



MY BIG IDEA IS...

I would like to see biking routes increased @ SLHS. This would require possible after school parking for bikes @ SLHS. I would require parking for bikes @ SLHS. I would require parking for bikes @ SLHS. I would require parking for bikes @ SLHS.

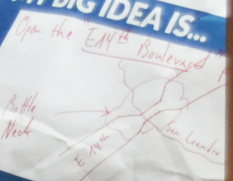
Bicycle & Pedestrian Master Plan Update

MY BIG IDEA IS...

We need physically separated bike lanes from cars/buses so our elementary age citizens can, once again, bicycle to schools.

Bicycle & Pedestrian Master Plan Update

MY BIG IDEA IS...



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MY BIG IDEA IS...

USE OF TOWN! BUS + WORK!
FINDING LIGHTS TO LET BIKES AHEAD
Bike to school!
Bike to work and all our TOWN, DAY + NIGHT!

Bicycle & Pedestrian Master Plan Update

MY BIG IDEA IS...

1) Upgrade shoulders to real bike lanes. Shoulders don't work. May be dangerous at night - drivers don't see us or expect to see bikes. As a result, they have to "sneak" or expect to see bikes.
2) Upgrade the most dangerous intersections so we can safely bike thru them.
Esp - Estebanillo + E 14th
- E 14th + HASTON!

Bicycle & Pedestrian

MY BIG IDEA IS...

No cell phone while crossing the street. Be safe for all drivers

Bicycle & Pedestrian Master Plan Update

MY BIG IDEA IS...

Let's get cars out of downtown & Bayfair and return it to pedestrian & bike. Let's make cars and parking really taking equal time of thought to enjoy the community & living from cars!

Bicycle & Pedestrian Master Plan Update

MY BIG IDEA IS...

Get rid of pedestrian beg buttons around BART stations.

Bicycle & Pedestrian Master Plan Update

MY BIG IDEA IS...

Night Lights on Madison Park Safer walking. Safer dinner picnics

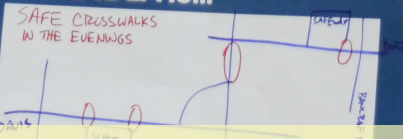
Bicycle & Pedestrian

MY BIG IDEA IS...

Safe and fun bike route between San Leandro and Bay Fair Stations

Bicycle & Pedestrian

MY BIG IDEA IS...



Bicycle & Pedestrian Master Plan Update

MY BIG IDEA IS...

Make a cut-thru (+) from Bonaire Park to

Bicycle & Pedestrian

MY BIG IDEA IS...

We need at least two one, east-west, and one cross-town East-West canal

Goals & Policies

Chapter 2

MY BIG IDEA IS...

PLEASE GIVE US A NORTH/SOUTH ROUTE TO ACCESS DOWNTOWN FROM ALL AREAS OF SL

Bicycle & Pedestrian Master Plan Update

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PLEASE GIVE US A NORTH/SOUTH ROUTE TO ACCESS DOWNTOWN FROM ALL AREAS OF SL

Bicycle & Pedestrian Master Plan Update



Goals & Policies

The Bicycle and Pedestrian Master Plan contains goals and policies for developing and implementing a bikeway system and pedestrian improvements that can meet the City's vision for:

A city where walking and bicycling are fully integrated into daily life, providing environmentally-friendly and healthy transportation alternatives that are both safe, convenient, and practical for people of all ages and abilities.

These goals and policies are outlined below.



Goal 1: A Comprehensive System: Support the development of a comprehensive bicycle and pedestrian transportation system that links residential communities with local and regional destinations and transit hubs in order to reduce motor vehicle trips.

Policies:

- 1.1 Work to ensure that all streets in San Leandro are pedestrian and bicycle-friendly for those of all ages and abilities.
- 1.2 Update the *Bicycle and Pedestrian Master Plan*, part of the City's General Plan, every five years to identify existing and future needs and provide specific recommendations for facility and program improvements and phasing.
- 1.3 Include updates to the Bicycle and Pedestrian project lists as part of the larger annual Capital Improvement Project (CIP) update that the City undertakes for all projects.
- 1.4 Ensure that the Plan is consistent with all existing city, county, regional, state, and federal policy documents.



Goal 2: Funding & Implementation: Develop, prioritize, and implement improvements that maximize the amount of bicycle and walking trips, given the amount of funding available to San Leandro.

Policies:

- 2.1 Identify current local, county, regional, state, and federal programs that would fund bicycle and pedestrian capital improvements and programs, along with specific funding requirements and deadlines.
- 2.2 Identify non-governmental funding sources for bicycle and pedestrian capital improvements and programs such as non-profit or foundation grants, public-private partnerships, and community organizations.
- 2.3 Pursue multi-jurisdictional funding applications with Alameda County, neighboring cities and other potential partners such as BART and the East Bay Regional Park District (EBRPD).
- 2.4 Develop a prioritized list of bicycle and pedestrian improvements along with detailed cost estimates, and identify appropriate funding sources for high priority projects.
- 2.5 Encourage the formation of reliable local, regional, and state funding sources that can be used to leverage federal funds.
- 2.6 Estimate and measure the benefits related to an increased mode share of bicycling and walking, such as reduced energy consumption, congestion and parking demand, reduced road wear, and improved air quality and opportunities for healthful exercise, to make the City competitive in applying for grants.



- 2.7 Project analysis of impacts to level-of-service (LOS) and vehicle-miles-traveled (VMT) should be consistent with the policies outlined in San Leandro's General Plan: San Leandro 2035.
- 2.8 Maximize funding by implementing projects as a pilot and/or with road resurfacing projects.
- 2.9 Work with the BPAC to define/develop meaningful metrics that the City can work towards achieving.



Goal 3: Bikeability: Develop a safe and well-connected bicycle system that meets the needs of commute and recreation users of all skill levels.

Policies:

- 3.1 Increase citywide bicycle mode share to 2% by 2023
- 3.2 Develop a bikeway system that safely connects residential neighborhoods to employment and shopping areas, transit stops/stations, schools, recreational facilities and other destinations.
- 3.3 Build upon the existing bikeway system to provide a comprehensive city-wide network that provides connections to facilities designated by Alameda County, East Bay Regional Park District (EBRPD), regional agencies, and adjacent communities.
- 3.4 For the bikeway system, balance user convenience with safety concerns. Where needed, develop a dual system that serves both the experienced and inexperienced bicyclist utilizing low-volume streets and off street multi-use trails.
- 3.5 Encourage the use of existing natural and man-made corridors such as creeks, shorelines, railroad corridors, and other open space corridors for future multi-use trail alignments.
- 3.6 Address barriers to bicycling, such as lack of secure bicycle parking, lighting, signal detection, visibility/site line limitations and highway interchanges.
- 3.7 Conduct bicycle and pedestrian counts and surveys to gauge the effectiveness of various improvements and programs.
- 3.8 Launch a bike share system (an expansion of Ford Go Bike or an independent system) that helps close the first-last mile gap with transit, increase access to bicycles, and further promote it as a viable and practical mode of travel.



Goal 4: Walkability: Create a safe and well-connected pedestrian environment by improving the walkability of all streets in San Leandro through planning, implementing, and maintaining pedestrian-supportive infrastructure that meets the needs of all users.

Policies:

- 4.1 Improve connections in the pedestrian network, and provide a high level of service to pedestrians on all streets.
- 4.2 Ensure safe pedestrian connections between important community destinations, such as residential areas, transit locations, schools, senior centers and other activity generators.
- 4.3 Increase connectivity and access across barriers to walking such as incomplete or uneven sidewalks, sidewalk obstructions including cars parked on sidewalks, trail gaps, wide intersections, highway interchanges, railroad crossings, and poor connections to transit stops.
- 4.4 Develop a citywide pedestrian wayfinding (directional signage) system.
- 4.5 Ensure that sidewalks and other pedestrian facilities meet the principles of universal design and meet legally mandated and best practices requirements for accessibility.
- 4.6 Provide adequate street furniture and accessible public restrooms to foster an inviting pedestrian environment, where appropriate.
- 4.7 Ensure adequate light levels for all pedestrian environments.
- 4.8 Encourage the vibrancy of pedestrian environments by maximizing opportunities for placemaking, landscaping, and street trees.

- 4.9 Provide intersections with minimal crossing distances (compact intersections), pathways, and frequent crossing opportunities that are safe, accessible, functional, and useful.
- 4.10 Utilize best practices guidelines for marking pedestrian crossings at controlled and uncontrolled locations. The City recently developed a new Crosswalk Prioritization Policy. This policy sets forth how the City should prioritize making enhancements at pedestrian crossings at non-signalized intersections and mid-block crossings wherever necessary. The City should utilize this policy when reviewing crossings in Pedestrian Priority Areas and when enhancements are requested by the public.
- 4.11 Install and maintain accessible pedestrian signals adhering to ADA installation guidelines and the latest best practices at all intersections.



Goal 5: Maximize bicycle and pedestrian access to transit.

Policies:

- 5.1 Ensure that the bicycle and pedestrian systems serve all multi-modal stations.
- 5.2 Provide pedestrian amenities and safety measures such as bus shelters and wider sidewalks at major transit stops.
- 5.3 Work with local and regional transit agencies to install bike racks and lockers (or expand existing installations) at transit stops and stations. Bicycle parking facilities should meet current best practices standards and be designed to serve current and future stop/station users.
- 5.4 Improve bicycle and pedestrian connections between the Downtown San Leandro and Bay Fair BART stations and the surrounding neighborhoods, with special attention to the at-grade railroad crossings and connections through the parking lots.



Goal 6: Improve bicycle and pedestrian safety for all users of the road.

Policies:

- 6.1 Continue to monitor bicycle and pedestrian-related collisions every three to six months and target a reduction rate of 75 percent over ten years.
- 6.2 Identify existing driver, bicycle, and pedestrian education programs and target future expansions in these programs. Programs should educate pedestrians, bicyclists and motorists of their rights and responsibilities for sharing the road and address potential conflicts between motor vehicles, bicyclists and pedestrians as well as potential conflicts between pedestrians and bicyclists.
- 6.3 Implement a pedestrian and bicycle safety education program that is taught every three to five years to all school children (kindergarten to 12th grade) and senior adults. Include bicycle rodeos where children are given actual riding lessons in school.
- 6.4 Continue and expand the system for reporting and responding to maintenance problems on the existing bikeways and sidewalks.
- 6.5 Develop a Plan that identifies a schedule for maintenance and cleaning of bicycle facilities.
- 6.6 Continue to prepare Suggested Routes to Schools maps and construct improvements at schools throughout the City to improve pedestrian and bicycle safety.



Goal 7: Education: Improve awareness of the benefits of walking and biking by developing a coordinated public outreach strategy to encourage bicycling and walking.

Policies:

- 7.1 Utilize the Bicycle and Pedestrian Advisory Committee (BPAC) as a forum for ongoing discussions concerning bicycle and pedestrian issues. The BPAC should be involved in the monitoring, implementation, funding, and updating of bicycle and pedestrian facilities as well as reviewing other developments/projects that might affect bicycle and pedestrian access.
- 7.2 Maximize public involvement through workshops and other means such as the City's website, Next Door, and social media. The City should always strive to gather feedback from a diverse representation of the public and from a variety of road users.
- 7.3 Update the San Leandro Trails and Bikeways Map, as needed, for public distribution showing bicycle and trail facilities, key destinations, connections to adjoining jurisdictions, transit connections, and bicycling safety information.
- 7.4 Sponsor annual events such as "Bike to Work Day", "International Walk and Roll to School Day", open streets events, and offer walking and bicycling safety courses for adults, families and children.
- 7.5 Develop an incentive program for City employees to serve as a model to other city employers and the public to encourage walking and bicycling to work.
- 7.6 Develop a program to recognize employers, organizations or individuals that encourage walking and bicycling as an alternative to driving for trips

to work, school or other activities. Similar to Goal 7.5, the City should work towards developing incentive programs (transportation demand management programs - TDM) to help encourage privately employed workers to walk and/or bike to work.

- 7.7 Provide information and an approach to publicize the advantages and opportunities afforded by walking and bicycling as viable alternatives to the automobile to reduce noise, carbon emissions, and fuel consumption and improve air quality while providing opportunities for healthy exercise.
- 7.8 Develop strategies that encourage people to bicycle or walk to work/school, for errands and to connect to transit.
- 7.9 Coordinate efforts with City departments and agencies, Cherry City Cyclists, Bike Walk San Leandro, Bike East Bay, and other relevant organizations.



Goal 8: Land Use & Development: Develop land use policies and development standards that reduce average trip distances and encourage bicycling and walking trips.

Policies:

- 8.1 Develop procedures for review of new development and redevelopment projects by City staff, with support from the BPAC as needed, to ensure that they meet the goals, policies, and guidelines of this plan.
- 8.2 Utilize zoning to encourage development that incorporates a mixture of uses, including residential and local -serving-retail/employment, to promote walking and bicycling.
- 8.3 New developments should be accessible to bicyclists and pedestrians with wide sidewalks, compact intersections, integrated pedestrian circulation, bikeway facilities and bicycle parking, and follow legally mandated and best practices requirements for accessibility. New development should include secure bicycle parking for residents and employees.
- 8.4 Provide pedestrian and bicycle connections between new developments and surrounding commercial and residential areas to accommodate both residents and visitors following design guidelines presented in the Bicycle and Pedestrian Design Guidelines.
- 8.5 Provide age-appropriate pedestrian and bicycle connections to schools when designing circulation systems in future development.
- 8.6 When reasonable, keep new block lengths 500 feet or shorter with frequent controlled intersections.
- 8.7 In new developments, maintain easements for bicycle and pedestrian access where cul-de-sacs or limited points of vehicle access are part of the development design.
- 8.8 New development should provide an internal pedestrian circulation plan that includes a connection to the public sidewalk. New commercial development should have at least one major entrance on a public sidewalk. If the building is setback from the street, a well-defined pedestrian path should be established.
- 8.9 Encourage businesses and new developments to make streetscape improvements that promote the use of the street by pedestrians and bicyclists. Support the use of street spaces for outdoor seating, and merchant displays, while maintaining adequate pedestrian access.