



Introduction

Chapter 1



Introduction

Bicycling and walking are healthy, sustainable, and lower cost forms of transportation that can be ideal for many trips. In 1997, the City of San Leandro adopted a Bicycle Master Plan to set forth a blueprint for completing a system of bikeways, support facilities (such as bicycle parking) and education programs. This document was previously updated in 2004 and 2010 to reflect changes in the bicycling environment since the previous document and, also, to add a pedestrian component.

This document comprises the 2018 update to the Bicycle and Pedestrian Master Plan. The Bicycle and Pedestrian Master Plan (Plan) is the official policy document guiding the development of policies and facilities to enhance bicycling and walking as practical, efficient, and safe transportation choices for San Leandro residents, workers, and visitors. It is divided into six chapters that address existing bicycling and walking conditions, goals and policies, the recommended bicycle network and pedestrian improvement areas, safety, education, enforcement, and a plan to guide implementation.

Relationship to Other Plans

A number of current documents were reviewed and summarized to identify policies related to bicycling and walking in San Leandro. These documents included a mix of local, state, regional and federal sources as listed below. Appendix A contains additional details on each of these sources.

Plans, laws and policies that were reviewed as a part of the update of this Bicycle and Pedestrian Master Plan are listed below:

Local

- San Leandro 2035 General Plan (2016)
- San Leandro Bicycle and Pedestrian Master Plan (2010)
- San Leandro Next Generation Workplace Districts (2013)
- San Leandro BART Station Access Plan (BART, 2002)



A Downtown San Leandro crosswalk near the San Leandro BART Station.

- East 14th Street South Area Development Strategy (2004)
- San Leandro Complete Streets Policy (2013)
- San Leandro Downtown Design Guideline (2007)
- Bicycle and Pedestrian Design Guideline (2007)
- Downtown San Leandro Transit-Oriented Development Strategy (2007)
- MacArthur Boulevard Streetscape Master Plan (2001)
- City of San Leandro Municipal Code

Regional

- San Francisco Bay Trail Plan Summary (2015)
- San Francisco Bay Trail Design Guide (2016)
- San Leandro Creek Master Plan (2017)
- Alameda County Bicycle Plan (Alameda County, 2012)



- Alameda County Pedestrian Plan (Alameda County, 2012)
- Regional Bicycle Plan for San Francisco Bay Area (MTC, 2009)
- 2016 Community Health Needs Assessment (Kaiser Foundation Hospital, 2016)
- Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas (Alameda County, 2012)
- Union Pacific Railroad Oakland Subdivision Corridor Improvement Study (Alameda County, 2009)
- Central County Complete Streets Implementation Design Guideline (ACTC, 2016)
- Alameda County Multimodal Arterial Plan (ACTC, 2016)
- Alameda Countywide Transit Plan (ACTC, 2016)
- Alameda County Goods Movement Plan (ACTC, 2016)

State

- California Highway Design Manual (2016)
- California Manual on Uniform Traffic Control Devices, Revision 2 (2014)
- Project Development Procedures Manual (2016)
- Towards an Active California: State Bicycle and Pedestrian Plan (2017)
- California Vehicle Code

Federal

- FAST Act (2015)
- NACTO Urban Bikeway Design Guide
- Americans With Disabilities Act (1990)

In summary, these documents support bicycling and walking in the City of San Leandro, neighboring communities, and the region. Bicycling and walking are recognized as ways to reduce congestion, oil consumption, air pollution, noise pollution, and impacts on climate change as well as improving mobility options and providing opportunities for healthy exercise. The goals of these planning documents are consistent with the goals, policies and recommendations outlined in the 2018 update of the Bicycle and Pedestrian Master Plan focused on providing a balanced transportation system for the City that meets the needs of all road users: people walking, biking, rolling, and driving.

Conformance with Funding Requirements

The *Bicycle and Pedestrian Master Plan* conforms with the California Active Transportation Program. In 2013, California Senate Bill 99 and Assembly Bill 101 were signed by Governor Brown creating the Active Transportation Program (ATP). Administered by the California Transportation Commission, ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), and State Safe Routes to School (SR2S), into a single program. Funding is distributed competitively at the statewide and MPO level.

The most recent ATP guidelines do not require applicants to have a Bicycle and Pedestrian Master Plan that meet certain standards per the former Bicycle Transportation Account (BTA) program, however a plan that adheres to the grant program guidelines will help the City prioritize the most competitive projects for funding requests (an ATP compliance checklist is provided in Appendix C). Meeting these guidelines may also help the City advance project implementation through Transportation Development Act (TDA), Measure B, and other funding sources.



Community Involvement in Development of the Plan

The City's Bicycle and Pedestrian Advisory Committee (BPAC) advised City staff and the consultant team in development of the Plan. The BPAC includes 11 members: one City Council-appointed member from each of the six Council Districts and five at-large members. The 2018 Plan Update was discussed at four BPAC meetings. Two of these meetings were combined with Public Open Houses where the public and BPAC members could directly interact with project consultants and provide comments and feedback.

Additionally, an online survey was conducted to gather additional public feedback from a broader audience. The survey was distributed through a variety of means, including Next Door, *The San Leandro Times*, Facebook advertisements, and City's email lists from the BPAC and Recreation and Human Services. Almost 1,100 responses were recorded, or 1 in 80 San Leandro residents. Additional Plan feedback was collected through the City's Virtual City Hall (Peak Democracy) and through comments on Next Door.



San Leandro residents share their comments, concerns, and ideas at the first Public Open House/BPAC meeting in February 2017 at City Hall.



Existing Conditions Outreach

Winter Community Open House/BPAC Meeting

The first Community Open House/BPAC meeting was held in February 2017 in the Sister Cities Room at San Leandro City Hall. This meeting was centered around gaining public input on existing walking and bicycling conditions. City and consultant staff collected input on the existing pedestrian and bikeway networks; examining gaps in the systems, problematic intersections, places where increased separation/protection was desired, how the public accessed transit, and where they had safety concerns. Attendees also had the opportunity to share their feedback on the goals and policies that the City should include in the plan update. Over 30 residents attended this meeting.

As is shown on the following page, attendees were also given the opportunity to share their "BIG IDEA". These "BIG IDEAS" included a wide range of ideas and concepts including: building the East Bay Greenway, closing network gaps, more Class IV bike facilities, bike share, improved street lighting, and many others.

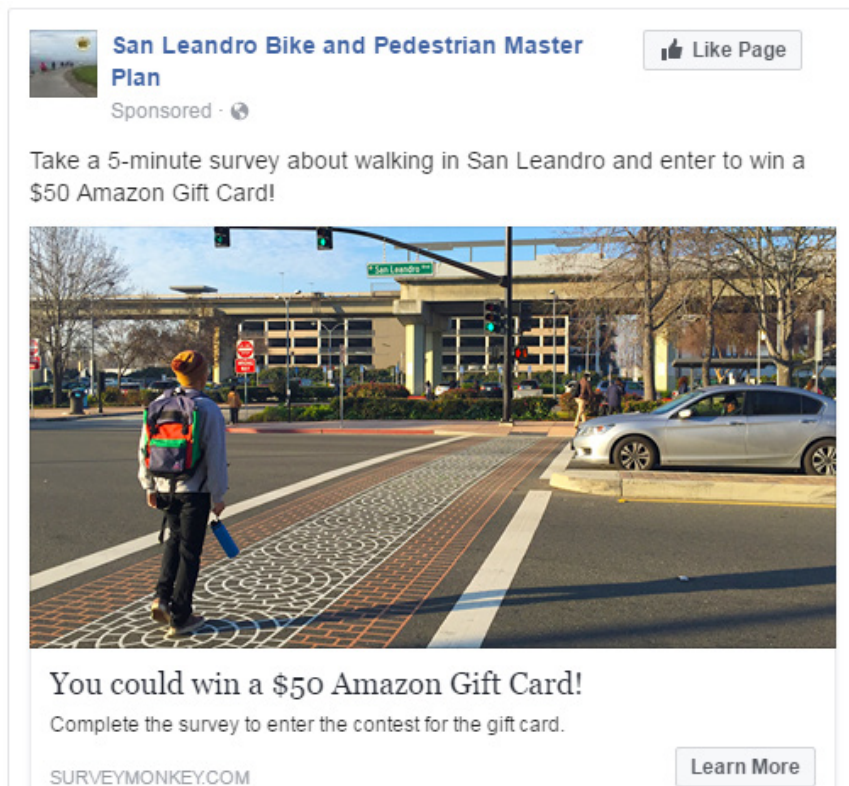
Online Survey

In the time between the two Community Open House meetings, an online survey was opened to gather additional input from the public. The survey, hosted on SurveyMonkey, was advertised on a variety of platforms including Next Door, the San Leandro Times, and the City's Recreation and Human Services email list. Ads were also purchased on Facebook and Instagram to further grow the reach of the advertising. Over 1,100 survey responses were recorded; a participation rate roughly the equivalent of 1 in 80 San Leandro residents!

The survey provided valuable insights into the direction the public wanted their bicycle and pedestrian networks to go: towards a more connected and "all ages and abilities" network. The survey also allowed respondents to provide

comments/suggestions about specific corridors and intersections.

Comments from the first Open House and the survey provided insights that played a pivotal role in crafting the proposed bicycle and pedestrian recommendations (discussed in Chapters 3 & 4). Figure 2 provides a spatial view of areas throughout the City that the public has voiced concerns about. A summary of the survey highlights results can be found in Figure 3.



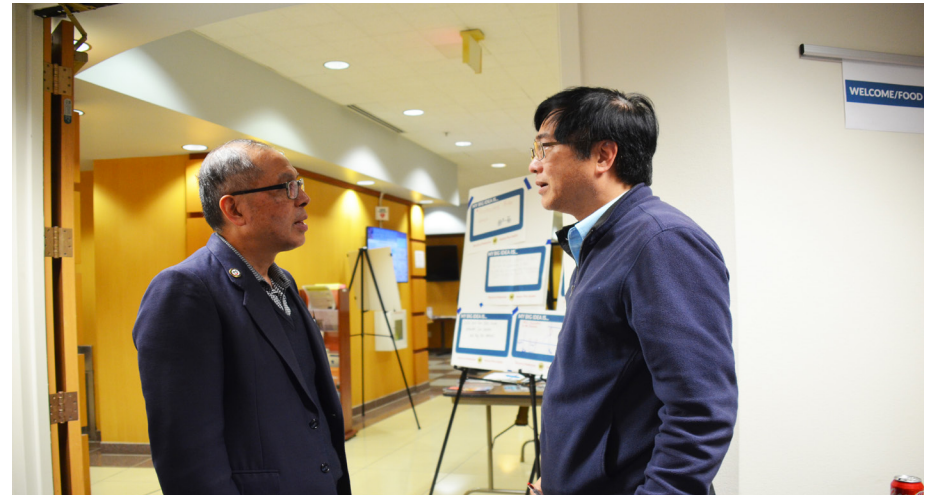
One of the Facebook ads that was used to advertise the survey and the social media-only incentive.



Community Open House & BPAC Meeting, February 2017



Participants log comments and suggestions on plotted maps.



A San Leandro resident discusses some ideas with City Senior Transportation Engineer Reh-Lin Chen (left).



A family shows off their BIG IDEA at the first Public Open House in February 2017: "Open the 'East 14th Boulevard' from Downtown northwards."





BART Director Rebecca Saltzman makes her BIG IDEA known about improving transit access: "Get rid of pedestrian beg [actuation] buttons around BART stations."












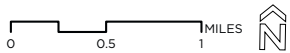
Figure 2: San Leandro Barriers to Walking and Bicycling


SAN LEANDRO Pedestrian and Bicycle Challenges

-  Major Challenge
-  Challenging Intersection

DESTINATIONS + BOUNDARIES

-  Airport
-  Library
-  Hospital
-  Water Body
-  Open Space
-  Neighboring City
-  School
-  Airport
-  Commercial



 Map produced January, 2017.
Data Source: City of San Leandro, ESRI
Icon by Alexander Skowalsky





Survey Results & Comments

Figure 3 provides a high-level summary of the tabulated survey results. Throughout the survey, respondents had multiple opportunities to leave open-ended text responses.

COMMUTING

- Of all BART commuters that live within 1 mile of a station (San Leandro or Bay Fair), over half use active transportation to reach the station
 - 47% walk to their BART station
 - 12% bike to their BART station
- 38% of BART commuters that live within 1 mile of a station access the station via private vehicle
 - 24% drive alone to their BART station
 - 13% carpool their station
 - 1% use a ride-sharing service (i.e. Lyft and Uber)
- Of commuters who take the bus to work, 88% of these users walk to the bus

WALKING & BICYCLING

- 27% of respondents do not bicycle in San Leandro
- 1% of respondents do not walk in San Leandro
- 46% of respondents believe that their bike would be unsecure on a U-rack in San Leandro
- Only 32% of respondents would allow their child to walk or bike alone in San Leandro

The Majority of Comments Focused on the following Five topics:

1. Need for additional/better (more separation from vehicles) bike lanes & the desire for a stronger/more connected network
2. Complaints about speeding cars/poor traffic safety/heavy traffic/ and poor driver behavior
3. Complaints about poor sidewalks and pedestrian crossings
4. Residents reported feeling unsafe at night and had concerns about crime
5. Complaints about poor road/pavement conditions and the need for improved roadway maintenance



Figure 3: Pedestrian & Bicycle Survey Highlights

The Results Are In...



What was the survey about?

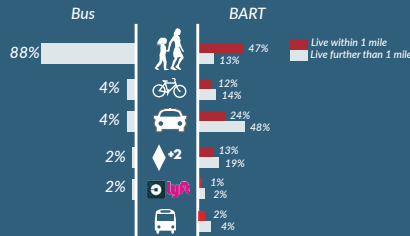
A survey was conducted to gather feedback and comments from the public about walking, biking and accessing transit in San Leandro.

Who took the survey?

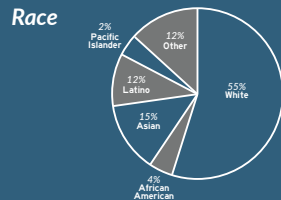
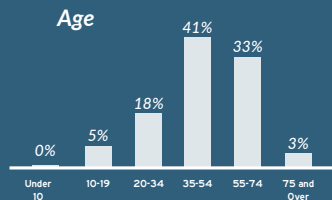
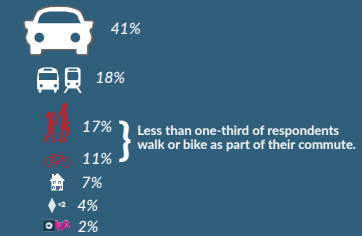
The survey was hosted on SurveyMonkey and was promoted through NextDoor, the *San Leandro Times*, Facebook advertisements, and through both the City's Bicycle and Pedestrian Advisory Committee, and Recreation and Human Services email lists.

We received almost 1,100 survey responses or 1 in 80 residents. Responses were received from a diverse array of residents across racial, age, and socio-economic groups.

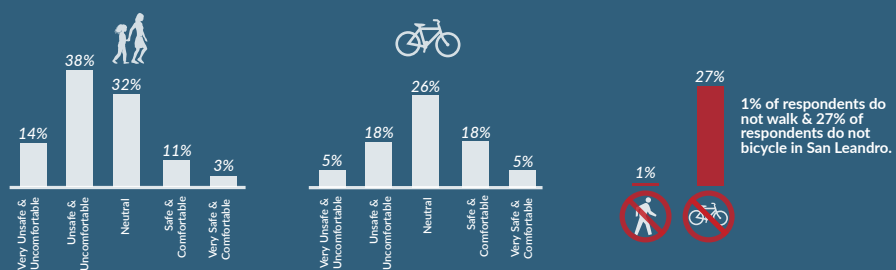
How do people access transit?



How do people get to work or school?



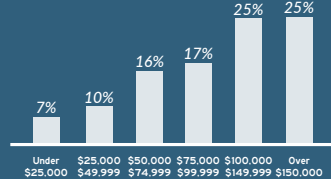
How safe and comfortable do you feel walking and biking in San Leandro?



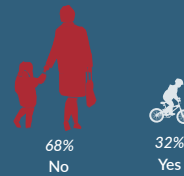
Gender



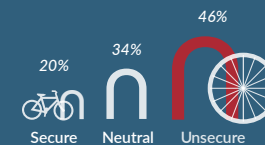
Income



Would you let your child walk or bike alone?



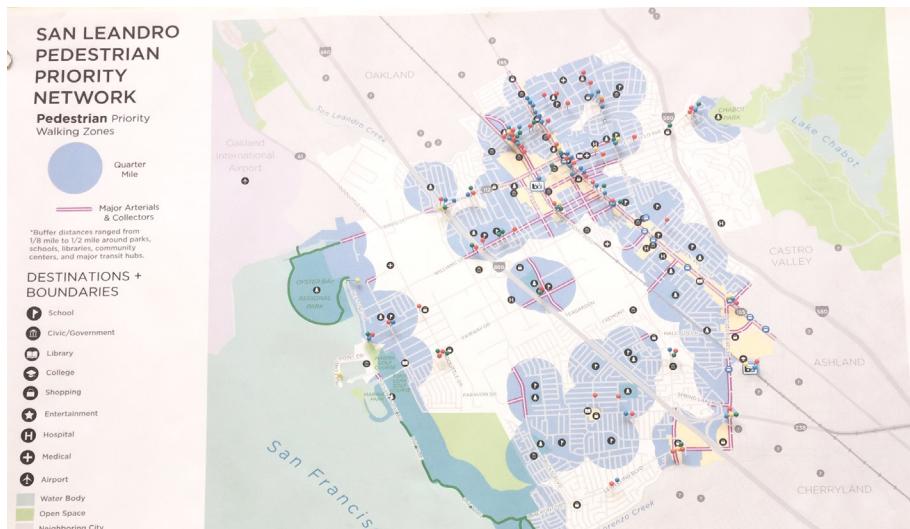
How secure do you believe your bike would be on a U-rack?





Spring Community Open House/BPAC Meeting

After analyzing the existing conditions and plan goals and policies, recommendations for the pedestrian and bicycle networks were proposed at the second Community Open House. Recommendations were crafted to improve safety, close gaps in the networks, and move San Leandro towards an all ages and abilities network. The second Community Open House/BPAC meeting was held in May 2017 at Marina Community Center off of Wicks Boulevard. The focus of this open house was gaining feedback on an early draft of the proposed project recommendations. During this meeting, the public, members of the BPAC, and City staff provided comments on the proposed bikeway network improvements. Over 20 residents attended this meeting.



At the second Open House, attendees had the opportunity to "pin" locations where there are pedestrian concerns. Red pins indicate speeding problems, yellow indicates crossing concerns, green indicates lighting concerns, and blue indicates areas where drivers struggle to see pedestrians.

This meeting also placed additional focus on gaining feedback on pedestrian issues throughout the City. Attendees, using colored push pins, were able to pin specific intersections and corridors where they knew of specific problems and concerns.

Comments from the BPAC

The City's Bicycle and Pedestrian Advisory Committee is a valuable resource for both City and consultant staff to learn and gain critical feedback about walking and bicycling in San Leandro. In addition to having conversations and discussions with these members, staff also reviewed annotated maps, detailed comments and emails, and other forms of feedback from BPAC members and local bicycle and pedestrian advocates/organizations including Bike East Bay and Bike Walk San Leandro. Specific comments from the BPAC included: creating safer routes to schools, bicycle facilities with more separation from moving vehicles, closing gaps in both the pedestrian and bicycle networks, improve pedestrian access to San Leandro BART, and ensuring that crossings are updated with accessible technology for those with mobility impairments.



The BPAC discusses existing conditions with consultant staff after the Open House.



Community Open House & BPAC Meeting, May 2017



San Leandro residents learn about bikeway classifications and bicycle boulevard treatments at a station during the second Community Open House.



Residents "pin" problematic intersections and areas for pedestrian access and mobility on a large map.



A resident decides where to cast his votes for preferred bicycle boulevard treatments.



BPAC members, City staff, and members of the public listened to a presentation by consultant staff on proposed bikeway recommendations.



Project Setting

San Leandro is located in the East Bay of the San Francisco Bay Area between the City of Oakland (to the north) and the unincorporated communities of Alameda County to the south (San Lorenzo, Ashland, and Cherryland) and east (Castro Valley). To the west, San Leandro has more than three miles of shoreline on the San Francisco Bay. The city covers approximately 15 square miles and is home to more than 80,000 residents. In terms of terrain, San Leandro is relatively flat, making walking and bicycling throughout the city accessible for a wide array of users. In addition to local recreation, schools, shopping, entertainment and employment destinations, the city has a number of regional attractions including the Oyster Bay Regional Shoreline, San Leandro Marina, segments of the Bay Trail, Anthony Chabot Regional Park, and Bayfair Center. San Leandro's activity generators are described below. A map of San Leandro's land uses is presented in Figure 4 on the following page.

Activity Generators

Major activity centers have the potential to attract the greatest number of trips, including those made by bicycling and walking. The location of these key destinations, and their proximity to transit, are used as a guide in predicting the important or needed routes of travel for bicyclists and pedestrians and, thereby, used in prioritizing where bicycle and pedestrian improvements can serve the most users. The major activity centers in San Leandro are shown on Figure 5. The following discussion of the major activity centers includes:

- Schools
- Community and senior centers
- Public libraries
- Major employment centers
- Downtown San Leandro
- Parks
- City government services
- Retail destinations
- Bayfair Center
- Kaiser Medical Center



Two gentlemen enjoy a leisurely stroll along San Francisco Bay in the Marina.



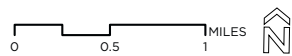
Figure 4: San Leandro Land Uses

SAN LEANDRO LAND USE

LAND USE

- Residential
- Commercial/Civic
- Industrial
- Open Space
- Transit Oriented Development

- School
- Airport
- Library
- Hospital
- Water
- Neighboring City
- Airport



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 Map produced May 2017
 Data Source: City of San Leandro, ESRI

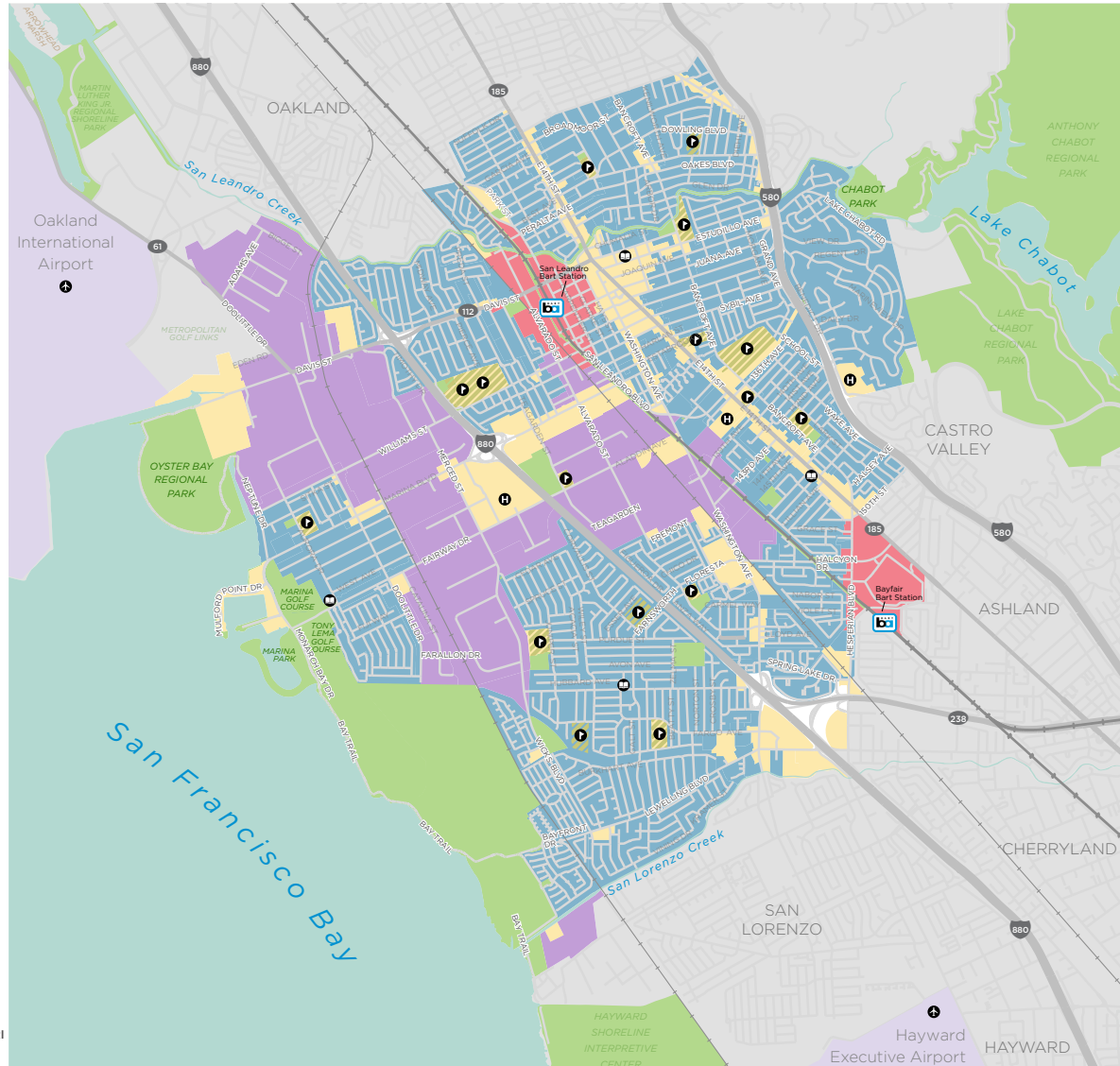




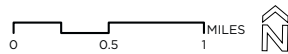
Figure 5: San Leandro Activity Generators

SAN LEANDRO ACTIVITY GENERATORS

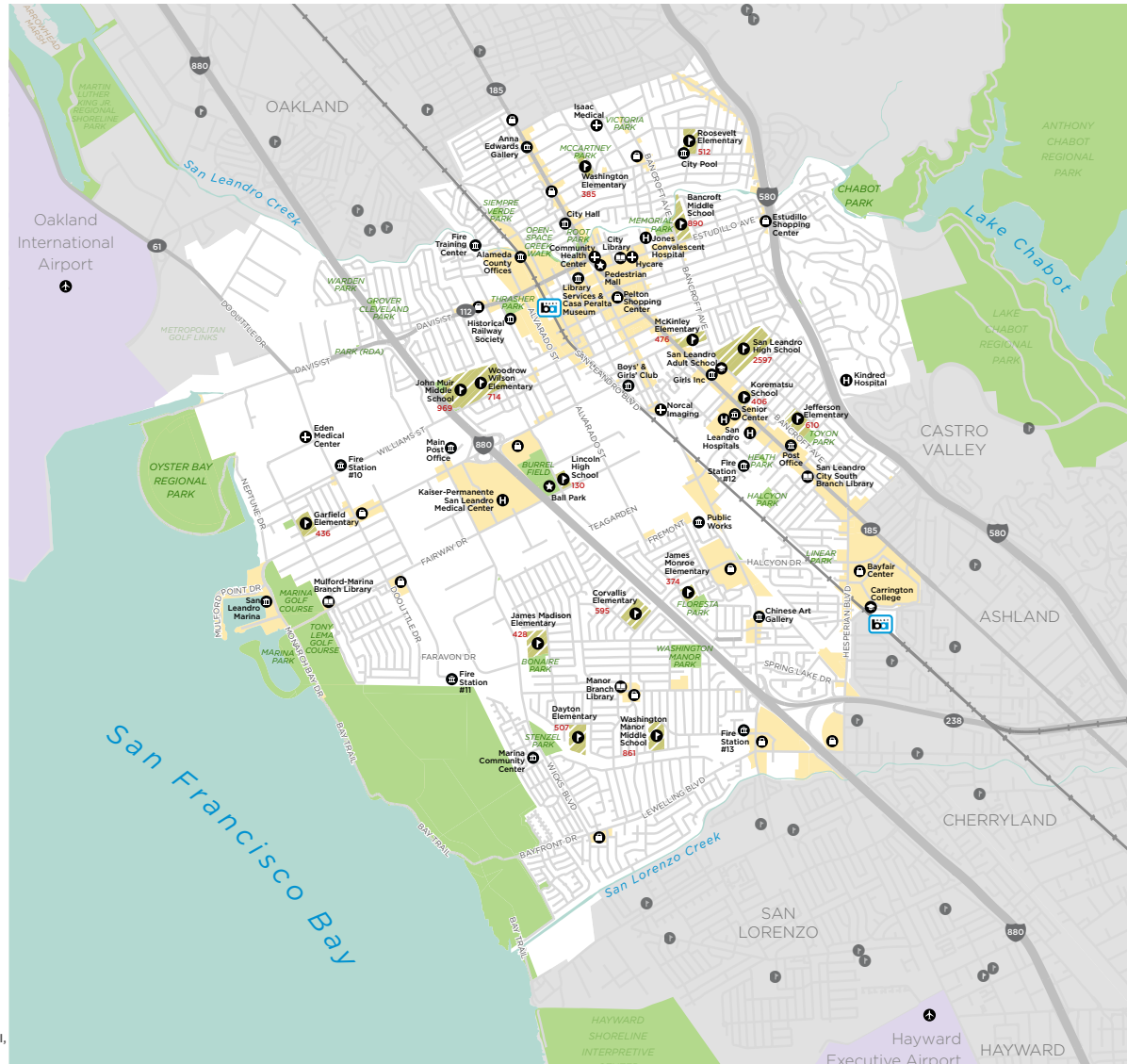
DESTINATIONS

- School - Total Enrollment
- Civic/Government
- Library
- College
- Shopping
- Entertainment
- Hospital
- Medical
- Airport

- Water Body
- Open Space
- Neighboring City
- School
- Airport
- Commercial



Map produced: May 2017
Data source: City of San Leandro, ESRI, Ed-Data





SCHOOLS

Students in San Leandro are served by both the San Leandro Unified School District and the San Lorenzo Unified School District. Following standard practice, elementary schools are located within neighborhoods allowing for short trips to school. The middle schools and high schools serve progressively larger geographic areas. Improving safety, accessibility and maintenance of roadways and sidewalks around schools is an important method to encouraging walking and bicycling as transportation to and from school.

In total there are eleven elementary schools, three middle schools and one high school located within the City's boundaries. San Leandro High School was recently expanded to accommodate more students with the addition of the new Fred T. Korematsu Campus. Additionally, there is one continuation high school, Lincoln High, and an Adult School Community Education Center, both of which are centrally located in the city.



A high visibility mid-block crossing in front of Washington Elementary.



Stenzel Park off of Wicks Boulevard.

There are also two high schools (Arroyo High School and San Lorenzo High School) within the San Lorenzo Unified School District located within close proximity to the City of San Leandro and attended by students living in San Leandro.

COMMUNITY & SENIOR CENTERS

The City of San Leandro Department of Recreation and Human Services offers a wide range of services to the local senior community. Senior programs and activities are provided at the Marina Community Center located on Wicks Boulevard and at the Senior Center on East 14th Street.

In addition to offering senior services, the Marina Senior Community Center provides space for a number of public and private community events. To complement this facility, the San Leandro Boys & Girls Club, located on Marina Boulevard at San Leandro Boulevard, provides a venue for all boys and girls of San Leandro to come together as a community.



PUBLIC LIBRARIES

There are four branches of the San Leandro Public Library distributed around the City. The Main Branch, located on Estudillo Avenue east of downtown San Leandro, is the largest library in the system. The renovated building includes a nicely landscaped open space, and new in-roadway crossing warning lights and a pedestrian actuated flashing beacon on Estudillo Avenue. The Manor Branch is located on Manor Boulevard within the Washington Manor Neighborhood retail district. This branch is the most recently renovated facility including sidewalk improvements and a new in-roadway crossing warning lights installation with a pedestrian actuated flashing beacon on Manor Boulevard. The Mulford-Marina Branch of the public library is located at the intersections of Fairway and Aurora Drives. The South Branch of the public library is located at the intersections of East 14th Street and 148th Street.

PARKS

The San Leandro park system includes 23 parks and recreation facilities including community and neighborhood parks, swimming pools and sports fields. Small neighborhood parks are located throughout the City. Additionally, a number of small parks are located adjacent to elementary schools and contain play structures. There are four larger parks within the City that provide a variety of sports fields. Marina Park, located adjacent to the San Francisco Bay, is the largest city park and provides a wide variety of recreational facilities including paths for walking and bicycling. Many of the paths are part of the San Francisco Bay Trail network.

CITY GOVERNMENT SERVICES

Major city government services in San Leandro that would attract pedestrians and bicyclists include the San Leandro City Hall and the San Leandro Police Department. Both of these services are located on East 14th Street at the north end of downtown San Leandro.

RETAIL DESTINATIONS

There are numerous retail destinations scattered throughout San Leandro. Improving pedestrian and bicycle access to/from retail destinations is important in encouraging walking and biking.

Downtown San Leandro: Downtown San Leandro is a major retail, and increasingly employment, destination and includes a number of independent restaurants and retail businesses, as well as branches of major retail chain stores. Recent, significant upgrades to the San Leandro Plaza include a number of pedestrian improvements. The Pelton Center is another shopping plaza located in downtown San Leandro that includes a number of smaller independent retail businesses and restaurants. The recent and continuing development of the Tech Campus west of San Leandro BART Station has and will continue to bring new jobs to the area.

Bayfair Center: Bayfair Center is a regional shopping mall and major retail destination, located adjacent to the Bay Fair BART Station. Bayfair Center includes key anchor stores such as Macy's, Kohl's, and Target as well as restaurants, a movie theater and weekly farmer's market. The Bay Fair area is currently undergoing the development of transit oriented development (TOD) plan. This plan will improve connectivity to the Bay Fair BART Station, affect the area's existing land uses and improve pedestrian and bicycle facilities in the area.

Westgate Center: Westgate Center is a large retail, office, and light industrial complex located on Davis Street adjacent to I-880. The shopping center contains a number of major anchor stores including Walmart, The Home Depot and Office Depot. Costco is located across Davis Street. Westgate Parkway was extended in 2006 between Timothy Drive east of the Wal-mart driveway and Williams Street, providing new vehicular, pedestrian and bicycle access.



Greenhouse Marketplace Shopping Center: Greenhouse Marketplace is a local shopping destination located adjacent to the I-580 and I-238 interchange. Greenhouse Marketplace includes a Safeway, Longs Drugs and a number of smaller chain businesses.

Marina Square Center: Marina Square is a large shopping center located east of I-880 at the Marina Boulevard exit. Marina Square has a number of large-scale retail outlets, including Nordstrom Rack, Gap and Old Navy.

Marina Auto Mall: Many of the city's auto dealerships are along Marina Boulevard in the area around the Marina Square Center.

MAJOR EMPLOYMENT CENTERS

San Leandro has a very strong employment base. Traditionally this base has been comprised of food service and manufacturing businesses. Recently, due to its convenient location to freeways, major roadways, and transit, the City has attracted more office/high-tech businesses. There are two large manufacturing and industry areas, west San Leandro and south of Marina Boulevard, which house a number of large-scale businesses. These areas have not typically been priority areas for pedestrian or bicycle improvements and need improvement. Creekside Plaza is a multiple-building complex with over 234,000 square feet of office space located at the corner of Davis Street and San Leandro Boulevard. This complex was strategically located adjacent to the downtown San Leandro BART Station to encourage transit ridership. Earlier in 2017, a new tech office complex opened directly behind the BART Station, further increasing the amount of transit-oriented offices. A second, neighboring building, is currently under construction.

Hospitals are a significant source of employment to any community. San Leandro has the San Leandro Hospital campus of Eden Medical Center located on East 14th Street at 138th Avenue and a new Kaiser Hospital on Merced Street between Marina Boulevard and Fairway Drive. Based on San Leandro's



The new Tech Campus is located directly behind the San Leandro BART Station. The first building opened in 2017. These developments are bringing more office jobs to downtown San Leandro.

Next Generation Workplace Study, Merced Street is slated to become the focal point of a new business center; connecting the Westgate Center, Marina Square, Kaiser Medical Center, and any future developments in the area of the city.

Figure 6 display's San Leandro's employment density overlaid with its activity generators.



Figure 6: San Leandro Employment Density & Activity Generators

SAN LEANDRO ACTIVITY GENERATORS

DESTINATIONS

- School - Total Enrollment
- Open Space/Park
- Civic/Government
- Library
- College
- Shopping
- Entertainment
- Hospital
- Medical
- Airport
- Bart Station

EMPLOYMENT

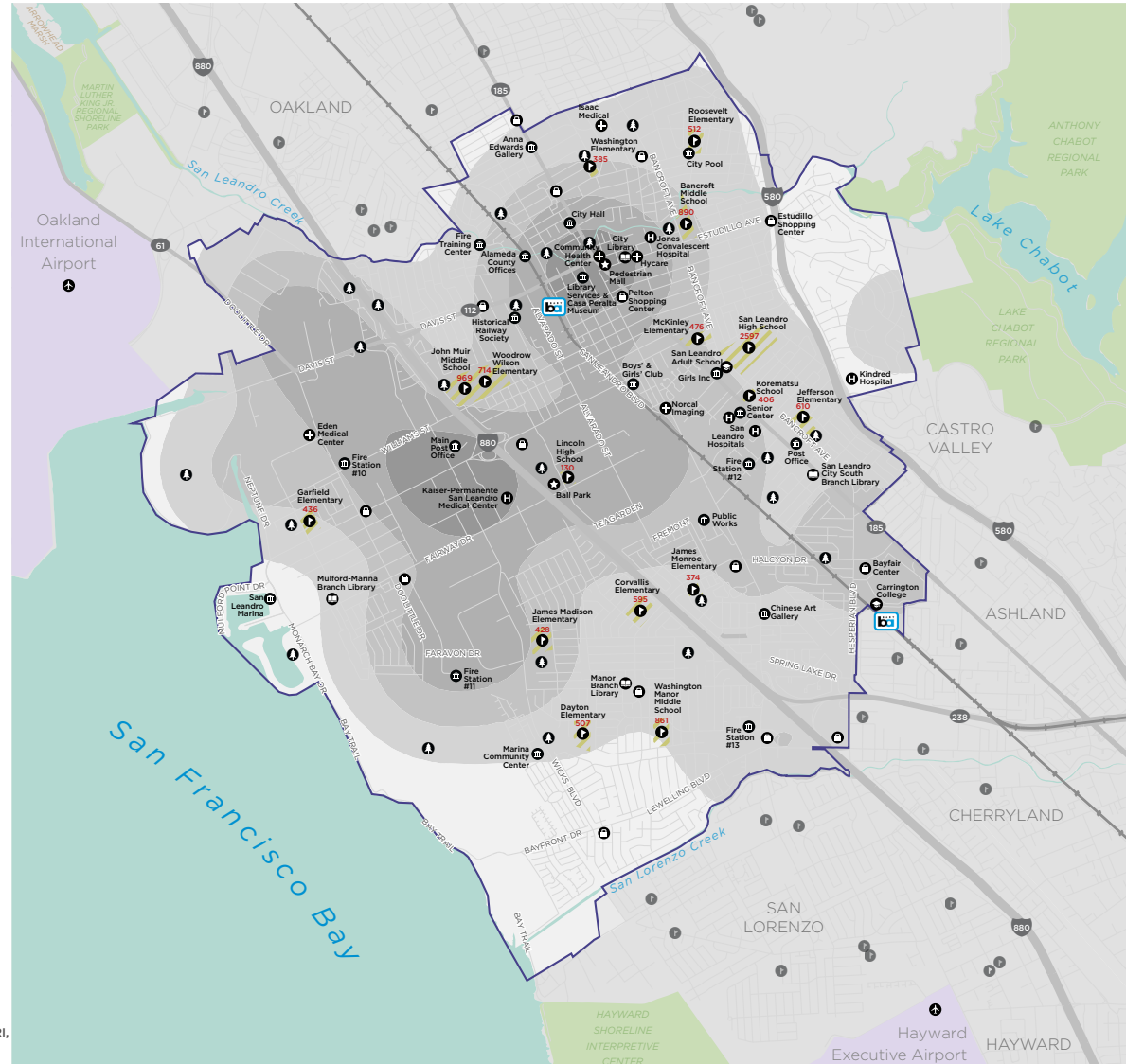
Total Jobs per Sq. Mile

- 1 - 600
- 601 - 2,350
- 2,351 - 5,300
- 5,301 - 9,400
- 9,401 - 14,700
- Employment Analysis Boundary

- Water Body
- Open Space
- Neighboring City
- Airport



Map produced: May 2017
Data source: City of San Leandro, ESRI, U.S. Census/LEHD, Ed-Data





Multimodal Connections

San Leandro is centrally located in the East Bay and is well served by bus and BART. Transit connection opportunities are discussed below.

BART

Bay Area Rapid Transit District (BART) operates rapid rail transit service throughout the San Francisco Bay Area. Three BART lines—Richmond-Fremont, Fremont-Daly City, and Daly City-Dublin/Pleasanton—provide service to the two stations in San Leandro: San Leandro and Bay Fair stations. Both stations are well-used (San Leandro has slightly higher ridership than Bay Fair), and provide both vehicle and bicycle parking for riders.

Downtown San Leandro BART Station: The Downtown San Leandro BART Station is located at 1401 San Leandro Boulevard between Davis and Thornton Streets at the edge of Downtown San Leandro. New transit-oriented development (TOD) is slated to continue in the vicinity around the station. San Leandro BART is also planned to be the southern terminus for AC transit's Bus Rapid Transit (BRT) Line, now under construction.



The morning rush at the San Leandro Blvd. & W Juana Ave intersection.

The station includes outdoor bicycle racks with storage for approximately 171 bicycles. Twelve key-operated and 68 electronically operated rental lockers provide additional secure, covered bicycle storage. The key-operated lockers are available only for long-term rentals and require users to complete an application/rental agreement. The electronic lockers, which are operated with a pre-purchased smart card, offer short-term storage and are available on a first-come, first-served basis. There are also spaces for 91 bicycles on bike racks.

The downtown San Leandro BART Station is presently accessible from the City bikeway network via bike lanes on San Leandro Boulevard, Alvarado Street, and Williams Street. The bike lanes on Williams Street extend approximately two miles to the west of the BART station while the bike lanes on San Leandro Boulevard extend approximately ½ mile to the north and south of the station. The bike lanes on Alvarado Street exist only in the immediate vicinity of the station. A number of additional bikeways are proposed to serve the station including extensions to these existing facilities, which would greatly bolster the station's bicycle accessibility. These proposed routes include the East Bay Greenway trail along the Union Pacific Railroad/BART right-of-way, an eastward extension of bike lanes along Williams Street, and additional bike lanes on Davis Street.

There are two sets of Union Pacific railroad tracks in the immediate area, the Niles Subdivision and the Oakland Subdivision; these are barriers for pedestrians accessing the station. Station entrances should be studied for repositioning to better avoid these conflicts.

While there has been recent lighting improvements along San Leandro Boulevard, pedestrian lighting still needs to be improved on east-west streets to improve connections between the station and downtown commercial areas.

Figure 7 on the following page displays the existing bikeways, within San Leandro BART's catchment area.

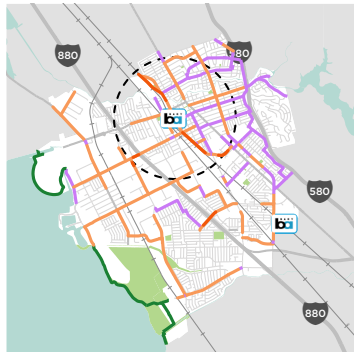


Figure 7: San Leandro BART Nearby Bikeways

SAN LEANDRO EXISTING BICYCLE NETWORK

EXISTING BIKEWAYS

- Bike Lane (Class II)
- Bike Route (Class III)
- Buffered Bike Lane (Class II)



alta Map produced: August 2017
Data source: City of San Leandro, ESRI, Alameda County Open Data



Bay Fair BART Station: The Bay Fair BART Station is located at 15242 Hesperian Boulevard immediately south of the Bayfair Center shopping mall. The Bay Fair area is currently developing a new transit oriented development plan. The Bay Fair Station has outdoor bicycle racks with capacity for approximately 42 bicycles. The station also has 20 electronically operated bicycle storage lockers, which operate under the same terms and conditions as those at the Downtown San Leandro BART Station.

The station is presently accessible from the city bikeway network along Hesperian Boulevard. Additionally, a bicycle/pedestrian connection exists between the Bay Fair BART Station and Bayfair Center. Bicycle access from the unincorporated areas east of the station and internal bicycle circulation between the two sides of the station are less clearly demarcated. The aforementioned East Bay Greenway trail would create an additional opportunity for bicycle and pedestrian access to the station and surrounding area.



A fleet of AC Transit buses at the San Leandro BART station.

Figure 8 on the following page displays the existing bikeways within Bay Fair BART's catchment area.

AC TRANSIT BUS SERVICE

Alameda-Contra Costa Transit District (AC Transit) operates local bus service throughout Alameda and western Contra Costa Counties as well as transbay bus service into San Francisco and San Mateo Counties.

The core AC Transit route along East 14th Street is under construction for conversion to full bus rapid transit (BRT)—which includes stations with off-board fare collection—between Downtown Oakland and the Downtown San Leandro BART Station. Currently, the BRT will stop at Davis Street and terminate at San Leandro BART. There is a potential for an expansion to extend the route to Bay Fair BART. As BRT is implemented, effective bicycle connections to BRT stations will become increasingly important. Generally, these stations would be well served by existing and planned bikeways along Peralta Avenue, Davis Street, Estudillo Avenue, and in the vicinity of the Downtown San Leandro BART Station.

All AC Transit buses have front-mounted racks with a capacity of two bicycles. AC Transit commuter coaches, which are used on select transbay routes, have the capacity for an additional two bicycles in the below-seat cargo bays when front racks are full. Certain commuter coaches on transbay routes operating to San Mateo County can hold up to four bicycles in cargo bays. Provided that they do not block seats or aisles, folding bicycles are allowed onboard AC Transit buses at any time.

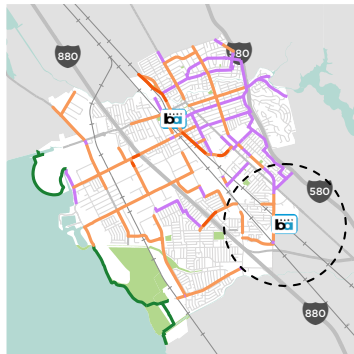
Figure 9 shows AC Transit routes that run through San Leandro and the boardings and alightings at each stop.



Figure 8: Bay Fair BART Nearby Bikeways

**SAN LEANDRO
EXISTING
BICYCLE
NETWORK**

- EXISTING BIKEWAYS**
- Bike Lane (Class II)
 - Bike Route (Class III)
 - Buffered Bike Lane (Class II)



- Open Space
- Water Body
- Neighboring City

alta
Map produced: August 2017
Data source: City of San Leandro, ESRI, Alameda County Open Data

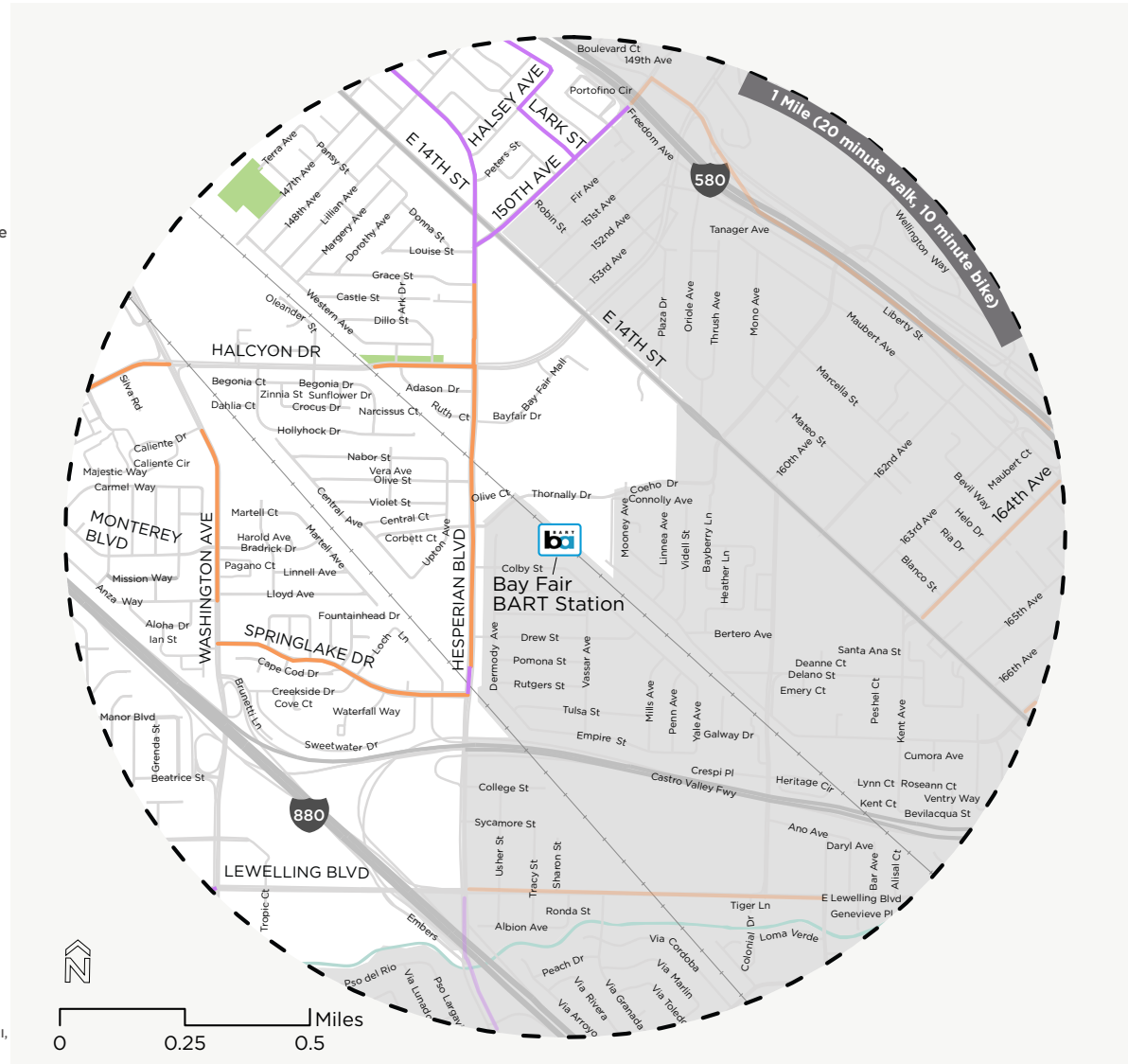




Figure 9: AC Transit Routes and Ridership

SAN LEANDRO TRANSIT-PRIORITY CORRIDORS

EXISTING NETWORK

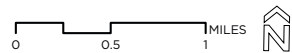
- Bus Transit Routes
- BART Rail Line
- Proposed East Bay Bus Rapid Transit
- BART Station

BOARDING

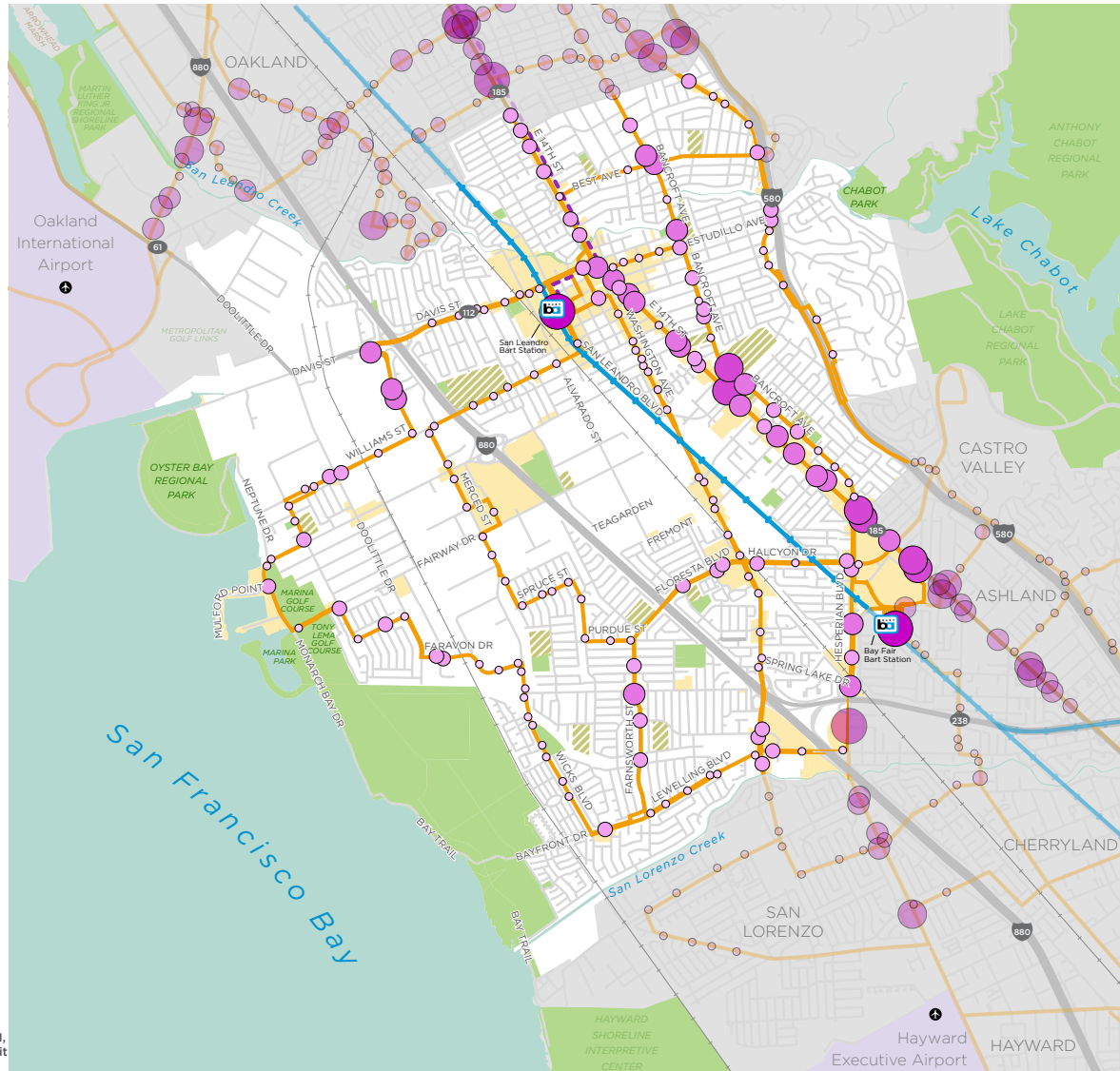
Weekday Bus On/Offs

- 1 - 20
- 21 - 60
- 61 - 180
- 181 - 360
- 361 - 3,600

- School
- Water Body
- Open Space
- Commercial
- Neighboring City
- Airport



Map produced: January 2017
 Data source: City of San Leandro, ESRI, Alameda County Open Data, AC Transit





Collision Analysis

Collision analysis is a critical component of the existing conditions analysis. As a part of this plan update, collision analysis was conducted of both pedestrian and bicycle collisions within the five year period of 2011-2015. Figure 10 on the following page provides a map of pedestrian and bicycle collisions in this period. Table 3 provides this data in tabular form.

Collisions were also analyzed to determine high-injury corridors. While collisions were reported throughout the City, several corridors were observed to have a higher density of collisions including Davis Street (State Route 112), East 14th Street (State Route 185) and Hesperian Boulevard.

Reducing collisions and improving safety is one of the primary goals of this plan. Many of this plan's goals (discussed in the next chapter) work towards addressing safety concerns: Goals 3, 4, and 6.

Safety and collisions are discussed in more detail in Chapter 5.

Collision Summary

- Between 2011-2015, there were 51 reported bicycle-involved collisions
 - There was one bicyclist fatality during this period
 - Only one of these collisions did not result in an injury to the bicyclist
- Between 2011-2015, there were 82 reported pedestrian-involved collisions
 - There were five pedestrian fatalities during this period
 - There were a total of 80 injuries (including the fatalities) reported

Table 3 - Collision Summary

Collision Summary (2011-2015)				
Collision Type	Total Collisions	Fatalities	Severe Injuries	Minor Injuries
Bicycle-involved collisions	51	1	4	46
Pedestrian-involved collisions	82	5	15	62



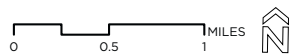
Figure 10: San Leandro Collisions Map: 2011-2015

SAN LEANDRO COLLISIONS

BICYCLE - PEDESTRIAN - INVOLVED COLLISIONS (2011 - 2015)

- Fatality (1)
- Fatality (5)
- Serious Injury (4)
- Serious Injury (15)
- Minor Injury (46)
- Minor Injury (62)

- Airport
- Library
- Hospital
- Bart Station
- School
- Open Space
- Water
- Commercial
- Neighboring City
- Airport



Map produced: May 2017
Data source: City of San Leandro, ESRI, TIMS, SWITRS

