\* Note: the concept below represents the near term vision for 10th and 11th. The long term the plan remains to convert the one-way couplet to two-way.

# **10TH ST AND 11TH ST MAJOR STREETS**

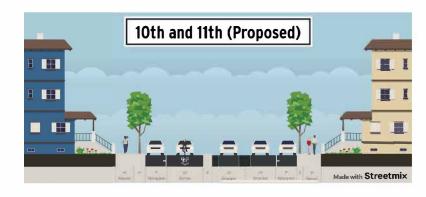
10TH AND 11TH STREETS FROM E HEDDING ST TO I-280 - PROPOSED IMPROVEMENTS





Implement shared local access lanes that provide a safe calm street for people who bike and provide access to homes for residents. Concept envisioned for the entire corridor between I-280 and E Hedding St.





## **Pedestrian**

Widen sidewalk

New sidewalk

High-visibility pedestrian crossing High-visibility pedestrian crossing

High-visibility pedestrian crossing High-visibility pedestrian crossing With new pedestrian signal

High-visibility pedestrian crossing

Bike

Bike boulevard

**%**≫

Class I trail

Bike boulevard curb cut

Class I trail crossing

Class II or IV bike lane

Class IV protected bike lane

New bike/pedestrian bridge

Class II bike lane

## **Transit**

Upgrade bus stop

Relocate bus stop

Bus bulb or transit island Public service lane or bus queue jump

## Intersections



Existing signalized intersection\*



New signalized intersection\*





Traffic circle



Vehicular traffic diverter



Chicane or speed hump



Speed hump

# Notes

- \* The following improvements are recommended at signalized intersections
- · High visibility pedestrian crossings
- Pedestrian countdown timers
- Accessible pedestrian signals (APS)
- Leading pedestrian intervals at intersections with ajacent bus stops



