

* 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 Raised
- High-visibility pedestrian crossing With bulbouts and/or tighter curb radius
- High-visibility pedestrian crossing With new pedestrian signal
- High-visibility pedestrian crossing With controlled pedestrian crossing

Bike

- Bike boulevard
- Bike boulevard curb cut
- Class I trail
- 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*
- New median
- 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 adjacent bus stops