Appendices

Bicycle & Pedestrian Master Plan

Appendix A: Existing Policy Documents

Local Plans

San Leandro 2035 General Plan (2016)

The General Plan is the guiding policy document for all current and future (2035) City land use and development actions. Its Land use, transportation, open space, parks and conservation, historic preservation and community design sections contain goals, policies, and action items to manage existing bicycle and pedestrian facilities and steer future projects to improve walking and cycling conditions.

City of San Leandro Bicycle and Pedestrian Master Plan (2010)

This document provides an update of the 2010 Bicycle Master Plan. It includes a recommended bikeway network, discussion of safety and education programs, key pedestrian improvement locations, and prioritization methodology for bikeway and pedestrian projects.

San Leandro Complete Streets Policy (2013)

The Complete Streets Policy outlines the vision that the streets should be designed and operated to be safe and accessible for all transportation users whether they are pedestrian, bicyclists, transit riders, or vehicular motorists regardless of age or ability.

San Leandro Next Generation Workplace Districts (2013)

The Next Generation Workplace Districts provides information about how the City envisions its changing employment base; moving away from heavy industrial uses and increasing office, particularly high tech jobs. The plan discusses transportation-related improvements that would best suit each workplace environment.

Downtown San Leandro TOD Strategy (2007)

The Downtown San Leandro TOD Strategy is a set of guidelines for establishing a transit-oriented redevelopment district in the vicinity of Downtown San Leandro and the Downtown San Leandro BART Station. The primary goals of the plan are to increase transit ridership and enhance Downtown San Leandro. The plan emphasizes non-automotive transportation as a primary means of circulation in the downtown area and details numerous strategies for improving walking and cycling conditions, including a downtown bike-friendly zone.

Downtown San Leandro Design Guidelines and Principles (2007)

Downtown San Leandro's Design Guidelines and Principles presents a collection of urban design concepts, building façade treatments, and streetscape improvements intended to make Downtown San Leandro a more inviting, pedestrian-oriented commercial district. The guidelines are intended to govern retrofits of existing buildings as well as new development.

San Leandro BART Station Access Plan (2002)

This plan lays out existing conditions about how people accessed the San Leandro BART station and provides recommendation on how to improve access which includes: streetscape improvements and improved wayfinding and bike facilities.

MacArthur Boulevard Streetscape Study (2001)

This document developed a streetscape plan for the commercial corridor on MacArthur Blvd extending from the City of Oakland border for approximately

6,000 feet south in San Leandro. The study provided design elements to provide an attractive, pedestrian oriented setting for commercial activity by slowing traffic speeds, enhancing pedestrian safety and improving visibility of fronting businesses.

Bicycle and Pedestrian Design Guidelines (2007)

The Bicycle and Pedestrian Design Guidelines provides specifics about how to design various bikeway and pedestrian facilities. These design guidelines also provides information about bicycle and pedestrian amenities such as bike racks and corrals and street lights.

Regional Plans

Bay Trail Plan (1989) + Summary and Design Guidelines (2015 & 2016 respectively)

The San Francisco Bay Trail Project is administered and funded by the Association of Bay Area Governments (ABAG). The San Francisco Bay Trail Plan is the guiding vision for a regional recreational corridor that, when complete, will encircle San Francisco and San Pablo Bays with a continuous 400-mile network of bicycling and hiking trails. It will connect the shoreline of all nine Bay Area counties, link 47 cities, and cross the major toll bridges in the region. To date, approximately 240 miles of the alignment have been completed. The main component of the Bay Trail, the "spine trail," parallels the shoreline through San Leandro and traverses the Oyster Bay Regional Shoreline and San Leandro Marina areas; additional spur trails extend to inland neighborhoods.

Alameda Countywide Bicycle Plan (2012)

The Alameda Countywide Bicycle Plan presents a network of cross-county bike routes. The Plan includes goals and objectives targeted at integrating bicycling with key destinations and other travel modes, promoting safety and awareness of bicycle transportation, improving existing high-usage bicycle corridors, and identifying new bike routes. Alameda countywide bicycle routes are corridors that traverse multiple local roadways or trails with the intent of creating continuous, long-distance bicycle routes.

Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas (2012)

The Alameda Countywide Bicycle and Pedestrian Master Plan for Unincorporated Areas includes a parallel set of goals and objectives to those of the main Countywide Bicycle and Pedestrian Plans. Whereas the main Countywide Plan focuses on primary bicycle routes and regional connectivity, the Bicycle Plan for Unincorporated Areas presents local bicycle networks and proposed projects for areas not included within incorporated cities, such as the San Lorenzo and Castro Valley areas south and east of San Leandro, respectively.

Alameda Countywide Strategic Pedestrian Plan (2012)

Like the Alameda Countywide Bicycle Plan, the Countywide Strategic Pedestrian Plan identifies a vision with goals and objectives that targets and prioritizes pedestrian projects of countywide significance. By improving walking facilities, connectivity, and safety, the Plan aims to increase the volume of walking trips in Alameda County. The Plan also includes a companion piece, the Toolkit for Improving Walkability in Alameda County, which offers strategies to enhance walking and walkability through policy, planning, design standards, education, and programs.

Alameda County Multimodal Arterial Plan (2016)

This countywide multimodal arterial plan envisions a robust system of transportation options operating on a continuous and connected countywide network for each mode that best supports adjacent land uses. In this plan, pedestrian improvements are focused near BART stations and along major transit hubs and corridors. The plan includes 150 miles of "high comfort" bikeways.

Central County Complete Streets Implementation Design Guidelines (2016)

This Design Guide is based on the 2016 Alameda County Transportation Commission Multimodal Arterial plan. The Arterial Plan provides the top two modal priorities for each major arterial corridor; the design guide provides design examples and specific design elements that fit the particular modal priorities of each corridor type.

Alameda Countywide Transit Plan (2016)

This countywide transit plan envisions increasing transit mode share, effectiveness, cost efficiency, reduce emissions, improving access to work, education, services, and recreation, and achieving a state of good repair. The document reports that 2/3rds of all trips that originate within Alameda County stay within the County. In order, the most frequented other counties are: Contra Costa, San Francisco, Santa Clara, and San Mateo Counties.

Alameda County Goods Movement Plan (2016)

This plan discusses the importance of the Port of Oakland (5th busiest port in America, with potential to grow) and also explains the major freight corridors (both truck and rail).

East Bay Greenway Study (2008)

The East Bay Greenway is a proposal for a bicycle/pedestrian path along the Union Pacific Railroad Oakland Subdivision/BART right-of-way between Oakland and Hayward. The trail, which would run along the west side of existing railroad tracks in San Leandro, would provide a continuous north-south non-motorized corridor through the city and link San Leandro and Bay Fair BART stations.

UPRR Oakland Subdivision Corridor Improvement Study (2009)

Like the East Bay Greenway study before it, the UPRR Corridor Improvement Study examines the feasibility of a bicycle/pedestrian path along the Oakland Subdivision; however, the UPRR Corridor Improvement Study extends the study area to include the area between Fruitvale and Union City BART stations.

San Leandro Creek Master Plan (2017)

The San Leandro Creek Master Plan was created to plan for a trail along (or nearby) a six-mile stretch of the San Leandro Creek between the Lake Chabot Dam and San Leandro Bay. The study area includes both the Cities of Oakland and San Leandro. The Plan proposes facilities both along the banks and along nearby streets to create a path that loosely follows the San Leandro Creek.

State Plans

Caltrans Highway Design Manual (2016)

The Caltrans Highway Design Manual, Chapter 1000: Bikeway Planning and Design, sets the basic minimums for bike lane and trail widths. It also establishes policies for the type and placement of signs.

California Manual on Uniform Traffic Control Devices (CA MUTCD 2014)

The CA MUTCD provides guidelines for all traffic control devices, which include "signs, signals, markings, and other devices used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, pedestrian facility, or bikeway by authority of a public agency having jurisdiction." The CA MUTCD offers standard design configurations for the placement of traffic control devices as they relate to bikeways.

Project Development Procedures Manual (2016)

The Project Development Procedures Manual, Chapter 31: Non-Motorized Transportation Facilities, defines the means by which local jurisdictions may receive Caltrans approval for State-funded projects.

Towards an Active California: State Active Transportation Plan (2017)

Towards an Active California is the state's first active transportation plan. The plan lays out the policies and actions that Caltrans and its partner agencies will take to achieve the department's ambitious statewide goals to double walking and triple bicycling trips by 2020.

California Vehicle Code

The California Vehicle Code (CVC) has several sections related to bicycle and pedestrian operation while also granting local jurisdictions leeway to create their own policies. Section 21200 establishes bicyclists' right to share the road with vehicles, and makes them subject to the same rules and regulations as drivers. This section also defines conditions under which a bicyclist may "take the lane," as well as instances when drivers are allowed in bike lanes. The CVC includes standard specifications for bicycles, including brakes and reflective devices, as well as general safety guidelines and helmet requirements for riders under 18 years of age. Finally, Sections 3900-3911 create a bicycle licensing program, through which cities, if they choose, may request licensing forms from the State, to be distributed through local bicycle vendors when bicycles are sold. While few California cities currently have bicycle licensing programs, there is a well-established program in Chicago, Illinois. The success of a bicycle licensing program is dependent upon extensive public awareness, achieved through public education campaigns.

California Vehicle Code Section 467 defines a "pedestrian" as any person who is afoot or who is using a means of conveyance propelled by human power other than a bicycle. "Pedestrian" includes any person who is operating a self-propelled wheelchair, invalid tricycle, or motorized quadricycle and, by reason of physical disability, is otherwise unable to move about as a pedestrian, as specified in subdivision. The Vehicle Code also identifies pedestrians' rights and responsibilities when crossing the street, including where it is legal to cross the street and the amount of "due care" required of pedestrians when entering the roadway. The Code also discusses when motorists must yield to pedestrians and vice versa.

Federal/Nationwide Plans & Guides

FAST ACT (2015)

The Fixing America's Surface Transportation Act provides long-term funding certainty for surface transportation infrastructure planning and investment. The FAST ACT authorizes $305 billion over fiscal years 2016 through 2020, maintaining a focus on safety.

AASHTO Guide for the Development of Bicycle Facilities

The American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities offers planning and design guidance for the development of bicycle and pedestrian facilities. The Guide covers topics ranging from high-level bikeway network planning to specific facility design.

NACTO Urban Bikeway Design Guide

The NACTO Urban Bikeway Design Guide provides cities with state-of-the-practice solutions that can help create complete streets that are safe and enjoyable for bicyclists.

Americans with Disabilities Act (1990)

The Americans with Disabilities Act (ADA) provides thorough civil liberties protections to individuals with disabilities with regards to employment, State and local government services, access to public accommodations, transportation, and telecommunications.

Title III of the act requires places of public accommodation to be accessible and usable to all people, including those with disabilities. While the letter of the law applies to "public accommodations," the spirit of the law applies not only to public agencies but to all facilities serving the public, whether they are publicly or privately funded.

Title II of the act requires that all government services, programs, and activities be accessible to and usable by persons with disabilities. However, Title 28 of the Code of Federal Regulations, Section 35.150(a), states that if the public entity can demonstrate that modifications would fundamentally alter the nature of its service, program, or activity, or cause undue financial and administrative burdens, it is not required to make that particular modification.

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Appendix B: Project Prioritization Worksheets

Bicycle Project Prioritization Worksheet	
1) CONNECTION TO ACTIVITY CENTERS: How is access to key destinations improved by this project? The project will provide access to:	Circle all that apply
A) Schools	2
B) Major employment centers	1
C) Major shopping centers	1
D) Libraries	1
E) Park or recreational facilities	1
2) Safety: How does the project improve bicycle safety?	
A) The project includes an intersection or roadway segment with a high number of bicycle collisions.	2
B) The project provides an alternative to or separation for bicyclists on a busy arterial street.	2
3) Connectivity: How will the project improve connectivity for bicyclists?	
A) The project eliminates an existing barrier or hazard to bicycle access.	1
B) The project bridges a gap in an existing bikeway.	1
C) The project connects to an existing bikeway on both ends.	1
D) The project connects to an existing or proposed bikeway on both ends.	1
E) The project is located on or connects to the regional, county or Bay Trail network.	1
F) The project connects to an existing or proposed bikeway in neighboring jurisdiction.	1
G) The project is part of a bikeway that passes through the entire city.	1
4) Transit Access: How does the project improve bicycle access to transit?	
A) The project connects to a BART station.	1
B) The project connects to a existing high capacity bus line or future BRT service.	1
C) The project connects to a local bus route.	1
5) Funding & Implementation: Will the project be reasonably easy to implement?	
A) The project can be implemented without extensive additional planning or study.	1
B) The project does not require extensive modifications to implement.	1

Bicycle Project Prioritization Worksheet	
C) The project can be implemented as part of a defined current or future development or redevelopment project.	1
D) The project can be implemented without coordination with agencies outside the City.	1
E) The project would be competitive for County, State or federal funding sources.	1
F) The project would be eligible for the Safe-Routes-to-School or Safe-Routes-to-Transit program.	1
G) The project has community support (i.e. is already included in city, county, or regional adopted planning documents or has been identified or initiated by community input or request.)	1
Total Score Out of 27 Possible Points	

Prioritization of Projects

Phase I Projects (14+ points) Projects that scored within this category are considered the highest priority for implementation. These projects should receive priority and should be targeted for completion within five years.

Phase II Projects (10 to 13 points) Projects that score within this category are considered moderate priority and should be targeted for completion within 10 years.

Phase III Projects (1 to 9 points) Projects that score within this category are considered the lowest relative priority and should be targeted for completion within 10 to 20 years.

Pedestrian Project Prioritization Worksheet	
1) Accessibility: How is accessibility improved by this project?	Circle all that apply
A) The project will create accessibility in a location that was previously inaccessible.	1
B) The project will remove a major barrier/obstacle to accessibility in the citywide Pedestrian Network.	1
C) The project will include design features that are beyond the minimum required by ADA, i.e. extra wide sidewalks, verbal audible signals.	1
2) Safety: How does the project improve pedestrian safety?	
A) The project is located at an intersection with a high number of pedestrian collisions.	2
B) The project is located within 1,500 feet of a school.	2
C) The project includes additional design features to increase pedestrian safety, i.e. pedestrian refuge islands, bulbouts, pedestrian actuated signals.	1
3) Connectivity: How will the project improve connectivity? The project is located near a:	
A) School	2
B) Major employment center	1
C) Major shopping center	1
D) Library	1
E) Park or recreation facility	1
F) Major transit route/stop	1
4) Walkability: How does the project improve the pedestrian environment and encourage walking?	
A) The project includes pedestrian amenities such as seating, lighting and trash receptacles.	1
B) The project creates plazas, or open spaces that will allow for public gatherings and encourage pedestrian use.	1
5) Funding & Implementation: Will the project be reasonably easy to implement?	
A) The project can be implemented without extensive additional planning or study.	1
B) The project does not require extensive modifications to implement.	1
C) The project can be implemented as part of another development or redevelopment project.	1
D) The project can be implemented without coordination with agencies outside the City.	1

Pedestrian Project Prioritization Worksheet	
E) The project is eligible for County, State or federal funding sources.	1
F) The project would be eligible for the Safe-Routes-to-School or Safe-Routes-to-Transit program.	1
G) The project has community support (i.e. is already included in city, county, or regional adopted planning documents or has been identified or initiated by community input or request.)	1
Total Score Out of 24 Possible Points	

Prioritization of Projects

Phase I Projects (14+ points) Projects that scored within this category are considered the highest priority for implementation. These projects should receive priority and should be targeted for completion within five years.

Phase II Projects (9 to 13 points) Projects that score within this category are considered moderate priority and should be targeted for completion within 10 years.

Phase III Projects (1 to 8 points) Projects that score within this category are considered the lowest relative priority and should be targeted for completion within 10 to 20 years.

Appendix C: ATP Compliance Table

Active Transportation Program Compliance Table		
Subject	*Requirement*	*Section(s)*
Bicycle Trips	The estimated number of existing bicycle trips in the plan area and the estimated increase in the number of bicycle trips resulting from implementation of the Plan.	Chapter 3
Safety	The number and location of collisions, serious injuries, and fatalities suffered by bicycle riders in the Plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the Plan.	Chapter 5
Land Use	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other major destinations.	Chapter 1
Bikeways	A map and description of existing and potential bicycle transportation facilities.	Chapter 3
Bicycle Parking	A map and description of existing and potential end-of-trip bicycle parking facilities.	Chapter 3
Policies	A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots, and in new commercial and residential developments.	Chapters 2, 3, 4, & 5
Multi-Modal Connections	A map and description of existing and proposed bicycle transportation and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicycle riders and bicycles on transit or rail vehicles or ferry vessels.	Chapters 3 & 4
Amenities	A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.	Chapters 3 & 4
Wayfinding	A description of proposed signage providing wayfinding along the bicycle transportation network to designated destinations.	Chapter 3
Maintenance	A description of the policies and procedures for maintaining existing and proposed bicycle facilities, including, but not limited to, the maintenance of smooth pavement, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	Chapters 2 & 3

Active Transportation Program Compliance Table		
Subject	*Requirement*	*Section(s)*
Programs	A description of bicycle safety and education programs conducted in the area included within the Plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle rider safety, and the resulting effect on collisions involving bicycle riders.	Chapter 5
Public Involvement	A description of the extent of community involvement in development of the Plan, including disadvantaged and underserved communities.	Chapter 1
Regional Coordination	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the Plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	Chapters 1, 3, & 4
Prioritization	A description of the projects and programs proposed in the Plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	Chapter 6 and Appendix B
Funding	A description of past expenditures for bicycle facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicycle riders in the Plan area. Include anticipated revenue sources and potential grant funding for bicycle uses.	Chapter 6
Implementation	A description of steps necessary to implement the Plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the Plan.	Chapter 6
Plan Adoption	A resolution showing adoption of the Plan by the Council of Governments.	Appendix G

Appendix D: Funding Sources

Federal Funding (competitive grants)

United States Department of Transportation (USDOT)

TIGER (TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY)

TIGER is a highly competitive, annual discretionary grant program that funds innovative, multimodal, and multi-jurisdictional transportation projects that are difficult to fund through traditional federal programs. Successful TIGER projects leverage resources, encourage partnership, catalyze investment and growth, fill a critical void in the transportation system or provide a substantial benefit to the nation, region or metropolitan area in which the project is located.

Eligible projects for TIGER Discretionary Grants are capital projects that include, but are not limited to: 1) highway or bridge projects eligible under title 23, United States Code (including bicycle and pedestrian related projects); 2) public transportation projects eligible under chapter 53 of title 49, United States Code; 3) passenger and freight rail transportation projects; 4) port infrastructure investments (including inland port infrastructure); and 5) intermodal projects.

Minimum/Maximum Grant Amounts: $5 Million/$100 Million

Required Local Match: 20%

Website: https://www.transportation.gov/tiger

State Funding* (competitive grants)

California Transportation Commission (CTC)

ACTIVE TRANSPORTATION PROGRAM (ATP)

The Active Transportation Program was created to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates various transportation programs, including the federal Transportation Alternatives Program, state Bicycle Transportation Account, and federal and state Safe Routes to School Programs, into a single program. Program funding is segregated into three components and is distributed as follows: 50% to the state for a statewide competitive program (25% of which must benefit disadvantaged communities, 10% to small urban and rural regions with populations of 200,000 or less for the small urban and rural area competitive program (25% of which must benefit disadvantaged communities), and 40% to MPOs in urban areas with populations greater than 200,000 for the large urbanized area competitive program (25% of which must benefit disadvantaged communities).

Infrastructure Projects: SR2S that improve safety of children, Safe Routes to Transit, Bikeways and walkways (new, improved, hazard elimination, maintenance), Traffic control devices (new pedestrian signals, RRFBs, protected left turn movements, road diets, etc.), Secure bike parking, Bikes on transit; Recreational trails/trailheads, Park linkages to corridors, and Rails-to-trails. Non-Infrastructure: Educational Programs and other non-infrastructure projects that demonstrate effectiveness in increasing active transportation. SRTS Projects in accordance with Section 1404 of Public Law 109-59. Plans: ATP, Bike, Pedestrian, and SR2S

Minimum/Maximum Grant Amounts: $250,000 minimum

Required Local Match: 11.47%

Website: http://www.dot.ca.gov/hq/LocalPrograms/atp/

California Transportation Commission (CTC)

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAMS

Solutions for Congested Corridors Program is funded by SB1. There will be a 2018, 2020, and 2020 SCC Program. Grant applications will be weighted based on the following criteria: 1) Safety 2) Congestion 3) Accessibility 4) Economic Development & Job Creation and Retention 5) Air Quality & Greenhouse Gas Emissions 6) Efficient Land Use 7) Matching Funds 8) Project Deliverability 9) Collaboration.

Minimum/Maximum Grant Amounts: Varies

Required Local Match: Varies

Website: http://www.parks.ca.gov/?page_id=29407

Caltrans

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The FAST Act continues the HSIP program to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. Items on the inclusion list include: 1) Installation of vehicle-to-infrastructure communication equipment, 2) Pedestrian hybrid beacons, 3) Roadway improvements that provide separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands, 4) Other physical infrastructure projects not specifically enumerated in the list of eligible projects.

Federal Agency: Federal Highway Administration

Minimum/Maximum Grant Amounts: $100,000/$10,000,000

Required Local Match: 10%

Website: http://dot.ca.gov/hq/LocalPrograms/hsip.html

Caltrans

SUSTAINABLE TRANSPORTATION PLANNING GRANT PROGRAM (STP)

The Sustainable Transportation Planning Grant Program was created to support the California Department of Transportation's (Caltrans') Mission: Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Grant programs overarching objectives were also identified to ensure consideration of these major efforts in transportation planning, including: sustainability, preservation, mobility, safety, innovation, economy, health, and equity. The Caltrans Division of Transportation Planning provides the following transportation planning grants: strategic partnerships, sustainable communities for MPOs & RTPAs, sustainable communities for cities, counties, transit agencies, and tribal governments.

Strategic Partnerships:

Federal Agency: Federal Highway Administration

Minimum/Maximum Grant Amounts: $100,000/$500,000

Required Local Match: 11.47% or 20% dependent on grant

Website: http://www.dot.ca.gov/hq/tpp/grants.html

**Federal dollars are often times distributed through State and Regional agencies/programs. Federal policies may still apply.*

Sustainable Communities:

Federal Agency: Federal Transit Administration

Minimum/Maximum Grant Amounts: $50,000/$500,000

Required Local Match: 11.47% or 20% dependent on grant

Website: http://www.dot.ca.gov/hq/tpp/grants.html

California State Transportation Agency

OFFICE OF TRAFFIC SAFETY: NATIONAL SAFETY PROGRAM 405(H) NONMOTORIZED SAFETY

Under FAST Act Section 405 is the National Priority Safety Program, which provides grant funding to address selected national priorities for reducing highway deaths and injuries. 5% of Section 405 funds are earmarked for nonmotorized safety incentive grants. States can submit their Section 405 application on July 1 as part of the consolidated application process. Grant funds may only be used for: 1) Training law enforcement on state laws applicable to pedestrian and bicycle safety 2) Enforcement mobilizations and campaigns designed to enforce those state laws 3) Public education and awareness programs designed to inform motorists, pedestrians, and bicyclists of those laws.

Federal Agency: National Highway Traffic Safety Administration

Minimum/Maximum Grant Amounts: Varies

Required Local Match: 20%

Website: http://www.ghsa.org/about/federal-grant-programs/405

The Office of Traffic Safety also offers additional grants in a number of categories including Pedestrian and Bicycle Safety. The goals of the office and grant program both focus around reducing collisions, injuries, and fatalities for pedestrian and bicyclists in addition to increase bicycle helmet compliance for youth.

Minimum/Maximum Grant Amounts: Varies

Required Local Match: Varies

Website: http://www.ots.ca.gov/Grants/Pedestrian_and_Bicycle_Safety.asp

Department of Parks & Recreation

RECREATIONAL TRAILS PROGRAM

The RTP is a Federal-aid assistance program of the U.S. Department of Transportation's Federal Highway Administration (FHWA) to help the States provide and maintain recreational trails for both motorized and nonmotorized trail use. Eligible projects include: Trail maintenance and restoration, trailside and trailhead facilities, equipment for construction and maintenance, construction of new recreational trails, acquisition of trail corridors, assessment of trail conditions, safety and environmental education, and administration.

Federal Agency: Federal Highway Administration

Minimum/Maximum Grant Amounts: Varies

Required Local Match: 12%

Website: http://www.parks.ca.gov/?page_id=24324

Department of Parks & Recreation

LAND & WATER CONSERVATION FUND (LWCF)

The LWCF program is administered by the NPS at the federal level and the California Department of Parks and Recreations at the state level. Funding sources include: Outer Continental Shelf mineral receipts, sales of federal surplus real property, federal recreation fees, and federal motorboat fuel taxes. Eligible Projects must meet certain priorities in the Statewide Comprehensive Outdoor Recreation Plan (SCORP). This plan is updated every five years to evaluate demand, supply, and priorities to protect existing and create new public outdoor recreation resources. At least one of the SCORP priorities must be met for NPS to approve a project. Projects addressing more than one priority will be more competitive.

Development projects must be used to increase outdoor recreational opportunities. Examples can include: athletic fields and courts, community gardens, non-motorized neighborhood and regional recreational trails, open space and natural areas, outdoor gyms, outdoor performing arts venues, picnic areas, playgrounds, tot lots, skate parks, and outdoor swimming pools and aquatic features.

Federal Agency: National Park Service

Minimum/Maximum Grant Amounts: Lowest acceptable amount/$2,000,000

Required Local Match: 50%

Website: https://www.nps.gov/subjects/lwcf/stateside.htm

Regional Funding

Bay Area Air Quality Management District

BICYCLE FACILITIES GRANT PROGRAM

The goal of this program is to reduce air emissions from on-road motor vehicles and to improve air quality by helping residents and commuters mode-shift to cycling and walking as alternatives to driving for short distances and first-and last-mile trips. During the FYE 2017 Cycle up to $5 million in funds were available for this competitive program.

Minimum/Maximum Grant Amounts: $10,000 per project/$1,500,00 per agency

Required Local Match: 10%

Website: http://www.baaqmd.gov/grant-funding/public-agencies/bikeways-roads-lanes-paths

The Air District has additional grant programs that can provide funding for bicycle parking facilities.

Save the Bay Restoration Authority

MEASURE AA

During the 2016 election cycle, all nine Bay Area counties passed Measure AA, a $12 per year parcel tax to protect San Francisco Bay for future generations by reducing trash, pollution and harmful toxins, improving water quality, restoring habitat for fish, birds and wildlife, protecting communities from floods, and increasing shoreline public access.

The purpose of the Shoreline Public Access Program funded under the Measure is to enhance the quality of life of Bay Area residents, including those

with disabilities, through safer and improved public access, as part of and compatible with wildlife habitat restoration projects in and around the Bay: A) Construct new, repair existing and/or replace deteriorating public access trails, signs, and related facilities along the shoreline and manage these public access facilities and B) Provide interpretive materials and special outreach events about pollution prevention, wildlife habitat, public access, and flood protection, to protect the Bay's health and encourage community engagement.

Minimum/Maximum Grant Amounts: TBD

Required Local Match: TDB

Website: http://sfbayrestore.org/sf-bay-restoration-authority-grants.php

Metropolitan Transportation Commission (MTC)

ONE BAY AREA GRANT PROGRAM 2

One Bay Area integrated the region's federal transportation program with California's climate laws and the Sustainable Communities Strategy, by targeting funding to Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and Climate Initiatives while maintaining commitments to existing transportation priorities. Known as OBAG 2 for short, the second round of OBAG funding is projected to total roughly $916 million to fund projects from 2017-18 through 2021-22. The OBAG 2 program is divided into a Regional Program, managed by MTC, and County Program, managed by the nine Bay Area Congestion Management Agencies (CMAs).

The County Program will provide over $386 million over five years. Cities and counties can invest in: local street and road maintenance, streetscape enhancements, bicycle and pedestrian improvements, safe routes to school projects, priority conservation areas, and transportation planning. These funds are targeted to projects in PDAs to support efforts for focused growth. In the case of San Leandro, these funds will be managed by the Alameda County Transportation Commission (ACTC).

Minimum/Maximum Grant Amounts: TBD

Required Local Match: TDB

Website: http://www.alamedactc.org/app_pages/view/8495

Local Funding

Alameda County Transportation Commission (ACTC)

MEASURES B & BB

Measure B & BB are county transportation sales tax measures that provide monthly direct local distributions to local jurisdictions and transit agencies. Some of these funds are dedicated for pedestrian and bicycle projects. Measure B is projected to provide San Leandro with approximately $260,000 in funds annually and Measure BB is project to provide San Leandro with approximately $215,000 annually for bicycle and pedestrian projects.

Website: http://www.alamedactc.org/app_pages/view/4134

Metropolitan Transportation Commission (MTC) and Alameda County Transportation Commission (ACTC)

TRANSPORTATION DEVELOPMENT ACT ARTICLE 3

Transportation Development Act Article 3, or TDA 3, provides funding annually for bicycle and pedestrian projects. Two percent of TDA funds collected in the county is used for TDA 3. MTC allows each county to determine how to use funds in their county. MTC requires that all projects submitted for funding be reviewed by a Bicycle Advisory Committee (BAC).

Website: http://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/transit-21st-century/funding-sales-tax-and-0

NEW DEVELOPMENT OR REDEVELOPMENT

Future new development and redevelopment projects including new roads, road widening and construction projects are one method of providing pedestrian improvements and bike lanes. To ensure that pedestrian and bicycle improvements are included in these projects, it is important that the review process includes an individual (designated bicycle coordinator) or group (BPAC) to monitor the review process.

ASSESSMENT DISTRICTS

Different types of assessment districts can be used to fund the construction and maintenance of bikeway facilities. Examples include Mello-Roos Community Facility Districts, Infrastructure Financing Districts (SB 308), Open Space Districts, or Lighting and Landscape Districts. These types of districts have specific requirements relating to the establishment and use of funds.

IMPACT FEES

Another potential local source of funding are developer impact fees, typically tied to trip generation and traffic impacts as a result of proposed projects. In San Leandro, this fee is called Development Fee for Street Improvements (DFSI) . A developer may be required to help mitigate the overall impact of vehicular trips by paying DFSI; the City should consider modifying the Municipal Code to clearly include bicycle and pedestrian improvements in the types of projects eligible to receive DFSI funds. This could be part of a larger Transportation Demand Management (TDM) program.

OPEN SPACE DISTRICT

Local Open Space Districts may float bonds that go to acquiring land or open space easements, which may also provide for some improvements to the local trail and bikeway system.

Non-traditional & Private Funding Sources

In the search for funding sources, it becomes increasingly necessary to 'think outside the box'. With the climate change and health benefits afforded by walking and bicycling, there is an even greater opportunity to build partnerships with organizations and non-profits that have a similar interest in improving conditions for pedestrians and bicyclists. Teaming ventures with non-profit organizations will open up sources of private grant and foundation funding that is not open to a public agency.

CALIFORNIA CONSERVATION CORPS (CCC)

The program provides emergency assistance and public service conservation work for government agencies and non-profit organizations. Both urban and rural projects are eligible and selected on the basis of environmental and natural resource benefits and on-the-job training opportunities. The CCC would be effective at reducing project costs.

RAILS TO TRAILS CONSERVANCY (RTC)

The Conservancy assists rails-to-trails conversions through technical assistance, public education, advocacy, negotiations, legislation and regulatory action.

GRANT AND FOUNDATION OPPORTUNITIES

Private foundations provide excellent opportunities for funding specific capital projects or single event programs. Generally to qualify for these types of funds, a Bicycle Advisory Committee or established non-profit group acting in its behalf must exist. In general, private foundations are initially established for specific purposes, e.g. children and youth need, promotion of certain professional objectives, educational opportunities, the arts, and community

development. An excellent source of information about foundations and their funding potential can be found in the Foundation Directory, available at many public libraries or on-line at www.fconline.fdncenter.org/. Several foundations to consider are:

- Compton Foundation, Inc.
- Nathan Cummings Foundation
- Ottinger Foundation
- REI Corporate Contribution Programs
- Surdna Foundation, Inc.
- Robert Wood Johnson Foundation
- Bikes Belong Coalition

ADOPT-A-TRAIL/PATH PROGRAMS

Modeled upon the Southern California program of highway maintenance contributions, this program would post signs to indicate which individual or group has contributed to the development, installation or maintenance of a particular bike facility. Trail construction can also be considered by school or civic groups as a year-long project.

MEMORIAL FUNDS

These programs are advertised as potential donor projects to be funded via ongoing charitable contributions or funds left to a particular project through a will. Most memorial projects include the location of a memorial plaque at a location specific to the improvement or at a scenic vista point.

REVENUE-PRODUCING OPERATIONS

As part of the development of a trail or bike path, plans can specifically include the location of a revenue-producing operation adjacent to the proposed improvement. For example, bicycle rental/repair facilities, food and drink establishments, and bike storage facilities would be appropriate uses. The on-going lease revenues from these operations could then be used for trail/path maintenance.

Even without a City owned/operated public-private partnership for such an establishment, providing low-stress bikeways that connect to existing or future developments can also increase local spending.

Appendix E: Crosswalk Practices & Priority Guidance

Scoring Criteria and Priorities:

Scoring criteria are developed to reflect the relative merit for improvements at a pedestrian crossing. In some cases, dependent on conditions, it may be sufficient to have only pavement markings and signing for one crossing while another crossing merits more extensive resources. The criteria includes influences from schools, vehicle traffic, vehicle speeds, pedestrian activity and other considerations which play a role in the merit for additional improvements at a crossing location.

A location which satisfies a particular criteria is not justification in itself for alterations and no duty is implied or presumed for the city to provide a marked crosswalk or enhanced crosswalk treatment by use of this guidance. It should be recognized there are limited resources for managing the transportation system for all users accordingly, and priorities for implementing new features or adjusting existing ones must be balanced with the needs citywide and assessed periodically by the City.

Staff recommended proposed scoring criteria to facilitate project periodization.

In consideration of limited resources, a minimum score of 20 must generally be achieved by the sum of criteria. However, there may be certain limited exceptions to a lower threshold if found by the Engineering &Transportation Department to be in the interest of the overall prioritization process; for instance, coupling a candidate site with another nearby location as part of a CIP project. This minimum score of 20 may be adjusted up or down in the future by staff to reflect changes in resources and priorities. Once this threshold is satisfied, the subject site will be considered as a candidate for improvements together with other locations which also exceed this score threshold. Staff will then evaluate more subjective conditions such as community support, availability of funds relative to cost of improvement, engineering judgment of the site's safety, crosswalk study findings, or other considerations as deemed appropriate by staff.

PROPOSED SCORING CRITERIA

A. Elementary School 5, Middle School 4, High School 3 (max score 5); _____Score.

B. Travel lanes – 2 score for each through travel lane, 1 score for center turn lanes or median areas, 2 score where bike lanes and/or parking exist (max score value 10); ______Score.

C. Posted Speed Limit – 5 score for 35 mph or higher, 4 for 30 mph, 3 for 25 mph, 2 for 20 mph established school zone. The 85th percentile speed data may be used in lieu of posted speed at discretion of the engineer; ________Score.

D. ADT – Average Weekday Daily traffic below 10,000 vehicles is 0, 10,000 to 15,000 is 3 and above 15,000 is 5; ________Score.

E. Accident History (pedestrian/bike) – one non-motorized accident within crossing location in past 3 years = 5. More than one pedestrian/bike accident within past 3 years or a single fatality is score of 10 if determined to be clearly located within the crossing limits as determined by the engineer; ________Score.

F. Accident History (vehicle) – 2 score for 5 or more rear end collision (or other relatable collision not included in E. above) in past 3 years associated with activity from the crossing as determined by the engineer;_______ Score.

G. Traffic Signal or existing marked crosswalk located within 500 feet of subject review location – deduct 5 score. Where traffic signals are within 300 feet of the crossing outside of the downtown district, flashing crosswalk systems will not be considered. Within the downtown district, this criteria may be overridden at the engineer's discretion;_________ Score.

H. Crossing is located on a designated arterial – Major is 5, Minor is 3, Collector is 2; Local Street is 0 ; __________ Score.

I. Coordination. Project can be coordinated with another Capital Improvement Project, Grant Opportunity, Development, or Overlay project for efficiency in design and construction and reduced resource demand is 5; _____ Score.

J. Pedestrian volume of 20 peds or higher in peak one hour period is 5 score. Where 20 peds is not achieved for a crossing assign 0 score; _____Score.

K. Site Conditions. This category allows the professional to assign up to 10 points for site conditions which are unusual, such as a side trail connection, or roadway gradient, or other aspect that in the opinion of the professional elevate the subject crossing beyond typical consideration; _____ Score.

L. Implementation Complexity. If the site meets criteria for installation or enhancement, satisfies certain community goals, and can be implemented relatively simply with minimal costs, staff time, or other resources as determined by the Department, assign a 5 score; _____Score.

The City retains the right to remove or modify any enhanced treatment or marked crosswalk within the public right-of-way at its sole discretion and may from time to time develop pilot projects to evaluate new technologies and advances in crosswalk safety. The above criteria is developed by the Transportation Department staff and any interpretation of criteria or conditions rests with the Department Director or their designee.

In addition to the proposed scoring criteria, staff further recommend three draft Tier Levels that are an important strategy in helping to manage how and when improvements are made for pedestrian crossings given limited resources. Each Tier Level is briefly described below:

Tier 1 – In progress (Current Design and/or Construction)

This first Tier represents those crossing improvements which are currently either in design with known funding designated for the improvement or are pending construction soon.

Tier 2 – Unfunded/ Un-resourced Priority Candidate

The second Tier represents pedestrian crossings which have relatively high scoring and priority need with a general concept of improvement, but no funding or resources identified to further its design and implementation.

Tier 3 – Vetting and Options Investigations

The third Tier are sites which have merit for improvement but have not been fully vetted and may have various options to consider before improvements can or should be made. This Tier level may have sites that score relatively high but further investigation is necessary due to the need to develop the most cost effective strategy in accommodating pedestrians. For instance, can a segment of sidewalk improvement be made as part of another program that creates linkages to an already nearby established crosswalk?

Overall, it should be noted that although a scoring process is utilized, it is not used as a sole determining factor for decision making of which sites have the greatest priority. Its primary function is to assist in gaining a general sense of the merits of the crossing improvement relative to other sites. After the department team vetting exercises, there may be lower scored candidates which end up being assigned for immediate improvement if opportunities exist or other consideration necessitates such action.

Appendix F: Plan Update Public Survey Questions

San Leandro Bicycle & Pedestrian Plan Update Survey

Welcome! San Leandro is in the process of updating its Bicycle and Pedestrian Plan. This survey will ask respondents questions about their travel choices to help guide the City in crafting this plan update. All information will be kept confidential.

Si requiere este información en Español, llame al Departmento de Ingeniería y Transportación al (510) 577-3428.

如果你需要中文版資訊，請致電510-577-3428工程與 運輸部。

1

San Leandro Bicycle & Pedestrian Plan Update Survey

Travel Mode Choices

* 1. On a typical weekday, what modes of transportation do you use to get to work or school? Select all that apply.

- [ ] Personal motor vehicle
- [ ] Carpool
- [ ] Taxi/Ridesourcing (i.e. Uber, Lyft, etc.)
- [ ] Public transportation
- [ ] Bike
- [ ] Walk
- [ ] Work from home
- [ ] N/A
- [ ] Other (please specify)

2

* 2. How far away is your place of employment or school from your residence?

- ◯ Less than 1/2 mile
- ◯ 1/2 - 1 mile
- ◯ 1 - 3 miles
- ◯ 3 - 5 miles
- ◯ 5 - 10 miles
- ◯ Greater than 10 miles
- ◯ N/A

* 3. How often do you take public transportation (i.e. AC Transit, BART, LINKS, etc.)?

- ◯ Daily
- ◯ A few times a week
- ◯ A few times a month
- ◯ Rarely/Occasionally
- ◯ Never

San Leandro Bicycle & Pedestrian Plan Update Survey

Public Transportation

* 4. What is the purpose(s) of your transit trips? Select all that apply.

- [ ] Work
- [ ] School
- [ ] Recreation
- [ ] Shopping, errands, etc.
- [ ] N/A
- [ ] Other (please specify)

4

* 5. If you take the bus, how far away do you live from your stop?

- ◯ Less than 1/4 mile
- ◯ 1/4 - 1/2 a mile
- ◯ 1/2 - 1 mile
- ◯ 1 - 3 miles
- ◯ Greater than 3 miles
- ◯ N/A

6. If you take the bus, how do you currently get to/ from the bus stop most often?

- ◯ Walk
- ◯ Bike
- ◯ Drive Alone
- ◯ Carpool/Get dropped off
- ◯ Taxi/ Ridesourcing (i.e. Uber, Lyft, etc.)
- ◯ Other (please specify)

5

* 7. If you take BART, how far away do you live from your station?

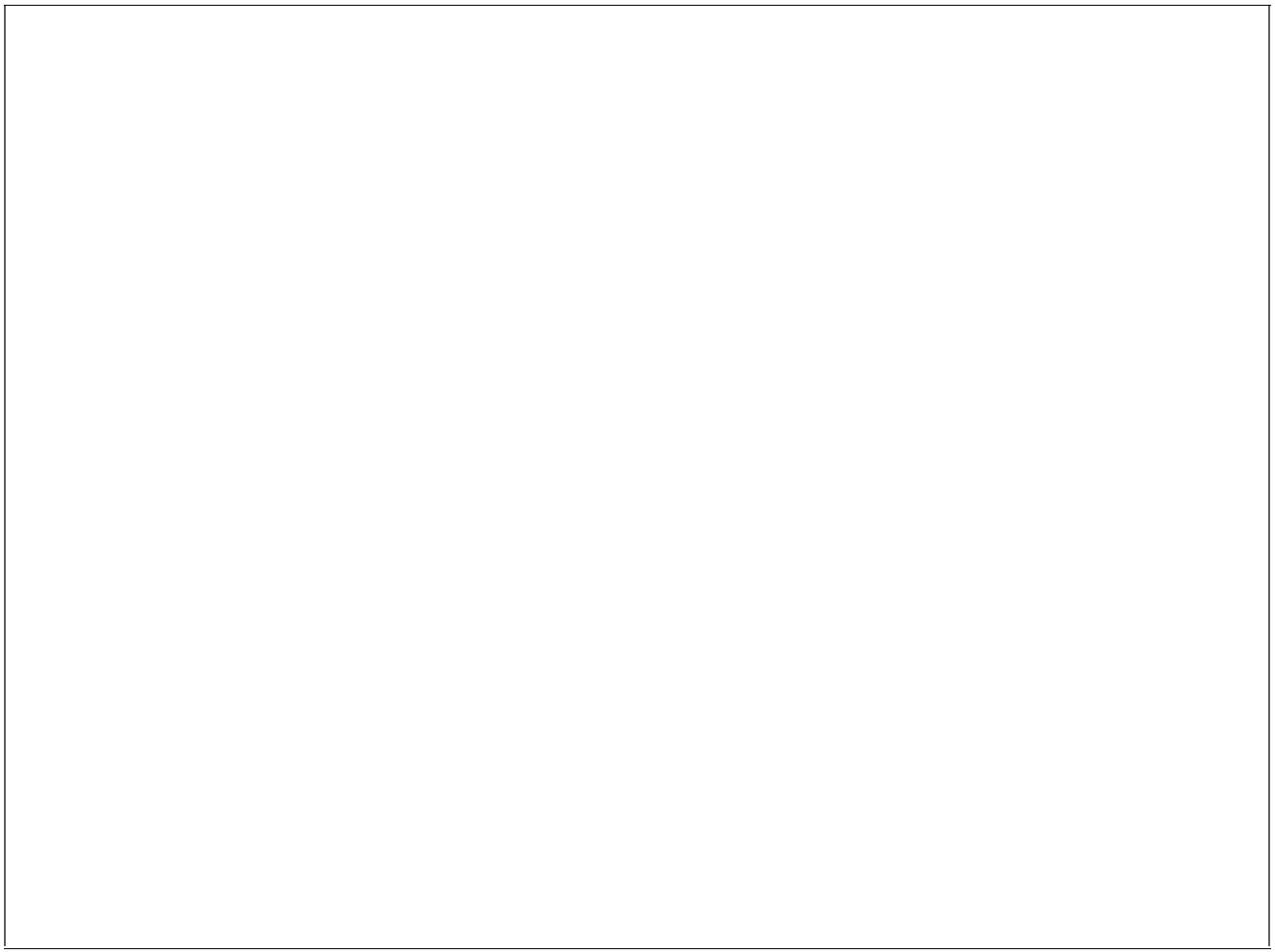
- ◯ Less than 1/4 mile
- ◯ 1/4 mile - 1/2 mile
- ◯ 1/2 mile - 1 mile
- ◯ 1 - 3 miles
- ◯ Greater than 3 miles
- ◯ N/A

8. Which BART station do you access most often?

- ◯ Bay Fair
- ◯ San Leandro
- ◯ Hayward
- ◯ Coliseum
- ◯ Other (please specify)

9. If you take BART, how do you get to/ from your preferred station most often?

- ◯ Walk
- ◯ Bike
- ◯ Drive alone
- ◯ Carpool/Get dropped off
- ◯ Taxi/Ridesourcing (i.e. Uber, Lyft, etc.)
- ◯ Another transit vehicle



7

San Leandro Bicycle & Pedestrian Plan Update Survey

Walking and Bicycling in San Leandro

* 10. How safe and comfortable do you feel WALKING in San Leandro?

- Very safe/comfortable
- Safe/Comfortable
- Neutral
- Unsafe/Uncomfortable
- Very unsafe/uncomfortable
- I do not walk

8

San Leandro Bicycle & Pedestrian Plan Update Survey

Walking and Bicycling in San Leandro

11. What makes you feel unsafe walking in San Leandro?

9

San Leandro Bicycle & Pedestrian Plan Update Survey

Walking and Bicycling in San Leandro

12. If you do not walk in San Leandro, what is preventing you from doing so?

10

San Leandro Bicycle & Pedestrian Plan Update Survey

Walking and Bicycling in San Leandro

* 13. How safe and comfortable do you feel BICYCLING in San Leandro?

- Very safe/comfortable
- Safe/Comfortable
- Neutral
- Unsafe/Uncomfortable
- Very unsafe/uncomfortable
- I do not bicycle

11

San Leandro Bicycle & Pedestrian Plan Update Survey

Walking and Bicycling in San Leandro

14. What makes you feel unsafe bicycling in San Leandro?

12

San Leandro Bicycle & Pedestrian Plan Update Survey

Walking and Bicycling in San Leandro

15. If you do not bicycle in San Leandro, what is preventing you from doing so?

13

San Leandro Bicycle & Pedestrian Plan Update Survey

Walking and Bicycling in San Leandro

* 16. Would you allow your child to walk/bike alone in San Leandro?

- Yes
- No
- N/A
- Other (please specify)

* 17. How secure do you feel your bicycle would be if parked properly on a bicycle rack in San Leandro?

- Very secure
- Secure
- Neutral
- Unsecure
- Very Unsecure
- N/A

18. Do you have any additional comments about walking and bicycling in San Leandro?

15

San Leandro Bicycle & Pedestrian Plan Update Survey

Demographic Information

The following questions are confidential and will be used to ensure this survey reaches a representative sample of San Leandro residents.

* 19. What is your age?

- ○ Under 10 years
- ○ 10 - 19 years
- ○ 20 - 34 yers
- ○ 35 - 54 years
- ○ 55 - 74 years
- ○ 75 years and over
- ○ Decline to state

* 20. What is your gender?

- Male
- Female
- Other
- Decline to state

* 21. What is your race?

- White
- Black or African-American
- Asian
- Latino
- Native Hawaiian and other Pacific Islander
- Some other race
- Two or more races
- Decline to state

* 22. What is your household income?

- Less than $25,000
- $25,000 - $49,999
- $50,000 - $74,999
- $75,000 - $99,999
- $100,000 - $149,999
- $150,000 or more
- Decline to state

San Leandro Bicycle & Pedestrian Plan Update Survey

23. Almost done! San Leandro will be continuing their outreach for the Bicycle and Pedestrian Master Plan. If you would like to receive occasional email updates about the plan and learn about ways to stay involved, you can provide your email address below. Providing your email address is completely optional. Your email address will not be associated with your survey responses.

If you do not wish to leave your email address simply click done.

19

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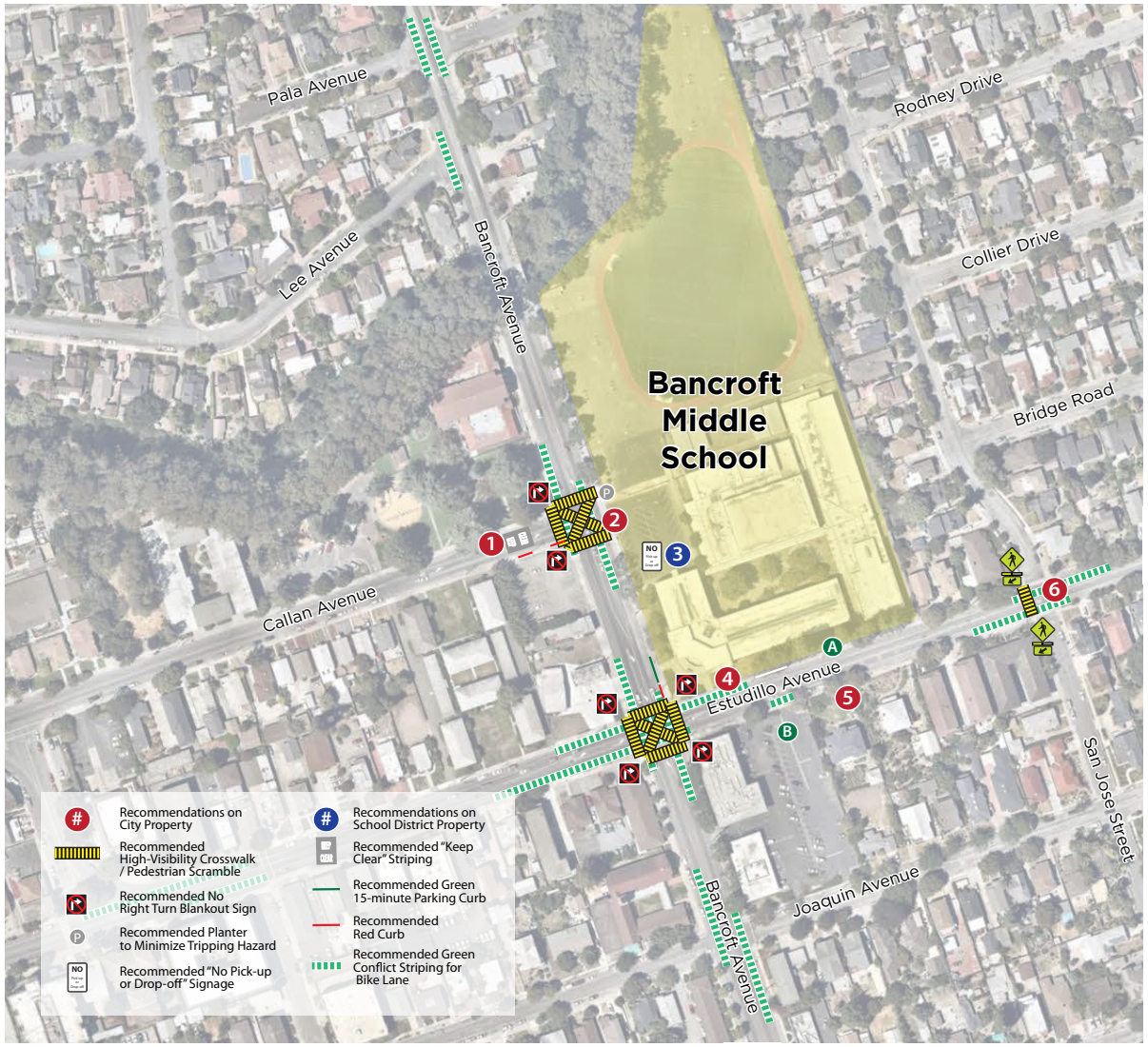
Appendix G: Safe Routes to Schools Improvement Plans



The above items are recommendations only and based on Safe Routes to Schools site assessment best practices. Feasibility determination, final design, accessibility, funding, and implementation of any recommended improvements is the responsibility of the appropriate governing agency.

Bancroft Middle School
San Leandro
Safe Routes to Schools Improvement Plan
Site Assessment held March 2017

1. **Callan Avenue / Parking Lot Entrance**
   - Stripe "KEEP CLEAR" in area in front of driveway and paint curbs red adjacent to driveway
2. **Bancroft Avenue / Callan Avenue**
   - Place planter to reduce tripping hazard at back of existing curb ramp
   - Upgrade existing crosswalks to high visibility crosswalks
   - Consider installing pedestrian scramble and illuminated no-right-turn blank out signs at northwest and southwest corners
   - Install green dashed bike lane markings at intersections, major driveways, and conflict areas on Bancroft Avenue
3. **Parking Lot Fence**
   - Add "No Pick-up or Drop-off" signage to parking lot fence
4. **Bancroft Avenue / Estudillo Avenue**
   - Install red curb at northeast side of Bancroft Avenue immediately adjacent to intersection
   - Install green 15 minute parking curb for 2 car-lengths to the north of red curb
   - Consider installing pedestrian scramble and illuminated no-right-turn blank out signs at all corners
   - Install high visibility crosswalks at all legs
   - Extend existing white curb on Estudillo Aveue east of Bancroft Avenue 3 car-lengths to the southwest
   - An R3-1 "No Right Turn" activated blank out sign should be installed facing WB traffic on Estudillo Avenue at Bancroft Avenue to prevent right turning movements onto Bancroft when students are using the pedestrian crosswalk. As a less-expensive interim measure, install an R10-15 "Turning Vehicles Yield to Pedestrians" or an R13A (CA) "No Right Turn on Red" sign
5. **Estudillo Avenue / School Frontage (Long Term Options)**

A. Option A, Drop-off / Pick-up Zone:
   - *Using landscaping area from school, install a drop-off pull in for cars (getting out of the way of through traffic) where they can safely drop-off/ pick-up or wait for their children. The pull-in should be designed with a continuous sidewalk along the back end connecting to existing path in the front of the school. The existing sidewalk along the street should also be re-designed, with special care given to the driveway crossings.*

B. Option B: Incorporate Teacher / Staff Parking into Future Development:
   - *As a part of the proposed redevelopment of this site, consider asking the developer to build/ allot a collection of parking spaces that school faculty and staff can use as a part of the development's community benefits package.*

6. **Estudillo Avenue / San Jose Street**
   - Install high visibility crosswalk at west leg
   - Consider installing rectangular rapid flashing beacons at northwest and southwest corners
   - Install green dashed bike lane markings at intersections, major driveways, and conflict areas on Estudillo Avenue

Improvements not to scale
0 200 ft

Garfield Elementary School, San Leandro

Safe Routes to Schools Improvement Plan

Site Assessment held April 2017

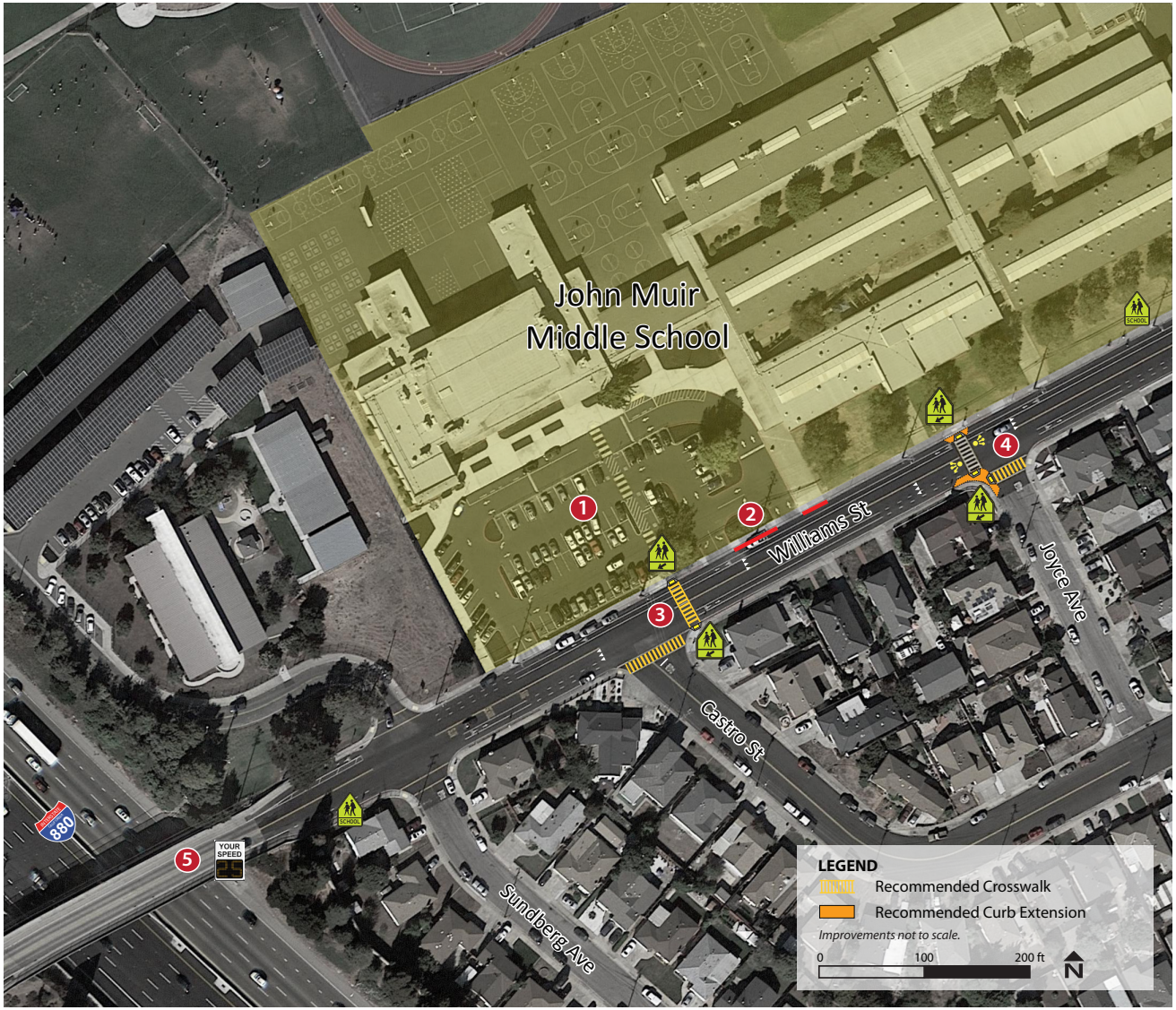
1. **State Street / Aurora Drive / West Avenue 130th**
   - Install high visibility crosswalks at east, south, and west legs. Install School Assembly B Signage at Aurora Drive crossing
   - Install curb extensions with updated accessible curb ramps at the southeast corner
   - Replace existing school crossing sign with School Assembly B signage at the southwest corner
2. **Aurora Drive / Northwest Corner of School**
   - Install R3-4 "No U-Turn" Signage on west side of Aurora Drive
   - Discuss with Fire Department whether it would be appropriate to convert some of the red curb in front of the inactive driveway to white curb for loading/unloading
3. **Aurora Drive / School Frontage**
   - Install green curb and R32D "30 Minute Parking" signage on southwest side of Aurora Drive (Limit restrictions to school hours)
   - Install R3-4 "No U-Turn" Signage north of church driveway entrance on southwest side of Aurora Drive
   - Install 20' of red curb directly north of church driveway entrance on southwest side of Aurora Drive
   - Relocate existing "No Left Turn" sign from northeast side of Aurora Drive at school driveway entrance to southwest side of street north of church exit
   - Restrict left turns into school driveway entrance during drop-off/pick-up hours using cones as shown
   - Update existing school assembly signs to current CA-MUTCD standard signs
4. **Walnut Drive / Aurora Drive**
   - Install advance yield markings at northwest and southeast legs
   - Install a curb extension at the northeast corner
   - Install updated accessible curb ramp at northeast side of Aurora Drive
   - Install high visibility crosswalk at southwest and northwest legs. Replace existing school crossing signs with School Assembly B Signage at Aurora Drive crossing
5. **Marina Boulevard / Aurora Drive**
   - Install curb extensions at all 4 corners
   - Install high visibility crosswalks at all 4 legs
   - Existing crossing guard in place

Improvements not to scale

0 200 ft

N

The above items are recommendations only and based on Safe Routes to Schools site assessment best practices. Feasibility determination, final design, funding, and implementation of any recommended improvements is the responsibility of the appropriate governing agency.



John Muir Middle School, San Leandro
DRAFT
Safe Routes to Schools Improvement Plan

Site Assessment held May 2016

1. **Loop Area Parking Lot**
   Install upgraded "No Student Drop-Off" signage on barricades erected by Safety Committee.

2. **North Side of Williams St Near Crosswalk**
   Install missing segment of red curb striping at sidewalk repair area.

3. **Williams St / Castro St**
   Install high-visibility crosswalk.

4. **Williams St / Joyce Ave**
   -Replace in-pavement crosswalk warning lights with brighter lights.
   -Consider upgrading the push buttons to an automated activation system.
   -In the long term, consider installing a Rectangular Rapid Flashing Beacon or a Pedestrian Hybrid Beacon.
   -Install curb extensions across Williams St to prevent motor vehicles from veering into bike and parking lanes to avoid queue.

5. **Williams St bridge over I-880**
   Consider installing speed feedback sign.

6. **Multiple locations (as indicated)**
   Install CAMUTCD-compliant school warning sign assemblies and pavement markings.

Madison Elementary School San Leandro

Safe Routes to Schools Improvement Plan

Site Assessment held April 2017

1. **Willow Avenue / Juniper Street**
   - Install detectable warning surfaces at all 4 corners
   - Install high visibility crosswalks at all 4 legs
2. **Juniper Street / Staff Parking Lot Driveway**
   - Install R26S signage along both parking lot curbs and at existing red curb at south side of driveway entrance
   - Stripe "STAFF ONLY" on driveway
3. **Beechwood Avenue / Juniper Street**
   - Install red curb and R25D signage on west side of Juniper Street where shown to establish school loading zone
   - Install high visibility crosswalk and detectable warning surfaces across Beechwood Avenue
   - Install advance stop markings at east leg
4. **Juniper Street / School Frontage**
   - Install red curb and R24A signage where shown to establish bus loading zone
   - Install curb ramp and detectable warning surfaces at loading zone
   - Install white curb and R25D signage north of Purdue Street where shown to establish school loading zone
5. **Purdue Street / Juniper Street**
   - Existing crossing guard and speed feedback sign where shown
   - Install advance yield markings at north and south legs
   - Install high visibility crosswalks at north and east legs
   - Install accessible curb ramps at northeast and southeast corners
   - Install advance stop marking at east leg
   - Long-term: Study feasibility of installing Rectangular Rapid Flashing Beacons to replace existing flashing crossing sign
6. **Juniper Street / School Parking Lot**
   - Consider reorganizing the flow of drop-off / pick-up area to improve efficiency and increase the off-street queuing space for waiting vehicles
   - Existing speed feedback sign where shown
   - Install high visibility crosswalk across Manzanita Avenue
   - Install accessible path and gate connecting southwest corner of the school parking lot to Madison Playground
7. **Bonaire Park / Madison Playground**
   - Install accessible path and gate connecting Madison Playground to the Bonaire Park parking lot
8. **Juniper Street / Sagewood Avenue**
   - Install high visibility crosswalk and advance stop marking at east leg
9. **Juniper Street / Hickory Avenue**
   - Install high visibility crosswalk and advance stop marking at east leg

Improvements not to scale
0 200 ft
N

The above items are recommendations only and based on Safe Routes to Schools site assessment best practices. Feasibility determination, final design, funding, and implementation of any recommended improvements is the responsibility of the appropriate governing agency.

McKinley Elementary, San Leandro

Safe Routes to Schools Improvement Plan

Site Assessment held April 2017

1 Warren Avenue / E 14th Street
- Install yellow transverse crosswalk across Warren Street
- Install ADA-compliant curb ramps

2 E 14th Street / Estabrook Street
- Install high visibility crosswalk across Estabrook Street
- Install ADA-compliant curb ramp on northwest corner

3 E 14th Street
- On east side of E 14th Street refresh existing and install additional white curb with accompanying R25D "School Loading and Unloading" signs. Near school driveway install red curb
- On west side of E 14th install R3-4 "No U-Turn" sign

4 School Driveway/ Drop-off Lane
- Create "No Unattended Vehicles" signs and place along the lane
- Restrict parallel parking along portable classrooms
- SHORT TERM Solution: Create a pedestrian path with pavement markings and bollards/vertical delineators to create a space for safer passage along the lane
- LONG TERM Solution: Relocate the portable classrooms to create a drop-off zone and move the fence to create additional parking

5 E 14th Street / Blossom Way
- Install curb extensions on the two western corners.
- Install rectangular rapid flashing beacon on northern crosswalk across E 14th Street
- Install advance yield markings on E 14th Street and advance stop markings on Blossom Way
- On the northeast side of E 14th Street, consider installing a bus bulb for loading/unloading

6 Blossom Way / Bancroft Ave
- Install curb extensions on the northwest and northeast corners
- Install high visibility crosswalk across Blossom Way
- Install advance yield markings on Bancroft Avenue
- Install R9-3bP "Use Crosswalk" sign on southwest corner of McKinley Court and Bancroft Avenue to direct pedestrians to Blossom Way marked crosswalk.
- There is an existing Rectangular Rapid Flashing Beacon at this crossing

7 Bancroft Ave
- Install red curb, for both the bus zone and driveway visibility.
- Install green curb with accompanying R32D "30 Minute Parking" signs
- Install an access gate on the south side of the field to provide a pedestrian path to the school

Improvements not to scale

0 200 ft

N

The above items are recommendations only and based on Safe Routes to Schools site assessment best practices. Feasibility determination, final design, funding, and implementation of any recommended improvements is the responsibility of the appropriate governing agency.

San Leandro High, San Leandro Safe Routes to Schools Improvement Plan

Site Assessment held April 2017

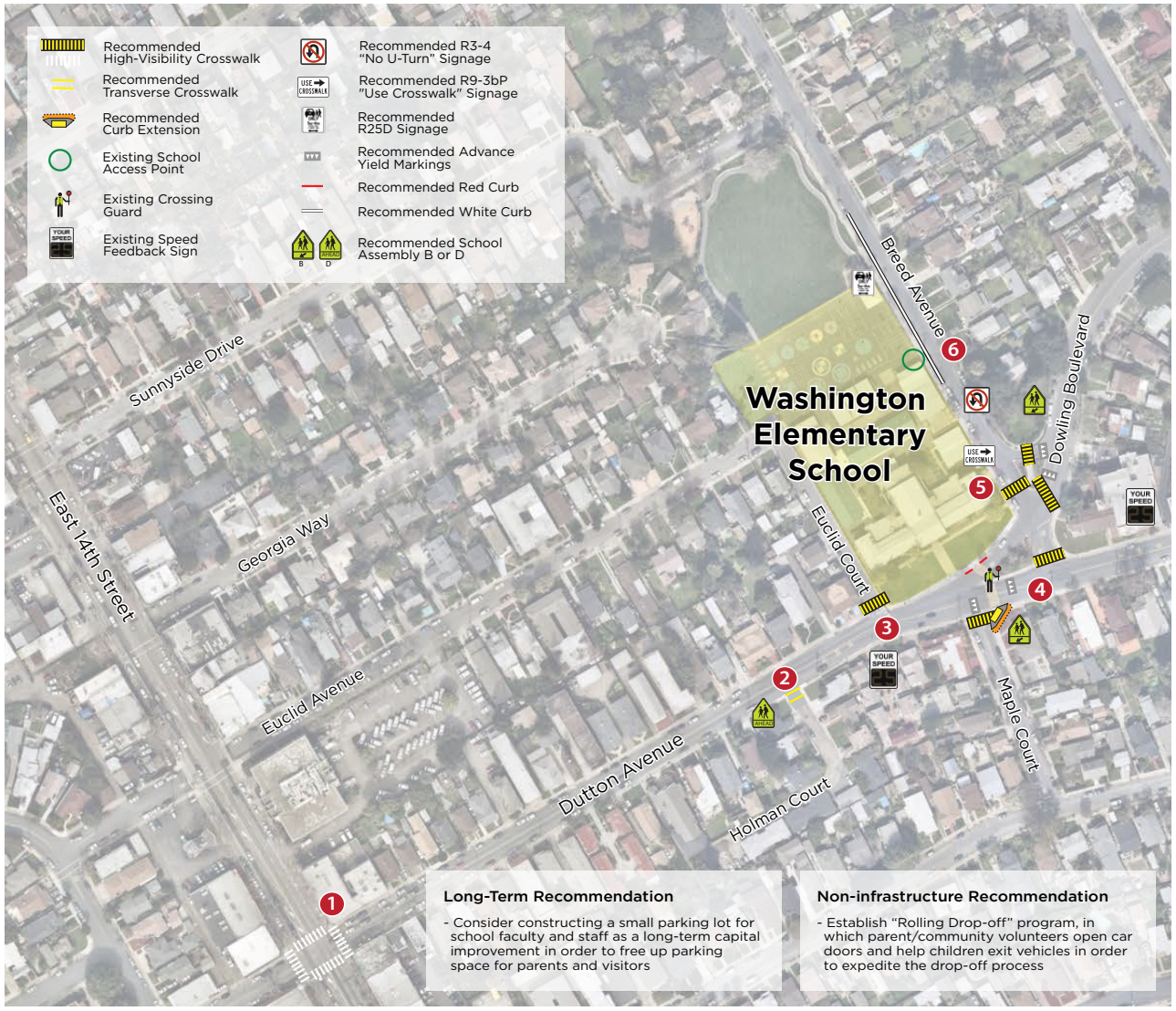
1. **Bancroft Ave and Blossom Way**
   - Install curb extensions on Bancroft crossing
   - Install high visibility crosswalk on Blossom crossing
   - Install advanced yield markings on both sides of the Bancroft crossing
2. **Thomas Ave / School Grounds**
   - Restripe staff parking lot
3. **Thomas Ave / School Grounds**
   - Install additional secure bike, scooter, skateboard parking
   - Existing bike parking is always at or near capacity
4. **Bancroft Ave / School Entrance**
   - Paint the curb green at the center of the school entrance
   - Install R32D "30 minute parking" signs along the length of the newly painted green curb
   - School staff should encourage drivers to move forward and enforce no parking in the loading zone
5. **Bancroft Ave / Student Services Building**
   - Move the existing crosswalk 100 feet to the northwest
   - Install advanced yield markings on both sides of the crosswalk
   - Install rectangular rapid flashing beacon at new crosswalk
   - Existing path connecting student services, special education, and school building on E 14th Street
6. **Bancroft Ave Between School and 136th Ave**
   - Assign parking spaces in the Southeast lot for students and staff
   - Install vertical delineators along the double yellow centerline to prevent left turns
   - Install R3-2 "No Left Turn" sign. Update R3-2 time to reflect school schedule
   - Paint curb red
   - Widen sidewalk at the driveway near 136th Ave
7. **Bancroft Ave Between 136th Ave and 138th Ave**
   - Install high visibility crosswalk and accessible curb ramps at 137th Ave
   - Install R7-9 "No Stopping Bike Lane" sign at beginning of red curb on the South side of Bancroft Ave
   - Narrow lanes to 10 feet and install a 2 foot buffer to the bike lane Use vertical delineators on the school side bike lane
   - Install Rectangular Rapid Flashing Beacons on the northwest crosswalk. Add two advanced yields on Bancroft Ave
   - Install high visibility crosswalks at northwest, northeast and southwest legs
   - Install additional secure bike, scooter, skateboard parking
8. **138th Ave Between Bancroft Ave and E 14th St**
   - Install R3-4 "No U turn" sign midblock
9. **E14th St Between 138th Ave and 136th Ave**
   - Install R25D "School Loading" signs along the white curb
   - Paint the curb white for school loading area

Improvements not to scale

0 300 ft

N

The above items are recommendations only and based on Safe Routes to Schools site assessment best practices. Feasibility determination, final design, funding, and implementation of any recommended improvements is the responsibility of the appropriate governing agency.



Washington Elementary School San Leandro

Safe Routes to Schools Improvement Plan

Site Assessment held April 2017

1 East 14th Street / Dutton Avenue
- Install high visibility crosswalks at all 4 legs
- Ensure that future intersection updates support bike and pedestrian safety with elements including curb extensions and pedestrian countdowns

2 Dutton Avenue / Holman Court
- Install transverse crosswalk at southeast leg

3 Dutton Avenue / Euclid Court
- Install high visibility crosswalk across Euclid Court

4 Dutton Ave. / Dowling Blvd. / Maple Ct.
- Install 20' lengths of red curb on northwest side of Dowling Boulevard adjacent to crosswalk
- Install advance yield markings at either side of Dutton Avenue crosswalk
- Install high visibility crosswalk across Maple Court
- Consider curb extension at southeast corner of Dutton Avenue and Maple Court
- Check visibility of stop sign on northwest side of Dowling Boulevard north of crosswalk
- Install high visibility crosswalk at north leg of Breed Avenue and Dutton Avenue

5 Dowling Boulevard / Breed Avenue
- Install 2 sets of advance yield markings at northeast corner where shown
- Install R9-3bP "Use Crosswalk" signage at school frontage (sign should face building)
- Long Term:
  - Consider squaring off the intersection of Breed/Dowling/Dutton to reduce conflicts and improve visibility
  - Consider removing Breed/Dowling slip-lane to reduce conflicts and improve visibility

6 Breed Avenue / School Frontage
- Install R3-4 "No U-Turn" signage along Breed Avenue
- Install white curb where shown and install R25D "School Loading and Unloading" signs. Open the gate along Breed Avenue during arrival and dismissal times
- Consider sidewalk markings or detectable warning surface at accessible parking driveway to warn pedestrians of vehicles entering and exiting the accessible parking area

School Zone
- Upgrade existing school zone and School Assembly signs on Dutton Avenue and Dowling Boulevard to current CA-MUTCD standards

Improvements not to scale
0 200 ft
N

The above items are recommendations only and based on Safe Routes to Schools site assessment best practices. Feasibility determination, final design, accessibility, funding, and implementation of any recommended improvements is the responsibility of the appropriate governing agency.

John Muir Middle/Wilson Elementary School Safe Routes to School Improvement Plan

A Joyce Avenue at Williams Street
- Move SLOW SCHOOL XING stencil closer to the crosswalk across Williams Street.
- Replace existing pedestrian warning signage with fluorescent yellow-green Assembly B and Assembly D signage.
- Consider installing curb extension on southwest corner of Joyce Avenue to increase visibility and pedestrian space.

B Dolly Avenue at Williams Street
- Replace existing pedestrian warning signage with fluorescent yellow-green Assembly B and Assembly D signage.
- Consider installing curb extensions at mid-block crossing to increase pedestrian visibility, discourage illegal parking, and increase pedestrian space.

C Wayne Avenue at Seeley Street
- Replace existing pedestrian warning signage with fluorescent yellow-green Assembly A and Assembly B signage.
- Evaluate options for traffic calming on Wayne Avenue north of the intersection.
- Install curb ramps at school driveway.
- Install pedestrian-activated advance warning beacon for northbound traffic.

D Williams Street
- Deploy speed feedback signs along Williams Street to discourage eastbound vehicles from speeding.

E John Muir Middle School Grounds
- Coincident with parking lot resurfacing, install curb ramps at driveways, and restrict left turns from exit driveway.
- Coincident with parking lot resurfacing, widen sidewalk.

F Wilson Elementary School Grounds (Wayne Avenue Parking Lot)
- Coincident with parking lot redesign, construct sidewalk or path to provide pedestrian access to school grounds that is separated from motor vehicle traffic.
- Conduct targeted enforcement at Wayne Avenue entrance.
- Work with City of San Leandro and Police to train crossing guards and/or parent safety patrol for Wayne Avenue entrance.
- Equip crossing guards with vests and stop signs.

G Other
- Work with AC Transit to consider shifting schedule to accommodate school trips from southern San Leandro.

Safe Routes Schools Alameda County

Appendix H: CA Streets & Highways Code 891.2 Compliance

California Streets & Highways Code 891.2 Compliance		
Subject	*Requirement*	*Section(s)*
Bicycle Commuters	The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.	Chapter 3
Land Uses & Activity Generators	A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.	Chapter 1
Existing & Proposed Bikeways	A map and description of existing and proposed bikeways.	Chapter 3
Existing & Proposed End-of-Trip Facilities	A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.	Chapter 3
Multi-modal Facilities	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Chapters 1 & 3
Clothes & Shower Facilities	A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.	Chapter 3
Safety & Education Programs	A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.	Chapter 5
Community Involvement	A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.	Chapter 1
Coordination With Other Plans	A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.	Chapter 1 & Appendix A

California Streets & Highways Code 891.2 Compliance		
Subject	*Requirement*	*Section(s)*
Project Prioritization	A description of the projects proposed in the plan and a listing of their priorities for implementation	Chapter 6
Past Expenditures & Future Needs	A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.	Chapter 6


CITY OF SAN LEANDRO
INCORPORATED 1872