

San Leandro Bicycle and Pedestrian Master Plan Update

Bicycle and Pedestrian Advisory Committee

September 24, 2024



Today's Agenda

- 1 Project Recap
- 2 Review of the Draft Plan
- 3 Next Steps and Discussion



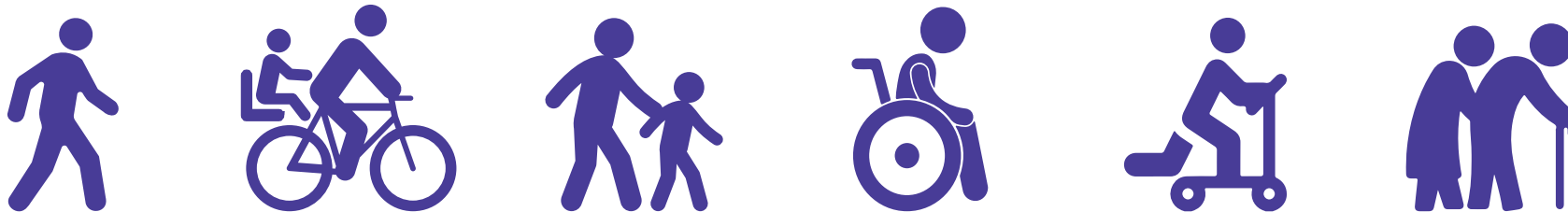
A photograph of a city street intersection. In the center, there is a semi-transparent white rectangular box containing the text "Project Recap" in a green, sans-serif font. The background shows a street with yellow lane markings, a traffic light with a red light, a green street sign for "136th Ave", and a crowd of people on the sidewalks. A yellow diamond sign with a bicycle symbol is visible in the distance. The sky is overcast.

Project Recap



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.





We are now in Phase 3 of project outreach through November 2024.



Phase 1: Winter 2023/24

Where we are: Tell us about your experiences walking and biking today



Phase 2: Spring 2024

Where we're going: Give your feedback on the draft bicycle and pedestrian network updates



Phase 3: Fall 2024

How we'll get there: Review and share feedback on the City's proposed priority projects and draft plan



Draft Plan Review



Draft Plan: Table of Contents



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



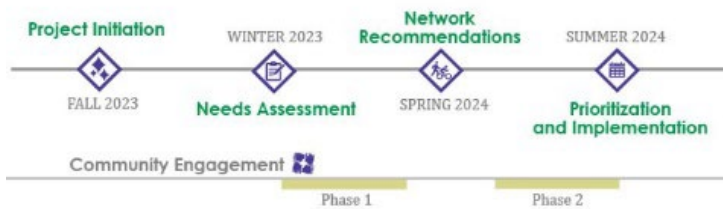
The Introduction summarizes the Plan purpose, context, timeline, and engagement.



Purpose of the Plan



Policy Context



Project Timeline



Community Engagement Summary





We received input in person & online about the bike and pedestrian recommendations.



1,823

Website Visitors to Date



355

Web Map Comments



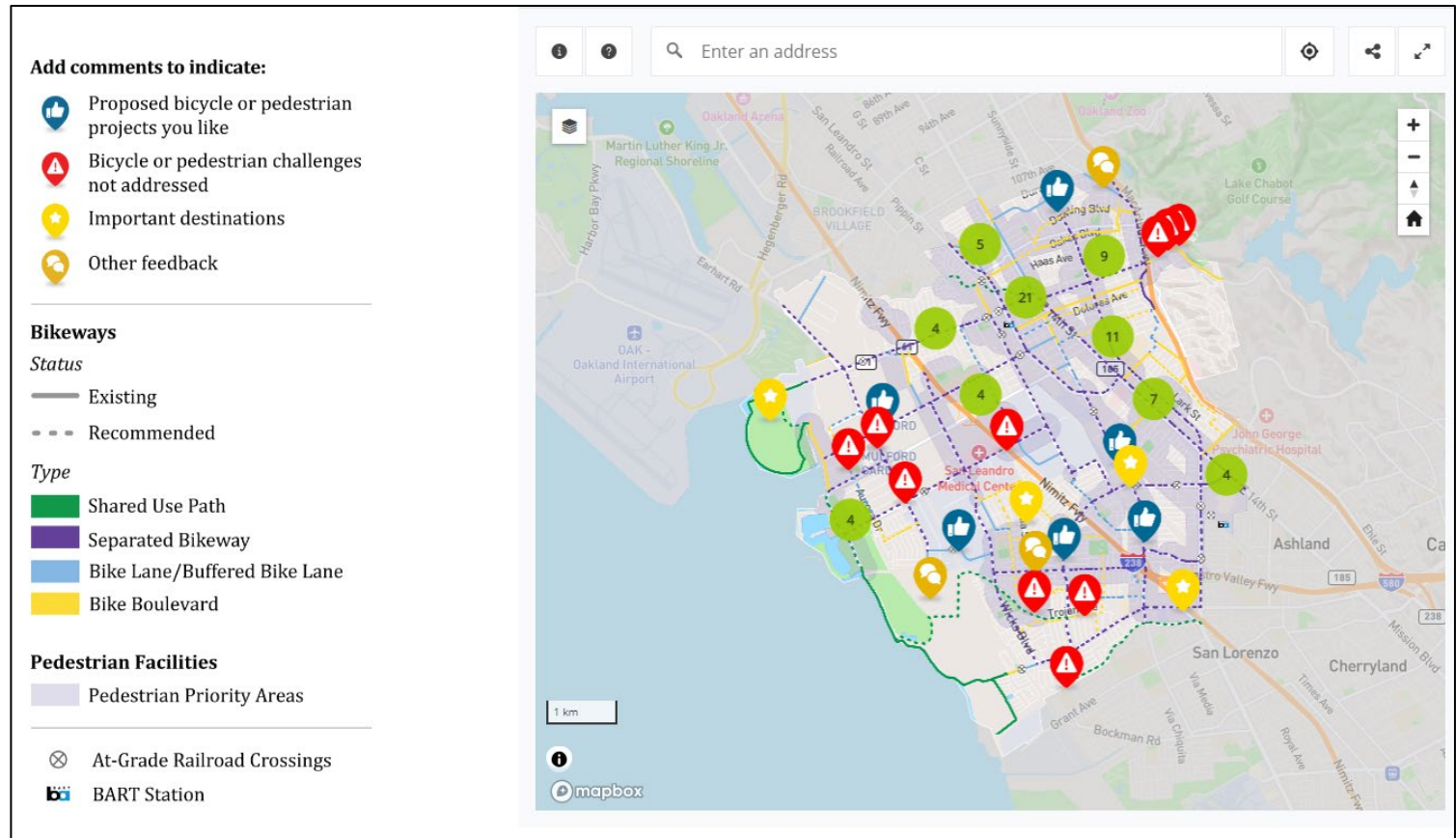
91

Surveys Completed



~170

People Engaged In Person





The Plan's vision and goals reflect community feedback and best practice.

Vision Statement: 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.

Goal 1: Safe Systems

Goal 2: A Comprehensive, Comfortable, and Connected System

Goal 3: Community Support Programs

Goal 4: Fund and Implement Active Transportation Projects and Programs





The four goals have accompanying policies to support implementation.

Goal 1: Safe Systems



Consistent with the City's Vision Zero policy, achieve a goal of zero bicycle and pedestrian fatalities and serious injuries.

Policies

Policy 1.1: In alignment with the Local Roadway Safety Plan (LRSP) and San Leandro's Vision Zero policy, institutionalize and adhere to the Safe System Approach to work toward eliminating fatalities and serious injuries on San Leandro's streets.]

- Define target speeds consistent with urban streets and proactively manage speeds through roadway design, such as reconfiguring roadways with excessive vehicular capacity or with underutilized street parking to accommodate new or enhanced bicycle and pedestrian facilities.
- Following FHWA guidance, evaluate intersection design and control decisions in the planning or scoping stage of projects for opportunities to reduce the frequency of collisions as well as the kinetic energy transfer and therefore the collision severity.

Goal 4: Fund and Implement Active Transportation Projects and Programs



Align the City's funding, Capital Improvement Program (CIP) project prioritization, and implementation work plans with the Plan's goals of safety, equity, and connected access.

Policies

Policy 4.1: Pursue a variety of funding channels and equip the City with technical resources to enhance its competitiveness in securing funding opportunities.

- Pursue funding for projects at the local, regional, state, and federal levels that address safety proactively, benefit Equity Priority Communities, and serve schools, parks, business districts, transit hubs, and social service destinations.
- Pursue multi-jurisdictional funding applications with Alameda County neighboring cities and other potential partners such as BART and the East Bay Regional Park District (EBRPD).

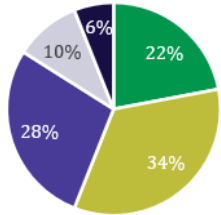
Policy 4.2: Base the allocation of project funding on equity and safety as primary considerations.

- Invest equitably by undertaking projects in communities that have seen less infrastructure investment and are disproportionately impacted by collisions, such as Equity Priority Communities.
- Update the paving prioritization program to prioritize safety and active transportation needs in addition to pavement condition when selecting segments for paving.

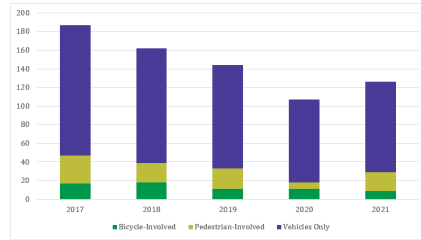




The Plan includes a focused update of existing conditions in San Leandro.



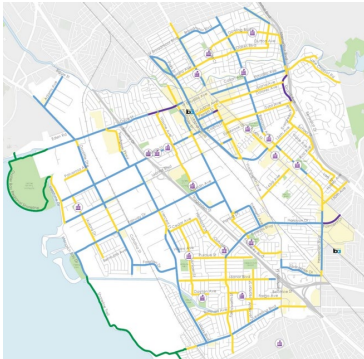
Demographics



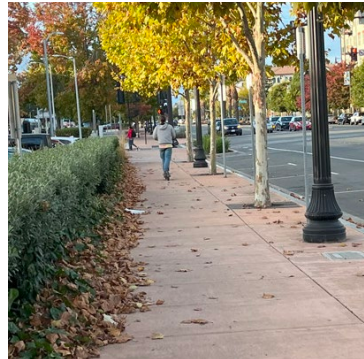
Safety Conditions



Progress on the Bicycle and Pedestrian Network



Existing Bike Facilities



Existing Pedestrian Conditions

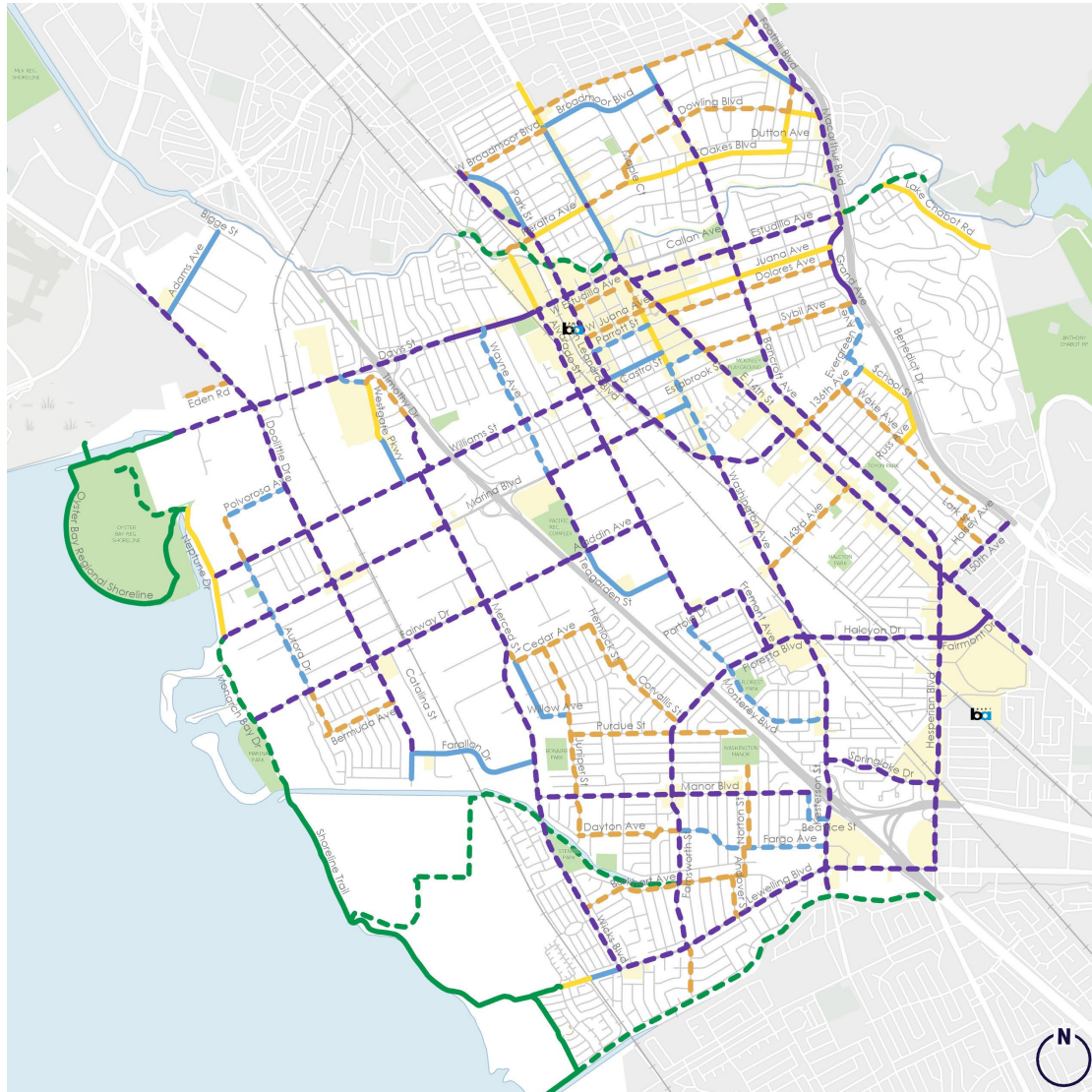


Barriers to Biking and Walking





The draft bikeway network focuses on providing access for all ages and abilities.



Recommended Bicycle Network

Recommended Bikeways

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

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

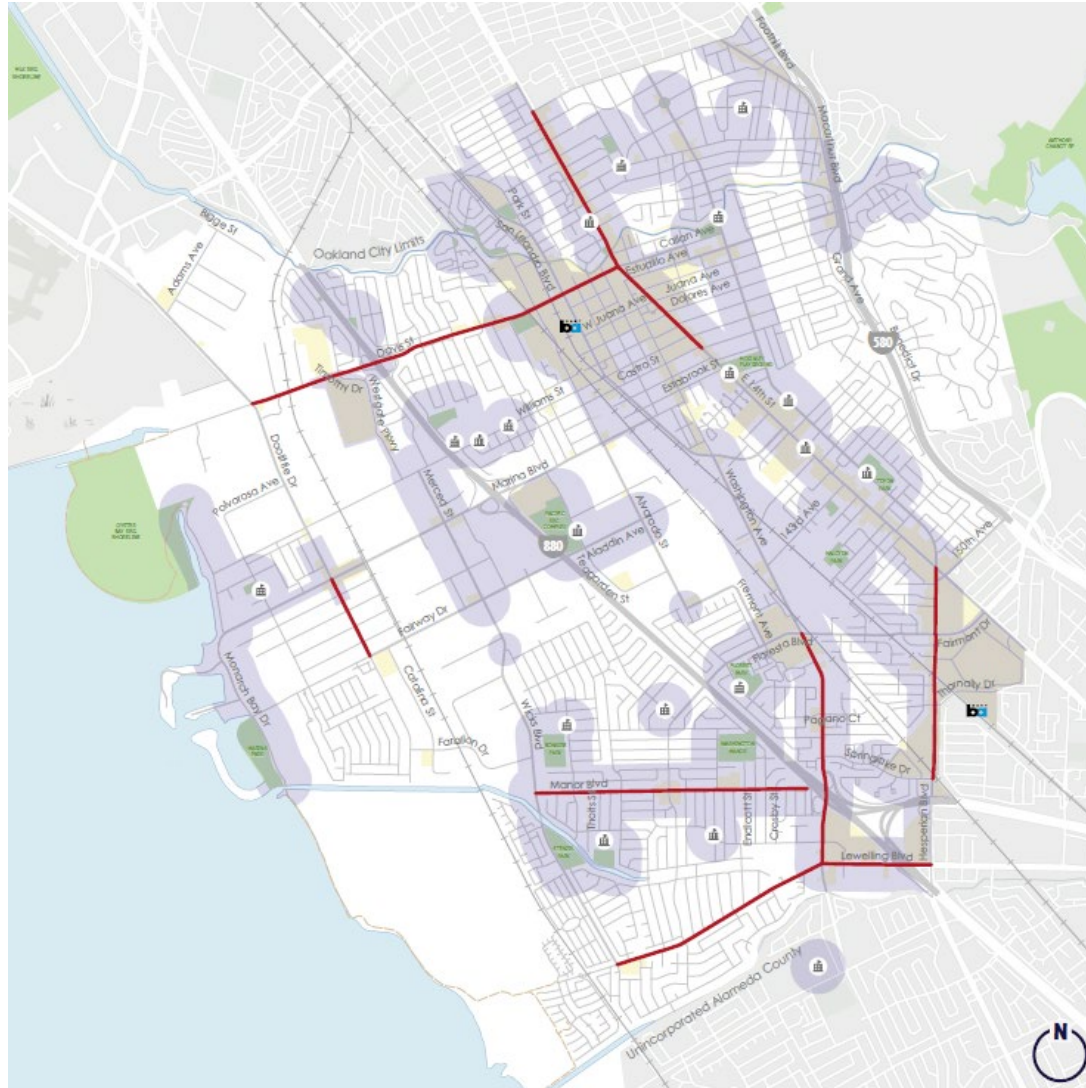
Existing Bikeways

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





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.

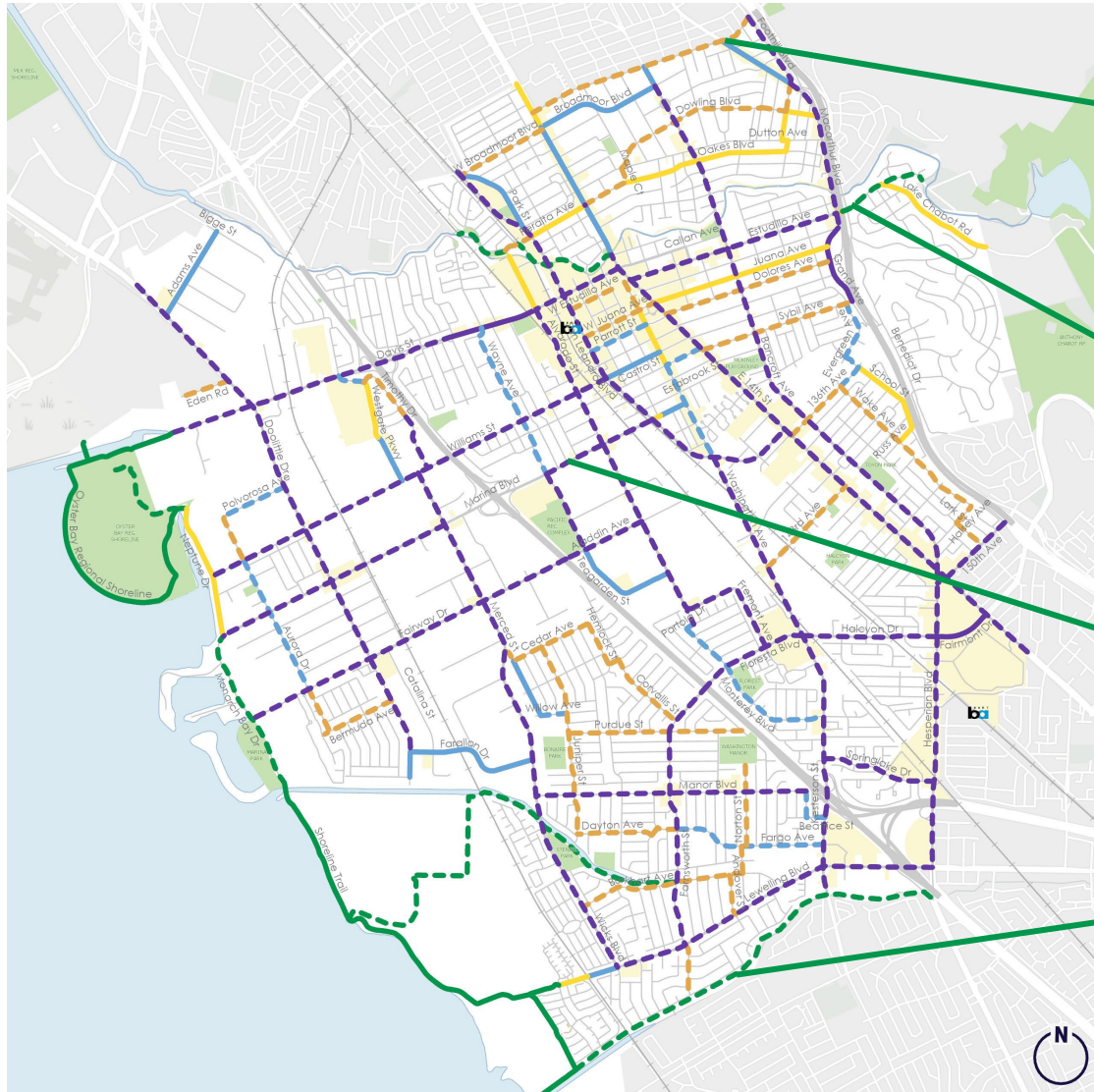
These areas are the highest priority for pedestrian investment and they have specific design expectations.

- 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





Community and stakeholder feedback informed changes to the recommendations.



Added bike boulevard on Durant Ave

Added proposed shared use path on Estudillo Ave

Extended proposed separated bikeway on Marina Blvd

Showed proposed shared use path along San Lorenzo Creekway

Recommended Bicycle Network

Recommended Bikeways

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

Existing Bikeways

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

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





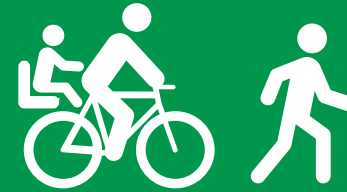
The Plan outlines existing and potential new programs for the City and its partners.



Bike Parking



Education



**Sidewalk and Bikeway
Maintenance**



Traffic Calming



Safe Routes to School



Wayfinding





The Plan summarizes resources and implementation strategies.

Project Prioritization

Priority Corridors in Progress

New Priority Corridors

Implementation Strategies

Annual Street Paving Program

Quick-Build

Capital Projects

Partner Agency-Led Projects

Potential Funding Sources

Federal

State

Regional

Local





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



Safety Need – collisions involving pedestrians or bicyclists, 2017-2021



Community Input – comments on Phase 2 webmap of recommendations



Community Destinations - Proximity to schools, parks, BART stations, commercial areas, senior centers



Equity - within Equity Priority Community, designated by MTC

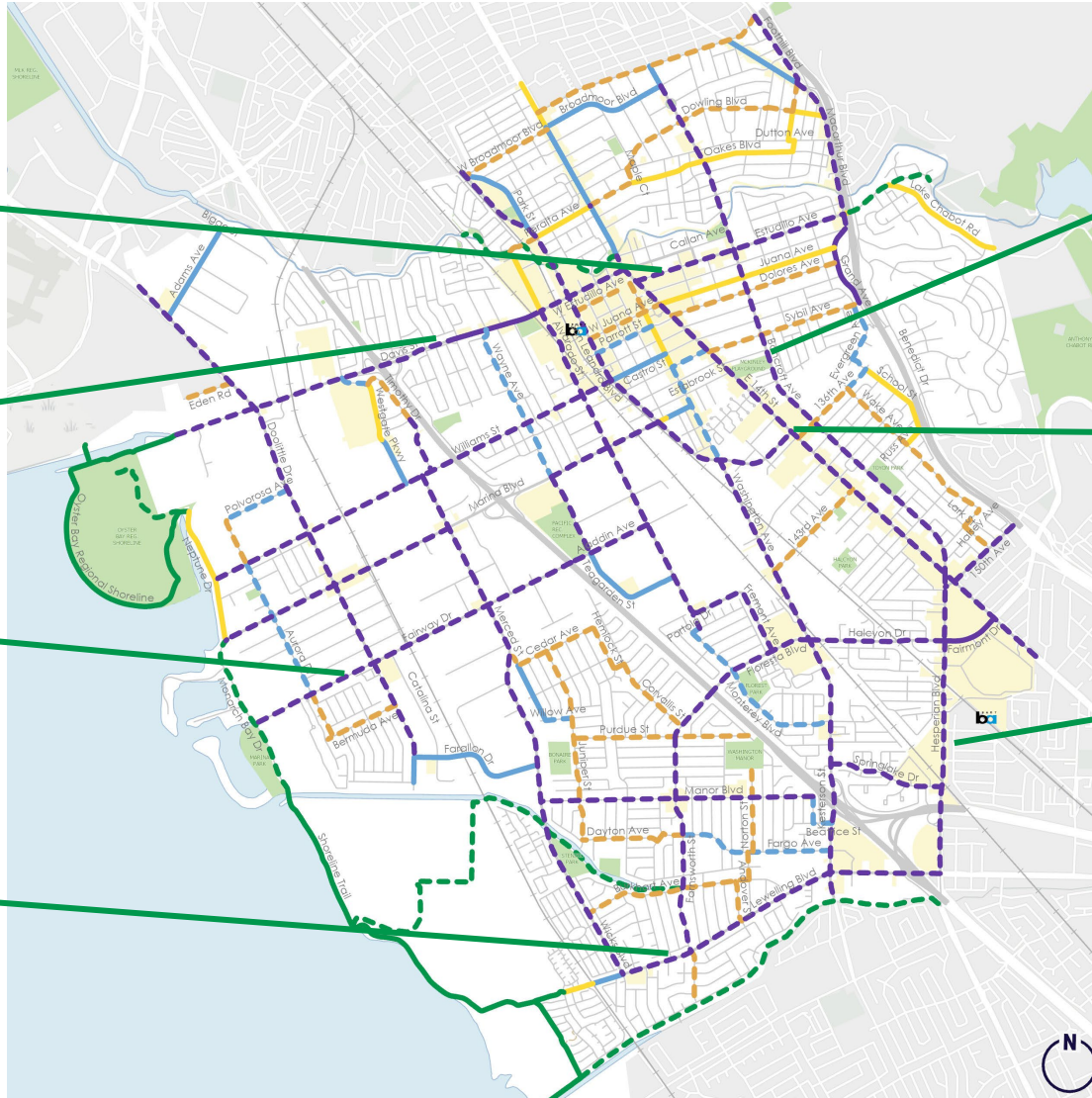


Growth - within Priority Development Area, designated by MTC





Many priority projects are already in progress:



Estudillo Ave. under design with repaving

Davis St. partially complete (Caltrans)

Fairway Dr. currently seeking funding for construction

Lewelling Blvd. partially funded for construction

Bancroft Ave. and Williams St. currently seeking funding for Crosstown Corridors

San Leandro Blvd and E. 14th East Bay Greenway funded for construction (Alameda CTC)

Hesperian Boulevard under design





The draft Plan also identifies new priority corridors for implementation.

Corridor	Bikeway Type	Pedestrian Priority Intersections
150 th Ave	Separated Bikeway	Lark Street- Uncontrolled
Parrott St	Bike Lane, Bike Boulevard	San Leandro Blvd- Signalized
West Juana Ave	Bike Boulevard	San Leandro Blvd-Signalized
Alvarado St	Separated Bikeway	Davis Street, Williams Street- Signalized
Washington Ave	Separated Bikeway	Recommendations per LRSP
136 th Ave	Bike Boulevard	E. 14 th Street- Signalized
143 rd Ave	Bike Boulevard	E.14 th Street, Washington Avenue- Signalized
Doolittle Dr	Separated Bikeway	Recommendations per LRSP
Floresta Blvd	Separated Bikeway	Washington Avenue- Signalized Monterey Blvd- Stop Control
Manor Blvd	Separated Bikeway	Recommendations per LRSP



Paving program



Grant-funded capital projects





The Design Guide is underway and will be included as an appendix to the Plan.



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

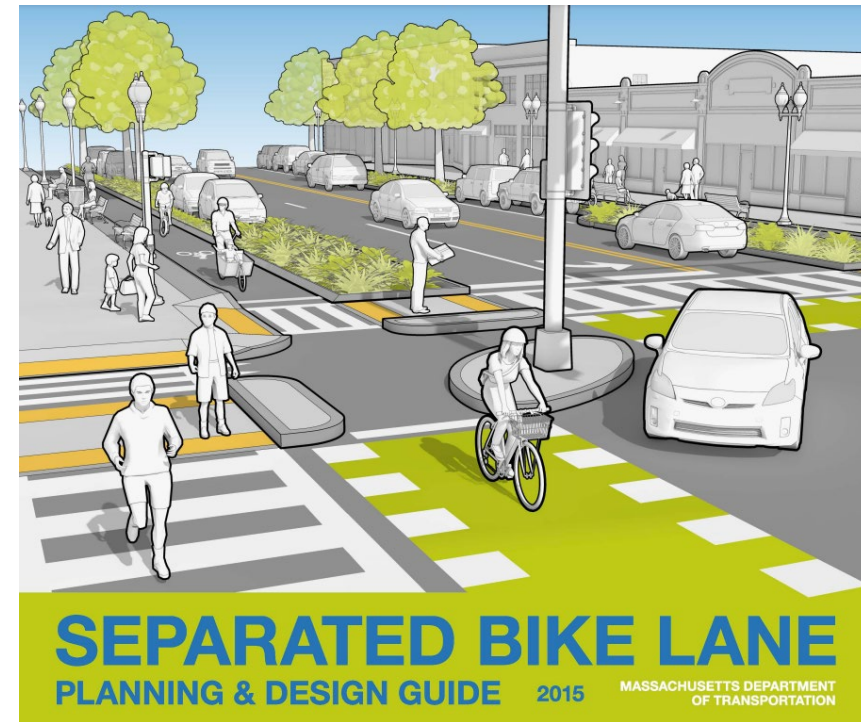
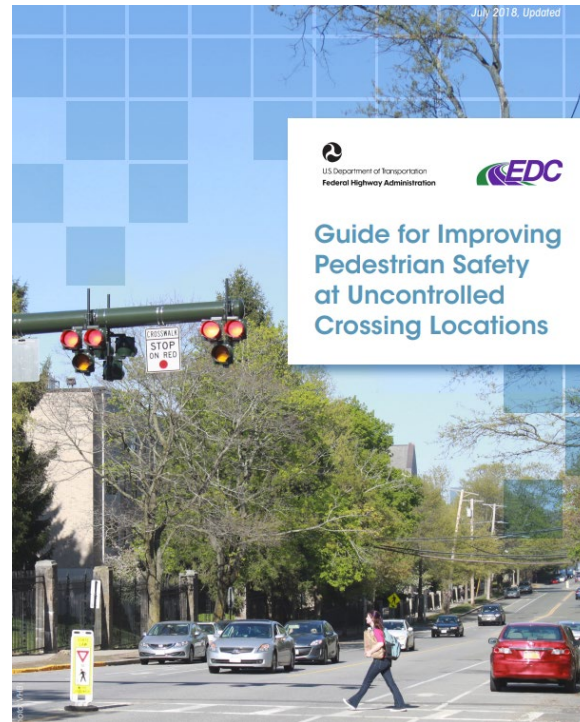
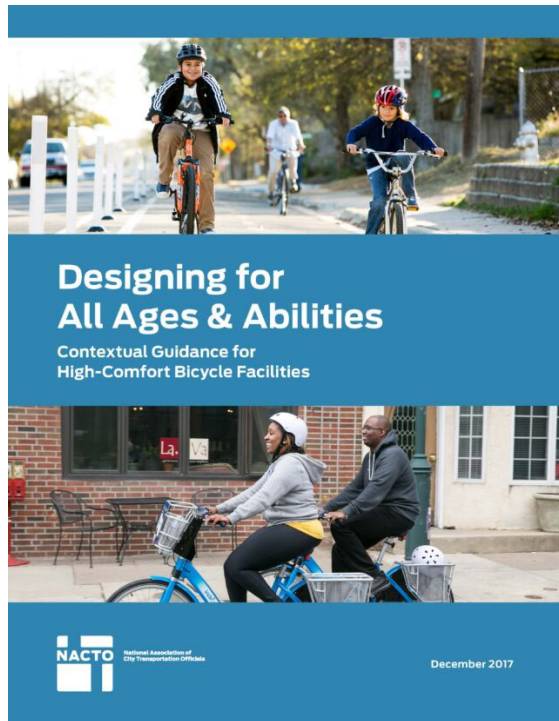


Safety Enhancements





The Design Guide is a focused summary and reference to national best practice.



Next Steps and Discussion



Next Steps



Phase 3 online outreach October-November 2024



Council Facilities and Transportation Committee October 2



City Council approval of the final plan in December 2024



Discussion and Questions



- Do you have questions or comments on the contents of the draft Bicycle and Pedestrian Master Plan update?
- Which support programs should be prioritized?

