San Leandro Bicycle and Pedestrian Master Plan Update

City Council

December 2, 2024

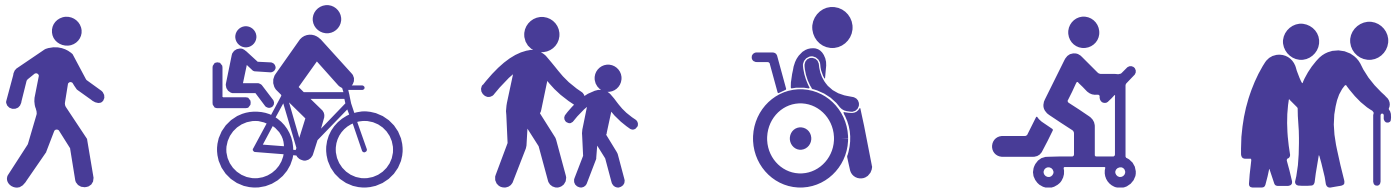
Presentation Outline

1. About the Plan
2. Draft Plan Summary

About the Plan

What is the Bicycle and Pedestrian Master Plan Update?

The Bicycle and Pedestrian Master Plan is a *focused update* to the 2018 Plan that creates a 5-year work plan of projects and programs to support bicycling and walking in San Leandro.



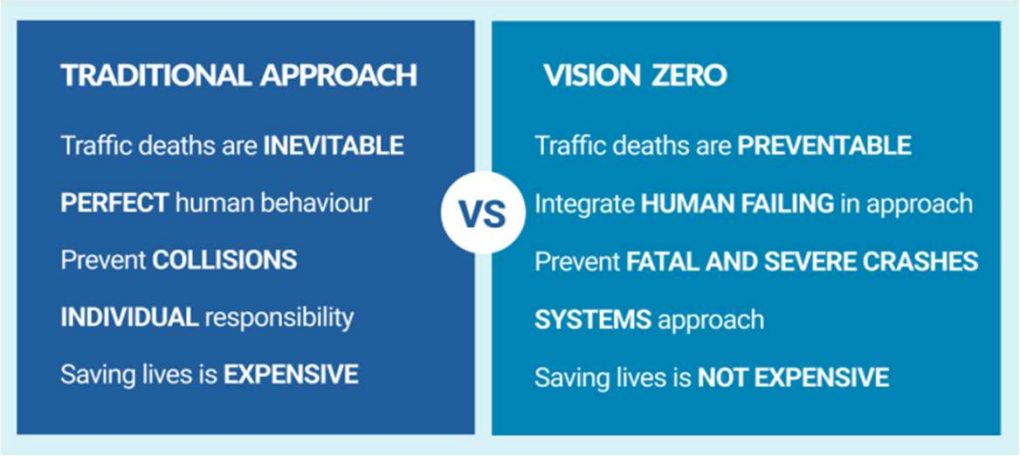
What is a “focused update?”

- ☑ The focused update reviews and updates the 2018 network with new prioritization and implementation strategies.
- ☑ The community outreach and technical tasks are designed to build off existing work and finalize the update on a shorter schedule.

San Leandro adopted a Vision Zero policy and Local Roadway Safety Plan in 2021.

Vision Zero aims to eliminate all traffic fatalities and severe injuries.

Since 2017, there have been **3 fatal and 20 severe injury collisions involving bicyclists and/or pedestrians** in San Leandro.



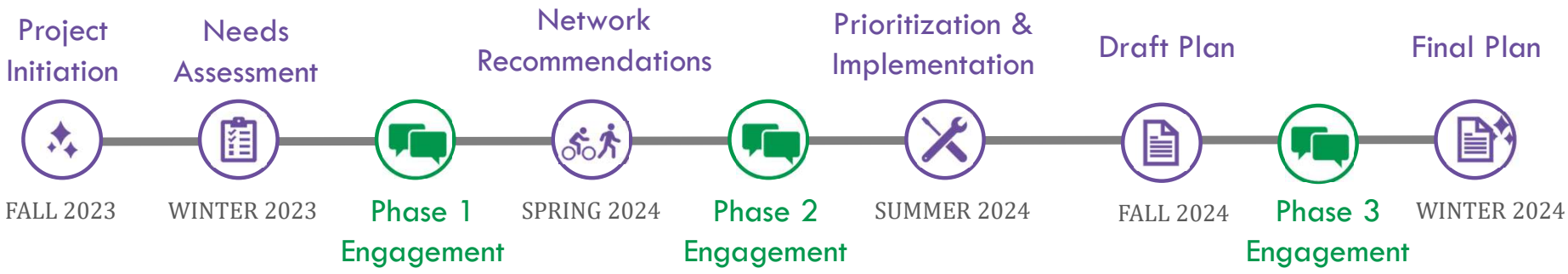
Source: FHWA.

The focused update incorporates new best practice guidelines.

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		*Any*	*Any of the following:* high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	**Protected Bicycle Lane**
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	**Shared Street**
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	**Bicycle Boulevard**
≤ 25 mph	≤ 500 – 1,500			
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	**Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane**
	≤ 3,000 – 6,000			**Buffered or Protected Bicycle Lane**
	Greater than 6,000			**Protected Bicycle Lane**
	Any	Multiple lanes per direction		
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	**Protected Bicycle Lane, or Reduce Speed**
		Multiple lanes per direction		**Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed**
	Greater than 6,000	*Any*	*Any*	**Protected Bicycle Lane**
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		*Any*	High pedestrian volume	**Bike Path with Separate Walkway or Protected Bicycle Lane**
			Low pedestrian volume	**Shared-Use Path or Protected Bicycle Lane**

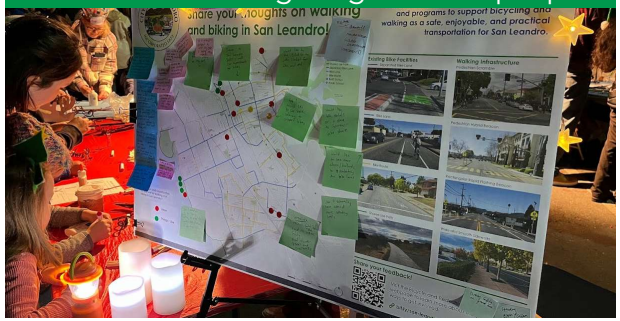
NACTO's Contextual Guidance for Selecting all Ages and Abilities Bikeways

The Plan was developed over the last year, with engagement during each stage.



We talked with San Leandrans at the Tree Lighting and Cherry Festival events.

12/1/23: Tree Lighting Event Pop-Up



6/1/24: Cherry Festival Event Pop-Up

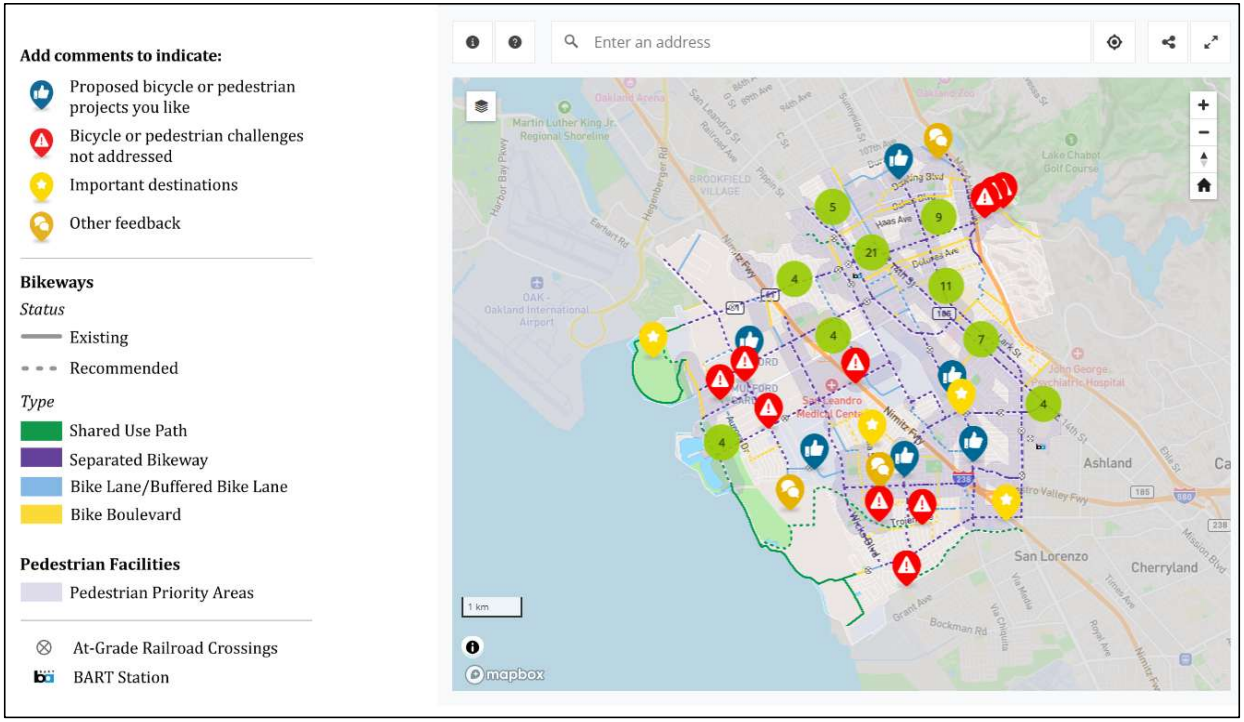
~170
People Engaged In Person

We also received input online about current conditions and the draft network recommendations.

1,823
Website Visitors to Date

355
Web Map Comments

91
Surveys Completed



Draft Plan Summary

The Plan consists of:

1. Introduction
2. Vision and Goals
3. Existing Conditions
4. Pedestrian and Bicycle Recommendations Update
5. Support Programs
6. Implementation
7. Appendices
   - Design Guidelines
   - Project List
   - Comprehensive Community Feedback

The vision statement was developed with input from the BPAC.

> *San Leandro will be a connected community where walking and biking are fully integrated into daily life as safe, equitable, and enjoyable transportation options for people of all ages and abilities.*

The BPMP has four goals with associated policies.

The recommendations build off progress since the 2018 Plan.

500 upgraded curb ramps

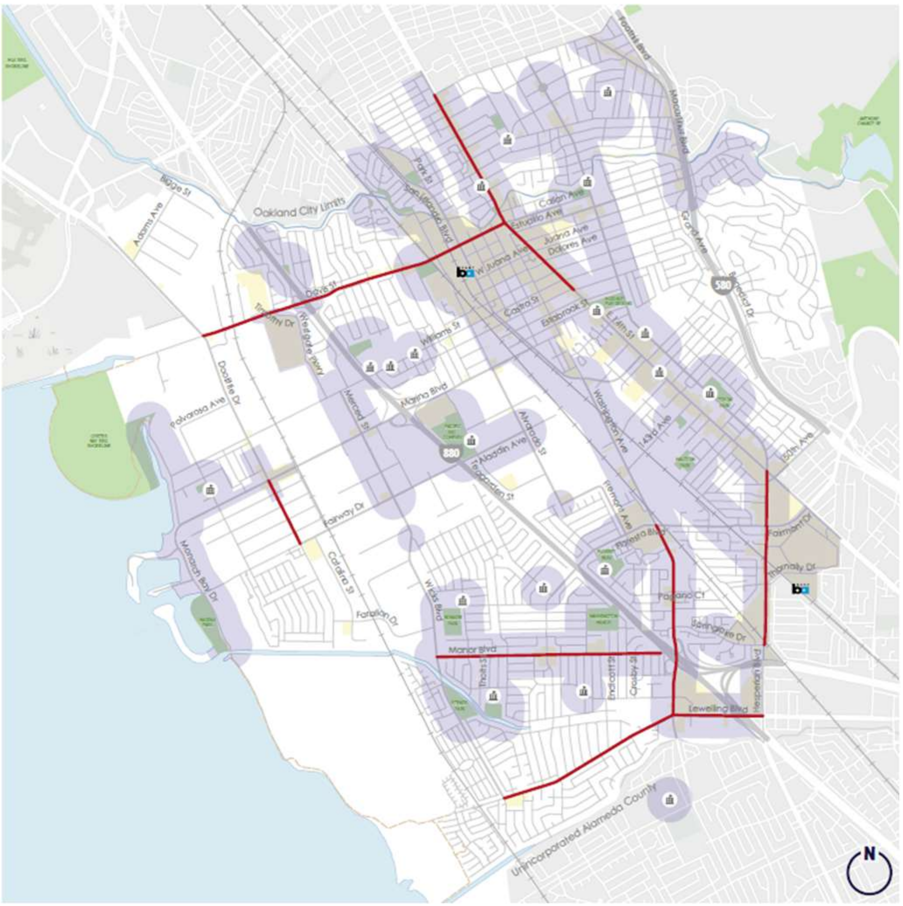
33 intersections with new pedestrian improvements

11 miles of new bike routes

2 miles of new bike lanes

1 mile of new separated bikeways

Pedestrian priority areas focus on schools, business districts, and transit.



Pedestrian Priorities

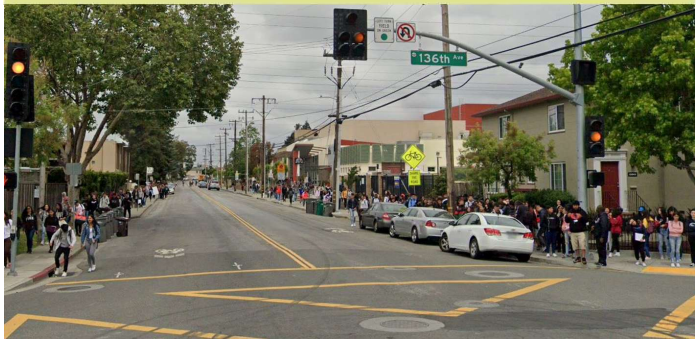
Pedestrian priority areas provide access to schools, parks, transit hubs, and commercial areas.

These areas are the highest priority for pedestrian investment and they have specific design expectations.

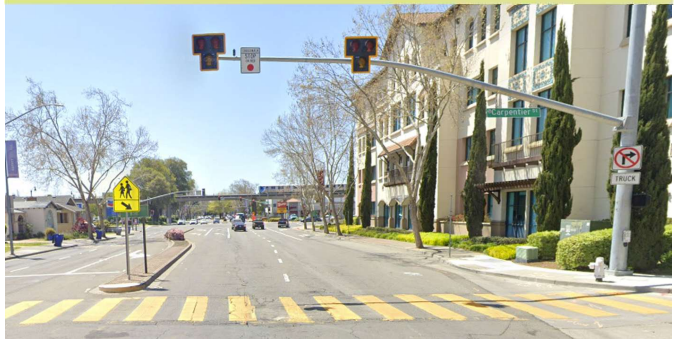
- Safety Priority Corridors (LRSP)
- Pedestrian Priority Areas
  Including:
  - 1/4th mile buffer around BART stations
  - 1/8th mile buffer around schools, parks, and key commercial corridors
- Public Schools
- BART Station
- Railroad
- Commercial Areas
- Parks

These are some of the typical project types within pedestrian priority areas.

Pedestrian Scramble

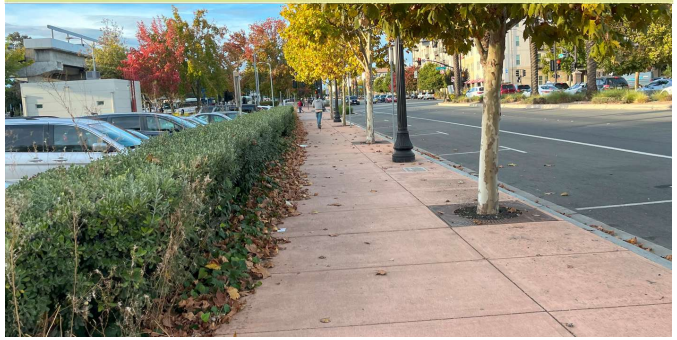


Pedestrian Hybrid Beacon

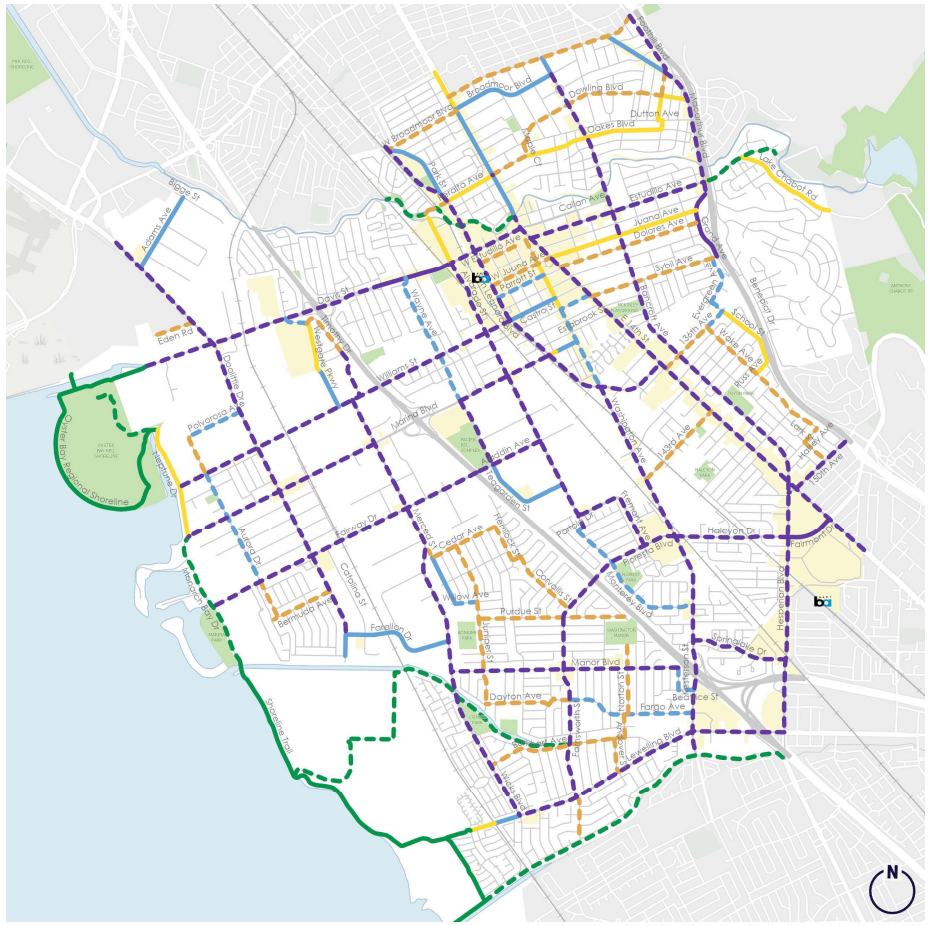


Rectangular Rapid Flashing Beacon

Wide and Smooth Sidewalks



The proposed bikeway network will provide access for all ages and abilities.



Recommended Bicycle Network

Recommended Bikeways

- Shared Use Path
- Separated Bikeway
- Bike Lane/Buffered Bike Lane
- Bike Boulevard

Existing Bikeways

- Shared Use Path
- Separated Bikeway
- Bike Lane; Buffered Bike Lane
- Bike Route

- At-Grade Railroad Crossings
- BART Station
- Railroad
- Commercial Areas
- Parks

Bikeways are recommended by four main types.

Separated Bike Lane

Bike Lane

Bike Boulevard

Shared Use Path

Project locations have been scored and prioritized based on five criteria:

- **Safety Need**
- **Community Input**
- **Growth**
- **Community Destinations**
- **Equity**

The Plan identifies **101 bicycle corridors** where priority bicycle improvement projects are recommended, **14 of which are identified as high priority corridors**

The Plan identifies **126 pedestrian intersections** where pedestrian improvements are recommended, **15 of which are identified as high priority intersections**

CM0

The plan includes high priority projects, several of which have projects underway.

	High Priority Bike Corridor	High Priority Ped Intersections	Lead Agency	Status
San Leandro Creek Trail	X		City of San Leandro	Study complete
150th Avenue	X		City of San Leandro	Recommended
Davis Street	X	X	Caltrans	Partially complete
East 14th Street	X	X	Alameda CTC/Caltrans/ City of San Leandro	In progress
Parrott Street	X	X	City of San Leandro	Recommended
West Juana Avenue	X	X	City of San Leandro	Recommended
Alvarado Street	X		City of San Leandro	Recommended
Bancroft Avenue	X	X	City of San Leandro	Crosstown Corridors Study complete
Estudillo Avenue	X		City of San Leandro	In progress
Hesperian Boulevard	X	X	City of San Leandro	In progress
Lewelling Boulevard	X		City of San Leandro	In progress
San Leandro Boulevard	X	X	City of San Leandro	In progress
Washington Avenue	X		City of San Leandro	Recommended
Williams Street	X		City of San Leandro	Study complete
Dolores Avenue		X	City of San Leandro	Recommended

Slide 21

CM0 [@Ash McEvoy] confirm this compared to Table 6-1 and 6-2. Why is this list shorter?
Carrie Modi, 2024-11-14T23:55:23.539

CM0 0 Add companion for ped intersection list based on list on p. 97
Carrie Modi, 2024-11-14T23:56:19.844

AM0 1 [@Carrie Modi] this now covers high priority bike and ped (minus the intersection at Jefferson and Callan which Susie marked as a completed project). I checked off ped if there is an intersection on that street under high priority
Ash McEvoy, 2024-11-15T00:40:31.336

The plan estimates costs for the recommended bike facilities.

Improvement Type	Assumptions	Cost/Mile	Proposed Network Mileage
Shared-Use Paths	Asphalt path (10' path + 2' shoulder), with landscaping and pedestrian-scale lighting. Does not include signal modifications (see below for protected intersection costs).	$4,800,000	11.3 miles
Bike Lanes	Includes bike lane striping, wayfinding signage, green conflict zones, and two-stage turn boxes. Does not include signal modifications (see below for protected intersection costs).	$260,000	9.9 miles
Bike Boulevards	Includes green-backed sharrows, wayfinding signage, and speed humps. Assumes up to four intersections with signal modifications.	$1,400,000	17.3 miles
Separated Bikeways	In roadway separated bikeway with 4' concrete buffers, wayfinding signage, and green conflict zones. Assumes up to four protected intersections with major signal modifications.	$10,300,000	34.5 miles

Total cost of the 14 high priority bike projects: $215,789,000

Total cost of all bike network recommendations: $436,384,000

The plan also estimates costs for pedestrian improvements.

Improvement Type	Assumptions	Unit	Cost/Unit
Sidewalk	Assumes 6' concrete sidewalk with 4' landscaped buffer, on one side of the roadway.	Mile	$7,000,000
High-visibility Crosswalk	Assumes an average of three crossings per intersection.	Intersection	$20,000
Directional Curb Ramps	Assumes directional crossings serving one crossing of the intersection. Includes upgrading ramps to be ADA-compliant.	Corner/Crossing Approach	$33,000
Curb Extensions/Bulb-Out	Assumes four corners in an intersection. Includes signage, markings, and surface-mounted materials.	Intersection	$370,000
Minor Signal Modification	Assumes 60% of signals. Assumes no new signal pole or signal pole replacement. Assumes no moving existing signal cabinets. Primarily for new signal heads for bikes, peds, and/or signal phasing or timing adjustments.	Intersection	$150,000
Rectangular Rapid Flashing Beacon (RRFB)	Includes removal of existing markings, restriping, and other surface treatment.	Crosswalk	$100,000
Pedestrian Hybrid Beacon (PHB)	Assumes PHB on one crosswalk.	Crosswalk	$423,000
Pedestrian Refuge Island/Median Nose	Includes installation of concrete median island. Median nose assumes an existing median.	Crosswalk	$22,000

Total cost of the 15 high priority pedestrian projects: $11,564,000*

Total cost of all pedestrian projects: $93,368,000*

*Assumes signalized intersection improvements include high-visibility crosswalks, minor signal modification, 8 curb ramps, and bulb-outs. Assumes unsignalized intersection improvements include high-visibility crosswalks, RRFB, 2 curb ramps, and bulb-outs.

The Plan outlines existing and proposed active transportation support programs for the City and its partners.

- Bike Parking
- Education
- Sidewalk and Bikeway Maintenance
- Traffic Calming
- Safe Routes to School
- Wayfinding

The Design Guide provides direction on how the recommended projects will develop.

Street Design Principles

- Safe System Approach
- Speed Management
- Travel Lane Widths

Bicycle Design Guidelines

- Bicycle Facility Selection
- Bikeway Dimensions
- Intersections and Rail Crossings
- Bus Stops
- Bike Parking

Pedestrian Design Guidelines

- Sidewalk Design
- Crosswalk Policy
- Safety Enhancements

Thank You