Amended General Plan Transportation Element
(redlined version)

Section H. Goals, Policies and Actions,
Coordinating Land Use and Transportation, Goal T-1

H. GOALS, POLICIES, AND ACTIONS

COORDINATING LAND USE AND TRANSPORTATION

GOAL T-1 Coordinate land use and transportation planning.

POLICY T-1.1 **Decision Making.** Ensure that future land use and development decisions are in balance with the capacity of the City's transportation system and consistent with the City's goal of reducing greenhouse gas emissions.

POLICY T-1.2 **Keeping Pace With Growth.** Improve transportation infrastructure at a rate that keeps pace with growth.

POLICY T-1.3 **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, traffic signal and Intelligent Transportation Systems (ITS) improvements, transportation demand management (TDM) measures, and improvement of non-automobile transportation modes, should be considered.

Action T-1.3.A: Impact Fee Review
Periodically review City transportation impact fees to ensure that they are competitive with the rest of the Bay Area, adequately address local street improvement costs, and are consistent with the policies, maps, and growth forecasts in the General Plan.

Action T-1.3.B: ~~Traffic~~ Transportation Analysis Requirements
~~Require traffic analyses for new development that will generate substantial volumes of traffic. Identify mitigation measures as appropriate to address impacts.~~
Traffic associated with new development may be evaluated through a Local Transportation Impact Analysis for potential effects on access, circulation and congestion. This information will not be used to determine whether an impact is significant for CEQA purposes.

Action T-1.3.C: Alternative Mitigation Measures
Allow and encourage the use of mitigation measures which achieve outcomes other than increasing roadway capacity, such as the provision of car-sharing vehicles or bicycle lockers on-site, transportation demand management programs, and the incorporation of features to support active transportation modes. Such measures are particularly encouraged when increases to roadway capacity would impede pedestrian or bicycle movement, eliminate a bus stop, adversely affect nearby structures, or increase traffic volumes on residential streets.

See also Action T-5.2.A on Level of Service

Policy T-1.4 **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 and reduces dependence on single-occupancy vehicles. Such development should be of particularly high quality, include open space and other amenities, and respect the scale and character of nearby neighborhoods.

Action T-1.4.A: BART Station Area Recommendations
Implement the land use and transportation recommendations identified in the Downtown Transit Oriented Development (TOD) Strategy (as amended pursuant to Action 6.01-B of the Land Use Element), the East 14th Street South Area Development Strategy, and the Bay Fair TOD Specific Plan, once it is adopted.

Action T-1.4.B: Minimum Density and Intensity Standards

Adopt and maintain minimum density and intensity zoning provisions for sites near the Downtown and Bay Fair BART stations, in Downtown San Leandro, and along the East 14th Street transit corridor.

Action T-1.4.C: Evaluation of Transit Needs in New Development
Evaluate the need for public transit as part of the development review process, both for new projects and for re-use or redevelopment projects.

Policy T-1.5 **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.

Action T-1.5.A: Reducing Vehicle Miles Traveled (VMT) Through Zoning
Establish zoning densities and intensities that reinforce the city's desire to reduce vehicle miles traveled (VMT) by focusing development near transit, and providing opportunities to live, work, and shop in close proximity.

Action T-1.5.B: Subdivision and Engineering Standards
Review the City's subdivision and engineering standards to ensure that they support the goal of being a more pedestrian-friendly city. This may include requirements for shorter block lengths and internal walkway systems in new development, as well as easements for mid-block paths, through-paths at the ends of cul-de-sacs, and other measures that increase walkability.

Action T-1.5.C: Redesign of Commercial Strips
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.

Policy T-1.6 **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.

Policy T-1.7 **Off-Street Parking Standards.** Implement variable parking standards that reflect such factors as proximity to transit, type of occupancy (seniors, etc.), number of bedrooms (for housing), and the expected level of

parking demand. Parking requirements should reflect the City's goal of reducing vehicle miles traveled.

Action T-1.7.A: Parking Reductions
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 or bicycles, and bicycle storage facilities.

Action T-1.7.B: Downtown Parking Management Plan Implementation
Implement the recommendations of the 2016 Downtown Parking Management Plan. In areas of highest parking demand, strategies should be implemented to more efficiently manage employee and customer parking, as well as parking for nearby destinations such as BART.

Policy T-1.8 **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.

Policy T-1.9 **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.

Policy T-1.10 **Reduced Trip Generation.** Encourage local employers to develop programs that promote ridesharing, flextime and telecommuting, bicycle use, and other modes of transportation that reduce the number and distance of vehicle trips generated.

Policy T-1.11 **Impacts of Demographic Change.** Incorporate demographic trends and forecasts into transportation planning, particularly the projected increase in the senior population and the potential for higher rates of vehicle ownership in larger households.

Amended General Plan Transportation Element (redlined version)

Section H. Goals, Policies and Actions, Streets and Highways, Goal T-5

STREETS AND HIGHWAYS

GOAL T-5 Improve major transportation arteries for circulation in and around the city.

Policy T-5.1 **Street Hierarchy.** Maintain a hierarchy of arterial, collector, and local streets which considers the different volume and function of each street type. Streets should be further classified based on the priority mode of travel, such as bicycles, pedestrians, transit, and motor vehicles.

Policy T-5.2 **Evaluating Development Impacts.** ~~Use vehicle miles traveled (VMT) as the primary metric for evaluating the transportation impacts of new development proposals. Traffic impact studies may also consider the total number of trips generated and the resulting impact on traffic volumes and congestion (e..g., "Level of Service"), but VMT shall provide the primary basis for determining appropriate mitigation measures.~~ Use vehicle miles traveled (VMT) to evaluate the transportation impacts of new development proposals in CEQA documents. Local Transportation Impact Analysis (LTIA) studies may also consider the total number of trips generated and the resulting impact on traffic volumes and congestion (e.g., "Level of Service") but is not considered an environmental impact.

Action T-5.2.A: Transportation Impacts under CEQA
Develop, maintain and periodically update administrative guidelines to support VMT-based transportation impact analysis. The guidelines may include screening criteria, methodologies for calculating VMT and mitigating VMT impacts, and thresholds of significance.

Action T-5.2.~~A~~B: ~~New Evaluation Methodologies~~ Level of Service (LOS) Policy.

~~*Consistent with SB 743, implement new methodologies for evaluating and mitigating transportation impacts which are based on VMT rather than level of service (LOS). Until such methodologies are developed and adopted, the City will use the following minimum acceptable peak hour service standards for streets and intersections:*~~

Traffic LOS is not considered an environmental impact. However, the City aims to maintain the following peak hour LOS goals for streets and intersections without negatively affecting non-private vehicle travel modes or generating significant amounts of VMT:

- *LOS "D" for streets and intersections located outside of the designated Priority Development Areas (PDAs) in Downtown, Bay Fair, and East 14th Street.*
- *LOS "E" for streets and intersections located within the designated Priority Development Areas (PDAs) for Downtown, Bay Fair, and East 14th Street.*

The LOS "E" goal for the PDAs recognizes the emphasis on other modes of travel in these areas, in particular public transit, bicycling, and walking. It also recognizes the desire for slower vehicle speeds to improve the safety of these other modes, as well as the character of these areas as places of concentrated economic activity and high-density housing. The standard does not preclude the City, developers, and private property owners from voluntarily implementing improvements and programs to improve levels of service without negatively affecting non-private vehicle travel modes or generating significant amounts of VMT.

Action T-5.2.~~B~~C: Capital Improvement Program

Prepare and bi-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.

Action T-5.2.~~C~~D: Aladdin Extension

Continue to explore the long-term feasibility of extending Aladdin or Montague Avenues eastward across the Union Pacific Railroad to San Leandro Boulevard or Washington Avenue, either as a multi-modal roadway or as an exclusive bicycle/pedestrian route.

Action T-5.2.~~D~~E: Eden Road

As funding becomes available, complete the Eden Road improvement project, including paving and sidewalk improvements, and improved connectivity between Davis Street and Doolittle Drive.

Action T-5.2.~~E~~F: Improvements to Marina Boulevard and Merced Street

Pursue funding for the widening of Marina Boulevard from four to six lanes from Orchard Avenue east to Alvarado Street. In addition, implement design improvements to Marina Boulevard between Merced Street and the Shoreline, and to Merced Street between Williams Street and Fairway Drive. These improvements should create a more attractive streetscape, better provisions for bicycles and pedestrians, and landscaping and lighting improvements which enhance these streets as major thoroughfares.

Policy T-5.3 **Maintenance.** Regularly maintain City streets and traffic control devices to ensure that streets operate safely and efficiently. The City will strive for an overall Pavement Condition Index of 76, which is the lower limit of industry best practices.

Action T-5.3.A: Funding for Maintenance

Ensure that sufficient funding is allocated to road maintenance and repair during the annual municipal budgeting process. Consider the use of voter-approved tax measures (such as Measure HH) and other financing tools to generate revenue.

Policy T-5.4 **Traffic Flow Improvements.** Use a variety of technology-driven measures to improve traffic flow at congested intersections.

Action T-5.4.A: Traffic Monitoring and Signal Timing

Conduct traffic monitoring at key intersections in San Leandro. Based on the monitoring data, undertake signal timing, phasing

projects, adaptive traffic signals, and Intelligent Transportation Systems (ITS) to improve traffic flow, safety, and roadway and intersection performance.

Policy T-5.5 **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.

Policy T-5.6 **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.

Action T-5.6.A: Washington Avenue Underpass
Consider alternatives to the Washington Avenue rail underpass south of San Leandro Boulevard during the design and planning of the East Bay Greenway. Alternatives should include the redesign of Washington Avenue as a surface boulevard, with a grade-level, signalized crossing of the Greenway. Washington Avenue should be enhanced as a southern gateway to Downtown San Leandro. Alternatively, the underpass could be retained, with a grade-separated greenway and trail above.

Action T-5.6.B: Hesperian Washington, and Halcyon Crossings
Study the feasibility of grade separations and other traffic safety and flow improvements at the Hesperian, Washington, and Halcyon crossings of the Niles subdivision of the Union Pacific tracks. These crossings are located on Hesperian just north of Springlake Drive, Washington just north of Chapman Road, and Halcyon just east of Washington.

Policy T-5.7 **Technology and Roadway Efficiency.** Use technology, including smartphone applications, roadway sensors,

and real time data on congestion, travel time, and parking supply to create a more efficient transportation system, and to maximize the benefits of the existing road system before investing in its expansion.

Policy T-5.8 **Electric and Low Emission Vehicles.** Plan for a substantial increase in the number of electric vehicles and other low-emission or zero-emission vehicles on city streets. This should include the development of electric vehicle charging stations at the BART stations, in large parking structures and parking lots, at City facilities (including City parking facilities), in high-employment workplaces, and at other destinations around the city.

Policy T-5.9 **Autonomous (Driverless) Vehicles.** Monitor the development of autonomous vehicle technology, and actively take part in regional discussions regarding the potential effects of these vehicles on local and regional traffic flow.