

# ATTACHMENT B

## SAN LEANDRO GENERAL PLAN TRANSPORTATION ELEMENT POLICY AUDIT (Yellow highlighted items may require further discussion)

Doc ID#	Topic	Title	Statement	Evaluation
GP Goal 13	Coordinating Land Use-Transport	Coordinating Land Use and Transportation	Coordinate land use and transportation planning.	Still a valid goal. Carry forward.
GP Pol 13.01	Coordinating Land Use-Transport	Decision Making	Ensure that future land use and development decisions are in balance with the capacity of the City's transportation system.	Still a valid policy. Carry forward.
GP Pol 13.02	Coordinating Land Use-Transport	Keeping Pace With Growth	Improve transportation infrastructure at a rate that keeps pace with growth.	Still a valid policy (note that the emphasis is on the entire transportation system rather than on roads). Retain.
GP Pol 13.03	Coordinating Land Use-Transport	Mitigation of Development Impacts	Require developers to address the impacts that their projects will have on the City's transportation system. A variety of mitigation measures, including impact fees, street improvements, transportation demand management (TDM) measures, and improvement of non-automobile transportation modes, should be considered.	Still a valid policy. Carry forward. Potentially add a new policy or action (separate from this one) on promotion of car sharing, and subscription programs which reduce the need for auto ownership.
GP Act 13.03-A	Coordinating Land Use-Transport	Impact Fee Review	<i>Review City transportation impact fees annually to ensure that they are competitive with the rest of the Bay Area and adequately address local street improvement costs.</i>	Change this to "as needed" or "periodically" since annual is not practical
GP Act 13.03-B	Coordinating Land Use-Transport	Traffic Analysis Requirements	<i>Require traffic analyses for new development that will generate substantial volumes of traffic. Identify mitigation measures as appropriate to address impacts.</i>	Still a valid action. Carry forward.
GP Pol 13.04	Coordinating Land Use-Transport	Transit Oriented Development	Ensure that properties adjacent to the City's BART stations and along heavily used public transit routes are developed in a way that maximizes the potential for transit use. Such development should be of particularly high quality, include open space and other amenities, and respect the scale and character of nearby neighborhoods.	Still a valid policy. Carry forward.
GP Act 13.04-A	Coordinating Land Use-Transport	BART Station Area Recommendations	<i>Implement the land use and transportation recommendations identified in the urban design studies and/or area plans for the Bayfair and Downtown San Leandro BART Stations areas</i>	This action should be updated to reference the Downtown TOD Strategy and the pending work being done at Bayfair. In principle, an action to implement land use and transportation improvements around the BART stations is appropriate here.
GP Act 13.04-B	Coordinating Land Use-Transport	Minimum Density and Intensity Standards	<i>Adopt and maintain minimum density and intensity zoning provisions for sites near the BART stations, in Downtown San Leandro, and along the East 14th Street transit corridor.</i>	Should also explicitly list Bayfair Center here.
GP Act 13.04-C	Coordinating Land Use-Transport	Evaluation of Transit Needs in New Development	<i>Evaluate the need for public transit as part of the development review process, both for new projects and for re-use or redevelopment projects.</i>	Still a valid action. Carry forward.

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GP	Pol 13.05	Coordinating Land Use- Transport	Land Use Strategies	Promote land use concepts that reduce the necessity of driving, encourage public transit use, and reduce trip lengths. These concepts include live-work development, mixed use development, higher densities along public transit corridors, and the provision of commercial services close to residential areas and employment centers.	Still a valid policy. Carry forward.
GP	Pol 13.06	Coordinating Land Use- Transport	Siting of Housing and Public Facilities	Consider access to public transportation to be a major factor in the location and siting of future housing and public facilities. Conversely, ensure that community facilities such as libraries, parks, schools, and community, civic, and recreation centers, are served by public transit.	Still a valid policy. Carry forward.
GP	Pol 13.07	Coordinating Land Use- Transport	Parking Requirements	Establish parking requirements that contemplate the desire to promote public transit use, bicycling, and walking.	Suggest rewording this since the meaning is a little vague. State that parking requirements should be context sensitive and should vary based on factors such as proximity to transit, number of bedrooms, type of occupancy (seniors, etc.).
GP	Act 13.07- A	Coordinating Land Use- Transport	Review of Parking Requirements	<i>Examine the City's on-street and off-street parking requirements to ensure that they adequately support the goal of promoting public transit, pedestrian travel, and bicycle use.</i>	This was done to some extent when the Downtown TOD strategy was adopted, and when the E. 14th Street South Area Plan was adopted. Will be done again in Bay Fair TOD Plan process underway. Clarify (in policy) that this should be done as part of long-range planning processes, rather than independently for the whole city. Could specify policy to "phase in" parking reductions in TOD areas rather than lowering the standards all at once.
GP	Pol 13.08	Coordinating Land Use- Transport	Impacts of Transportation Facilities	Work with public and private agencies to reduce the negative impacts (noise, vibrations, fumes, etc.) of major transportation facilities and transit vehicles on adjacent land uses.	Still a valid policy. Carry forward.
GP	Pol 13.09	Coordinating Land Use- Transport	Development Density and Intensity	Establish zoning densities and intensities that help maintain the adopted level of service standards on San Leandro streets and highways.	Revise this policy to establish zoning densities that help reduce vehicle miles traveled, consistent with SB 743.
GP	Act 13.09- A	Coordinating Land Use- Transport	<i>Industrial Floor Area Ratio (FAR) Zoning Changes</i>	<i>Reduce the base FAR in Light Industrial and General Industrial districts from 1.0 to 0.8 to help ensure that future development and redevelopment does not generate traffic in excess of intersection capacity in the City's major employment districts. Establish an exception process for industrial uses with low employment densities.</i>	This was not done, and there would probably be little support for this reduction in light of SB 375 and the current strong economy. Suggest deleting and focusing on other approaches to reducing VMT and congestion.
GP	Goal 14	Bike-Ped	Bicycle and Pedestrian Circulation	<b>Promote and accommodate alternative, environmentally- friendly methods of transportation, such as walking and bicycling.</b>	Still a valid goal. Carry forward.
GP	Pol 14.01	Bike-Ped	Citywide Bikeway System	Develop and maintain a Citywide bikeway system which effectively serves residential areas, employment centers, schools, parks, and multi-modal terminals.	Still a valid policy. Change "multi-modal terminals" to "transit stations" (less obscure term)

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GP	Act 14.01- A	Bike-Ped	Bikeway Plan Implementation	<i>Maintain and implement a Citywide Bikeway Plan and update that Plan regularly as conditions and needs change. Undertake the education, safety, maintenance, monitoring, and marketing programs identified in the Bikeway Plan.</i>	Change to current name (Bicycle and Pedestrian Master Plan) and carry forward. Note that additional actions may be added, as called for by the Bike/Ped Master Plan
GP	Act 14.01- B	Bike-Ped	Capital Improvement Scheduling	<i>Maintain a schedule of capital improvement priorities in the City's Bikeway Plan and update this schedule as projects are completed and additional funds become available. Capital projects should be developed in accordance with the design standards and priorities identified in the Plan.</i>	Change to current name (Bicycle and Pedestrian Master Plan) and carry forward. Note that additional actions may be added, as called for by the Bike/Ped Master Plan
GP	Pol 14.02	Bike-Ped	Funding	Aggressively pursue state and federal funding for bicycle and pedestrian improvements, while also including funding for bicycle and pedestrian improvements in the City's Capital Improvement Program.	Potentially reword this, as it implies that projects receiving state/federal funds are not in the CIP. The real message is that local funds should be used in addition to state and federal grants. Local funds may come from other sources, such as Development Fee for Street Improvements (DFSI), the General Fund, and County sales tax dollars.
GP	Pol 14.03	Bike-Ped	Future Trail Alignments	Encourage the use of natural and man-made corridors such as creeks and dormant rail lines for future bicycle and pedestrian trail alignments. The safety of bicyclists and pedestrians and the privacy of adjacent property owners should be top priorities in the design of such trails.	Still a valid policy. Carry forward. Add action about the East Bay Greenway below this policy.
GP	Pol 14.04	Bike-Ped	Accommodation of Bicycles and Pedestrians	Require new development to incorporate design features that make walking, cycling, and other forms of non-motorized transportation more convenient and attractive. Facilities for bicycles and pedestrians, including bike racks, should be provided within new employment areas, shopping destinations, multi-modal transportation facilities, and community facilities.	Still a valid policy. Carry forward. Consult Bike-Ped Master Plan to consider additional policies or actions on this topic
GP	Act 14.04- A	Bike-Ped	Bicycle Locker Requirements	<i>Consider revisions to the City's zoning and/or subdivision ordinances to incorporate the standards for bicycle storage facilities identified in the City's Bikeway Plan.</i>	This has not yet been done, although the Bike Plan contains a similar recommendation. Right now bike parking is required as a condition of approval on a case by case basis, for large projects. Suggest carrying this forward.
GP	Pol 14.05	Bike-Ped	Access to Transit	Promote improvements that encourage walking, cycling, and other forms of non-motorized transportation to and from transit facilities such as BART stations and AC Transit bus lines.	Still a valid policy. Carry forward.
GP	Pol 14.06	Bike-Ped	Outreach and Education	Support greater public awareness of the City's bikeways and create incentives to use bikeways through signage, logos, maps, coordination with bicycle advocacy groups, advisory committees, and special events.	Still a valid policy. Carry forward.

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GP Act 14.06-A	Bike-Ped	Bike Route Numbering	<i>Develop a numbering system for the City's bike routes. Work with bicycle advocacy groups in San Leandro and neighboring communities to publish a regional bike route map for general use.</i>	Clarify that the intent is to use a uniform numbering system across the county, in concert with Alameda County Transportation Commission (ACTC). This has not yet been done in San Leandro, but it remains a valid action. Potentially add language from the Bike/Ped plan on wayfinding signage here.
GP Pol 14.07	Bike-Ped	Pedestrian Environment	Strive to achieve a more comfortable environment for pedestrians in all areas of San Leandro, with particular emphasis on the BART Station areas, Downtown, and major commercial thoroughfares such as East 14 <sup>th</sup> Street.	Still a valid policy. Carry forward.
GP Act 14.07-A	Bike-Ped	Pedestrian Facility Inventory	<i>Conduct an inventory of all pedestrian facilities and routes in the City to identify missing links. Develop a program to correct any deficiencies and ensure safe, convenient pedestrian circulation.</i>	To some extent, this was done as part of the 2010 Bike-Ped Master Plan Update. Suggest replacing with implementing actions identified in that Plan.
GP Act 14.07-B	Bike-Ped	Pedestrian and Bicycle Crossing Improvements	<i>Improve crossings for pedestrians and cyclists at intersections in the City through the use of brick pavers, small curb radii, bulb outs, street trees and landscaping near corners, and other measures which shorten pedestrian crossings or increase driver awareness of non-vehicle traffic. Continue to implement the Americans With Disabilities Act (ADA) and remove mobility barriers for persons with disabilities. (See also Action 23.03-A on the completion of Bay Trail "missing links.")</i>	Still valid and implemented on an ongoing basis. Carry forward.
GP Pol 14.08	Bike-Ped	Linkage to Road Improvements	Consider opportunities for concurrent pedestrian and bicycle improvements whenever improvements to roadways are made.	Still a valid policy. Carry forward.
GP Goal 15	Public Transport	Public Transportation	<b>Ensure that public transportation is safe, convenient, and affordable and provides a viable alternative to driving.</b>	Still a valid goal. Carry forward.
GP Pol 15.01	Public Transport	Coordination with Service Providers	Work collaboratively with AC Transit and BART to ensure that public transit service remains safe, reliable, and affordable, and to improve service frequency and coverage within San Leandro neighborhoods and employment centers.	Still a valid policy. Carry forward.
GP Act 15.01-A	Public Transport	AC Transit Improvements	<i>On an ongoing basis, work with AC Transit to pursue the following:(a) Route improvements providing greater cross-town access, improved access to public facilities, and additional links to BART from San Leandro neighborhoods and employment centers.(b) Technological changes (such as signal improvements and global positioning systems) that improve the on-time performance of public transit vehicles and provide greater capacity and service frequency. (c) Improvements that eliminate barriers to public transit use for persons with disabilities. (d) Improvements to local bus route maps, automated and electronic schedule information, and public information on public transit services.(e) Public-private partnerships to create shuttle service between BART, Downtown, and major employment centers. (f) Representation by San Leandro residents, businesses, and officials on committees and task forces studying AC Transit service improvements in Central Alameda County and the Berkeley-Oakland-San Leandro Corridor. (g) Locating bus loading and unloading areas in a manner which minimizes the disruption of traffic.</i>	All of these are still underway. We will confirm with AC transit that this is still a reasonable statement of their activities in San Leandro. Point (e) might be best dealt with in a different policy that talks about the LINKS service, the Kaiser shuttle, and other private shuttles. Potentially add a new action about studying alternate solutions to extending BRT to Bayfair.

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GP	Act 15.01- B	Public Transport	BART Improvements	<i>On an ongoing basis, work with BART to pursue the following: (a) Parking management strategies around the Downtown and Bayfair Stations which ensure that the stations remain available for use by the greatest number of persons possible, and that parking impacts on surrounding neighborhoods are minimized. (b) Urban design improvements that enhance access to both stations for pedestrians, persons with disabilities, bicycles, and public transit vehicles. (c) Transit-oriented development on land surrounding the BART Stations. (d) Strategies to reduce the noise associated with BART trains. (e) Extension of BART service to San Jose, Livermore, and eastern Contra Costa County. (f) Representation by San Leandro residents, businesses, and officials on committees and task forces studying service improvements, including BART extensions and connections to Oakland Airport. (g) Changing the name of the San Leandro Station to "Downtown San Leandro".</i>	Points (a), (b), (c), (d), and (e) are all still valid and can be carried forward. Point (f) should be updated ("connection to Oakland Airport" has been completed). Point (g) is still desired but BART has not taken the initiative to change the name. Can still carry forward. May be good to also mention other more recent BART-City initiatives, such as the Bay Fair TOD Plan process underway, new shared BART parking at Marea Alta, connection from Tech Campus to BART, etc.
GP	Pol 15.02	Public Transport	Integration of Schedules	Support efforts by BART and AC Transit to integrate their schedules to reduce the loss of time associated with intermodal connections.	Still a valid policy. Carry forward.
GP	Pol 15.03	Public Transport	Shuttle Buses	Encourage the use of shuttle buses as a viable alternative to driving. Shuttles should connect residential areas, schools, employment, shopping, health and other activity centers, and transit facilities such as BART.	Still a valid policy. Could reference LINKS service specifically, or leave it more general
GP	Act 15.03- A	Public Transport	Public/Private Partnerships for Shuttle Service	<i>Continue the recent public/private partnerships to provide shuttle bus service in San Leandro and pursue grants to sustain and expand this service. The City should act as a coordinator and facilitator to ensure that shuttle services benefit the greatest number of persons possible.</i>	Update to reflect current status of LINKS, which began operating the year the General Plan was adopted. Note the recent change to the routes and desire for continued expansion as employment grows.
GP	Act 15.03- B	Public Transport	Shuttle Bus Impact Fee	<i>Study the feasibility of a shuttle bus impact fee for major new commercial and industrial projects as a means of generating revenue to support expanded shuttle service.</i>	This seems unlikely at this point---funding through a BID is more logical and acceptable. Suggest continuing BID funding.
GP	Pol 15.04	Public Transport	Coordination of Shuttle Services	Promote the consolidation of private shuttle services to provide more efficient and comprehensive service between the City's employment centers and major public transit facilities, and to make the expansion of such service more viable. Where shuttle service is provided, it should supplement rather than compete with conventional public transit service.	Still a valid policy, and would support continued expansion of LINKS. Note Kaiser Shuttle is an exception, as it is a very large employer.
GP	Pol 15.05	Public Transport	Passenger Amenities	Encourage amenities, such as shelters, lighting, and route information at bus waiting areas to increase rider safety, comfort and convenience.	Still a valid policy--carry forward.
GP	Act 15.05- A	Public Transport	East 14th Street Transit Amenities	<i>Continue to promote East 14th Street as the principal north-south local transit route through the City. Retain the flexibility to undertake street design changes in the event that federal investment makes light rail or advanced bus service feasible in the corridor.</i>	E. 14th continues to be the main transit spine. Should update this to address BRT between SL BART and the Oakland border, and to retain the possibility that BRT could someday be extended to Bayfair, if a solution to the ROW and lane issue can be developed. Add an action to study feasibility of future BRT extension (long-term)

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GP Pol 15.06	Public Transport	Barrier Free Transit	Work with local public transit providers and social service agencies to eliminate barriers to personal mobility and more completely meet the transportation needs of persons with disabilities.	Still a valid policy--carry forward.
GP Pol 15.07	Public Transport	Allocation of Regional Funds	Ensure that the City receives its fair share of the public funds allocated for transit services within the region.	Still a valid policy--carry forward.
GP Pol 15.08	Public Transport	Legislation and Pricing Strategies	Support legislation and pricing strategies which make public transit more economical and affordable than driving.	Still a valid policy--carry forward.
GP Act 15.08-A	Public Transport	Employee Transit Incentives	<i>Promote the use of transit vouchers, transit passes, and other financial incentives by local businesses to encourage their employees to use public transportation when traveling to and from work. Promote similar incentives by local businesses to encourage their customers to use public transportation when shopping for goods and services.</i>	Still a valid action--carry forward
GP Pol 15.09	Public Transport	Ferry Service	Support continued study of the feasibility of ferry service from San Leandro to other destinations on San Francisco Bay.	Suggest deleting this, given the status of the channel
GP Pol 15.10	Public Transport	Commuter Rail Service	Explore the feasibility of additional commuter rail service between San Leandro and major regional employment centers.	Still a valid action--carry forward. Has the feasibility of a Capitol Corridor stop been considered?
GP Goal 16	Streets-Highways	Streets and Highways	<b>Improve major transportation arteries for circulation in and around the City.</b>	Still a valid goal. Note that "Complete Streets" is covered by a later goal in this section.
GP Pol 16.01	Streets-Highways	Street Hierarchy	Maintain a hierarchy of arterial, collector, and local streets in San Leandro. Recognize this hierarchy when planning for future street improvements	The hierarchy is still valid and can be maintained. However, this should acknowledge proposed new definitions being developed by Alameda CTC which prioritize streets for bikes, pedestrians, etc. Note potential changes in nomenclature.
GP Pol 16.02	Streets-Highways	Level of Service	Use Level of Service (LOS) "D" as the minimum acceptable service standard for streets and intersections, except as otherwise indicated in the Transportation Element.	Need to update this to reflect the new metrics for VMT required by SB 743.
GP Act 16.02-A	Streets-Highways	Capital Improvement Program	<i>Prepare and annually update a capital improvement program for transportation facilities, including the projects identified in the General Plan. Pursue a variety of funding sources to construct these projects, including development fees, state and federal grants, voter approved sales tax measures, and other sources.</i>	This is still a valid action--presumes we will develop a new list of needed improvements in the 2035 Plan.
GP Act 16.02-B	Streets-Highways	Aladdin Extension	<i>Determine the feasibility of, and pursue long-term opportunities to fund and build, the extension of Aladdin and/or Montague Avenues eastward across the Union Pacific Railroad tracks to San Leandro Boulevard and/or Washington Avenue.</i>	The feasibility of this project is very low, although if the East Bay Greenway is completed, it may be more feasible. Will probably delete this, pending completion of the traffic analysis and evaluation of the need/ costs.
GP Act 16.02-C	Streets-Highways	Improvements to Marina Blvd	<i>Pursue funding for the widening of Marina Boulevard from four to six lanes from Orchard Avenue east to San Leandro Boulevard, and the completion of Marina Boulevard/I-880 ramp improvements.</i>	This should be updated to reflect current plans (and potential future plans) for Marina Blvd--widen to 6 lanes from Orchard to Alvarado.
GP Pol 16.03	Streets-Highways	Maintenance	Regularly maintain City streets and traffic control devices to ensure that streets operate safely and efficiently.	This is still a valid policy. Carry forward.

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GP Act 16.03-A	Streets-Highways	Funding for Maintenance	<i>Ensure that sufficient funding is allocated to road maintenance and repair during the annual municipal budgeting process.</i>	This is still a valid action. Carry forward. Note that City's Measure HH sales tax measure will go toward improving pavement and street PSI ratings
GP Pol 16.04	Streets-Highways	Traffic Flow Improvements	Use a variety of measures to improve traffic flow at congested intersections, including technologically advanced tools such as signal timing and video monitoring.	This is still a valid policy. Carry forward.
GP Act 16.04-A	Streets-Highways	Traffic Monitoring and Signal Timing	<i>Conduct traffic monitoring at key intersections in San Leandro. Based on the monitoring data, undertake signal timing and phasing projects which improve traffic flow and safety.</i>	This is still a valid action. Carry forward. This is done on an ongoing basis.
GP Pol 16.05	Streets-Highways	East-West Circulation	Strive to improve east-west circulation across San Leandro without adversely impacting residential neighborhoods. Encourage signal timing, signage improvements, turn lanes, and other measures which improve circulation but do not involve major physical changes or traffic increases on residential streets.	This is still a valid policy. Carry forward.
GP Act 16.05-A	Streets-Highways	East-West Circulation	<i>Explore the feasibility of a signage and signal timing improvement project to improve circulation between the east and west sides of San Leandro.</i>	A significant signal timing project was completed in 2002, and signal adjustments are done regularly to improve flow. While the goal of increasing east-west circulation is still valid, a signal timing project would not really achieve this goal at this point.
GP Pol 16.06	Streets-Highways	Railroad Crossings	Periodically evaluate the need to convert existing at-grade railroad crossings to grade-separated crossings. Such considerations should be based on the availability of state and federal funds and the volume of train and auto traffic at the crossing locations. Require any future railroad overpass or underpass to be attractively landscaped, with provisions for bicycles and pedestrians.	This is still a valid action. Carry forward.
GP Act 16.06-A	Streets-Highways	Washington Ave Underpass	<i>Consider alternatives to improve the Washington Avenue rail underpass at the Union Pacific rail crossing. Alternatives should include rebuilding the existing underpass to eliminate the "tunnel" effect, widen the travel lanes, and add provisions for bicycles and pedestrians.</i>	This would be a costly project, and there would not be a need for bike-ped improvements through the tunnel if the East Bay Greenway goes through (bikes and peds could go over the top). Update this action to reflect current status.
GP Pol 16.07	Streets-Highways	Truck Routes	Undertake roadway and intersection improvements to designated truck routes which ensure that San Leandro remains competitive as a regional distribution center. Such improvements should further the protection of residential areas from truck traffic.	This is still a valid policy. Carry forward.
GP Act 16.07-A	Streets-Highways	Truck Route Designations	<i>Designate appropriate San Leandro streets as truck routes so that industrial traffic is channeled away from residential areas. The selection of truck routes should consider neighborhood impacts, freeway access, truck parking needs, turning radii requirements, and the locations of businesses generating the largest volumes of truck traffic.</i>	This is still a valid action. Carry forward.

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GP Act 16.07-B	Streets-Highways	Truck Circulation Improvements	<i>Pursue the following steps to improve truck circulation in San Leandro and reduce conflicts with residential traffic: (a) Conduct a survey of large industries in San Leandro to determine overall trucking needs in the community; (b) Identify priority intersections throughout San Leandro where widening to accommodate larger tractor-trailer rigs is required; (c) Consider developing specific roadway design standards for designated truck routes that address safety, turning requirements, ingress and egress, and streetscape improvements; (d) Develop a citywide radio band, or use the existing 1610 band, to provide truck route information.</i>	Rewrite this action to tie into Complete Streets policies and programs. Note that improvements to accommodate trucks are largely completed, with a few exceptions (Washington Avenue/ I-880 interchange, Beatrice off-ramp). (a) survey was never completed--may no longer be needed; (b) largely completed (Fairway and Merced were improved) (c) was not really viable, (d) citywide radio band seems obsolete--would this be an app now? Note that part of the Complete Streets process includes evaluating all road improvement projects for their potential to change truck traffic patterns.
GP Goal 17	Nhood Traffic Mgmt	Neighborhood Traffic Management	<b>Minimize the adverse effects of business, industrial, and through traffic on neighborhood streets.</b>	Still a valid goal. Carry forward.
GP Pol 17.01	Nhood Traffic Mgmt	Traffic Calming Strategies	Use a variety of approaches to slow down or “calm” traffic on San Leandro streets, based on the specific conditions on each street. Emphasize approaches that improve conditions for pedestrians and bicyclists and enhance neighborhood aesthetics.	Still a valid policy. Carry forward. Note link to Complete Streets.
GP Act 17.01-A	Nhood Traffic Mgmt	Traffic Calming Strategies	<i>Implement a traffic calming program for major residential gateway streets. This program could include urban design improvements, pavement changes, and intersection modifications.</i>	Suggest deleting the reference to "residential gateway streets" and instead referring more generally to the city's traffic calming program.
GP Pol 17.02	Nhood Traffic Mgmt	Collector and Local Street Objectives	On collector streets, support traffic calming measures that reduce average travel speed but maintain roadway capacity and function. On local streets, emphasize visual deterrents to through-traffic (such as street trees, planters, and narrower pavement width at intersections), rather than physical obstacles to traffic flow (such as street closures). Street closures should only be used as a last resort to address traffic conflicts.	Still a valid policy. Consider recent community input from Durant Av area regarding measures to deter/control truck traffic.
GP Act 17.02-A	Nhood Traffic Mgmt	Residential Collector Design Standards	<i>Develop special roadway design standards for collector streets in residential neighborhoods to slow traffic, increase landscaping, improve aesthetics, and reduce other negative impacts associated with heavy traffic.</i>	Largely superseded by recent requirements for Complete Streets. Replace with Complete Streets policy.
GP Pol 17.03	Nhood Traffic Mgmt	Neighborhood-wide Approach	Wherever practical, require traffic calming projects to be done at a neighborhood level, rather than on a piecemeal basis. Street alterations that cause traffic to be displaced from one residential street to another should generally be discouraged. Street alterations that impede access by emergency vehicles should be prohibited.	Still a valid policy. Carry forward.
GP Act 17.03-A	Nhood Traffic Mgmt	Traffic Study Requirements for Road Changes	<i>Require a study of traffic impacts and a plan for accommodating displaced traffic before making major changes to street design or circulation patterns.</i>	Still standard operating procedure. Carry forward.



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GP Pol 17.04	Nhood Traffic Mgmt	Coordination with Urban Design Improvements	Integrate traffic calming objectives into major urban design projects and streetscape improvement plans.	Still a valid policy. Carry forward. Note link to Complete Streets. Add action to redesign MacArthur/ Superior/ Foothill intersection to improve traffic flow, ped/bike safety, etc.
GP Act 17.04-A	Nhood Traffic Mgmt	Redesign of Commercial Streets	<i>Explore the redesign of select streets in commercial districts (including Downtown) to reduce the number of travel lanes and create amenities such as wider sidewalks, crosswalk pavers, landscaped medians, and street trees within parking lanes.</i>	Consider moving this action to a new goal on Complete Streets. It continues to be standard operating procedure and is still valid.
GP Pol 17.05	Nhood Traffic Mgmt	Truck Traffic on Residential Streets	Consider road design improvements, truck route designations, signage, and other tools to discourage truck traffic from using residential streets.	Still a valid policy. Carry forward.
GP Act 17.05-A	Nhood Traffic Mgmt	West San Leandro Road Improvements	<i>Pursue the following roadway improvements, as identified in the West San Leandro Plan, to minimize truck traffic on residential streets: (a) Extension of Polvorosa Avenue to Neptune Drive; (b) Closure of Aurora Drive and Neptune Drive just north of Williams Street (in cul-de-sacs); (c) Installation of a traffic signal at Polvorosa Avenue and Doolittle Drive; (d) Improvement and extension of Eden Road west and south to Davis Street; (e) Extension of Westgate Parkway from Westgate Shopping Center to Williams Street.</i>	These improvements were identified in the WSL Plan, which is now 15 yrs old. (a) was not done and is very unlikely, given acquisition costs; (b) seems ill-advised given current focus on connectivity and reducing VMT-- was contingent on (a) being built; (c) not completed but still OK to carry forward, since it could potentially take trucks off of Williams in a residential area; (d) not completed but still a valid project; (e) completed. Can remove.
GP Act 17.05-B	Nhood Traffic Mgmt	Enforcement of Truck Parking Regulations	<i>Enforce the regulation of truck parking on City streets. Identify locations where signs prohibiting truck parking may be required.</i>	Still standard operating procedure. Carry forward.
GP Pol 17.06	Nhood Traffic Mgmt	Siting of Businesses with Truck Traffic	To the extent feasible, locate businesses projected to generate large amounts of truck traffic away from residential areas. Ingress and egress for such businesses should be designed to minimize the possibility of truck traffic impacting residential streets.	Still a valid policy. Carry forward.
GP Goal 18	Traffic Safety	Traffic Safety	<b>Improve traffic safety and reduce the potential for accidents on San Leandro streets.</b>	Still a valid goal. Carry forward.
GP Pol 18.01	Traffic Safety	Law Enforcement	Aggressively enforce traffic safety laws on San Leandro streets, including speed limits, red light violations, and pedestrian and bicycle lane right-of-way violations.	Still a valid policy. Carry forward.
GP Act 18.01-A	Traffic Safety	Red Light and Speeding Violations	<i>Investigate the feasibility of photo enforcement and other methods of enforcement to deter red light violations and speeding.</i>	Delete, as cameras have been installed at four intersections. No further cameras are likely at this time.
GP Pol 18.02	Traffic Safety	Capital Improvements	Identify capital improvements and other measures which improve the safety of bicyclists, pedestrians, and motor vehicles on San Leandro streets.	Still a valid policy. Carry forward.
GP Act 18.02-A	Traffic Safety	Accident Data Collection and Remediation	<i>Collect and evaluate collision data on the top 25 accident locations in San Leandro. Develop measures to reduce the number of collisions at these locations.</i>	Still a valid action, but drop "25". Collision analysis is done in practice on a regular basis. Add language to also pursue funding for the improvements, since lack of funds is an impediment right now.

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GP	Act 18.02- B	Traffic Safety	Pedestrian Safety Improvements	<i>Develop programs to improve pedestrian safety at both controlled and uncontrolled intersections throughout the City. Programs that use innovative technology, such as lighted crosswalks and warning countdowns, should be explored.</i>	Still a valid action and being implemented on an ongoing basis. Carry forward.
GP	Pol 18.03	Traffic Safety	Public Education	Increase public education on laws relating to parking, circulation, speed limits, right-of-way, pedestrian crossings, and other aspects of transportation safety in the City.	Still a valid policy, although suggest changing "education" to "awareness of". Carry forward.
GP	Act 18.03- A	Traffic Safety	Safe Route to School Program	<i>Continue the Safe Route to School program and other bicycle, pedestrian, and non-motorized transportation safety programs for children and seniors.</i>	Program is still operating. Carry forward.
GP	Pol 18.04	Traffic Safety	Safe Visibility	Maintain site design, engineering, and zoning standards which ensure that adequate visibility is maintained along streets and driveways.	Still a valid policy. Carry forward.
GP	Act 18.04- A	Traffic Safety	Arterial and Collector Intersection Sign Improvements	<i>Develop and implement a signing program along the arterial and collector streets to more clearly identify intersections for all users and to improve the visibility of street signs and directional signs.</i>	Check with staff on whether this is still a desired action. What was envisioned was large lettered signs above signalized intersections
GP	Pol 18.05	Traffic Safety	Funding	Pursue grants for the improvement of pedestrian, bicycle, and motor vehicle safety.	Still a valid policy. Carry forward.
GP	Pol 18.06	Traffic Safety	Staff Education	Ensure that City Staff is up to date and educated on the latest technology and/or methods of improving safety for all modes of transportation.	Still a valid policy. Carry forward.
GP	Act 18.06- A	Traffic Safety	Staff Education	<i>Facilitate the continuing education of City staff in state of the art transportation techniques, including traffic flow improvements, traffic calming, bicycle and pedestrian improvements, and safety and public education.</i>	Still a valid action. Carry forward.
GP	Goal 19	Ped-Orient Streetscape	Pedestrian Oriented Streetscape	<b>Encourage Community Design Principles and Standards Which De-emphasize Automobiles.</b>	<b>Suggest re-casting this as a "Complete Streets" goal. Will need to review policies below and make sure that the mandatory complete streets language has been incorporated.</b>
GP	Pol 19.01	Ped-Orient Streetscape	Street and Building Design	Promote the design of streets and buildings that make San Leandro's streets more attractive and inviting for pedestrians, bicyclists, and public transit users. New development should promote the use of these modes of transportation by including amenities such as sidewalks, bike lockers, and bus shelters.	This is a basic Complete Streets policy and it should be carried forward.
GP	Act 19.01- A	Ped-Orient Streetscape	Parking Reduction Provisions	<i>Allow reduced parking requirements where specific conditions are met. These conditions should include transportation demand management measures, such as shuttle buses to BART and other destinations, carpooling and vanpooling programs, shared parking, provision of shared cars, and bicycle storage facilities.</i>	Still a valid action, and implemented in practice. Carry forward.
GP	Act 19.01- B	Ped-Orient Streetscape	Redesign of Commercial Strips	<i>Develop a strategy for "re-tooling" auto-oriented strip shopping centers into pedestrian-oriented neighborhood centers. The strategy should also address the need for safe, inviting pedestrian connections between these centers and nearby neighborhoods.</i>	Still a valid action, and consistent with best practices. Carry forward.
GP	Act 19.01- C	Ped-Orient Streetscape	Conversion of Travel Lanes	<i>On streets with available capacity, consider the conversion of travel lanes to bicycle paths, wider sidewalks, landscaped areas, outdoor seating areas, or public spaces with similar amenities. The design of such improvements must reflect the function of the street and the character of the surrounding area.</i>	This policy helped support the recent improvements to San Leandro Blvd and could be used elsewhere on SL Blvd, or on other wide streets in the city. Suggest retaining.

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GP	Act 19.01- D	Ped-Orient Streetscape	East 14th Street Streetscape Improvements	<i>Pursue public improvements to East 14th Street which make the street more transit- and pedestrian-friendly without impeding traffic flow. These improvements could include wider sidewalks, specially designed pedestrian crossings at key intersections, street trees, undergrounding of utilities, improved transit waiting areas, and landscaping. Neighborhood residents and local motorists should be involved in the planning and design of such improvements.</i>	Still a valid action, and implemented in practice. Carry forward.
GP	Pol 19.02	Ped-Orient Streetscape	Siting of Parking Lots	Encourage the placement of parking lots to the rear of businesses rather than along the street frontage so that they become a secondary feature of commercial development rather than the dominant feature. Where large surface parking lots must be provided, require screening and landscaping to improve and soften their appearance.	Still a valid policy. Carry forward. Cross-reference Community Design Element.
GP	Act 19.02- A	Ped-Orient Streetscape	Parking Lot Design	<i>Develop design standards and code enforcement procedures for parking lots which ensure that parking is attractively landscaped, well maintained, and contributes positively to the overall character of the street and neighborhood.</i>	Still valid, although implemented through area plans and development project conditions rather than citywide. Can carry forward--perhaps clarify.
GP	Pol 19.03	Ped-Orient Streetscape	Shared Parking	Promote the concept of parking areas which are "shared" by multiple uses with different peak demand periods as a means of reducing the total amount of parking which must be provided.	Still a valid policy. Carry forward.
GP	Pol 19.04	Ped-Orient Streetscape	Garage Door Visibility	Minimize the visibility of garage doors in new single family and multi-family residential construction.	This was a big issue during the last GP Update due to the small lot subdivisions that were popular at the time. It is less of an issue now, but the policy remains valid. Carry forward.
GP	Pol 19.05	Ped-Orient Streetscape	Narrower Streets	Where aesthetic, safety and emergency access considerations can be adequately addressed, allow narrower streets in new development to create a more intimately-scaled street environment.	Still a valid policy. Carry forward. Cross-reference Community Design Element.
GP	Pol 19.06	Ped-Orient Streetscape	Reduced Trip Generation	Encourage local employers to develop programs that promote ridesharing, bicycle use, and other modes of transportation that reduce the number of vehicle trips generated.	This policy seems mis-placed under this goal. Move to Goal 13? Still a valid policy--retain.
GP	Goal 20	Interagency Coord.	Interagency Coordination	<b>Coordinate local transportation planning with other agencies and jurisdictions.</b>	Still a valid, and necessary, goal. Retain.
GP	Pol 20.01	Interagency Coord.	Coordination with Regional Agencies	Work closely with the Metropolitan Transportation Commission, the Alameda County Congestion Management Agency, and other agencies to address regional transportation issues affecting San Leandro.	Update ACCMA name to ACTC. Add other transit agencies such as ABAG, AC Transit, and BART. Carry forward.
GP	Act 20.01- A	Interagency Coord.	Airport Expansion Impacts	<i>Monitor expansion plans for Oakland International Airport and advocate measures requiring the Port of Oakland to mitigate potential traffic impacts on San Leandro streets.</i>	Still a valid and ongoing action. Carry forward.
GP	Act 20.01- B	Interagency Coord.	Emergency Preparedness	<i>Coordinate with highway and public transit agencies to develop contingency plans in the event that road or transit service is disrupted by accident or disaster.</i>	Still a valid and ongoing action. Carry forward.
GP	Pol 20.02	Interagency Coord.	Representation on Commissions	Promote City representation on regional commissions and task forces addressing transportation issues.	Still a valid policy. Carry forward.

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GP Act 20.02-A	Interagency Coord.	Commission Representation	<i>Seek representation by San Leandro's elected officials on the Metropolitan Transportation Commission and other regional commissions and agencies addressing transportation issues.</i>	Still a valid and ongoing action. Carry forward.
GP Act 20.02-B	Interagency Coord.	Trans-Bay Crossings	<i>Remain an active participant in discussions about additional bridge or tunnel crossings between the East Bay and the Peninsula/ San Francisco.</i>	Still a valid action. Add reference to potential BART tunnel here. Carry forward.
GP Pol 20.03	Interagency Coord.	Special Needs Groups	Work with social service agencies, advocacy groups, non-profit organizations, school districts, and the private sector to better respond to the transportation needs of all segments of the community including seniors, children, persons with disabilities, and lower income households.	Still a valid policy. Carry forward.
GP Pol 20.04	Interagency Coord.	Community Input	Actively seek community and neighborhood input in the transportation planning process.	Still a valid policy. Carry forward.
GP Pol 20.05	Interagency Coord.	Coordination with Caltrans	Coordinate local transportation planning programs and improvement projects with Caltrans. Integrate the Caltrans' Tier 2 highway system into the local transportation system to the maximum extent feasible.	These facilities are no longer called "Tier 2"--they are simply Caltrans facilities that are not freeways. The idea of integrating East 14th, Doolittle, and Davis into the local circulation system seems self-evident and should be carried forward.
GP Act 20.05-A	Interagency Coord.	Tier 2 Highways	<i>Pursue the transfer of responsibility for Caltrans Tier 2 highways from the State of California to the City of San Leandro, subject to a study of the projected annual costs to the City and the projected additional revenues resulting from the transfer. These facilities include: (a) Davis Street (east of Doolittle); (b) Doolittle Drive (north of Davis); and (c) East 14th Street. Until such facilities are transferred to the City, coordinate with Caltrans on signal phasing, road improvement, and other projects affecting these facilities.</i>	This may warrant further discussion. Transfer of ownership ("relinquishment") would only make sense if the roads are in excellent condition, and the City has an adequate long-term reliable funding source. Should edit this action to clarify the conditions under which transfer is desirable. Also, potentially add an action to lobby Caltrans to follow principles of context-sensitive design, in the event ownership transfer is not feasible.
GP Pol 20.06	Interagency Coord.	Railroads	Work with the Union Pacific Railroad and AMTRAK to minimize the impacts of their facilities on the City and to better educate the public about railroad crossing safety.	Still a valid policy. Carry forward.
GP Pol 20.07	Interagency Coord.	Coordination of Public Works Projects	Coordinate road, infrastructure, utility, and telecommunication construction and maintenance projects to minimize disruption of local traffic patterns.	Still a valid policy. Carry forward.