



**DRAFT**

# San Leandro Bicycle and Pedestrian Master Plan

2024 Update



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# 1. Introduction

## Purpose of this Plan

The Bicycle and Pedestrian Master Plan (BPMP or Plan) builds on and continues the accomplishments in active transportation in San Leandro. The City of San Leandro will use the Plan to guide development of infrastructure projects and programs to support bicycling and walking as safe, enjoyable, and practical transportation options for San Leandro.

### What is Active Transportation?

This Plan refers to “active transportation” as any form of self-propelled, human-powered travel, such as walking, bicycling, scooting, skating, or using a mobility device. The term “pedestrian” is inclusive of people using wheelchairs and other mobility devices. Through prioritizing active transportation, the City of San Leandro will enhance health, mobility, livability, economy, and environmental sustainability.



This BPMP is a focused update to the [2018 Bicycle and Pedestrian Master Plan](#). Since the adoption of the 2018 Plan, the City of San Leandro has passed a Vision Zero goal with the Local Roadway Safety Plan (2021), completed the major Crosstown Corridors study for Bancroft Avenue and Williams Street, and implemented a significant number of active transportation projects. This update reviews the bikeway types and pedestrian recommendations for the latest best practice and prioritizes projects and programs for the next five years of implementation.

## Policy Context – What’s Changed?

While active transportation was already a priority for San Leandro and the region at the time of the 2018 BPMP, new planning documents and policies have emerged in the last five years that reemphasize the importance of safety in transportation planning.

The City’s Vision Zero resolution and Local Roadway Safety Plan double down on a commitment to ending fatal and severe collisions in San Leandro. This goal is consistent with a new Vision Zero policy at the regional level from the Metropolitan Transportation Commission (2020) and an official endorsement of the Safe System Approach at the countywide level in the Alameda CTC Countywide Transportation Plan (2020). This Plan also aligns with recent regional active transportation network planning and policy, including the MTC Regional Active Transportation Network (2023), the Alameda CTC Countywide Bikeway Network (2022), and the All Ages and Abilities Bikeways policies that accompany both networks. The Plan is coordinated with the most recent Caltrans District 4 Bicycle and Pedestrian Plans and is informed by research and investment in the Safe System Approach from the Federal Highway Administration (FHWA).

### What is Vision Zero and the Safe System Approach?

*Vision Zero is not a slogan, not a tagline, not even just a program. It is a fundamentally different way to approach traffic safety. –Vision Zero Network*

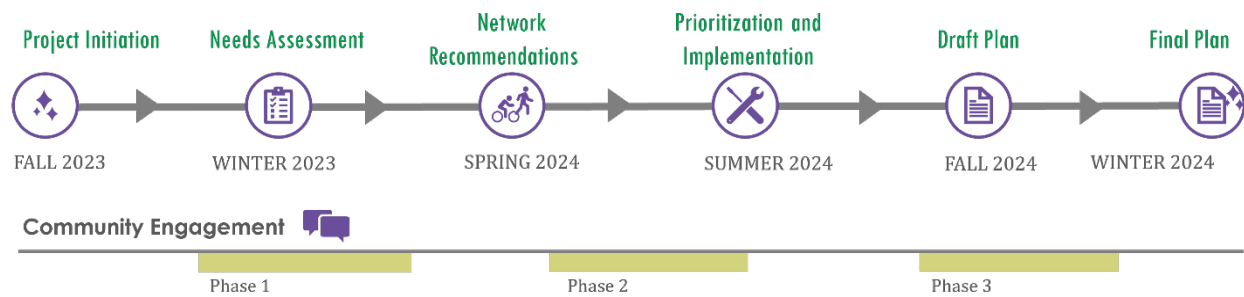
The Vision Zero approach views transportation-related fatalities and injuries as preventable, rather than inevitable, and relies on data-driven, multi-disciplinary collaboration to eliminate fatalities and severe injuries to ensure safe, healthy, and equitable mobility for all.

The Safe System approach is the set of strategies to achieve Vision Zero. This approach focuses on influencing system-wide practices, policies, and designs to lessen the severity of collisions. Encouraging safer, more context-appropriate travel speeds and building “safety nets” into the design of streets and crossings supports the goal of downgrading a fatal collision to a survivable collision, and a severe injury collision into a minor injury collision. The Safe System approach plans for the most vulnerable road users, including bicyclists and pedestrians.

TRADITIONAL APPROACH	VISION ZERO
Traffic deaths are <b>INEVITABLE</b>	Traffic deaths are <b>PREVENTABLE</b>
<b>PERFECT</b> human behaviour	Integrate <b>HUMAN FAILING</b> in approach
Prevent <b>COLLISIONS</b>	Prevent <b>FATAL AND SEVERE CRASHES</b>
<b>INDIVIDUAL</b> responsibility	<b>SYSTEMS</b> approach
Saving lives is <b>EXPENSIVE</b>	Saving lives is <b>NOT EXPENSIVE</b>



Figure 1-1 Project Timeline and Engagement Summary



## Community Engagement

The Bicycle and Pedestrian Master Plan update was developed with input from the San Leandro community at three different phases of the planning process.



### Phase 1: Where We Are

Outreach in Phase 1 focused on current experiences walking and biking in San Leandro.

- 12/1/23: Tree Lighting Event Pop-Up
- 12/1/23 – 3/8/24: Online Map and Survey
- 1/23/24: BPAC Meeting #1

### Phase 2: Where We're Going

Outreach in Phase 2 focused on feedback on the draft pedestrian and bicycle networks.

- 5/9/24: BPAC Meeting #2
- 5/20/24 – 7/12/24: Online Map
- 6/1/24: Cherry Festival Pop-Up

### Phase 3: How We'll Get There

Outreach in Phase 3 is the public review of the draft Plan and priority projects.

- 9/24/24: BPAC Meeting #3
- 9/24/24-11/15/24: Public review of draft plan

### Total Project Engagement



1,796

Website Visitors



355

Web Map Comments



91

Survey Responses



~170

People Engaged in Person



3

Public Meetings





## 2. Vision and Goals

The Plan's vision, goals and policies update reflects the latest planning and engineering guidance at the local, regional, state, and federal plans and guidance. These include a new foundation in the Safe System Approach as articulated in San Leandro's Vision Zero commitment in the Local Roadway Safety Plan that aligns with regional commitments to Vision Zero. The update also reflects latest best practice in design for people of all ages and abilities. This Plan also renews and emphasizes equitable processes and outcomes.

### Vision

The vision for the Plan was developed based on feedback expressed during community engagement and by the Bike & Pedestrian Advisory Committee (BPAC), a group of San Leandro residents appointed by the City Council who provide input on City bicycle and pedestrian projects.



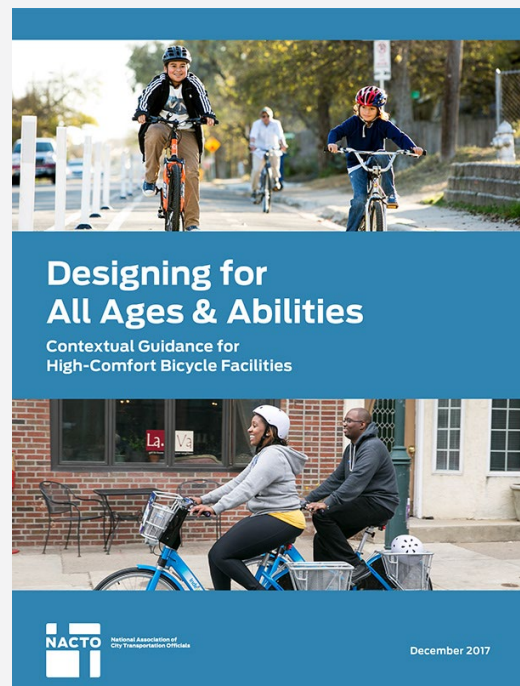
San Leandro will be a connected community where walking and biking are fully integrated into daily life as safe, equitable, and enjoyable transportation options for people of all ages and abilities.

Associated with the vision statement for the Plan are four goals – related to safety, connectivity and comfort, community programs, and implementation – with recommended policies and actions to support implementation of each goal.



### What Are All Ages and Abilities Bikeways?

The National Association of City Transportation Officials (NACTO) has a guideline for bikeway selection that emphasizes safety and comfort for users of all skill levels. NACTO's Choosing an All Ages & Abilities Bicycle Facility considers factors including vehicle speeds and volumes to determine the most suitable bike infrastructure for streets, prioritizing safety and comfort. The aim is for bikeways to accommodate all riders, including children and families, older adults, and inexperienced bicyclists.



### Goals and Policies

#### Goal 1: Safe Systems



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

#### Policies

Policy 1.1: In alignment with the Local Roadway Safety Plan (LRSP) and San Leandro's Vision Zero policy, institutionalize and adhere to the Safe System

Approach to work toward eliminating fatalities and serious injuries on San Leandro's streets.

- Define target speeds consistent with urban streets and proactively manage speeds through roadway design, such as reconfiguring roadways with excessive vehicular capacity or with underutilized street parking to accommodate new or enhanced bicycle and pedestrian facilities.
- Following FHWA guidance, evaluate intersection design and control decisions in the planning or scoping stage of projects for opportunities to reduce the frequency of collisions as well as the kinetic energy transfer and therefore the collision severity.
- Establish a target year for zero traffic fatalities and serious injuries and establish the rate of decrease needed to achieve zero by the target year. Monitor progress against this rate and introduce intervention changes if the City is not on track.
- Review and revise existing City procedures, policies, and plans that conflict with the Safe System Approach and Complete Streets Policy.
- Provide smooth pavement surfaces that are free of potholes, cracks, steps, sunken or raised utility trenches or covers, hazardous drainage grates, and overhanging vegetation. Reorient repaving program to prioritize bikeways and sidewalks.
- Use and periodically update the Local Roadway Safety Plan to identify hot spots and systemic risks. Prioritize pursuing grant funding for projects that improve communities' access to key destinations, particularly communities with high rates of collisions.

Policy 1.2: Use active transportation design guidance from the National Association of City Transportation Officials,<sup>1</sup> the FHWA,<sup>2,3</sup> and other best practice

guidance in conjunction with state and federal standards to implement safe and accessible pedestrian and bike facilities.

- Separate users in space and time to eliminate or minimize interactions between drivers and pedestrians and drivers and bicyclists, such as through protected intersections, protected signal phases, leading pedestrian intervals, approach clear zones, pedestrian hybrid beacons, and vertical and horizontal separation for pedestrians and bicyclists.
- Use the NACTO All Ages & Abilities<sup>4</sup> criteria as a standard for selecting and implementing bikeway type considering target speed and ADT, with separation required for higher speeds and traffic volumes.
- Conduct a citywide pedestrian safety assessment to proactively identify safety needs at all controlled and uncontrolled crosswalks with a plan to phase in improvements over time.
- Limit the number of curb cuts and other access points along arterial streets to minimize bicycle and pedestrian conflicts with turning autos.

## Goal 2: A Comprehensive, Comfortable, and Connected System



Develop cohesive, legible, and complete bicycle and pedestrian networks that are comfortable for people of all ages and abilities and that connect neighborhoods, schools, parks, and businesses in San Leandro, as well as neighboring cities.

### Policies

Policy 2.1: Mitigate common barriers to walking and biking such as upgrading pedestrian and bicyclist

<sup>1</sup> ["Designing for All Ages & Abilities: Contextual Guidance for High-Comfort Bicycle Facilities." National Association of City Transportation Officials. December 2017.](#)

<sup>2</sup> ["Separated Bike Lane Planning and Design Guide." Federal Highway Administration. May 2015.](#)

<sup>3</sup> ["Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations." Federal Highway Administration. July 2018.](#)



facilities to serve All Ages and Abilities and routinely maintain current infrastructure to provide basic connectivity without gaps or barriers.

- Address barriers to walking and bicycling, such as unmet crosswalk safety needs, limited all ages and abilities bikeway mileage, secure bicycle parking, lighting, signal detection, visibility/sight line limitations, and physical barriers including highway interchanges and at-grade rail crossings.
- Repair or replace crosswalk and bikeway infrastructure, such as malfunctioning signal detection or markings that have been faded or damaged.
- Address impacts of major barriers, such as I-880, railroad tracks, SR 238, and waterways, on bicycle and pedestrian connectivity through safer and more frequent connections.
- Require and enforce that maintenance and construction projects provide temporary traffic controls to accommodate bicyclists and pedestrians.
- Require property owners to repair sidewalk tripping hazards along their frontage.
- Coordinate with Public Works on a practice and schedule for maintenance and cleaning of bicycle facilities.
- Provide directional and destination signage for bicyclists, pedestrians, and transit users routinely as part of all new street projects.

Policy 2.2: Ensure that the pedestrian and bicycle networks are accessible to those of all ages and abilities and connect to key destinations, neighborhoods, and recreational areas.

- Provide age-appropriate pedestrian and bicycle connections to all projects within a quarter mile of schools, including considering of 2.5 feet/second walk speed with 1/8 mile of schools, senior centers, and libraries and separated bike lanes.
- Use the NACTO all ages and abilities design guidelines and this Plan's **Bicycle and Pedestrian Design Guidelines** to design all streets to function as complete streets that prioritize safety first, particularly for the

most vulnerable roadway users: people walking and biking.

- Provide an accessible walking environment through the application of PROWAG and ADA standards, including directional curb ramps (two per corner) and accessible pedestrian signal infrastructure.
- Close all sidewalk gaps with a priority on those that limit connectivity between neighborhoods.
- Work with AC Transit to improve bus frequency and reliability, enhance pedestrian and bicycle access to bus stops, and provide pedestrian amenities such as covered waiting areas at bus stops, lighting, and real-time transit information.
- Follow the Bicycle and Pedestrian Design Guidelines (Appendix A) regarding bikeway design and pedestrian enhancements near bus stops.
- Install short-term and long-term bike parking citywide at key destinations and work with local and regional transit agencies to install bike racks and lockers (or expand existing installations) at transit stops and stations. Ensure bicycle parking facilities meet current best practices standards and are designed to serve current and future stop/station users.

Policy 2.3: Establish standards for new developments that encourage walking and biking trips and provide pedestrian and bicycle connections between new developments and surrounding commercial and residential areas.

- Ensure new developments are accessible to bicyclists and pedestrians per the Bicycle and Pedestrian Design Guidelines.
- For new developments, provide an internal pedestrian circulation plan that includes a connection to the public sidewalk and crosswalks per the Bicycle and Pedestrian Design Guidelines.
- Ensure that developers implement bicycle and pedestrian improvements identified as a condition of approval where there is a nexus between the improvements and project transportation impacts.





- Utilize zoning to encourage development that incorporates a mixture of uses, including residential and local-serving retail/employment, to promote walking and bicycling.
- Ensure new developments provide secure bicycle parking for residents and employees that are convenient and accessible from the public right-of-way, in accordance with the San Leandro Municipal Code and the Bicycle and Pedestrian Design Guidelines.
- Maintain easements for bicycle and pedestrian access where cul-de-sacs or limited points of vehicle access are part of the development design.
- Prohibit the development of “gated” communities and avoid street vacations that result in decreased connectivity between neighborhoods.

Policy 2.4: Support streets as thriving places in San Leandro through supporting streets as spaces for outdoor seating, bicycle infrastructure, and merchant displays, and adequate pedestrian access.

- Provide a comfortable walking environment through the use of pedestrian-scale lighting, street trees that provide shade, benches and places to rest, waste receptacles, and landscaping/green infrastructure along streets and pathways, following design guidelines presented in the Bicycle and Pedestrian Design Guidelines.

### Goal 3: Community Support Programs



Continue developing a coordinated outreach strategy that leverages existing City, partner organization, and community resources and energy to amplify awareness of the benefits of walking and biking.

#### Policies

Policy 3.1: Reallocate all enforcement activities to target those behaviors and locations most linked to death and serious injury among vulnerable roadway users (e.g. pedestrians, bicyclists).

- Partner with San Leandro Police Department to align traffic enforcement activities and public messaging with collision profiles and behaviors identified in the Local Roadway Safety Plan.
- Audit existing enforcement activities, including those funded through grants, for alignment with the Safe System Approach.

Policy 3.2: Advance and support education programs that raise awareness of active transportation benefits and highlight local walking and biking opportunities.

- Evaluate existing adult driver, bicycle, and pedestrian education programs and target future expansions in these programs, including through Alameda County and community organizations like Bike East Bay. Programs should educate all users with a focus on behaviors and audiences most linked to death and serious injuries.
- Continue to support pedestrian and bicycle safety education programs for students and children, such as the Rock the Block theater show assembly and bike rodeo, and classroom activities that help students make connections between active transportation, health, and the environment.
- Continue to prepare Suggested Routes to Schools maps and construct improvements at schools throughout the City to improve pedestrian and bicycle safety.
- 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.
- Work with online mapping companies to ensure that recommended bicycle and pedestrian routes within San Leandro are accurate.

Policy 3.3: Encourage employers to develop programs that incentivize commuting by walking or biking to and from work.

- 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.

- 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. Work towards developing incentive programs (transportation demand management programs – TDM) to help encourage privately employed workers to walk and/or bike to work.

Policy 4.4: Conduct comprehensive and inclusive outreach efforts for bicycle and pedestrian projects, ensuring active engagement with diverse stakeholders to solicit feedback and address community needs.

- Coordinate efforts with City departments and agencies, Cherry City Cyclists, bike Walk San Leandro, Bike East Bay, and other relevant organizations.

Policy 3.5: Empower communities to take charge in promoting and improving active transportation in their neighborhoods.

Policy 3.6: Maximize public involvement through community engagement both in person and online using inclusive and equitable methods with clear communication about how input will be used.

- Prepare public engagement materials in the languages commonly used within the local community.
- Plan outreach events at locations and during times that are convenient and accessible to the local community.
- Partner with community-based organizations to reach a broader cross-section of San Leandro residents with compensation for their participation.
- Partner with others to expand programs that educate pedestrians, bicyclists, and motorists about roadway safety and encourage people to walk or bike to their destinations.

## Goal 4: Fund and Implement Active Transportation Projects and Programs



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

### Policies

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

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

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

- Invest equitably by undertaking projects in communities that have seen less infrastructure investment and are disproportionately impacted by collisions, such as Equity Priority Communities.
- Update the paving prioritization program to prioritize safety and active transportation needs in addition to pavement condition when selecting segments for paving.
- Update Plan every five years. Ensure that the Plan is consistent with all existing city, county, regional, state, and federal policy documents.



# 3. Existing Conditions

As a focused update to the 2018 Bicycle and Pedestrian Master Plan, this Plan provides updated information on basic demographics, as well as progress on the bikeway and pedestrian networks, safety conditions, and outstanding issues for pedestrians and bicyclists. The 2018 plan includes additional information on existing conditions in San Leandro that remains applicable, such as employment density, activity generators, and transit routes and ridership in San Leandro.

## Demographics

San Leandro is a small city of 91,000 people bordering the San Francisco Bay to its west and located in between Oakland and unincorporated Alameda County communities of Ashland and San Lorenzo. The city offers ideal biking and walking conditions thanks to its predominately flat landscape and moderate weather.



The median household income is \$90,000 with nearly 30% of households earning less than \$50,000.<sup>5</sup>



The median age is 41.



7% of households have no vehicle available.

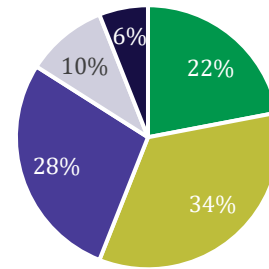


25% of the population have limited English proficiency.



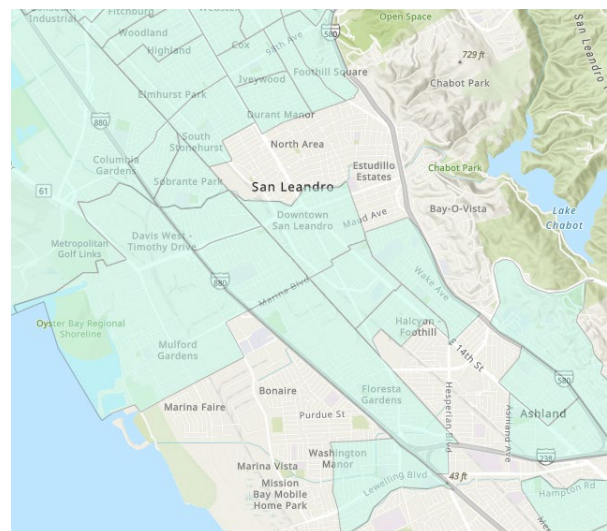
7% of the population under 65 years of age have disabilities.

San Leandro is also a racially diverse community, with 34% identifying as Asian/Pacific Islander, 28% as Hispanic/Latinx, 22% as White, 10% as African American, and 6% as Other.



- White
- Asian/Pacific Islander
- Hispanic/Latinx
- African American
- Other

San Leandro's land use is a blend of residential, commercial, industrial, and recreational areas. The major commercial areas are concentrated along the city's arterials streets and in commercial districts such as Downtown San Leandro. The industrial areas are concentrated on the western side west of I-880, with some industrial areas east of I-880 in the center of the city. The Metropolitan Transportation Commission (MTC) designates several areas of San Leandro as Equity Priority Communities (EPCs), including the Mulford Gardens neighborhood, Downtown San Leandro, Davis Tract, Floresta Gardens, and near the western portion of Lewelling Boulevard.



*Equity Priority Communities (EPCs) in San Leandro shown in green zones.*

<sup>5</sup> Statistics in this section come from the 2021 American Community Survey 5-Year Estimates.

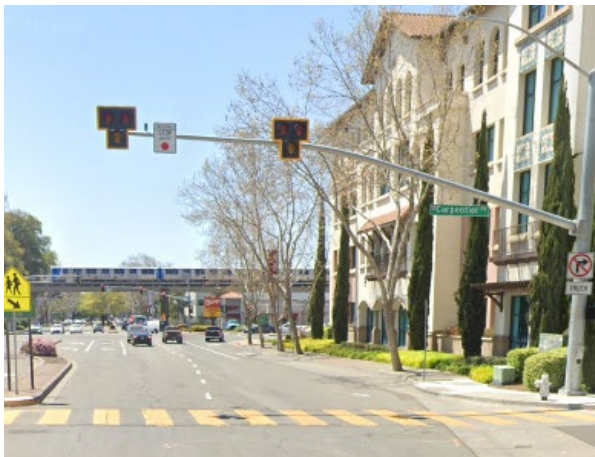




## Bicycle and Pedestrian Projects Since 2018

33 intersections with new pedestrian improvements  
2 miles of new bike lanes, 11 miles of new bike routes, 1 mile of new separated bikeways

Since 2018, the City of San Leandro has implemented a range of pedestrian safety measures, including high-visibility crosswalks, curb extensions, signage, and uncontrolled crosswalk enhancements such as flashing beacons and pedestrian hybrid beacons at crossings throughout the community. Notable crosswalk improvements include a new pedestrian hybrid beacon at the intersection of Davis and Carpentier Streets and new ADA ramps and high-visibility crosswalks at the intersection of San Leandro Boulevard and Best Avenue.



*New pedestrian hybrid beacon installed at Davis Street and Carpentier Street.*



*New curb extension to narrow the intersection, including accessible ramps and high-visibility crosswalks at San Leandro Boulevard and Best Avenue.*

There has been progress on bikeway striping projects that the City has implemented through paving projects and coordination with other agencies. Along with this paving work, the City constructed its first separated bikeways on Fairmont Drive, Grand Street, and Davis Street, spanning a total of 1.1 miles.



*Since 2018, the City has constructed its first separated bikeways along Fairmont Drive (left) and Grand Avenue (right).*

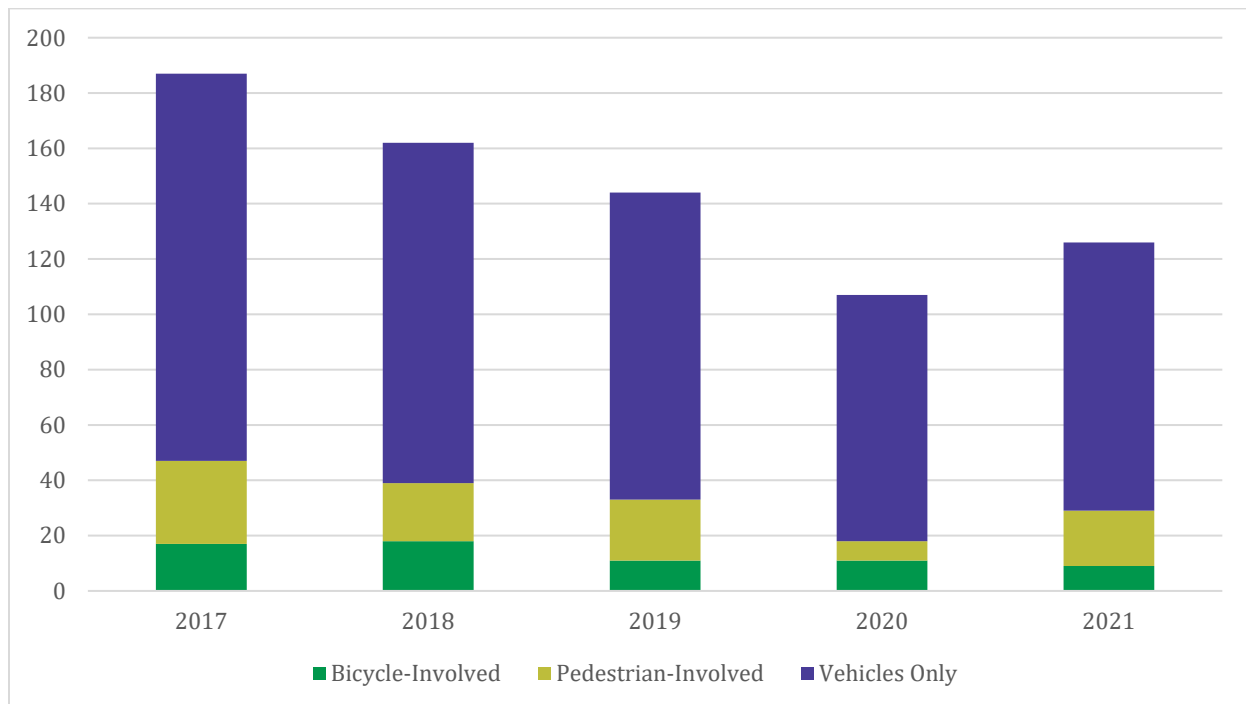


## Safety Conditions

The [2022 Local Roadway Safety Plan](#) (LRSP) provides a detailed assessment of multi-modal safety needs for the City, while the summary of safety conditions in this chapter provides more recent collision data specific to people walking and biking.

The latest available pedestrian- and bicycle-involved collision data was obtained from the Transportation Injury Management System (TIMS) for the years from 2017 to 2021. This data was analyzed to identify the number of collisions from year to year and to compare all collisions with only severe and fatal collisions, based on the mode of transport involved.

Figure 3-1 Injury Collisions by Year and Mode, 2017-2021



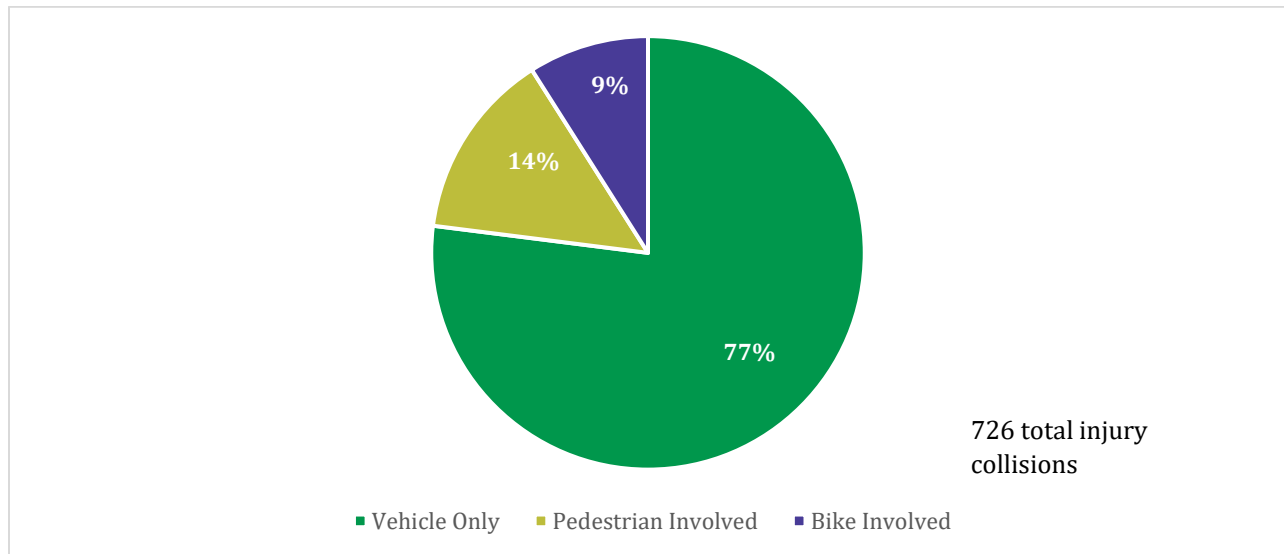
Source: Transportation Injury Management System, 2024

Nationally, severe pedestrian and bicycle collisions have been trending up since 2020, indicating a reversal of progress on safety since the Covid-19 pandemic.<sup>6</sup> Data in San Leandro follows this national trend, with total injury collisions were trending down consistently between 2017 to 2020 before rising again in 2021. During this time, bicycle-involved collisions wavered, and pedestrian-involved collisions were decreasing year over year until 2021 when they returned to near-2019 levels. Data from 2022 is preliminary and was not included in this analysis, but indicates that the trend continued with substantial increases across all modes up to levels similar to 2017. These trends represent a substantial setback in progress that require renewed efforts to improve roadway safety conditions.

<sup>6</sup> Governors Highway Safety Association, 2022. <https://www.ghsa.org/resources/Pedestrians2ss3>

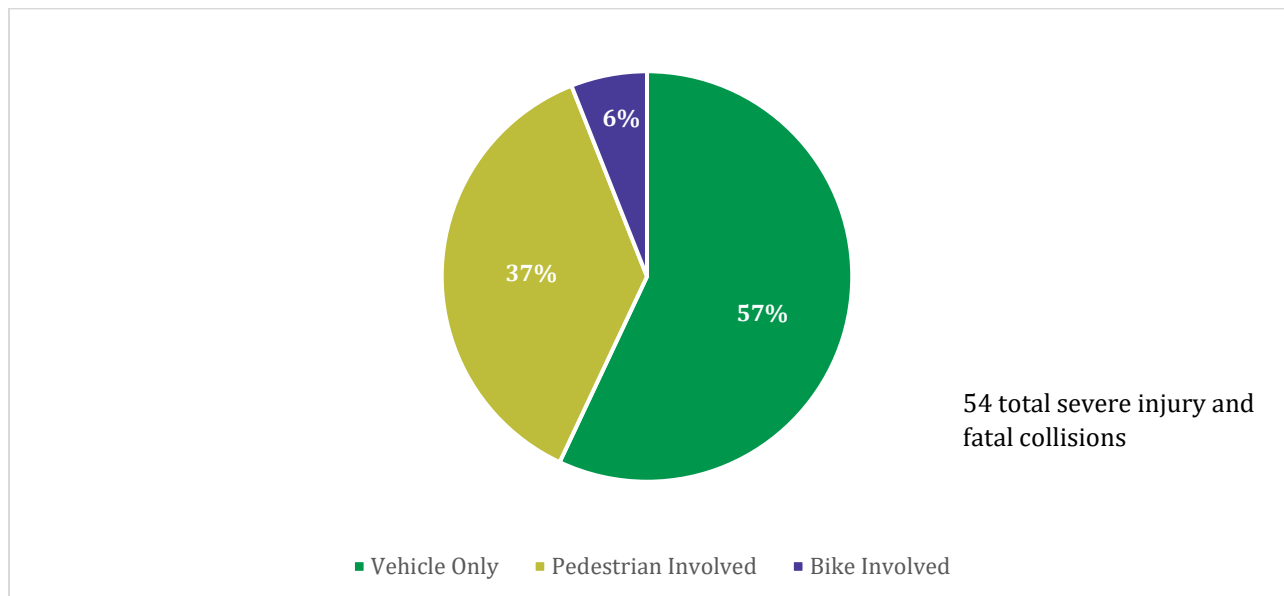


Figure 3-2 All Injury Collisions, 2017-2021



Source: Transportation Injury Management System, 2024

Figure 3-3 Severe Injury and Fatal Collisions, 2017-2021



Source: Transportation Injury Management System, 2024

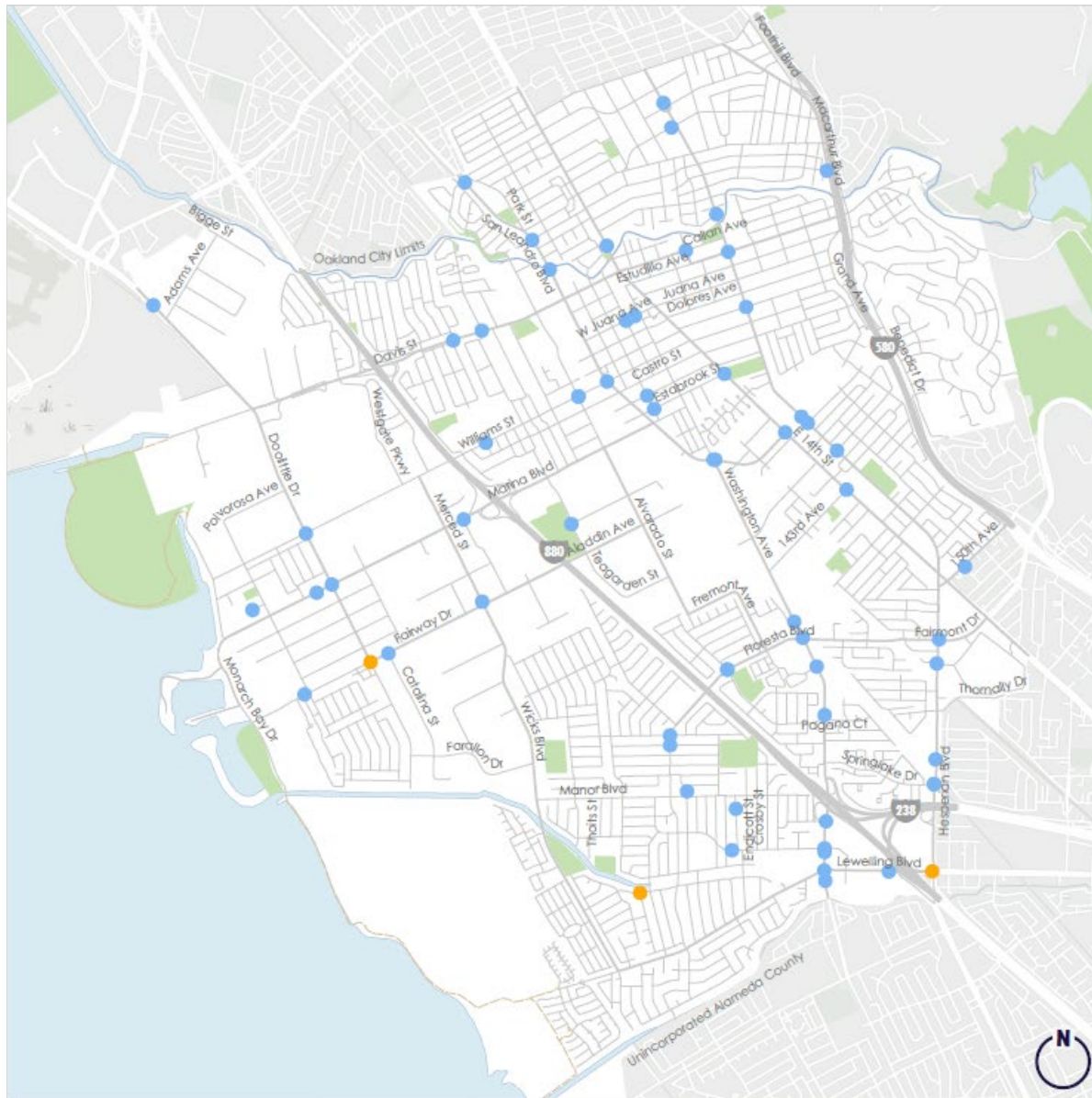
Vulnerable road users, including bicyclists and pedestrians, are more susceptible to fatal or severe injury collisions. Despite pedestrian-involved collisions comprising only 14% of all injury collisions between 2017 and 2021, they made up 37% of serious and fatal collisions.





**Figure 3-4** shows bicycle injury collisions in 2017 to 2021. During this time, three severe injury collisions occurred. Two of the severe bicycle injuries occurred on roadways with speeds above 35 MPH, specifically Doolittle Drive and Lewelling Boulevard, and occurred at intersections. There were no bicycle fatalities.

Figure 3-4 Bicycle Injury Collisions



## Bicycle Collisions

Collision Severity (2017-2021)

- Fatal (0)
- Severe Injury (3)
- Other Injury (63)

Source: Transportation Injury Mapping System (TIMS), 2017 - 2021

Does not include reported collisions on Caltrans-operated limited-access highways, such as I-880 and SR-238.



There remains a considerable amount of work to be done to reduce pedestrian collisions, especially around high-speed corridors, large and complex intersections, and Downtown San Leandro. **Figure 3-5** shows pedestrian injury and fatal collisions in 2017 to 2021. During this time, there were three fatal collisions and 17 collisions that resulted in severe injury. Two of the three fatal pedestrian collisions occurred at large intersections: East 14<sup>th</sup> Street/Fairmont Drive and Hesperian Boulevard/Drew Street. Severe injury collisions typically occurred along multi-lane arterial streets with posted speed limits of 30 MPH or more, with four occurring on Lewelling Boulevard, three on San Leandro Boulevard, and two on Davis Street. There were five severe injury collisions in the downtown area, on Davis, Parrott, Williams, and Estabrook Streets.

Figure 3-5 Pedestrian Injury and Fatal Collisions



## Pedestrian Collisions

Collision Severity (2017-2021)

- Fatal (3)
- Severe Injury (17)
- Other Injury (79)

Source: Transportation Injury Mapping System (TIMS), 2017 - 2021

Does not include reported collisions on Caltrans-operated limited-access highways, such as I-880 and SR-238.

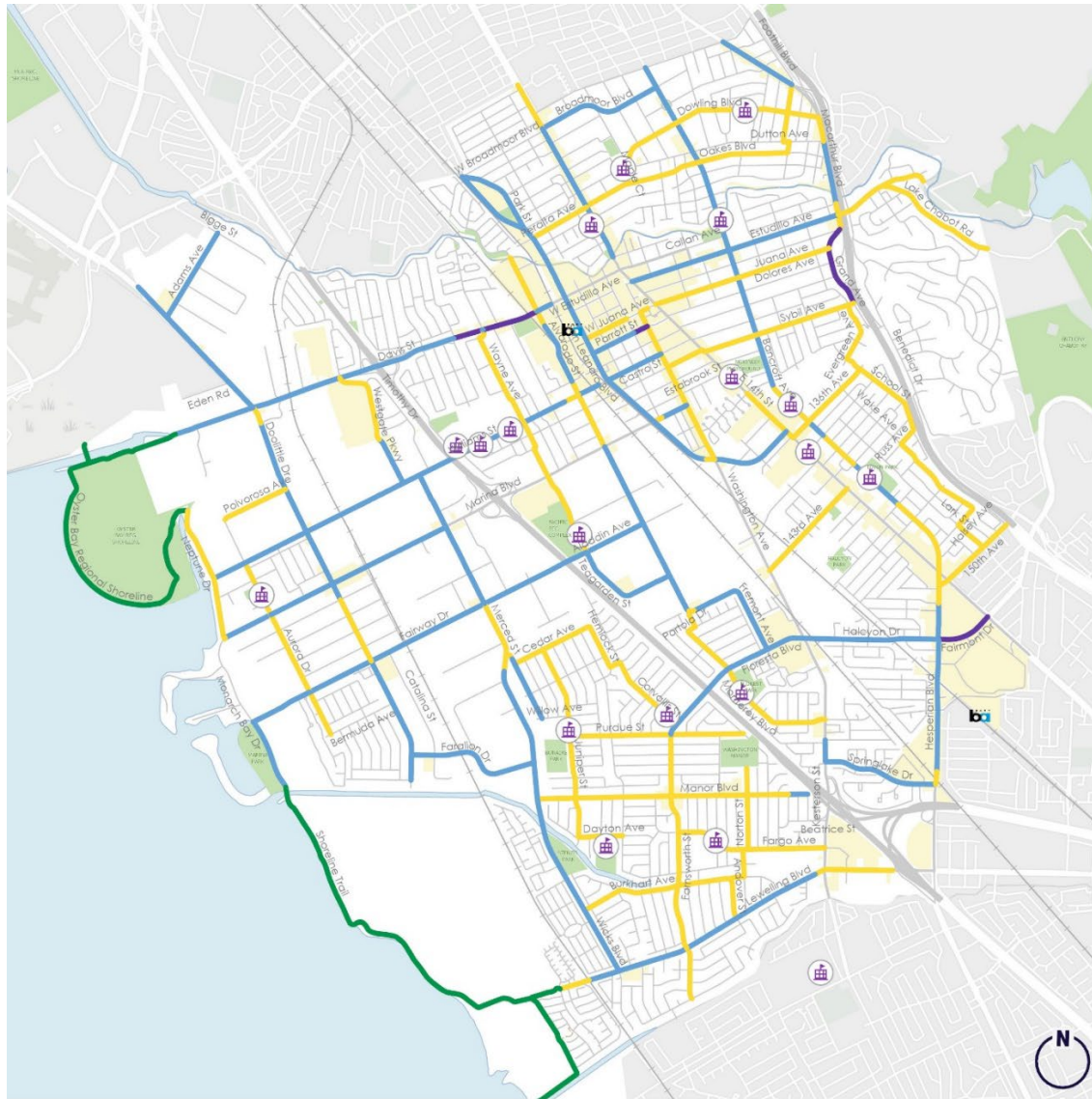




# Bicycling Conditions

The current bikeway network in San Leandro spans nearly 57 miles. Over 90% of the current network consists of bike routes and bike lanes, which are not suitable for all ages and abilities. Bike routes lack dedicated space for bicyclists, while bike lanes lack separation from vehicular traffic.

Figure 3-6 Existing Bikeway Network



## Bike Facilities

### Existing Bikeways

- Shared Use Path
- Bike Lane
- Bike Route
- Separated Bikeway
- BART Station
- Schools

### Total Length by Facility Type

Shared Use Path: 4.7 miles  
 Bike Lane: 26.1 miles  
 Bike Route: 24.5 miles  
 Separated Bike Lane: 1.1 miles

**10%**  
 of bikeways are  
 suitable for all ages  
 and abilities



## Biking Issues and Opportunities

The existing bicycle network in San Leandro generally provides excellent coverage of the City but users face some safety challenges, barriers, and gaps, and there are limited opportunities for less confident riders.

San Leandro's arterial bike lanes and routes have been built out opportunistically, generally characterized by paint-only infrastructure in the form of bike lanes and shared lanes. These provide connectivity but generally do not meet guidelines for users of all ages and abilities. The intersection of numerous railroads and freeways with city streets also presents challenges for safety as it creates complex high-speed and high-volume environments that are difficult to navigate. Existing bike routes often run along streets with speeds exceeding 25 mph. Additionally, there are incomplete bike networks, including surrounding schools.

Bicyclists in San Leandro face several key issues that present opportunities for improvement:

- **All Ages and Abilities Facilities:** San Leandro's bicycle network spans over 50 miles. Of this network, only 5.8 miles are shared-use paths or separated bikeways appropriate for users of all ages and abilities, mostly located along the Bay Trail. Much of the bike lane network is located on streets with speeds above 35 MPH where most people are not comfortable riding a bike. There are also a number of complex, large intersections in San Leandro that are difficult to navigate by bike. Bicycle facilities that provide physical separation from traffic along these corridors and intersections can help encourage people of all ages and abilities to bike for transportation.
- **School Access:** Currently, there is an incomplete bicycle and pedestrian network around schools in San Leandro, leading to accessibility and safety issues for students. Students need dedicated bicycle facilities and pedestrian infrastructure on streets adjacent to schools for safe travel. Pickups and drop-offs at schools also often occur along the frontages of school buildings, causing congestion and creating barriers for bicyclists traveling in bike lanes.

- **Regional Network Connectivity:** There is a one-mile gap in the Bay Trail network along Neptune Drive and Monarch Bay Drive. This gap in the Bay Trail negatively impacts bicyclists who use the trail for recreation and commuting and who may be exposed to additional safety risks in navigating this area. There is a key opportunity to close this gap in the regional network, creating a continuous Bay Trail facility from Oakland to San Lorenzo.



Top to bottom: (1) A bicyclist crosses Lewelling Boulevard at Hesperian Boulevard, where there are no protected intersection treatments, (2) San Leandro High School Students bike alongside traffic on Bancroft Avenue without a dedicated bicycle facility.







*Left to right: (1) People bike through the busy intersection of Estudillo Avenue, which has an 85th percentile speed of 34 mph and lacks bicycle crossing or turning facilities. (2) Standard bike lanes run along Doolittle Drive, which is a street that intersects with rail tracks and frequently sees truck traffic.*

## Bike Paths and Shared-Use Paths (Class I)



Bike paths and shared-use paths provide a separate right-of-way for the exclusive use of bicyclists and pedestrians. They tend to have minimal cross-traffic and are often located along creeks, canals, and former rail lines. Bike paths are considered the lowest stress facilities for bicyclists and are generally suitable for all ages and abilities.

The Bay Trail is a popular resource and destination for biking, and it is currently the only shared-use path in San Leandro. In total, the Bay Trail shared-use paths span 4.7 miles long in San Leandro.



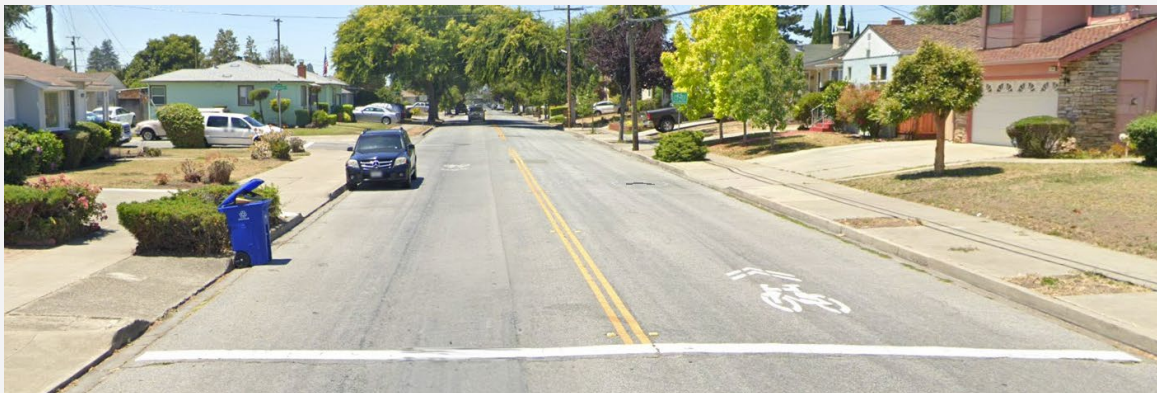
## Standard Bike Lanes (Class II)



Standard bike lanes designate an exclusive space for bicyclists using pavement markings and signage. The bike lane is located adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic. Bike lanes are typically on the right side of the street, between the adjacent travel lane and curb, road edge, or another travel lane.

Standard bike lanes make up nearly half of all bike facilities in San Leandro, spanning a total of 27 miles across the city. While many San Leandro streets have bike lanes, gaps remain and they generally do not meet All Ages and Abilities design expectations, with higher speeds and volumes than is appropriate for children or other less experienced riders.

## Bike Routes (Class III)



Bike routes are designated streets where bicyclists and automobile drivers must share the road. The routes are typically designated with signage and sharrow pavement markings, which indicate where bicyclists should position themselves on the road. Bike routes are typically used where there is not enough right-of-way to provide a dedicate or separated bike lane, or along low-volume, low-speed streets where bicyclists can comfortably share the road with automobile drivers.

In San Leandro, bike routes make up nearly 40% of all bike facilities in the city, spanning a total of 24 miles. However, bike routes in the city generally do not meet All Ages and Abilities design expectations, with higher speeds and volumes than is appropriate for children or other less experienced riders.





## Separated Bikeways (Class IV)



Separated bikeways, often referred to as “separated bike lanes” or “cycle tracks”, provide dedicated and separated space for bicycling making them an attractive facility for riders of all ages and abilities. They are always physically separated from motor vehicle travel lanes, parking lanes, and sidewalks with a vertical element, such as concrete curb. Separated bikeways may be one-way or two-way and may be at street level or at sidewalk level. If at sidewalk level, a curb or median separates it from motor traffic, while different pavement color and cane-detectable edge separates it from the sidewalk. If at street level, it can be separated from motor traffic by raised medians or quick build materials, such as bollards or curbs.

Fairmont Drive and Grand Avenue are the first separated bikeways in San Leandro, spanning half a mile in combined length. In the future, separated bikeways are anticipated to be a key part of San Leandro’s bicycle network.

## Pedestrian Conditions

San Leandro has several types of pedestrian infrastructure, including crossing treatments such as pedestrian scrambles, pedestrian hybrid beacons, and rectangular rapid flashing beacons.

However, there are many more locations within the city where improvements are needed to enhance pedestrian comfort, safety, and accessibility. Currently, the network is incomplete, meaning that the walking experience in San Leandro is uncomfortable and inconvenient in some areas. Residential sidewalks are too narrow (as little as 3.5 feet wide) and generally lack street trees that provide shade for pedestrians. Several areas also have rolled curbs that lead to vehicles parking on a portion of the sidewalk, narrowing sidewalk space even more. Sidewalks in commercial areas such as Old San Leandro tend to be wider (up to 9 feet wide), leading to a more comfortable walking environment.





*Vehicles on residential streets typically park along a portion of the sidewalk, further narrowing the space for pedestrians.*

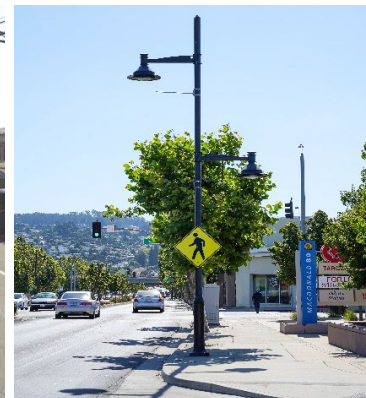


*Sidewalks are generally wider in commercial areas of the city and complete with more pedestrian facilities like street trees and pedestrian-scale lighting.*

## Pedestrian Challenges and Opportunities

Pedestrians in San Leandro experience several challenges that present opportunities for improvement to the walking environment in the City.

- **Rolled Curbs:** Rolled curbs are gradually sloped and mountable, enabling drivers to park with their wheels on the sidewalk. This can narrow or block the sidewalk and create barriers for pedestrians, especially for people in wheelchairs. While parking on rolled curbs is prohibited in San Leandro, sidewalks should be constructed or rehabilitated with vertical curbs to deter this behavior.
- **Unenhanced, Uncontrolled Crossings:** Uncontrolled crossings lack a stop sign, signal, or other traffic control device and are therefore more dangerous for pedestrians. Uncontrolled crossings require enhancements such as striping and signage to better protect pedestrians who are crossing.
- **Street Lighting:** The [2022 LRSP](#) identified collisions occurring at night with no streetlights as representing 25% of collisions with fatalities or serious injuries and 11% of all pedestrian collisions. Lighting should be installed on all San Leandro streets to improve visibility and prevent accidents.
- **Unsignalized Intersections:** The 2022 LRSP noted that 20% of collisions with fatalities or serious injuries and 17% of all pedestrian collisions occurred at unsignalized intersections on streets with speed limits of 30 MPH or above. All intersections on high-speed streets should have traffic signals.

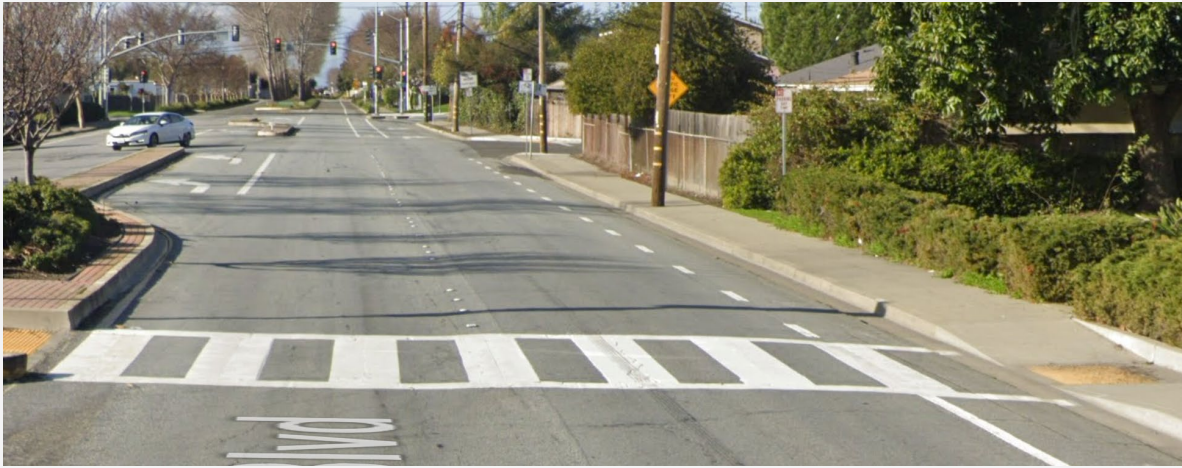


*From left to right: (1) A car parked on a rolled curb in San Leandro. (2) An unenhanced, uncontrolled intersection at Fargo Ave & Swenson Street in San Leandro. (3) An example of street lighting in Richmond, CA.*





## Crosswalks



Marked crosswalks feature striping and other enhancements to delineate a street crossing for pedestrians. Two types of marked crosswalks include controlled and uncontrolled.

Controlled crosswalks are located at stop-signs and traffic signals. They provide the most protection for pedestrians since they require drivers to come to a complete stop for people in the crosswalk. Opportunities for enhancement include adding pedestrian countdowns, providing the walk phase during each signal cycle without having to press the push button, prohibiting right turns on red, and automatically giving pedestrians a leading pedestrian interval at crossings. Intersections with high pedestrian volumes may also be upgraded to include a “pedestrian scramble” phase that improves safety by dedicating time exclusively for pedestrians to cross.

Uncontrolled crosswalks are types of crosswalks not located at stop-signs or traffic signals. In some cases, uncontrolled crosswalks are found in the middle of a larger block to provide quicker access between streets. Crossing safety can be improved at uncontrolled crosswalks by installing pedestrian hybrid beacons or rectangular rapid flashing beacons that alert drivers when there are pedestrians crossing.

San Leandro has implemented crosswalk enhancements at many locations, with focus improvements near schools, business districts, and parks. Examples include at Bancroft Avenue & Haas Avenue, Doolittle Drive & Bermuda Avenue, and E. 14th Street & Sunnyside Drive. However, many locations still need enhancement for safety and access.



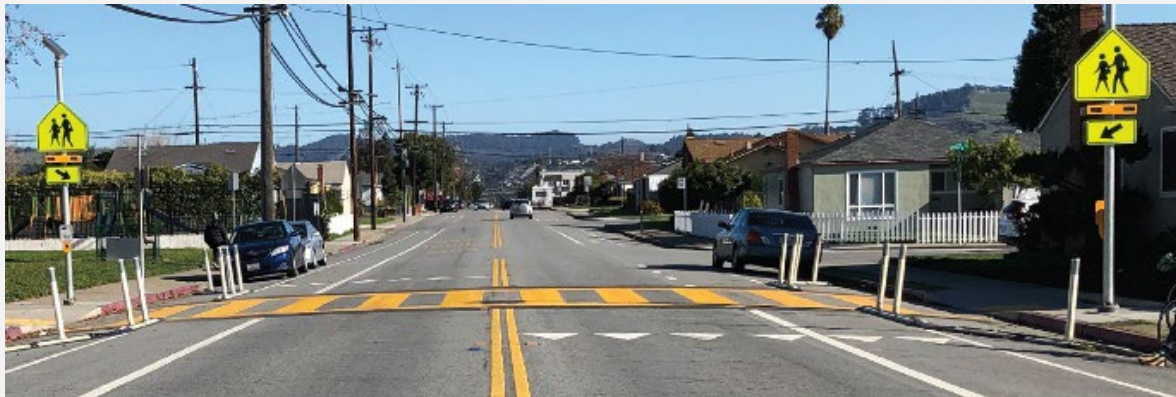
## Traffic Signals



Traffic signals regulate the flow of traffic and minimize conflicts between pedestrians and vehicles at intersections. By allocating dedicated phases in signal cycles, traffic signals prioritize pedestrian crossings, indicating when it is safe to cross and when to wait. Modern traffic signals are also equipped with advanced safety and accessibility features such as pedestrian signals, countdown timers, pedestrian push buttons, and audible signals for the visually impaired.

Some signalized intersections, like the pedestrian “scramble” at 136<sup>th</sup> Avenue, have been updated to prioritize pedestrian movement. Others still have permitted turns or lack pedestrian signal heads. In general, not all signals will receive protected turns, except for at intersections with high potential for conflicts. However, per the California MUTCD, all signals must have pedestrian signal heads with countdowns.

## Rectangular Rapid Flashing Beacons (RRFBs)



Rectangular rapid flashing beacons (RRFBs) enhance pedestrian safety at crossings by alerting drivers when pedestrians are crossing or waiting to cross the street. RRFBs consist of two, rectangular-shaped yellow indications that flash with an alternating high frequency when activated, increasing driver awareness of pedestrians. RRFBs are applicable to many types of pedestrian crossings but are particularly effective at crossings with lower speeds and traffic volumes.

The City has installed RRFBs at many uncontrolled crosswalks, especially near schools and businesses.





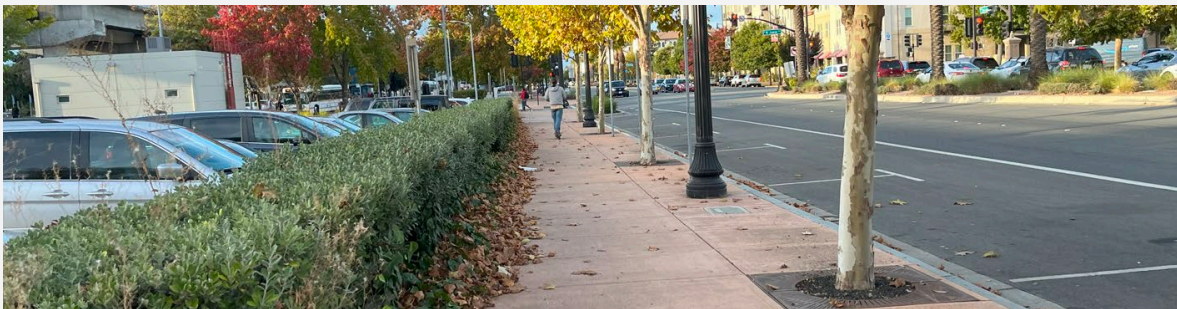
## Pedestrian Hybrid Beacons



Pedestrian hybrid beacons (PHB) are traffic control signalization devices that enhance pedestrian safety at mid-block crossings or intersections. These beacons consist of overhead flashing lights on mast arms that flash in a sequence when activated via a pedestrian push button. The signal indicates when drivers must slow down (yellow), stop for crossing pedestrians (solid red), and proceed once pedestrians have crossed safely (flashing red). Pedestrian hybrid beacons are more appropriate at multi-lane or high-speed crossing locations because they fully stop traffic.

PHBs enhance a crosswalk at Davis Street & Carpentier Street in Downtown San Leandro.

## Sidewalks



Sidewalks are paved areas immediately adjacent to the vehicular right-of-way for the exclusive use of pedestrians and may be used by people riding bicycles unless prohibited. Existing sidewalks in the City may include concrete, asphalt, or decomposed granite surfaces. Unlike shared-use paths, they are directly adjacent to the main right-of-way.

While some sidewalks like the one pictured on San Leandro Boulevard are wide and smooth, others have ADA deficiencies, rolled curbs, tree root uplift, or other barriers. For example, residential sidewalks are typically too narrow and lack street trees that provide shade.



# Barriers to Biking and Walking

San Leandro currently faces several obstacles along its bike and pedestrian networks that hinder accessibility.

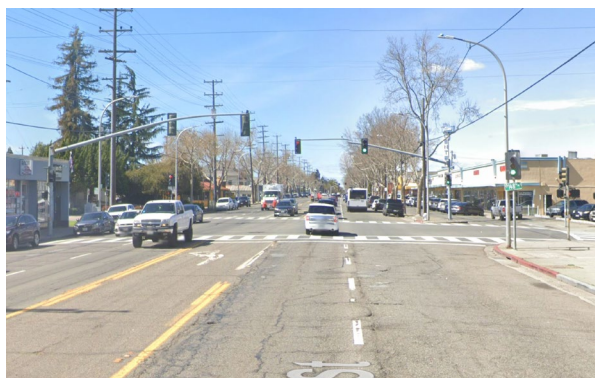
- **Freeways:** I-880 interchanges in San Leandro present challenges for biking and walking safety and connectivity. Several improvements for cyclists and pedestrians have already been made at the Davis Street interchange, including new signal controls and crosswalk enhancements on ramps. However, people walking and biking still face major barriers at high-speed interchanges with many conflicts. Opportunities to cross I-880 are limited as interchanges and overpasses are located at least half a mile apart.
- **Major Intersections:** Complex and large intersections, such as at Lewelling Boulevard/Washington Avenue and Davis Street/San Leandro Boulevard, are often difficult to navigate and cross, especially when combined with high speeds, conflicting turning movements, and long crossing distances.
- **High-Speed Roadways:** Several roadways have high speeds and multiple lanes, such as East 14th Street, Davis Street, and Washington Avenue, that make crossing difficult and pose safety concerns for pedestrians and bicyclists.
- **Railroads:** Multiple rail lines in the city make for limited connectivity of pedestrian and bike facilities. Gaps in pedestrian and bike facilities at at-grade rail crossings make for complicated and challenging crossing conditions.



*I-880 interchanges experience high speeds and have limited crossing opportunities.*



*Complex and large intersections often make it difficult for pedestrians to cross and bicyclists to navigate.*



*High-speed roadways can feel uncomfortable for pedestrians and bicyclists to navigate.*



*Railroad crossing locations often have gaps in pedestrian and bicycle facilities.*





# 4. Pedestrian and Bicycle Recommendations

This Plan presents pedestrian priority areas and a revised bikeway network that update the recommendations in the 2018 plan based on the latest federal, state, and regional best practices. The pedestrian priority areas represent the parts of San Leandro where pedestrian infrastructure and safety improvements for pedestrians are most needed. The bicycle network is a long-term plan for bicycle connectivity in San Leandro, with comfortable and safe access to destinations for riders of all ages and abilities.

## Pedestrian Priority Areas

The pedestrian priority areas, shown in Figure 4-1, are frequented by pedestrians and therefore have high levels of need for investment in the pedestrian environment. This plan defines pedestrian priority areas as:



1/4 mile around BART stations



1/8 mile around commercial areas



1/8 mile around parks



1/8 mile around schools

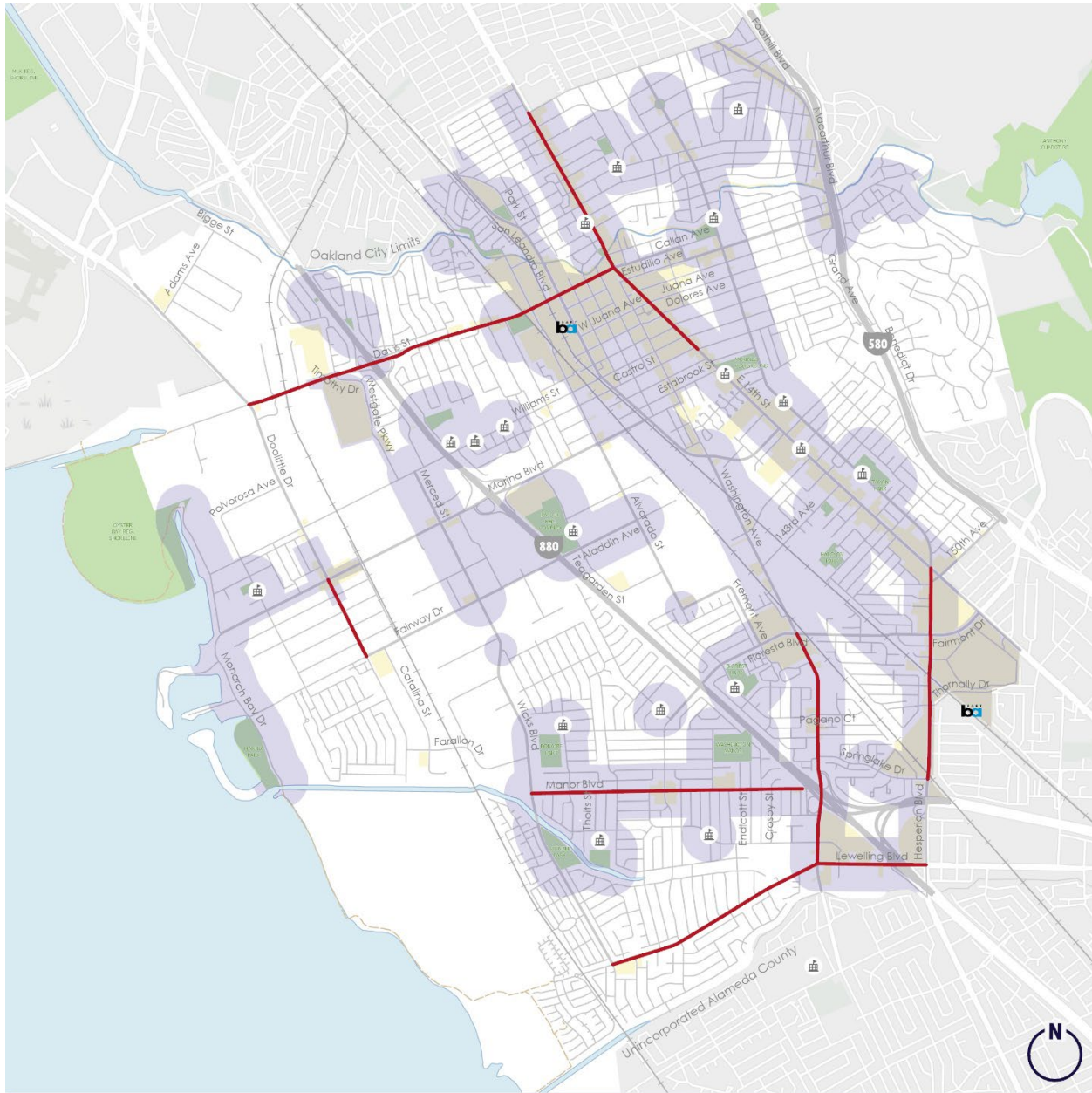
Pedestrian priority areas have specific design expectations for high-quality pedestrian improvements and safety enhancements at intersections and on walkways, in accordance with **Bicycle and Pedestrian Design Guidelines** (Appendix A). These areas help to direct City-led design efforts as well as set expectations for developer-led projects.

The pedestrian improvement toolbox includes high-visibility crosswalks, repaved and widened sidewalks, curb ramps to provide access for those using wheelchairs or strollers, pedestrian hybrid beacons and rectangular rapid flashing beacons to signal that pedestrians are crossing, medians and bulb-outs (extensions of the sidewalk) to shorten crossings and improve visibility, and other amenities such as benches and street trees.

Pedestrian priority areas are presented along with safety priority corridors from the LRSP. These are corridors with very high safety need for people walking, even if they are not proximate to the community destinations that define pedestrian priority areas.



Figure 4-1 Pedestrian Priority Areas and Safety Priority Corridors



## Pedestrian Priorities

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

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

— Safety Priority Corridors (LRSP)

— Pedestrian Priority Areas

Including:

- 1/4th mile buffer around BART stations
- 1/8th mile buffer around schools, parks, and key commercial corridors

Public Schools

BART Station

Railroad

Commercial Areas

Parks



## Bicycle Network

The proposed bicycle network, shown in **Figure 4-2 Recommended Bicycle Network**, will serve riders of all ages and abilities. Once built out, this network will facilitate safer and more direct routes to destinations throughout San Leandro. **Table 4-1** presents the 63 proposed miles of all ages and abilities bikeways, such as shared-use paths, separated bikeways, and bicycle boulevards.

This plan updates the bikeway recommendations in the 2018 plan, which were originally determined by selection criteria including coverage, continuity, connectivity to important destinations, and suitability of the bikeway type based on roadway characteristics (e.g. traffic speed, volume of traffic, roadway width). In general, the 2018 Plan set the routing of the bikeways, while this Plan updates facility type based on latest best practice.

Table 4-1 Proposed Bicycle Network by Bikeway Type

Bikeway Type	Existing Network Mileage	Existing + Proposed Network Mileage
Shared Use Path	4.7 miles	11.3 miles
Bike Lane	26.1 miles	9.9 miles
Bike Route	24.5 miles (bike route)	17.3 miles (bicycle boulevard)
Separated Bikeway	1.1 miles	34.0 miles
<b>Total</b>	<b>56.4 miles</b>	<b>72.5 miles</b>

The current proposed network differs from the previous 2018 Plan recommendations because of the focus network-wide on recommending All Ages and Abilities bikeways throughout the network. In many areas that had previously received bike route or bike lane recommendations, the current plan recommends separated bikeways due to high vehicle speeds and volumes on those corridors.





## What is the difference between a bike route and a bicycle boulevard?



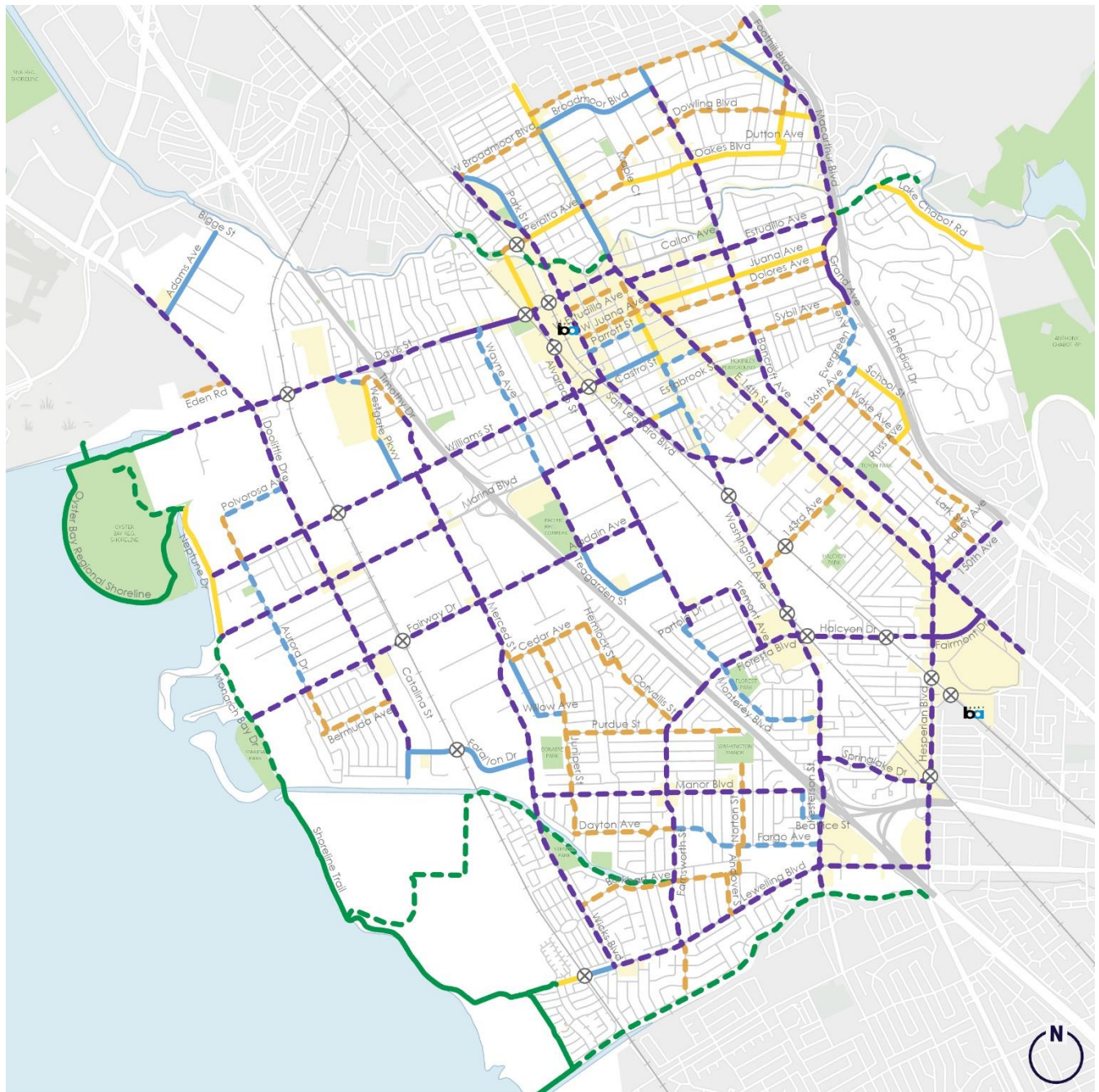
*From top to bottom: (1) A bicycle boulevard on Virginia Street in Berkeley. (2) A bicycle route on 150th Avenue in San Leandro.*

On bike routes and bicycle boulevards, people biking share the lane with drivers. So, what's the difference? On a bicycle boulevard, significant traffic calming or even traffic diversion lowers vehicle driving speeds and volumes to levels that are low enough to support comfortable biking for people of all ages and abilities, including children, families, and older adults. On corridors with bicycle boulevard recommendations in this 2024 BPMP update, traffic calming design should target 20 MPH speeds and volumes under 2,000 vehicles per day.





Figure 4-2 Recommended Bicycle Network



## Bike Facilities

### Recommended Bikeways

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

### Existing Bikeways

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

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

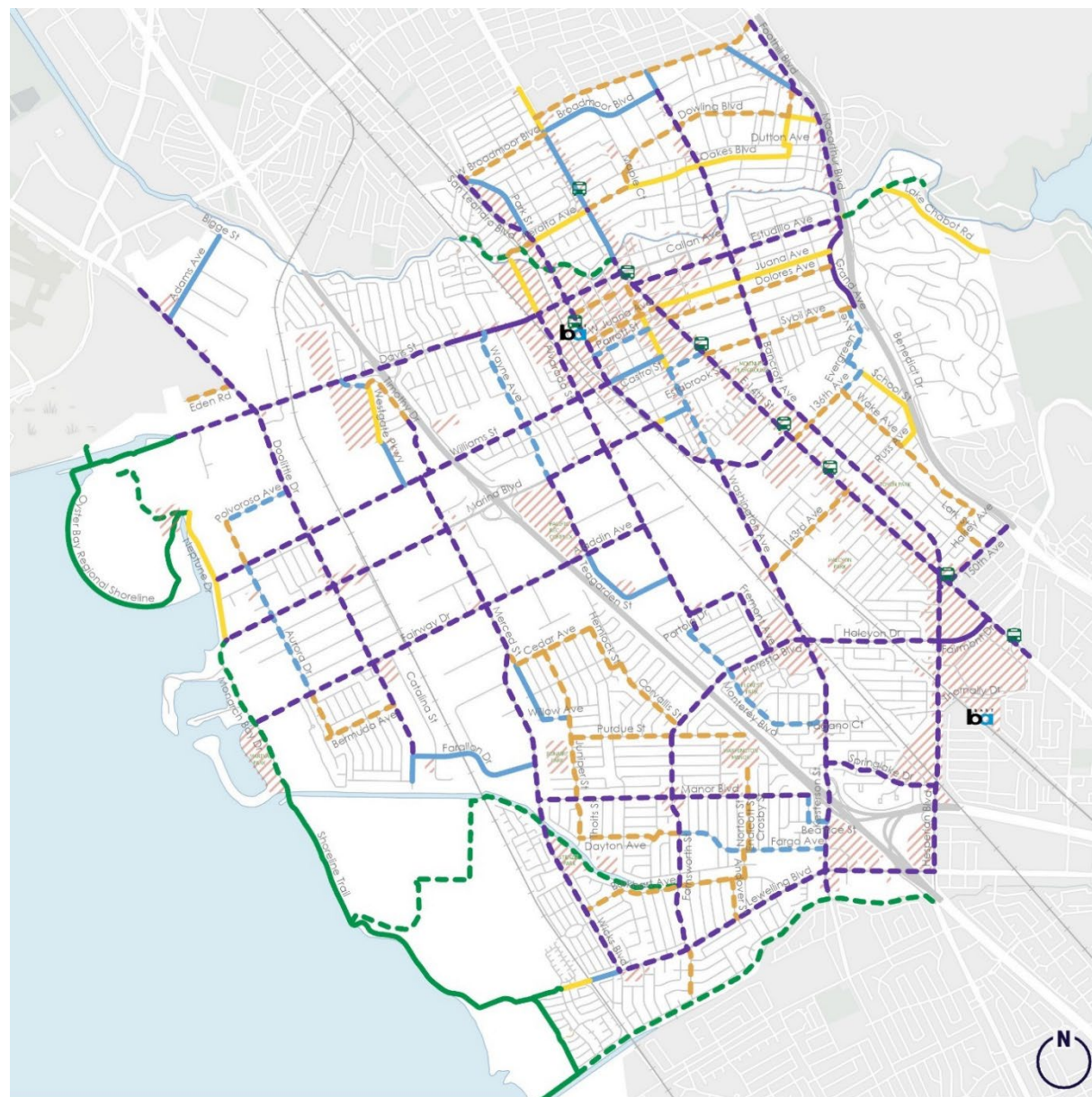
**86%**  
of bikeways (62.6  
miles) are suitable for  
all ages and abilities



## Bicycle Parking

Bicycle parking is an important consideration that influences whether and where individuals decide to bike. Shown in **Figure 4-3**, additional bike parking facilities are proposed throughout San Leandro, including near bus rapid transit stops, parks, and commercial areas.

Figure 4-3 Existing and Recommended Bicycle Parking



### Recommended Bikeways

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



BART Station with Existing Bike Lockers



Planned and Existing Bus Rapid Transit Stops (Opportunities for Bike Lockers)



Bike Parking Opportunity Areas

- Including near:
- Commercial areas
- Parks





# 5. Support Programs

Along with improving bicycle and pedestrian infrastructure, the City of San Leandro supports active transportation through ongoing programs. **Table 5-1** shows active transportation support programs, both those that are already existing in San Leandro and those recommended for adoption. Traditionally, these programs have been organized into five categories:

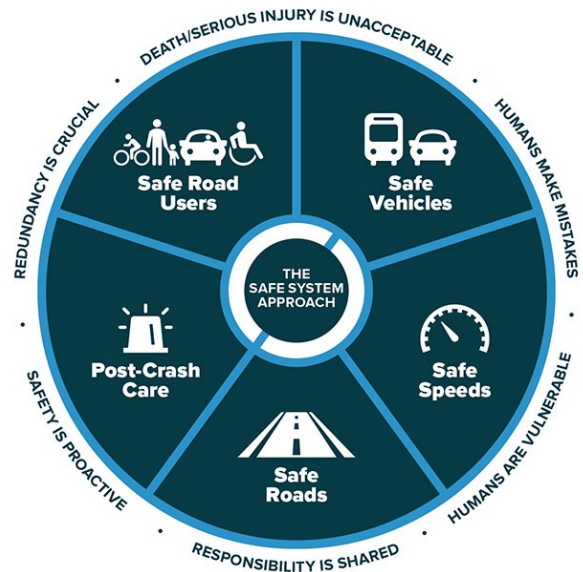
- Encouragement activities, such as Walk and Roll to School Days, aim to build enthusiasm and provide incentives to try walking or bicycling instead of driving.
- Educational programming, such as learn-to-ride classes, teach new riders the basics of bicycling including safety, mechanics, and theft prevention.
- Engineering projects implement improvements to the physical environment, such as new buffered bike lanes or pedestrian crossing beacons.
- Equity initiatives, such as citywide wayfinding and distributing bicycle safety gear at no-cost, ensure that active transportation plans, programs, and projects benefit all demographic groups and geographies.
- Evaluation efforts, such as strategically placed bicycle counters or annual reviews of collision data, are necessary to understand existing pre-project conditions and assess the efficacy of projects and programs.

## Safe System Approach

The Safe System approach, adopted by the U.S. Department of Transportation, Caltrans, and the Alameda County Transportation Commission, is a comprehensive approach to preventing roadway collisions and minimizing the risk of fatalities and serious injuries when collisions do occur. It is based on the principles that humans inevitably make mistakes and that human bodies have physical limits

to tolerate crash impacts. As shown in **Figure 5-1** Figure 5-1 Safe System Approach, the five elements of Safe System are safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.

Figure 5-1 Safe System Approach



Source: FHWA.

Active transportation programs in San Leandro have been realigned with the Safe System approach. While the Five Es are a helpful organizing principle, the Safe System approach is a newer framework that helps to shape the priorities and actions within the Es. For example, enforcement activities and educational programs should focus on the behaviors, locations, and target audiences most linked to death and serious injury.





Table 5-1 Support Programs

Action	Lead	Recommendation	Category					Status	
			Equity	Engineering	Encouragement	Education	Evaluation	Opportunity	Existing
Bike racks and lockers in key areas	Public Works (Engineering & Transportation Division)	Require bike racks and lockers at new developments, especially nonresidential and multifamily buildings. In existing areas of high bike activity, install new U-racks and BikeLink lockers compliant with APBP Bike Parking Guidelines, 2 <sup>nd</sup> edition.	✓	✓	✓			✓	
Other end-of-trip facilities	Public Works (Engineering & Transportation Division)	Provide a variety of amenities along the bicycle network to serve as end-of-trip facilities such as self-repair stations, public showering and changing facilities, lockers, and long-term bicycle storage.	✓	✓	✓			✓	
Bicycle gear giveaway program	Public Works	Offer free or discounted helmets, lights, and other bicycle equipment.	✓		✓			✓	
Bikeshare program	Public Works (Engineering & Transportation Division)	Assess the feasibility of and implement a bike share program with a network of docking stations.	✓	✓	✓			✓	
Bikes allowed on buses	AC Transit	Transit riders can load their bicycles onto AC Transit buses. There are size restrictions (no tandems), and space on the racks at the front of the buses is first-come, first-served.			✓				✓
Citywide wayfinding (esp. onto lower-stress routes)	Public Works (Engineering & Transportation Division)	Establish a citywide wayfinding program for biking and walking paths (e.g. signage with maps showing routing to key destinations) to support navigation.	✓	✓	✓			✓	



Action	Lead	Recommendation	Category					Status	
			Equity	Engineering	Encouragement	Education	Evaluation	Opportunity	Existing
Create interactive online bike and trails maps	Public Information Officer, City Manager	Develop interactive web maps of San Leandro's low-stress biking and trails networks.			✓	✓		✓	
Track and forecast bicycle ridership	Public Works (Engineering & Transportation Division)	Strategically place automated bicycle counters around the city and conduct short-duration counts as well as observational counts and surveys to supplement the data. Collect data on bicycle ridership and set a target for the number of bicycle users in San Leandro by a specific date and track progress towards this goal.					✓		✓
Conduct pre/post studies of active transportation projects	Public Works (Engineering & Transportation Division)	Ensure that pre and post studies of bike and walk projects in San Leandro are carried out to identify the feasibility and performance of a particular project.					✓		✓
Adopt a citywide Vision Zero/roadway safety plan and policy	Public Works (Engineering & Transportation Division)	Building off on this Safe System Approach-guided Bicycle and Pedestrian Master Plan, create a citywide Vision Zero plan and collision reduction goal to further enshrine prioritizing safety of vulnerable road users, such as bicyclists, in City policy.	✓	✓			✓	✓	
Neighborhood Traffic Calming Program	Public Works (Engineering & Transportation Division)	Continue to manage the Neighborhood Traffic Calming Program, which employs traffic calming devices to reduce vehicle speeds and cut-through traffic. This increases comfort and safety for bicyclists and pedestrians.		✓	✓				✓



Action	Lead	Recommendation	Category					Status	
			Equity	Engineering	Encouragement	Education	Evaluation	Opportunity	Existing
Annual collision reports	Public Works (Engineering & Transportation Division), Police Department	Publish annual bicycle collision reports using data from the San Leandro Police Department to provide the current state of bicycle safety in the city.					✓	✓	
Develop active transportation-focused communications materials to encourage participation and advertise programs	Public Works	Create active transportation-oriented multimedia communications materials to educate residents on the health and environmental benefits of biking and walking.			✓	✓		✓	
Hold Open Streets events/ bicycle and pedestrian takeovers	Public Information Officer, community organizations	Host events that celebrate and promote bicycling and walking in neighborhoods throughout the city. This could include Open Streets events, where designated roads are closed to motorized traffic on specific days, allowing people to walk, bike, and enjoy a car-free environment.			✓			✓	
Tactical urbanism projects	Public Works (Engineering & Transportation Division), community organizations	Support short-term, community-led, scalable projects on San Leandro streets to test active transportation improvements.		✓			✓		
Bike to Anywhere Day and other events	Public Works, San Leandro Unified School District, community organizations	Continue activities and programming related to events such as Bike Month, Bike to Work Day, Bike to School Day, Walk a Child to School Day, and Walk and Roll to School Days.			✓				✓





Action	Lead	Recommendation	Category					Status	
			Equity	Engineering	Encouragement	Education	Evaluation	Opportunity	Existing
Bicycle education in primary and secondary schools	Public Works, San Leandro Unified School District	Collaborate with San Leandro Unified School District to ensure that students receive education on biking and walking (e.g. school workshops, traffic rodeos, safety assemblies) and that children have the opportunity to learn how to ride a bike without having to own one.	✓		✓	✓		✓	
Safe Routes to School	Public Works, San Leandro Unified School District	The Safe Routes to School (SRTS) program is a collaboration between Alameda County, the City of San Leandro and the San Leandro Unified School District to provide students and parents with bicycle, pedestrian, and traffic safety education around schools. SRTS also provides recommendations and programs to execute safety goals.	✓	✓	✓		✓		✓
Biking and walking safety assessments around schools	Public Works, San Leandro Unified School District, Alameda County	In collaboration with Alameda County's SRTS program, perform assessments around schools to identify barriers and challenges for students walking and biking to school. Assessments can be carried out through programs such as UC Berkeley SafeTrec's Complete Streets Safety Assessment (CSSA).	✓	✓			✓	✓	
Offer bicycle skills classes	Public Works, community organizations including Bike East Bay	Partner with community organizations on bike classes for adults, families, and seniors in San Leandro to expand educational	✓			✓		✓	✓



Action	Lead	Recommendation	Category					Status	
			Equity	Engineering	Encouragement	Education	Evaluation	Opportunity	Existing
		opportunities. Programs may take the form of on- or off-bike safety trainings, bike mechanics classes, theft prevention workshops, learn-to-ride classes, and more.							
Increase partnership with bike orgs and bike shops	Public Works, community organizations	Cultivate relationships with local bicycle shops and community organizations such as Bike East Bay to strengthen San Leandro's bike culture and support in advancing bike projects.	✓		✓			✓	
Bike Friendly Business program	Public Works	Establish a citywide bicycle friendly business program through the League of American Bicyclists' Bicycle Friendly America program to encourage customers and employees to cycle.	✓		✓			✓	
Program for bike lane blocking education	Public Works (Engineering & Transportation Division)	Establish a program to ensure California bicycle laws are adhered to, particularly for ensuring bicycle lanes remain free of barriers, especially around schools.		✓		✓		✓	
Active transportation liaison/ coordinator	Public Works, Police Department	Appoint a staff person to coordinate with the police department on focusing traffic enforcement on unsafe speeds and other violation categories with the largest impact on killed and severe injury collisions.			✓			✓	
Post rules/ etiquette on shared-use paths and trails	Public Works (Engineering & Transportation Division)	Educate users on sharing space, passing, and yielding on shared-use paths, which are designed for travel by a variety of nonmotorized users,				✓		✓	



Action	Lead	Recommendation	Category					Status	
			Equity	Engineering	Encouragement	Education	Evaluation	Opportunity	Existing
		including bicyclists, pedestrians, skaters, joggers, and others.							
PD-led program to conduct bike and pedestrian safety activities	Police Department	Establish a bicycle patrol program led by PD. This bicycle patrol program will conduct safety activities and identify and educate road users that are engaging in bad behavior.				✓		✓	
Diversion programs for bicyclists and drivers in lieu of tickets	Police Department	Implement a program in collaboration to improve awareness of the safety needs of all roadway users. This may include educational materials on bicycle traffic laws and tips for safe driving, biking, and walking.	✓			✓		✓	
Hold quarterly BPAC meetings	BPAC, City Council	The mission of the Bicycle and Pedestrian Advisory Committee (BPAC) is to provide input on the Bicycle and Pedestrian Master Plan and support City staff in executing the Plan, creating an annual action plan, and monitoring progress.		✓			✓		✓
Hold monthly Facilities & Transportation Committee meetings	BPAC, City Council	The City's Facilities & Transportation Committee meets monthly to discuss transportation issues and provide recommendations to the Council.		✓			✓		✓





# 6. Implementation

Implementing the Plan will require prioritizing key projects, devising implementation strategies, and securing funding from local, state, and federal sources. This Plan chapter summarizes priority projects and potential funding sources for infrastructure project implementation.

## Prioritization

Recognizing that there are limited financial and staff resources that can be devoted to the bikeway facility and pedestrian improvement projects, it is necessary to establish a system for prioritizing among the projects to determine the most effective use of available resources.

The methodology used to prioritize projects was updated from the 2018 plan based on input from City staff, BPAC, and current best practices. Pedestrian intersections and bikeway corridors were scored and ranked according to the following criteria:



The corridors with high-priority bicycle projects and pedestrian intersection improvements are shown in **The priority** corridors that are in progress, summarized in **Table 6-1**, include projects that have been studied, are currently underway, or have some portions complete. The table indicates partner agencies and projects that are described in further detail later in this chapter.

Table 6-1 and **Table 6-2**. A full list of project locations and their scoring criteria are available in Appendix B for use in project development. Safe Routes to School projects previously recommended by the Alameda County Transportation Commission are also included in the full project list in Appendix B. For all projects, detailed design for pedestrian and bicycle facilities will be guided by the Design Guide provided in Appendix A.

The priority corridors that are in progress, summarized in **Table 6-1**, include projects that have been studied, are currently underway, or have some portions complete. The table indicates partner agencies and projects that are described in further detail later in this chapter.



Table 6-1 Priority Corridors in Progress

Corridor	Lead Agency	Bikeway Type	Pedestrian Priority Intersections	Status
San Leandro Creek Trail	City of San Leandro	Shared Use Path	n/a	Study complete
Davis Street	Caltrans	Separated Bikeway	San Leandro Boulevard, E. 14 <sup>th</sup> Street - Signalized	Partially complete
East 14 <sup>th</sup> Street	Alameda CTC	Separated Bikeway	138 <sup>th</sup> Ave, Joaquin Ave- Signalized 141 <sup>st</sup> Ave, Stoakes Ave- Uncontrolled	In progress
Bancroft Avenue	City of San Leandro	Separated Bikeway	Recommendations per Crosstown Corridors Study	Crosstown Corridors Study complete
Estudillo Avenue	City of San Leandro	Separated Bikeway	E. 14 <sup>th</sup> , Bancroft Ave- Signalized Santa Rosa Street- Uncontrolled	In progress
Hesperian Boulevard	City of San Leandro	Separated Bikeway	Recommendations per LRSP	In progress
Lewelling Boulevard	City of San Leandro	Separated Bikeway	Recommendations per LRSP	In progress
San Leandro Boulevard	Alameda CTC	Separated Bikeway	See East Bay Greenway	In progress – East Bay Greenway
Williams Street	City of San Leandro	Separated Bikeway, Bike Lane	Recommendations per Crosstown Corridors Study	Crosstown Corridors Study complete

New priority corridors, summarized in **Table 6-1**, are recommended projects that are not yet in progress. The new priority corridor projects will be led by the City of San Leandro. The tradeoffs presented in **Table 6-2 New Priority Corridors** reflect the assumed implementation strategy for the recommended project based on available street width. All projects will undergo detailed planning and community outreach processes to determine the specific design, tradeoffs, and implementation strategy.

Table 6-2 New Priority Corridors

Corridor	Bikeway Type	Pedestrian Priority Intersections	Potential Tradeoffs for Further Study
150 <sup>th</sup> Avenue	Separated Bikeway	Lark Street- Uncontrolled	Road diet
Parrott Street	Bike Lane	San Leandro Blvd- Signalized	Parking reduction
West Juana Avenue	Bike Boulevard	San Leandro Blvd-Signalized	Needs traffic calming
Alvarado Street	Separated Bikeway	Davis Street, Williams Street- Signalized	Parking reduction
Washington Avenue	Separated Bikeway, Bike Lane, Bike Boulevard	Recommendations per LRSP	Road diet, parking removal, traffic calming
136 <sup>th</sup> Avenue	Bike Boulevard, Bike Lane	E. 14 <sup>th</sup> Street- Signalized	Needs traffic calming



Table 6-3 New Priority Corridors (cont'd)

Corridor	Bikeway Type	Pedestrian Priority Intersections	Potential Tradeoffs for Further Study
143 <sup>rd</sup> Avenue	Bike Boulevard	E.14 <sup>th</sup> Street, Washington Avenue- Signalized	Needs traffic calming
Doolittle Drive	Separated Bikeway	Recommendations per LRSP	Road diet
Floresta Boulevard	Separated Bikeway	Washington Avenue- Signalized Monterey Blvd- Stop Control	Road diet, parking reduction
Manor Boulevard	Separated Bikeway	Recommendations per LRSP	Parking reduction

## Implementation Strategies

Implementation of the Bicycle and Pedestrian Master Plan will require interdepartmental and interagency coordination to ensure that best practices for active transportation are fully integrated into the planning, design, operation, and maintenance of San Leandro's streets. The City of San Leandro will implement bicycle and pedestrian projects using various work strategies, including ongoing municipal projects and programs.

### Annual Street Paving Program

The City of San Leandro will identify and integrate bicycle and pedestrian improvements into other projects, including standard maintenance. Today, streets are currently selected for the annual rehabilitation program based on street condition, amount of traffic, and other scheduled projects. The City will include active transportation needs to this selection criteria by prioritizing segments for repaving by paving quality, equity, safety, ADA needs, and bike network implementation.

### Quick-Build Projects

Quick-build projects are flexible and affordable trial projects that test street design changes and safety improvements. Quick-builds use materials like paint, signage, and pavement markings to implement projects faster and at a lower cost compared to traditional capital projects. Infrastructure originally

### What is the status of the Crosstown Corridors Study?

The City of San Leandro's [Crosstown Corridors Study](#) was approved in 2022. The corridor plan seeks to improve safety and accessibility along Bancroft Avenue and Williams Street, two corridors with high need for active transportation, especially to schools. The study developed street designs with separated bikeways and pedestrian improvements that will better protect vulnerable road users, including students at schools along the corridors.

The City is currently seeking funding to move the project into the final design and construction phases. The Bicycle and Pedestrian Master Plan prioritization reaffirms the priority of these two corridors for future finding and staff focus.



deployed as quick-builds may be fully built out if the demonstration is shown to be successful. Examples of quick-build projects include bike lanes separated from traffic with plastic posts and painted pedestrian safety zones.





## Capital Projects

Some corridors with high levels of design complexity, like the Bancroft Avenue and Williams Street Crosstown Corridors, require higher design and construction investments for streetscape elements, signal upgrades, and concrete elements for separated bikeways and pedestrian enhancements. These projects advance over longer periods of time,

with support from grant funding and capital investment. The grant sources listed below summarize opportunities to pursue funding to implement major projects using capital funding.

## Partner Agency-Led Projects

Some priority projects will be completed through ongoing projects, led by other agencies. These projects will require coordination to complete, including joint-planning and data-sharing. The recommendations in this plan align with these projects.

**Bay Fair Station Access Plan:** In collaboration with BART, the City of San Leandro is preparing to conduct a focused transportation plan for the Bay Fair BART area. This plan will result in more specific bicycle and pedestrian recommendations for the Bay Fair transit-oriented development. San Leandro Public Works will continue to coordinate with the Planning department and BART to incorporate recommendations from the specific plan into future bicycle and pedestrian projects.

**BART Bicycle Preferred Path of Travel Plan:** This BART project aims to improve intuitive, easy access Table 6-3 identifies federal, state, and local sources that the City can pursue to fund implementation of this plan and the types of projects that are eligible.

San Leandro should consider partnering with other local jurisdictions and regional agencies for funding

to and from BART stations by bicycle. The plan focuses on addressing connectivity gaps for bicyclists in the areas between street bikeways at the edges of BART property and BART bicycle parking and station platforms. The plan will develop site-specific recommendations and bikeway concepts for both San Leandro and Bay Fair BART stations.

**East Bay Greenway:** Led by the Alameda CTC, the East Bay Greenway is a planned 30-mile bicycle facility that will link BART stations from Lake Merritt BART station in Oakland to South Hayward BART station. The Greenway will consist of off-street trails and on-street separated bikeways, with the aim of improving safety, increasing multimodal connectivity along the BART, and serving commercial areas. In San Leandro, the East Bay Greenway project will construct separated bikeways and pedestrian enhancements on San Leandro Boulevard and E. 14<sup>th</sup> Street south of San Leandro Boulevard.

**San Lorenzo Creekway:** This project will build a multi-use trail for biking and walking using the existing right-of-way along the creek. Extending from the Bay Trail in San Lorenzo to Don Castro Recreation Area in Castro Valley, the trail will connect communities in San Leandro, San Lorenzo, Ashland, Cherryland, Hayward, and Castro Valley. The Hayward Area Recreation District (HARD) is the lead agency on this project.

## Funding Sources

There are a variety of potential funding sources for active transportation projects.

programs at the state and federal levels, as joint applications often increase the competitiveness of projects for funding. The City should use existing funding sources as matching funds for state and federal funding.



Table 6-4 Potential Funding Sources and Uses

Funding Program	Funding Source	Biking and Walking Infrastructure Implementation	Maintenance and Operations
<b>Federal</b>			
Active Transportation Infrastructure Investment Program	Federal Highway Administration (FHWA)	X	
Bridge Formula Program (BFP)	FHWA	X	
Carbon Reduction Program	FHWA	X	
Congestion Mitigation and Air Quality Improvement (CMAQ) Program	FHWA	X	
Federal Lands Access Program (FLAP)	FHWA	X	
Federal Lands Planning Program (FLPP)	FHWA	X	
Highway Safety Improvement Program (HSIP)	FHWA	X	
National Highway Performance Program (NHPP)	FHWA	X	
National Scenic Byways Program	FHWA	X	
Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program	FHWA	X	
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program	FHWA	X	
Railway-Highway Crossings (Section 130) Program	FHWA	X	
Recreational Trails Program	FHWA	X	
Surface Transportation Block Grant (STBG) Program	FHWA	X	
Transportation Alternatives (TA) Set-Aside, Surface Transportation Block Grant Program	FHWA	X	



Table 6-5 Potential Funding Sources and Uses (cont'd)

Funding Program	Funding Source	Biking and Walking Infrastructure	Funding Program
Tribal Transportation Program Safety Fund (TTPSF)	FHWA	X	
Areas of Persistent Poverty Program	Federal Transit Administration (FTA)	X	
Metropolitan and Statewide and Nonmetropolitan Transportation Planning	FTA	X	
Pilot Program for Transit-Oriented Development Planning	FTA	X	
Urbanized Area Formula Grants	FTA	X	
Choice Neighborhoods Implementation Grants	U.S. Department of Housing and Urban Development (HUD)	X	
Community Development Block Grants	HUD	X	
Nationally Significant Freight and Highway Projects Program (NSFHP)	U.S. Department of Transportation (U.S. DOT)	X	
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	U.S. DOT	X	
Reconnecting Communities Pilot Grant Program	U.S. DOT	X	
Safe Streets and Roads for All (SS4A) Grant Program	U.S. DOT	X	
Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program	U.S. DOT	X	
Land and Water Conservation Fund	U.S. National Park Service	X	
Rivers, Trails, and Conservation Assistance Program	U.S. National Park Service	X	
<b>State</b>			
Clean Mobility Options Pilot Program	California Air Resources Board	X	
Coastal Conservancy Grants	California Coastal Conservancy	X	





Table 6-6 Potential Funding Sources and Uses (cont'd)

Funding Program	Funding Source	Biking and Walking Infrastructure	Funding Program
Proposition 117 – Habitat Conservation	California Department of Parks and Recreation (DPR)	X	
Roberti-Z' Berg-Harris (RZH) Grant Program – Prop. 40	DPR	X	X
Statewide Park Development and Community Revitalization Program	DPR	X	
Environmental Enhancement and Mitigation (EEM) Program	California Natural Resources Agency	X	
Urban Greening Program	California Natural Resources Agency	X	
Affordable Housing and Sustainable Communities (AHSC) Program	California Strategic Growth Council	X	
Transformative Climate Communities (TCC) Program	California Strategic Growth Council	X	
Traffic Safety Grants	California Office of Traffic Safety	X	
Local Partnership Program	California Transportation Commission	X	X
Local Streets and Roads program	California Transportation Commission	X	X
Solutions for Congested Corridors Program (SCCP)	California Transportation Commission	X	
State Transportation Improvement Program (STIP)	California Transportation Commission	X	
Active Transportation Program (ATP)	California Department of Transportation (Caltrans)	X	
Local Highway Safety Improvement Program (HSIP)	Caltrans	X	
Sustainable Transportation Planning Grant Program	Caltrans	X	
Clean California Local Grant Program	Caltrans	X	X
Transportation Development Act (TDA) Article 3 (SB 821)	Caltrans/MTC	X	



Table 6-7 Potential Funding Sources and Uses (cont'd)

Funding Program	Funding Source	Biking and Walking Infrastructure	Funding Program
<b>County/Regional</b>			
Measure BB	Alameda County Transportation Commission (Alameda CTC)	X	
Comprehensive Investment Plan (CIP) Funding	Alameda CTC	X	
Bay Trail Grants	Association of Bay Area Governments	X	
Transportation Fund for Clean Air	Bay Area Air Quality Management District	X	
Safe Routes to BART	Bay Area Rapid Transit	X	
Community Action Resource and Empowerment (CARE) Program	Metropolitan Transportation Commission (MTC)	X	
Transportation Development Act (TDA) Article 3 (SB 821)	Caltrans/MTC	X	
One Bay Area Grant	MTC	X	X
Safe Routes to Transit to Bay Trail	MTC	X	
<b>Local</b>			
Development Agreements	City of San Leandro	X	X
General Fund	City of San Leandro	X	X
General Obligation Bonds	City of San Leandro	X	X
Park Development Impact Fees	City of San Leandro	X	X
Sales Tax Revenues	City of San Leandro	X	X
Traffic Impact Fees	City of San Leandro	X	X



# 7. Appendices

## Appendix A. Bicycle and Pedestrian Design Guidelines (Forthcoming)





# Appendix B. Project Location List





Prioritized Bicycle Corridors

Corridor	Priority	Collision History	Community Destinations	Equity Priority Community	Priority Development Area
San Leandro Creek Trail	High		✓	✓	✓
150Th Ave	High	✓	✓	✓	✓
Davis St	High	✓	✓	✓	✓
E 14Th St	High	✓	✓	✓	✓
Parrott St	High	✓	✓	✓	✓
W Juana Ave	High	✓	✓	✓	✓
Alvarado St	High	✓	✓	✓	✓
Bancroft Ave	High	✓	✓	✓	✓
Estudillo Ave	High	✓	✓	✓	✓
Hesperian Blvd	High	✓	✓	✓	✓
Lewelling Blvd	High	✓	✓	✓	✓
San Leandro Blvd	High	✓	✓	✓	✓
Washington Ave	High	✓	✓	✓	✓
Williams St	High	✓	✓	✓	✓
136Th Ave	Medium		✓	✓	✓
143Rd Ave	Medium	✓	✓	✓	✓
Castro St	Medium		✓	✓	✓
Doolittle Dr	Medium	✓	✓	✓	
Floresta Blvd	Medium	✓	✓	✓	
Manor Blvd	Medium	✓	✓	✓	
W Estudillo Ave	Medium		✓	✓	✓
Creekside Plaza	Medium		✓	✓	✓
Dolores Ave	Medium	✓	✓	✓	✓
Fairway Dr	Medium	✓	✓	✓	
Fargo Ave	Medium	✓	✓	✓	
Farnsworth St	Medium	✓	✓	✓	
Halcyon Dr	Medium	✓	✓	✓	✓
Hesperian Blvd	Medium		✓	✓	✓
Marina Blvd	Medium	✓	✓	✓	
Monterey Blvd	Medium	✓	✓	✓	
Park St	Medium		✓		✓
Peralta Ave	Medium		✓		✓
Springlake Dr	Medium	✓	✓	✓	✓
Sybil Ave	Medium		✓	✓	✓
W Broadmoor Blvd	Medium		✓		✓
Alvarado St	Medium		✓	✓	
Juana Ave	Medium		✓	✓	✓
Lark St	Medium	✓		✓	✓
Macarthur Blvd	Medium	✓	✓		✓



## Prioritized Pedestrian Intersections

Intersection	Priority	Collision History	Pedestrian Priority Area	Equity Priority Community	Priority Development Area	Safe Routes to School Project
Davis St / San Leandro Blvd	High	✓	✓	✓	✓	
Hays St / W Juana Ave	High	✓	✓	✓	✓	
Santa Rosa St / Dolores Ave	High		✓	✓	✓	
138Th Ave / E 14Th St	High		✓	✓	✓	
141St Ave / E 14Th St	High		✓	✓	✓	
Jefferson St / Callan Ave	High		✓	✓	✓	
Joaquin Ave / E 14Th St	High		✓	✓	✓	
Parrott St / San Leandro Blvd	High	✓	✓	✓	✓	
Stoakes Ave / E 14Th St	High	✓	✓		✓	
Callan Ave / Davis St / E 14Th St	High		✓	✓	✓	
136Th Ave / Bancroft Ave	High	✓	✓	✓		✓
Springlake Dr / Hesperian Blvd	High	✓	✓	✓	✓	
W Juana Ave / San Leandro Blvd	High	✓	✓	✓	✓	
Alley / Blossom Way	Medium		✓	✓	✓	
Alvarado St / Davis St	Medium		✓	✓	✓	
Bradrick Dr / Monterey Blvd	Medium	✓	✓	✓		
Campbell Ave / Williams St	Medium		✓	✓		
Carpentier St / W Juana Ave	Medium		✓	✓	✓	
Carpentier St / Williams St	Medium		✓	✓	✓	
Clarke St / W Juana Ave	Medium		✓	✓	✓	
Clarke St / Williams St	Medium		✓	✓	✓	
Cornwall Way / Blossom Way	Medium		✓	✓	✓	
Crosby St / Manor Blvd	Medium	✓	✓	✓		
Durant Ave / Macarthur Blvd	Medium		✓	✓	✓	
Endicott St / Manor Blvd	Medium	✓	✓	✓		
Greenhouse Mall / Fargo Ave	Medium	✓	✓	✓		
Harrison St / Estudillo Ave	Medium		✓	✓	✓	
Hays St / Williams St	Medium		✓	✓	✓	
Hilding Ave / Williams St	Medium		✓	✓		
Hollister Ct / Durant Ave	Medium		✓	✓	✓	
Huff Ave / Callan Ave	Medium		✓	✓	✓	
Moraga Dr / Monterey Blvd	Medium	✓	✓	✓		
Parrott St / Washington Ave	Medium		✓	✓	✓	
Pelton Center Way / W Juana Ave	Medium		✓	✓	✓	
Santa Maria St / Dolores Ave	Medium		✓	✓	✓	
Santa Rosa St / Estudillo Ave	Medium		✓	✓	✓	
Thornton St / Washington Ave	Medium		✓	✓	✓	
Walnut Dr / Aurora Dr	Medium		✓	✓		✓
Apricot St / Park St	Medium	✓	✓			
Estabrook St / Washington Ave	Medium	✓	✓	✓		
Monarch Bay Dr / Fairway Dr	Medium	✓	✓	✓		
Washington Ave / W Juana Ave	Medium		✓	✓	✓	





Prioritized Pedestrian Intersections

Intersection	Priority	Collision History	Pedestrian Priority Area	Equity Priority Community	Priority Development Area	Safe Routes to School Project
135Th Ave / E 14Th St	Medium		✓	✓	✓	
136Th Ave / E 14Th St	Medium		✓	✓	✓	
137Th Ave / Bancroft Ave	Medium		✓	✓		✓
139Th Ave / E 14Th St	Medium		✓	✓	✓	
139Th Ave / Bancroft Ave	Medium	✓	✓	✓		
140Th Ave / Bancroft Ave	Medium	✓	✓	✓		
140Th Ave / E 14Th St	Medium		✓	✓	✓	
144Th Ave / E 14Th St	Medium		✓	✓	✓	
145Th Ave / E 14Th St	Medium		✓	✓	✓	
146Th Ave / E 14Th St	Medium		✓	✓	✓	
147Th Ave / E 14Th St	Medium		✓	✓	✓	
148Th Ave / E 14Th St	Medium		✓	✓	✓	
Anza Way / Washington Ave	Medium		✓	✓		
Bellevue Dr / E 14Th St	Medium	✓	✓		✓	
Chumalia St / E 14Th St	Medium		✓	✓	✓	
Clarke St / Davis St	Medium		✓	✓	✓	
Creekside Plaza / San Leandro Blvd	Medium		✓	✓	✓	
Dan Niemi Way / Davis St	Medium		✓	✓	✓	
Dan Niemi Way / E 14Th St	Medium		✓	✓	✓	
Elsie Ave / E 14Th St	Medium		✓	✓	✓	
Georgia Way / E 14Th St	Medium		✓		✓	
Harlan St / E 14Th St	Medium		✓	✓	✓	
Harrison St / Callan Ave	Medium		✓	✓	✓	
Hays St / Davis St	Medium		✓	✓	✓	
Hudson Ln / San Leandro Blvd	Medium	✓	✓	✓		
Hyde St / Callan Ave	Medium		✓	✓	✓	
Interstate 880 Southbound - Lewelling Blvd		✓		✓		
Westbound Offramp / Lewelling Blvd	Medium			✓		
Lark St / 150Th Ave	Medium	✓		✓	✓	
Lewelling Blvd Westbound - Interstate 880		✓		✓	✓	
Northbound Onramp / Lewelling Blvd	Medium			✓	✓	
Lillian Ave / E 14Th St	Medium		✓	✓	✓	
Lloyd Ave / Washington Ave	Medium		✓	✓		
Maud Ave / Bancroft Ave	Medium		✓	✓		
Maud Ave / E 14Th St	Medium		✓	✓	✓	
Mckinley Ct / Bancroft Ave	Medium		✓	✓		
Pagano Ct / Washington Ave	Medium	✓	✓	✓		
Parrott St / E 14Th St	Medium		✓	✓	✓	
Pelton Center Way / E 14Th St	Medium		✓	✓	✓	
Polar Way / San Leandro Blvd	Medium	✓	✓	✓		
Santa Maria St / Estudillo Ave	Medium		✓	✓	✓	
Santa Rosa St / Callan Ave	Medium		✓	✓	✓	
Sunnyside Dr / E 14Th St	Medium	✓	✓		✓	



## Prioritized Pedestrian Intersections

Intersection	Priority	Collision History	Pedestrian Priority Area	Equity Priority Community	Priority Development Area	Safe Routes to School Project
Thornton Pl / San Leandro Blvd	Medium		✓	✓	✓	
Thornton St / San Leandro Blvd	Medium		✓	✓	✓	
Thornton St / E 14Th St	Medium		✓	✓	✓	
W Estudillo Ave / San Leandro Blvd	Medium		✓	✓	✓	
Warren Ave / E 14Th St	Medium		✓	✓	✓	✓
Embers Way / Lewelling Blvd	Medium	✓		✓		
Greenhouse Mall / Lewelling Blvd	Medium	✓	✓	✓		
Hesperian Blvd / Lewelling Blvd	Medium	✓		✓	✓	
150Th Ave / Hesperian Blvd	Medium		✓	✓	✓	
Aladdin Ave / Fairway Dr	Medium		✓	✓		
Doolittle Dr / Fairway Dr	Medium	✓		✓		
E 14Th St / Fairmont Dr	Medium	✓			✓	
E 14Th St / San Leandro Blvd	Medium		✓	✓	✓	
Estudillo Ave / Huff Ave	Medium		✓	✓	✓	
Fairmont Dr / Hesperian Blvd	Medium	✓	✓		✓	
Lewelling Blvd / Washington Ave	Medium	✓	✓	✓		
San Leandro Blvd / Washington Ave	Medium	✓	✓	✓		
Bancroft Ave / E 14Th St / Hesperian Blvd	Medium		✓	✓	✓	
Fairmont Dr / Halcyon Dr / Hesperian Blvd	Medium	✓	✓		✓	
Floresta Blvd / Halcyon Dr / Washington Ave	Medium	✓	✓	✓		
136Th Ave / E 14Th St	Medium		✓	✓	✓	
143Rd Ave / E 14Th St	Medium		✓	✓	✓	
143Rd Ave / Washington Ave	Medium	✓	✓	✓		
Beatrice St / Washington Ave	Medium	✓	✓	✓		
Callan Ave / Bancroft Ave	Medium		✓	✓		
Callan Ave / Huff Ave	Medium		✓	✓	✓	
Castro St / E 14Th St	Medium		✓	✓	✓	
Dolores Ave / Bancroft Ave	Medium	✓	✓	✓		
Dolores Ave / E 14Th St	Medium		✓	✓	✓	
Durant Ave / E 14Th St	Medium		✓	✓	✓	
Estabrook St / E 14Th St	Medium		✓	✓	✓	✓
Monterey Blvd / Floresta Blvd	Medium	✓	✓	✓		
Sybil Ave / E 14Th St	Medium		✓	✓	✓	
Williams St / E 14Th St	Medium		✓	✓	✓	
Best Ave / San Leandro Blvd	Medium		✓		✓	
Juana Ave / E 14Th St	Medium		✓	✓	✓	
Alvarado St / Williams St	Medium	✓	✓	✓		
Washington Ave / Williams St	Medium		✓	✓	✓	

# Appendix C. Online Community Feedback





Open

Survey  
San Leandro BPMP

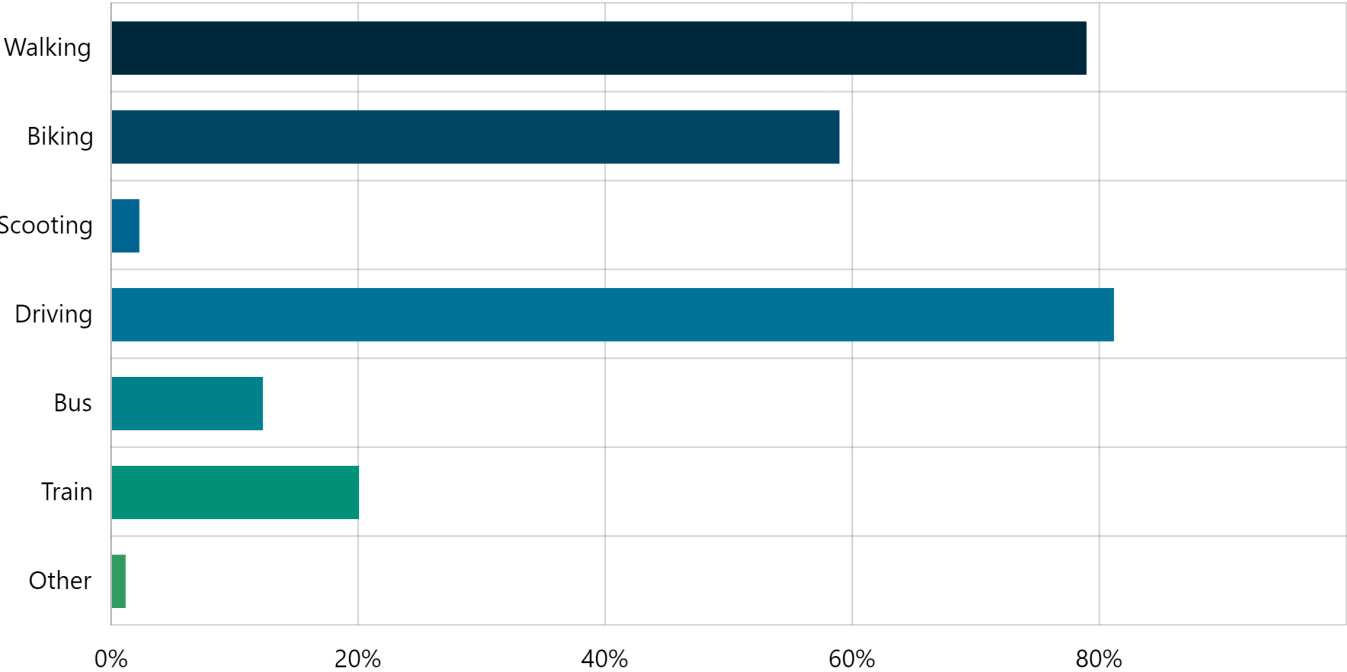
89Contributors

91Contributions

Contribution Summary

1. How do you typically travel in San Leandro? (Check all that apply)

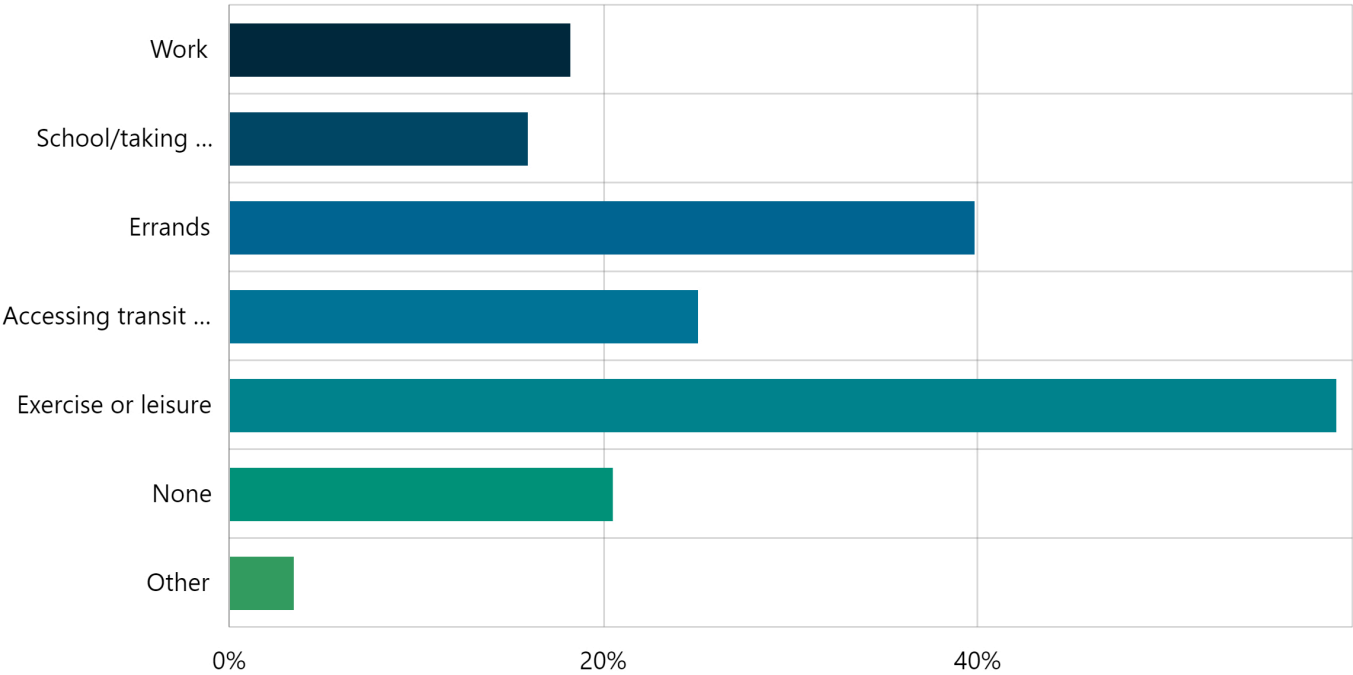
Multi Choice | Skipped: 1 | Answered: 90 (98.9%)



Answer choices	Percent	Count
Walking	78.89%	71
Biking	58.89%	53
Scooting	2.22%	2
Driving	81.11%	73
Bus	12.22%	11
Train	20.00%	18
Other	1.11%	1

2. When do you typically bike? (Check all that apply)

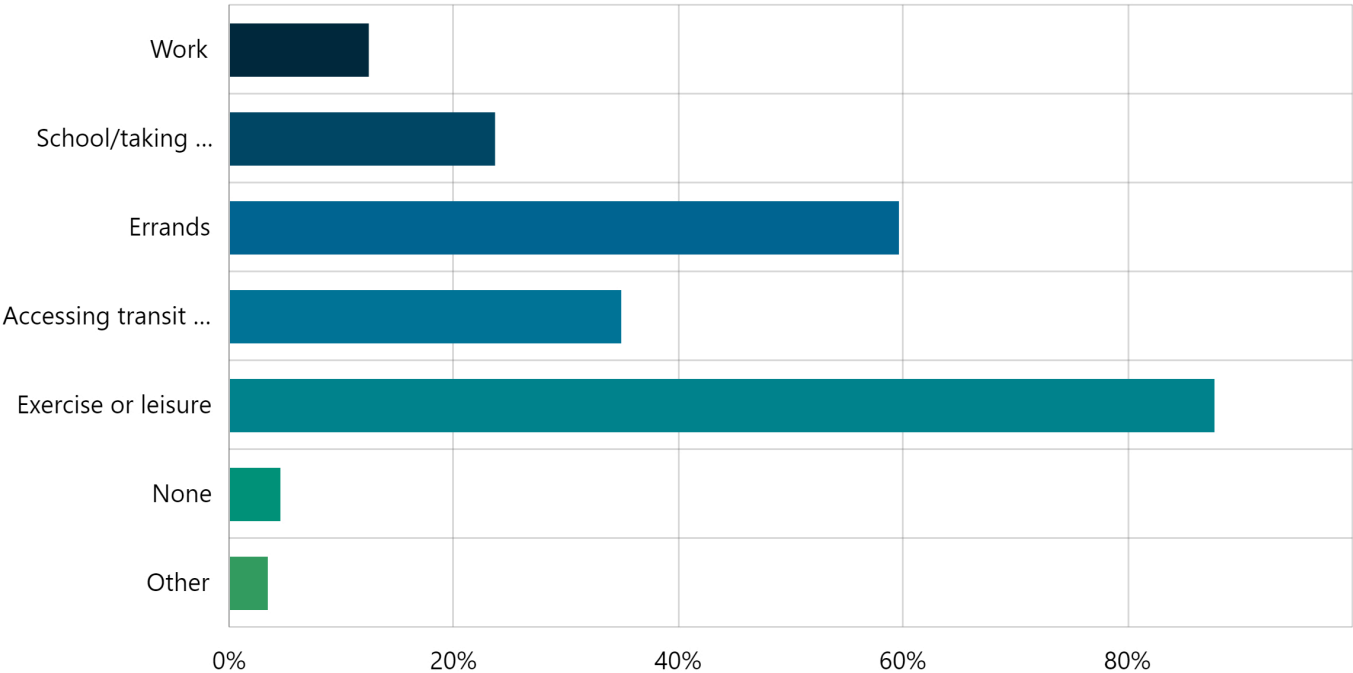
Multi Choice | Skipped: 3 | Answered: 88 (96.7%)



Answer choices	Percent	Count
Work	18.18%	16
School/taking children to school	15.91%	14
Errands	39.77%	35
Accessing transit (e.g. BART)	25.00%	22
Exercise or leisure	59.09%	52
None	20.45%	18
Other	3.41%	3

3. When do you typically walk?

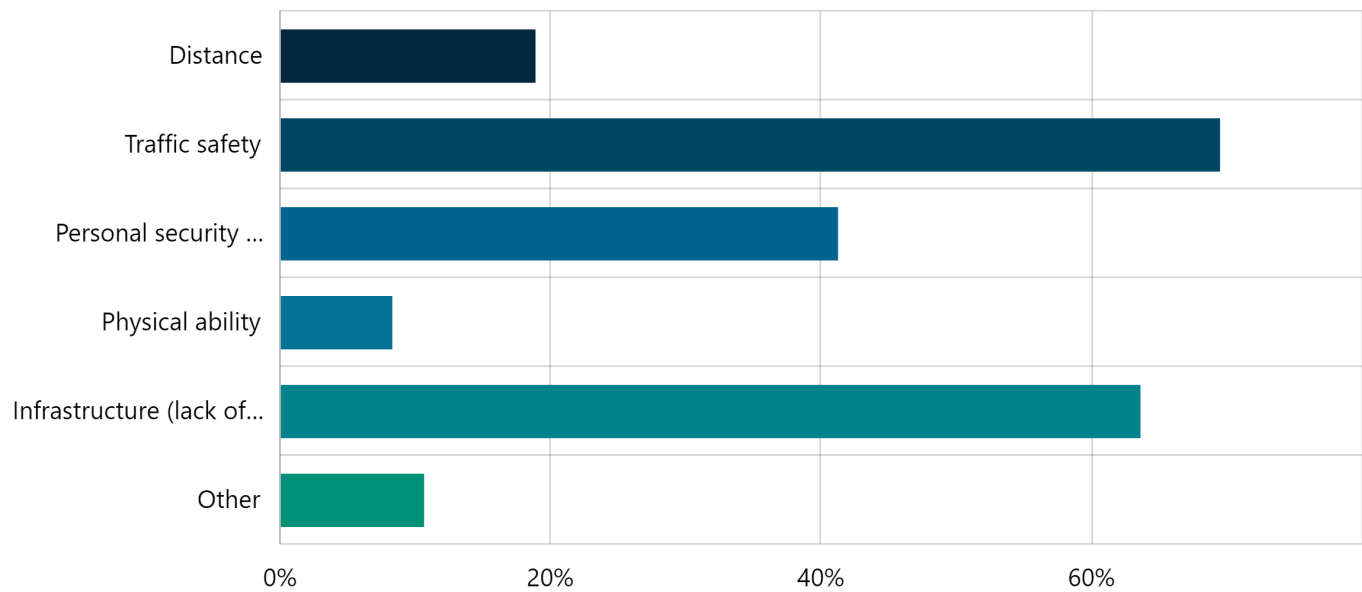
Multi Choice | Skipped: 2 | Answered: 89 (97.8%)



Answer choices	Percent	Count
Work	12.36%	11
School/taking children to school	23.60%	21
Errands	59.55%	53
Accessing transit (e.g. BART)	34.83%	31
Exercise or leisure	87.64%	78
None	4.49%	4
Other	3.37%	3

4. What barriers do you experience to walking or biking? (Check all that apply)

Multi Choice | Skipped: 6 | Answered: 85 (93.4%)



Answer choices	Percent	Count
Distance	18.82%	16
Traffic safety	69.41%	59
Personal security concerns	41.18%	35
Physical ability	8.24%	7
Infrastructure (lack of bike lanes, crosswalks, bike parking, etc.)	63.53%	54
Other	10.59%	9



## San Leandro BPMP Phase 1: Do you have other comments?

### Contribution

I like riding my bicycle in San Leandro. I am not convinced that separated bike lanes make conditions better and safer. Drivers, homeowners, and business owners often resent the intrusion, and things can get complicated at intersections and other points of transition. I would rather see stricter speed limits. I would also like to see more crosswalks - not fancy ones, just stripes painted on the pavement. This helps to slow drivers down and remind

I am deeply disturbed with your McArthur Blvd bike lanes from Estudillo to the 580 Freeway entrance. Not only have you impacted a critical fire evacuation route for the Bay O Vista neighborhood by reducing the lanes from 2 lanes each way to one lane, you have not increased bicycle or pedestrian safety. This parking / bike lane configuration creates blind spots for drivers with pedestrians crossing in the middle of the road, dangerous situations for drivers exiting their vehicles by opening doors directly into traffic, and blocks drivers' views on connecting streets, making them no longer safe to use. During various times of day, McArthur is bumper to bumper traffic, due to the one lane each way restriction, and would totally be an additional hazard for BOV neighbors trying to evacuate quickly in the middle of an emergency - whether fire or earthquake - as Benedict Drive has only two exits - either Grand Ave. or Estudillo, both of which use McArthur Blvd. I drive this road

I have experienced many stop sign and red-light runners, both while walking and driving. I will not ride my bike in the city because of this, and choose to only ride at Oyster Point.

Cars parking on sidewalks, encouraged by the sloping gutters; vegetation encroaching on sidewalks and trees not trimmed to allow easy passage under canopy

I don't feel safe walking around my neighborhood. I use to. I would not let my child walk or bike on her own due to personal experiences, observations, and interactions I have had in these last few years.

Drivers often are not respectful towards bicyclists. Other bicyclists will go down the bike lane the wrong direction. I wish there were safer paths for the youth biking groups. People complain about youths online constantly but I really don't think we should be discouraging them from a healthy activity like biking, especially if they enjoy it. I can survive on the paths because I have more experience dealing with the drivers as I drive myself, and I know the kinda of things that drivers will forget when it comes to bicyclists and pedestrians... However most of the youth bicyclists don't have that experience. They're relatively respectful when it comes to

Bike parking is a huge issue. There's nowhere to put an ebike at either Safeway, downtown or Dutton. Parking a regular bike is very difficult in downtown or at most shopping centers.

A lot of the pavement are uneven elevation due to the plants underneath it growing. Not safe for bike,

We need more separated bicycle lanes throughout the city.

Safety from crime in San Leandro.

For each driving situation, the bikers near the driving lanes are precarious...highly dangerous for the bikers and

Do I have any comments YES INDEED. The City need to add barriers to stop cars from using the bike lines as a car lane. I would recommend good barriers not the ones San Leandro used in the pass, the plastic poles that people run in to and the City never bothers to repair. The City of Fremont for example has a much better design. In the City of San Leandro there are two areas that I see cars using the bike line as an extra car line on Davis St, and Washington Ave. In general any area with no parking signs. This is starting to become a more and more practice of cars exploiting the bike lines. I don't know if the City is unaware or just doesn't care.

So excited about this project! Happy to help in any way I can.

Picking up after pets needs to be enforced. It's disgusting and worse than you can imagine. I have to stair at the ground the entire time I'm walking from San Leandro boulevard to Davis on E14 and the surrounding streets

San Leandro needs a lot more push bottom light up crosswalks. The main library is a high traffic area used by all ages, yet, one can barely see someone in the crosswalks especially in the evening, rain, and with all the vehicles
I have been a resident of San Leandro for nearly and decade and I appreciate the city's efforts to make our home more accessible and inclusive. We are fortunate to live between the bay and Lake Chabot and have multiple shopping districts and parks within walking distance. Investing in walkability, biking, and ultimately reducing traffic will increase the safety and health of SL residents. We should also encourage the beautification of San Leandro by planting native plants, and trees, and enforcing traffic. Research has linked exposure to trees and green spaces with improved mental health, reduced stress levels, reduced loneliness, lower all-cause
I regularly see cars drive through intersections on red lights to get ahead of other cars queued for the light and it makes me anxious to bike because I'm afraid I might get hit.
Current approach to adding bike paths seems short sided. Rarely see anyone biking and our streets are too narrow with too many parked cars to be safe. If you want to encourage more walking then build or attract places residents would actually like to frequent—destinations, whether restaurants or event venues or shopping
We need more separation for bike lanes in heavy traffic areas throughout the city. Please educate general driving public towards more awareness for bike rider safety. "Share the road"
Restore the San Leandro Marina to a safe and clean place to walk. Remove the homeless encampments, put in safety measures that prevent crime and sideshows, remove the buildings near the boats that have been vandalized and gutted. Beautify the area and protect our crown jewel. Install kiosks and gates at every
The downtown area on East 14th Street - 185 from Estabrook to Davis street is ridiculously dangerous. There's no space for bicycles to travel on that area. I think that it should be brought down to one lane of traffic in each direction and street parking instead of two lanes in each direction. please consider doing something at this section.
What's the plan to beautify the city? The lot on E14th & Bancroft across from Harry's Hofbrau with the very large rusting "art piece" is an eyesore, and the other lot on E.14th across from the Bayfair gas station looks a
Please help slow down traffic on Callan Avenue!
Might you please be so kind advise your fellow residents of San Leandro as to the status of the Union Pacific Railroad Oakland Subdivision
Corridor Improvement proposed in 2010, in particular as it relates to your current proposed Master Plan? Or has it, like most things, been lost in the bureaucratic shuffle? Here is the link to remind the powers-that-be with short-term memory:
I have concerns about the new bike lane. Oakland, Telegraph Ave. built a similar structure and the police officers identified that area as high collision and accident zone. Between the raised, red colored sidewalks, green bike lane, crosswalks, traffick lights, pedestrians, bikers, stop signs, school...it's a nightmare for drivers to watch all of that while driving. It actually becomes more dangerous for pedestrians. Please contact Oakland police to
Currently on Wicks Blvd and Other plscs where some roadworks are being carried out recently. Holes and uneven services are left on roads near our home and near the Bay trail in San Leandro.
A small group of bicycle agitator feel it's their mission in life to antagonize anybody driving a car. That is not a helpful attitude where we ALL must share the roadways equally. Bicycle agitators come across as smug and
As a resident on Broadmoor Blvd near Bancroft, I'm most concerned about reckless driving and the lack of safety for pedestrians. Bancroft needs more crosswalks with pedestrian signals, as well as, stop signs or traffic roundabouts to slow down drivers. I also want street parking in all residential areas preserved. Bike lanes can be
There is no good bike route from Bancroft to Williams (past San Leandro Blvd). I feel very nervous riding through town. I would appreciate a designated bike route that is on a lower traffic street (not Davis, not San Leandro Blvd) where traffic is slower. Or a protected lane if on busier streets. The San Leandro Blvd/Williams intersection

At the corner of MacArthur Blvd. and Victoria Ave. The new bike lane is interrupted by the curb at a very busy 2 way stop. Three of the 4 corners allows you to ride in the bike lane without interruption. One of the curbs forces you back into the street. You need to ride up on the sidewalk and cut over the small island to the other side of the street or you must hand signal and cut back into traffic in order to go through the 2 way stop and back into
The city needs to find a way to improve street infrastructure to discourage driving. Also, your age category is
I teach in the district and am more than happy to bicycle city infrastructure folks around to show them some accessibility issues. Have tandem and have decades of experience riding in San Leandro
With all the lawlessness going on in the City, resources could surely be put to better use than bike lanes. Anyone riding a bike around the City is at risk, regardless of any lanes.
Need for safety, bike lanes is wonderful, fix sidewalks, biking paths to parks
Additional secure bike parking would help a lot, especially in shopping areas and near grocery stores. I use a cargo bike to do errands and pick up my kids, its heavy and long so I rely on easily accessible secure bike parking
Not safe to lock up Bike a leave it For extended period of time.
The pedestrian/ bike lanes have made commuting to work more challenging. People don't have luxury of walking or biking to work in the Bay Area- we all still need cars and public transit is just not safe anymore, or
The street on Williams street and San Leandro Street tends to get very dangerous as the car does not yield or notice pedestrians crossing the street because drivers are to focus on making a right onto Williams street.
Improvements have been made but there are still areas that need more bike lanes and sidewalks in our city.
As long as crime is an issue, I prefer to walk rather than bike. I have more physical ability to ward off an attack on foot than on a bike. I can carry more when walking and drop it faster should I feel threatened. Whereas an assault while riding a bike could increase the severity of injuries as a result of falling off the bike, as well as the loss of a bike. Rather than spending money on securing larger bike lanes, I'd prefer the city focus on crime prevention for citizens' safety in all circumstances. I believe the number of assaults on the street is higher in comparison to the number of people using the new bike lanes. When East 14th reduced the driving lanes to promote pedestrian safety, many drivers were frustrated by increased traffic due to pedestrian-friendly signals
San Leandro has so much to offer its residents and visitors with restaurants, stores, and parks. It is also a wonderful city for families. To make San Leandro even better, it would be great to see a focus on making the streets safer for pedestrians and bikers, especially in areas with large numbers of pedestrians like downtown, 14th st, Bancroft and Dutton, and near schools and parks. There should also be safe corridors to walk or bike from neighborhoods to commercial/transit areas. Simple things like creating pedestrian scrambles, installing
I'm a walker for the most part although if I'm going further distance say a mile or more I am more likely to use my bike. I do ride my bike, I feel very safe and I use the bike lanes that are currently available.
I feel it is ridiculous they are taking care lanes away and turning into bike lanes. See more homeless people with shopping carts using bike lanes than any bikers. Most people get around in their autos not bikes. Taking car lanes away causing more traffic jams that will only get worse with time as more multifamily housing being built.
We need more greenways, linear parks, greenbelts, with a shared use path for safety and leisure.
I concur with everyone every day about this. The bike lane on Grand Avenue near 580 freeway is useless. Cars parked in the middle of the street are getting hit. Every time we walk by on weekends, we see at least one car with tail end damage and broken pieces on the street next to the car. The property values tanked on those poor folks because it also.. ITS A OUTRAGE SO I no long support the Bike people on this even though i ride.. Makes it
Drivers in automobiles tend to psychologically distance themselves from what it is like to be a bicyclist in a very narrow side of the road. They zoom past, honk horns if bicycle asserts any inclination to use the actual lane, and generally pay more attention to their phone in one hand than the life of the bicyclist next to them. It is a daily frustration that never desists! Not only am I forced to breathe the fumes over and over, but also feel disrespected on a basic level that automobile drivers rarely feel. Non-drivers are virtually harmless in

Bancroft is a major thoroughfare for bikes in San Leandro, but it is not safe to ride on. At least for schools are located right on Bancroft and it would increase biking and walking to school if Bancroft were a safer street for
We need to build the bridge at the end of Cary and Hass in Estudillo estates. It is a neighborhood staple!
The collapsed bridge connecting Cary & Haas has made walking and biking in my neighborhood much more difficult. I've noticed a significant reduction in for traffic in that area as well.
So many of the streets of San Leandro head to a headway and people drive very unsafely. It doesn't encourage
Need more protected bike lanes!
We used to walk around our neighborhood a lot. Sadly since the Haas street bridge was knocked down there . It has been extremely disappointing seeing the inaction, and lack of urgency from the City in restoring this vital pedestrian artery. If this was a bridge for cars it would have been rebuilt within months. The City hasn't even cleared out the old bridge. Its best to judge a City's values by what it does rather than what it says.
I live in the Broadmoor neighborhood, and people drive very fast and dangerously on Bancroft between Dutton and Durant. There are crosswalks in place, but I still feel like I put my life in danger every time I cross Bancroft, specifically on Broadmoor Blvd and at Victoria Circle. I really appreciate the crosswalk signal that was installed on Dowling (at Bancroft). Could something like this please also be installed on Broadmoor Blvd at Bancroft. I think that would really improve the pedestrian experience crossing Bancroft on Broadmoor and on Victoria.
San Leandro is a mostly flat city. By improving infrastructure for safety and accessibility, the City can encourage more trips by walking, biking, and transit. There is a lot of potential here, especially with San Leandro having a significant number of young families and children. Downtown is a wonderful asset and we are thrilled that we can walk to a lot of restaurants! I look forward to protected bike lanes on Bancroft to encourage more students to ride their bikes to San Leandro High. The school traffic along Bancroft can be intense during peak hours so if we can encourage families to use other transportation options, it could really make a difference in reducing
Please add a separated bike lane along all of Bancroft.
Thank you in advance for your time and consideration and for providing an opportunity for community feedback/insights. As an avid runner/walker close to the downtown area (that runs throughout SL) - I acknowledge the traffic safety concerns shared by many, especially near school zones. Beyond echoing those sentiments, I think infrastructure is great to focus on (more/better lanes) - but I would love to see concurrent efforts to focus on driver education as well. We may build safety into our future roads via engineering - but there are economical short term/immediate steps we can implement now, like extending crossing guards at critical locations, providing flags/safety vests at intersections that may have higher rates of car/pedestrian incidents (accidents and near-misses). Ensuring that lights are functional and addressing outages promptly -
Please add bike racks in all public parks, shopping centers, and near bus stops. Some that are missing: Floresta park, Marina square center. Happy to help canvas. I take the bus to my dr appointment at Eden Medical Center. It's a 30 minute walk to the nearest bus stop with no bike racks nearby so I cannot bike to my bus stop unfortunately at Floresta and Monterey. The hospital is way up on a hill so I don't bother bringing my bike there to lock it since the bus drops me at the bottom. I have a dentist in San Lorenzo on Hesperian. I bike from Washington manor. It's so dicey on Lewelling and parts of Hesperian especially between McDonalds and Walmart. Cars coming on and off the highways and the road has a lot of rocks and trash. People drive so fast on Lewelling. I go out of my way and take Floresta instead of Hesperian to go to Bayfair BART to avoid it. There's a stretch between Jack In The Box and San Leandro BART that sucks to pedal down. Strangely, I find it less stressful on Alvarado than Lewelling to bike down despite more trucks though. It's tight even just for cars. I love the Hesperian improvements in San Lorenzo and the bike paths in Fremont. Would be great to see that here at
The bike lanes on Davis St. also randomly end before the BART station after the train tracks. They should safely lead to the station. The bike lanes on the Davis St. freeway overpass are a death trap. The entire street sucks



Please add more flashing crosswalks on Bancroft (between Sybil & Estudillo).

Also, the crosswalk situation on E14th between Castro & Parrot is virtually nonexistent- I don't know of many downtown corridors with businesses that have NO crosswalks for 3 blocks? This IS a huge death trap. Why so much of the city's budget was allocated to Grand Ave. bike lanes- an area that has very little cyclists (I live near this area)- is a shame. Who pushed that idea thru? The parking pushed into the traffic lanes created blind intersections for cars trying to turn onto Grand. The cyclists are safer- wish we could say that for drivers. 🙄.

Speeding vehicles along Williams Street between Hays Street and Carpentier Street. A lot of cars speed through that area where there are long gaps between stop signs. Unfortunately, there have been three cats killed, one senior hit by a car, and multiple accidents. With the new 7-11 store open nearby, there's even more traffic on Williams Street. I'm really concerned that the next casualty could be a child. Please consider looking into this

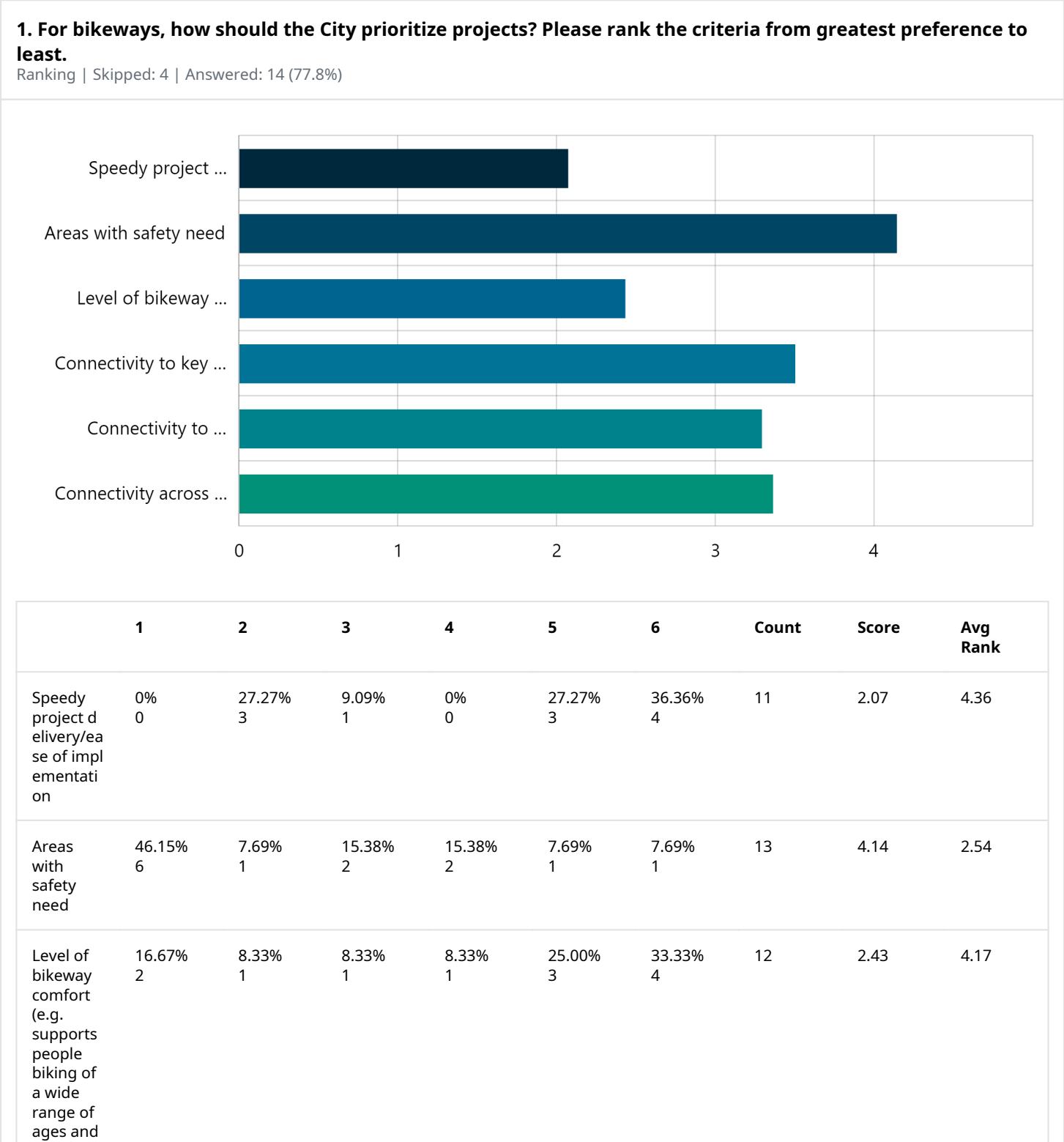
Closed

Untitled  
San Leandro BPMP

18  
Contributors

18  
Contributions

Contribution Summary



abilities)

Connecti vity to key desti nations, such as schools, commerc ial areas, parks)	8.33% 1	33.33% 4	33.33% 4	8.33% 1	16.67% 2	0% 0	12	3.50	2.92
--------------------------------------------------------------------------------------------------------	------------	-------------	-------------	------------	-------------	---------	----	------	------

Connecti vity to BART and high- frequenc y buses	15.38% 2	7.69% 1	23.08% 3	30.77% 4	15.38% 2	7.69% 1	13	3.29	3.46
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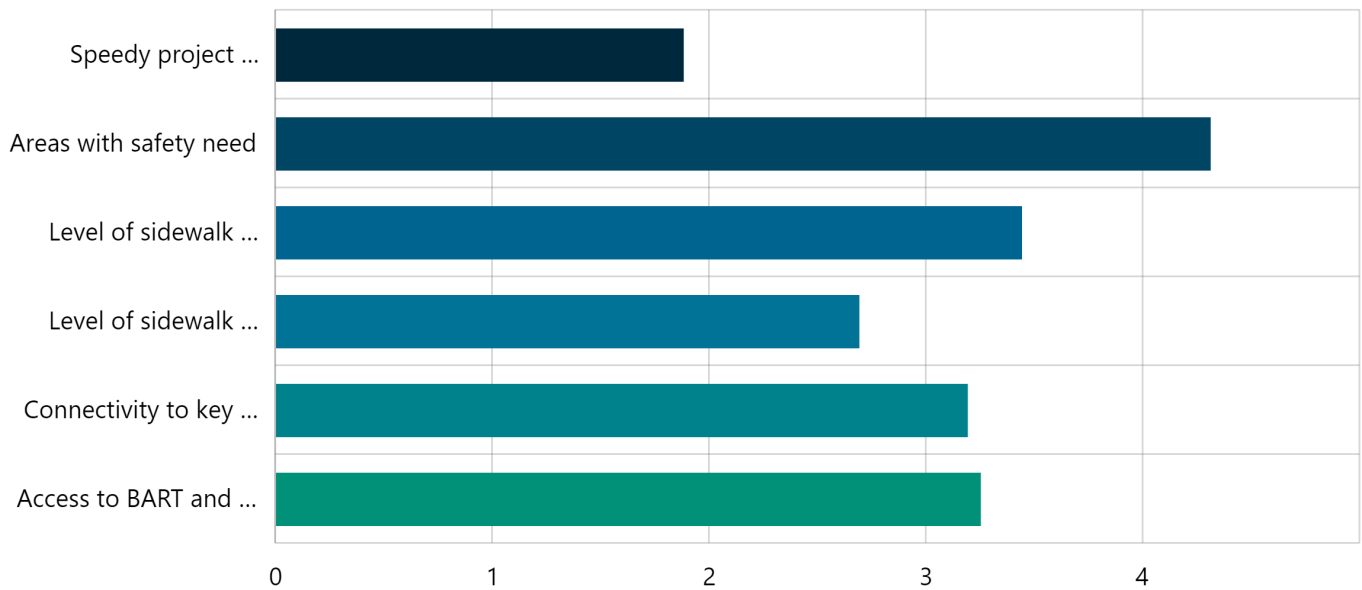
Connecti vity across the city and to regional bikeways /trails	25.00% 3	16.67% 2	8.33% 1	33.33% 4	8.33% 1	8.33% 1	12	3.36	3.08
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**Score** - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.

**Avg Rank** - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

## 2. For pedestrian projects, how should the City prioritize projects? Please rank the criteria from greatest preference to least.

Ranking | Skipped: 2 | Answered: 16 (88.9%)



	1	2	3	4	5	6	Count	Score	Avg Rank
Speedy project delivery/ease of implementation	7.69% 1	7.69% 1	0% 0	23.08% 3	15.38% 2	46.15% 6	13	1.88	4.69
Areas with safety need	64.29% 9	7.14% 1	14.29% 2	0% 0	0% 0	14.29% 2	14	4.31	2.07
Level of sidewalk accessibility (e.g., width of sidewalks, smoothness of sidewalks)	7.14% 1	42.86% 6	14.29% 2	14.29% 2	14.29% 2	7.14% 1	14	3.44	3.07
Level of sidewalk comfort (e.g., presence of street trees)	15.38% 2	0% 0	30.77% 4	23.08% 3	15.38% 2	15.38% 2	13	2.69	3.69
Connectivity to key destinations,	14.29% 2	21.43% 3	14.29% 2	21.43% 3	21.43% 3	7.14% 1	14	3.19	3.36



such as schools, commercial areas, parks)

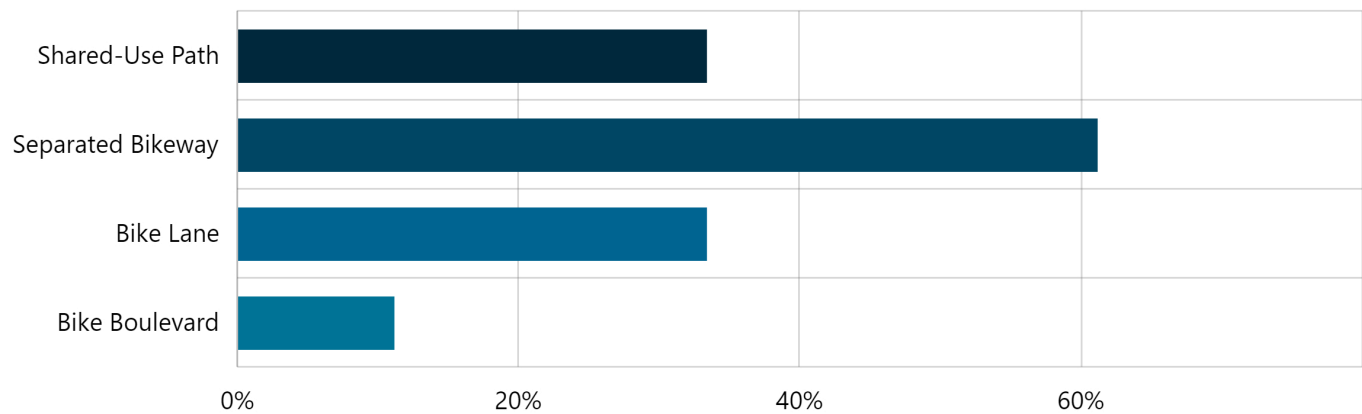
Access to BART and high-frequency buses	6.67% 1	20.00% 3	26.67% 4	13.33% 2	26.67% 4	6.67% 1	15	3.25	3.53
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**Score** - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.

**Avg Rank** - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

4. What bikeway type do you prefer?

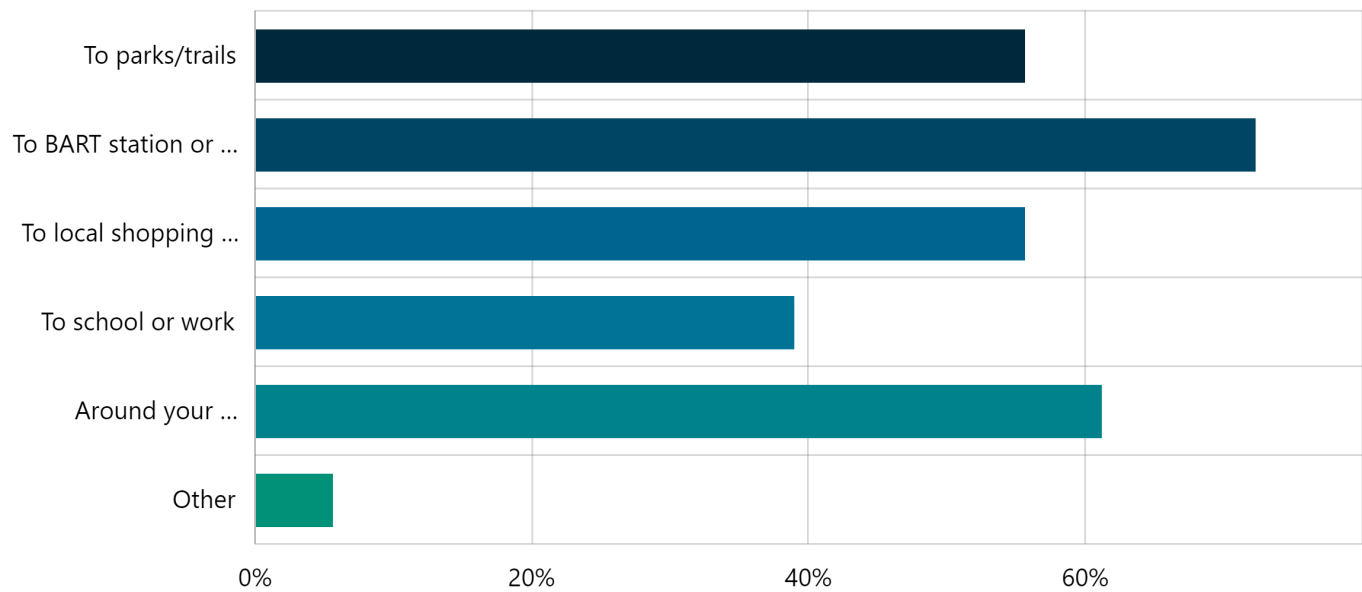
Multi Choice | Skipped: 0 | Answered: 18 (100%)



Answer choices	Percent	Count
Shared-Use Path	33.33%	6
Separated Bikeway	61.11%	11
Bike Lane	33.33%	6
Bike Boulevard	11.11%	2

5. Where do you most need or want to walk?

Multi Choice | Skipped: 0 | Answered: 18 (100%)



Answer choices	Percent	Count
To parks/trails	55.56%	10
To BART station or transit hub	72.22%	13
To local shopping center	55.56%	10
To school or work	38.89%	7
Around your neighborhood	61.11%	11
Other	5.56%	1

## San Leandro BPMP: Any additional bikeway or pedestrian criteria we should consider?

Placing the bike lane on the inside of cars is a big safety risk. Now the bicyclist has to worry about passengers opening their doors into the bike lane - something most car passengers will not look first before they do it. When you narrow streets from 4 lanes to 2 lanes, the City also creates dangerous bottlenecks, especially on the entrance to freeway on-ramps - which has been done on Grand Ave. This roadway backs up into other streets when there is a problem on the freeway, which seems to be happening more often.

San Leandro Boulevard and East 14th Street Only!

Some sidewalks are accessible in Downtown, but are cluttered with trash, urine smell, or people sleeping. This makes it unsafe for pedestrians and drivers as pedestrians will walk on to the street to avoid. We also need our Downtown security to call dog walkers out for not picking up after their dogs. All of this makes it an unpleasant place to visit and live in.

Keep up the good work! With this plan, San Leandro is heading in a good direction, improving the quality of life of residents in so many ways. I really hope implementation won't take too long.

Before I moved to San Leandro six years ago, I lived in San Jose and rode my bicycle for all of my local travel and errands (except grocery shopping.) I no longer try to do that in San Leandro and mostly drive or walk. For me, the biggest factor is the attitude of the drivers and poor street design that leaves the bicyclist very vulnerable. I am a very experienced and safe bicyclist, and I follow the rules of the road, but I have been yelled at and threatened by ignorant drivers (male) and kids on bikes who are clearly ignorant of the law and think it is acceptable to yell at a little old lady on a bicycle. (What kind of man does that?) I understand that there are a lot of rude and uninformed people riding bikes who are not courteous to drivers, but I am not one of those people and I am shocked at the attitude of so many drivers. We need a good public education component to accompany the bikeway improvements.

Regarding walkways, the biggest issue for me is safety. The number one hazard is the sidewalks, which are deplorable. If you do nothing else, fix the sidewalks. The next would be clueless drivers and after that poorly designed intersections.

You should also consider traffic headaches being caused which cause auto accidents and can also then cause pedestrian issues. Davis & Alvarado, the poles are too close to the intersection, in two days I've already witnessed poles being run over and accidents almost happen. Davis & Douglas, how is a bus going to stop at the bus stop and not block the entire street and therefore back up traffic, blocking intersections and covering crosswalks, impeding pedestrians. There should be at least one less pole there.

Emphasis should be place near busy intersections and freeway overpasses to ensure safety of pedestrians and cyclists.