and 9th Street

Harrison Street

To increase pedestrian space and improve pedestrian access and safety proposed roadway improvements on Harrison Street from 6th Street to 14th Street include:

- Calming traffic (i.e., reducing vehicle speeds)
- Angled Parking in the Chinatown commercial core
- Converting the 9th Street intersection to scramble crosswalk
- Reducing crosswalk lengths
- Reducing the number of traffic lanes
- Providing passenger and commercial loading zones where appropriate
- Upgrade bicycle facilities north of 11th Street

These roadway improvements are expected to meet community planning objectives. The effects of the roadway improvements to parking, loading, and traffic operations along the corridor generally would maintain or improve upon existing conditions.



6th Street to 14th Street



Photo rendering of proposed changes on Harrison Street looking East between 8th Street and 9th Street



6

Implementation and Funding

Near Term Projects and Programs

Near term projects and programs can be implemented more quickly than construction of the longer term vision projects. These projects and programs are proposed in response to feedback heard during community engagement.

8th Street Corridor Improvements

In 2022, OakDOT secured funding from the California State Transportation Agency (CalSTA) and from the Transit and Intercity Rail Capital Program (TIRCP) for the design of the 8th Street Corridor Improvements. The goals of this project are to improve safety, accessibility, and connectivity between Fallon Street and MLK Jr. Way. OakDOT is currently working with a design consultant to develop 100% designs. The project team is pursuing funding for the construction.

9th Street design development

OakDOT has received funds from the Alameda County Transportation Commission (ACTC) to develop 100% designs. OakDOT will contract with a design consultant to develop final plans and pursue additional grant funding for construction.

Shoong Cultural Center and School loading zone

OakDOT staff has recommended the [Oakland Safety Patrol](#) program to be implemented on-site to improve safe school drop off and pick up.

Sidewalk vending permitting and enforcement

In order to maintain a safe and accessible sidewalk, OakDOT will partner with local organizations like the Chinatown Chamber of Commerce in supporting businesses with City permitting requirements for doing business in the public right of way.



Current Sidewalk vending on 8th Street

Vision Projects

Vision projects are more complicated and require greater collaboration and time.

The complete CCSP roadway improvements are proposed to be separated into four project phases as illustrated to the right. Project phases could be combined or re-ordered based on funding and adjacent projects.

Improvements in the Chinatown Core are suggested first in order to deliver the largest share of priorities identified in the CCSP:

Phase 1: Chinatown Core Large Capital Project

- 9th Street: Franklin Street to Harrison Street
- Webster Street: 7th Street to 11th Street
- Harrison Street: 7th Street to 11th Street

Phase 2: 9th Street West Buffered Bike Lanes (Class 2B)

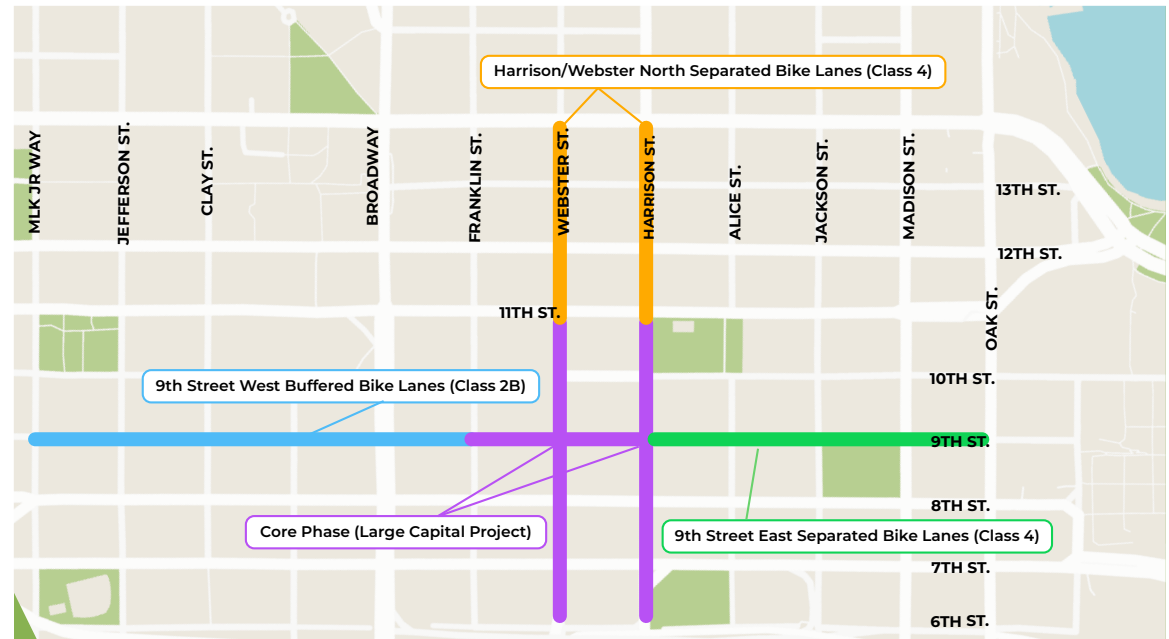
- Project Limits: MLK Jr. Way to Franklin Street
- Curb ramps, new signs or signage, and roadway markings

Phase 3: 9th Street East Separated Bike Lanes (Class 4)

- Project Limits: Harrison Street to Oak Street
- Curb ramps, new signs or signage, and roadway markings

Phase 4: Harrison and Webster North Separated Bike Lanes (Class 4)

- Project Limits: Harrison Street and Webster Street from 11th Street to 14th Street
- Curb ramps, new signs or signage, and roadway markings



Map showing proposed phasing plan of projects in Chinatown

Costs

The projects proposed in this Plan are estimated to cost nearly 20 million dollars to design and construct.

Cost estimates are provided in 2025 dollars. Due to annual inflation, cost estimates are expected to increase in the future.



OakDOT crew repaving a street in Oakland

| Project Street | Design Cost Estimate | Construction Cost Estimate | Total Project Cost Estimate |
|-----------------|----------------------|----------------------------|-----------------------------|
| 9th Street | \$3,000,000 | \$6,000,000 | \$9,000,000 |
| Webster Street | \$2,500,000 | \$5,000,000 | \$7,500,000 |
| Harrison Street | \$250,000 | \$600,000 | \$850,000 |

Funding Strategies

Federal Funds

BUILD Grants, U.S. Department of Transportation

About: Funding for surface transportation capital projects, planning projects (related to planning, preparation, design) like environmental analysis, feasibility studies, pre-construction activities.

Funding cycle: Every year.

State Funds

Active Transportation Program (ATP), Caltrans

About: ATP funds projects that increase and promote the use of active transportation, including walking and biking, particularly in historically underserved communities.

Funding cycle: Every two years

Affordable Housing and Sustainable Communities (AHSC), SGC

About: AHSC provides funding for affordable housing developments and transportation infrastructure. This may include sustainable transportation infrastructure, such as new transit vehicles, sidewalks, and bikeways and other programs that encourage residents to walk, bike, and use public transit.

Funding cycle: Cycles are dependent on available funding

Urban Greening Grant, CA Natural Resources Agency/CA Air Resources Board (CARB)

About: Eligible urban greening projects will reduce greenhouse gas emissions and provide multiple additional benefits, including a decrease in air and water pollution or a reduction in the consumption of natural resources and energy. Projects are expected to convert existing built environment into green space that uses natural and green infrastructure approaches to create sustainable and vibrant communities.

Funding cycle: Available funding varies per year

Transformative Climate Communities (TCC), CARB

About: The TCC Program funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities.

Funding cycle: Cycles are dependent on available funding

Highway Safety Improvement Program (HSIP) Grants, Caltrans

About: HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means.

Funding cycle: Cycles vary between 1-2 years

Office of Traffic Safety (OTS) Grant Program, OTS

About: Program application should relate to one of the priority program areas, such as Distracted Driving and Pedestrian and Bicycle Safety, and be supported by local crash data that demonstrates a need for funding.

Funding cycle: Every year

Regional Funds

Transportation Funds for Clean Air, Bay Area Air Quality Management District

About: Eligible projects reduce on-road motor vehicle emissions and must achieve surplus emission reductions (reductions that are beyond what is required through regulations, contracts, and other legally binding obligations). Project types may include: Bicycle projects, Ridesharing services, Bike share, Infrastructure Improvements for Trip Reduction, and Shuttle/feeder bus service.

Funding cycle: By fiscal year, first-come first-serve basis until all funds have been spent.

One Bay Area Grant, MTC

About: Funds to maintain MTC's commitments to regional transportation priorities while also advancing the Bay Area's land-use and housing goals, including street maintenance, streetscape, bike/pedestrian improvements, transportation planning, and Safe Routes to School.

Funding cycle: Every 5 fiscal years (FY)

Comprehensive Investment Plan (CIP), Alameda CTC

About: The CIP facilitates strategic programming and allocation of all funding sources under Alameda CTC's programming responsibilities. Projects must demonstrate a public benefit towards building and maintaining the transportation infrastructure in Alameda County. Bicycle and/or pedestrian infrastructure improvements include new facilities, bike lane gap closures, and safety improvements. Plans and studies are also eligible, such as bicycle and pedestrian master plan updates.

Funding cycle: Every 2 years typically



7

Appendix

| | |
|---|--------------------|
| Project Plans | A1 |
| Engagement Memo | A2 |
| Corridor Selection Memo | A3 |
| Traffic operations Analysis | A4 |
| Design Alternatives Review | A5 |