

San Leandro Bicycle and Pedestrian Master Plan Update



Bicycle
& Pedestrian
Master Plan 2018

City of San Leandro
City Council
March 19, 2018

Purpose

The plan update will guide, prioritize, and recommend a network of high quality bicycle and pedestrian facilities to improve mobility, connectivity, safety, public health, physical activity, and recreational opportunities



**Bicycle
& Pedestrian
Master Plan 2018**



Plan Consistency

- This Plan update was developed after reviewing over 30 local, regional, state, and federal documents
- The recommendations in this Plan update support:
 - San Leandro 2035 General Plan
 - San Leandro Climate Action Plan
 - Plan Bay Area
 - Caltrans Statewide Bicycle and Pedestrian Plan











Bicycle Network Growth 2010-2018

SAN LEANDRO EXISTING BICYCLE NETWORK

EXISTING BIKEWAYS

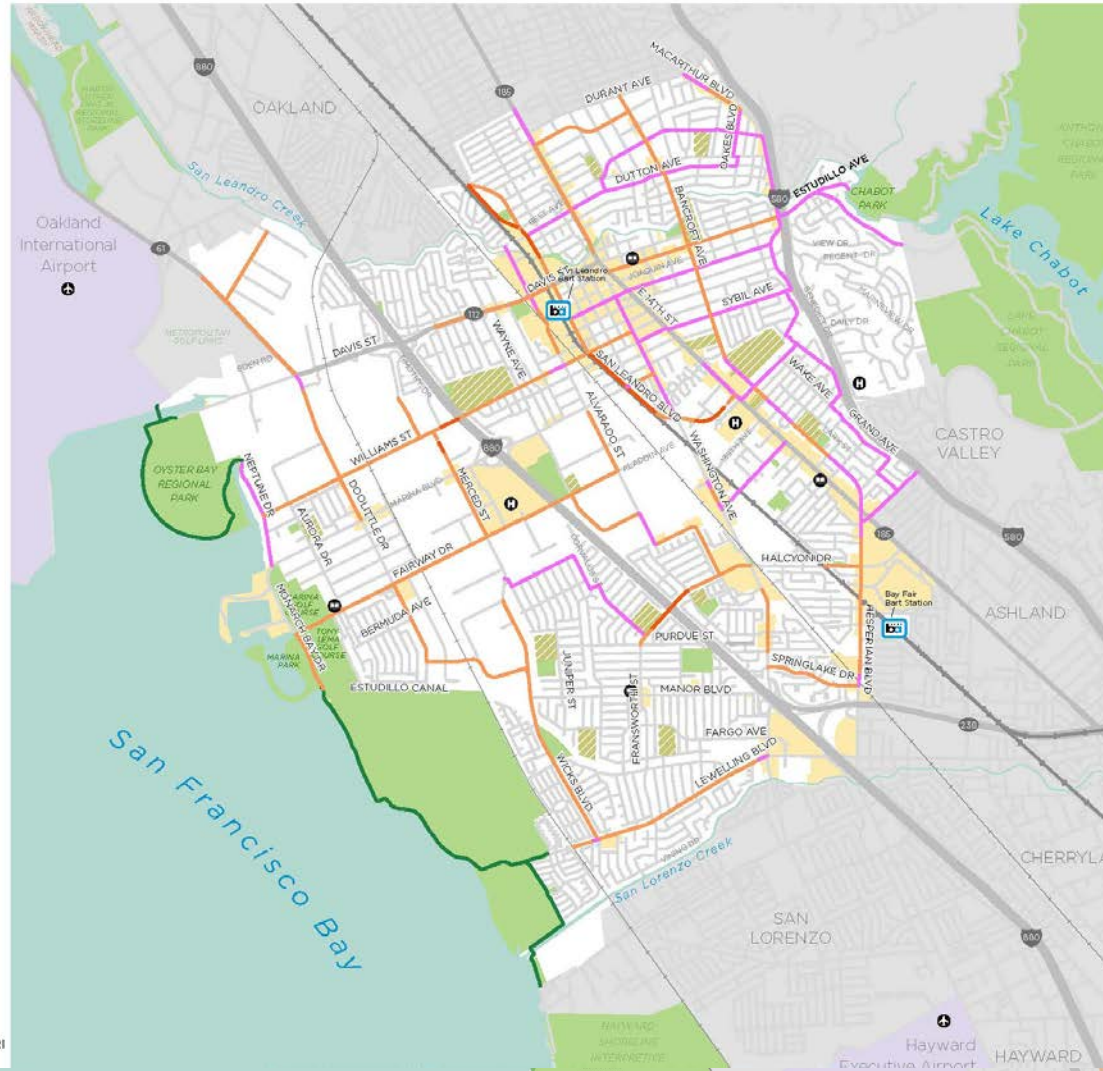
-  Shared-use Path (Class I) **5.2 miles**
-  Buffered Bike Lane (Class II) **1.7 miles**
-  Bike Lane (Class II) **23.2 miles**
-  Bike Route (Class III) **13.7 miles**

DESTINATIONS + BOUNDARIES

-  Airport
-  Library
-  Hospital
-  Bart Station
-  School
-  Water Body
-  Open Space
-  Neighboring City
-  Commercial
-  Airport



 Map produced: January 2018
Data source: City of San Leandro, ESRI



Plan Update Process



Community Open Houses



BPAC Meetings



Online Engagement & Survey Respondents

The screenshot shows the City of San Leandro website. The header includes the city logo, a search bar, and the date "Friday, April 21, 2017". The navigation menu has options like "About the City", "What's New", "How Do I", "Departments", "Things to Do", and "Contact Us". The main content area features a large image of a street intersection with a crosswalk and a sign that reads "Bicycle and Pedestrian Master Plan 2017". Below this is a "Navigation" sidebar with links to various city services. The main text area is titled "Bicycle & Pedestrian Master Plan 2017" and includes a sub-header "Bicycle & Pedestrian Master Plan 2017" with an icon of a cyclist and a pedestrian. The text states: "Engineering and Transportation staff and the eleven members of the Bicycle and Pedestrian Advisory Committee are currently updating the City's 2010 Bicycle and Pedestrian Master Plan." Below this is a table with two columns: "Upcoming Events" and "Information & Resources".

Upcoming Events	Information & Resources
Join us at the second Community Open House! Bring your best ideas and your brightest solutions to make San Leandro a better place to walk and bike! WHEN: Thursday, May 4, 2017, 6:30 p.m. to 8:00 p.m. WHERE: Titan Auditorium Marina Community Center, 15301 Wicks Blvd.	2010 San Leandro Bicycle & Pedestrian Master Plan Update to Facilities & Transportation Committee - Mar. 1, 2017

SCHEDULE*

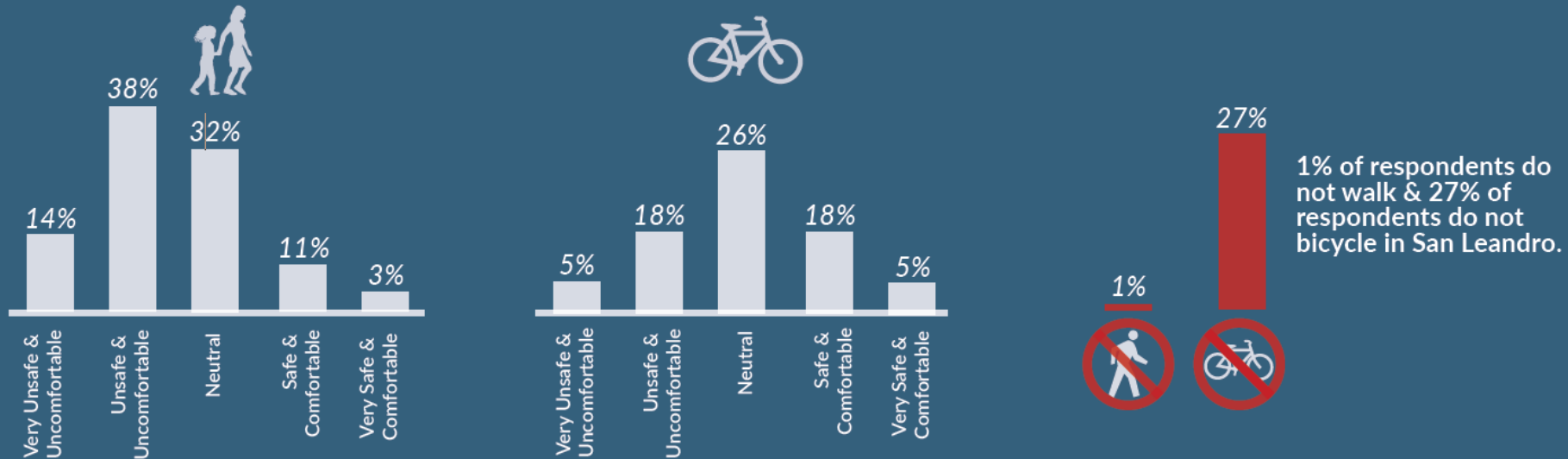
PHASE ONE	Fall 2016 - Summer 2017	Plan Development
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Fall 2016 Bicycle & Pedestrian Advisory Committee (BPAC)

The screenshot shows an Instagram post from the "San Leandro Bike and Pedestrian Advisory Committee" (Sponsored). The image shows a person from behind, wearing a backpack and a hat, walking on a brick-paved path with a decorative pattern. The background shows a street with traffic lights and a building. Below the image is a "Learn More" link with a right-pointing arrow. At the bottom, there are icons for heart, comment, share, and bookmark. The caption reads: "Take a 5-minute survey about walking in San Leandro and enter to win a \$50 Amazon Gift Card!"

Perceptions of Safety & Comfort

How safe and comfortable do you feel walking and biking in San Leandro?













Needs Analysis

(collision, safety, network gaps, etc.)


SAN LEANDRO COLLISIONS

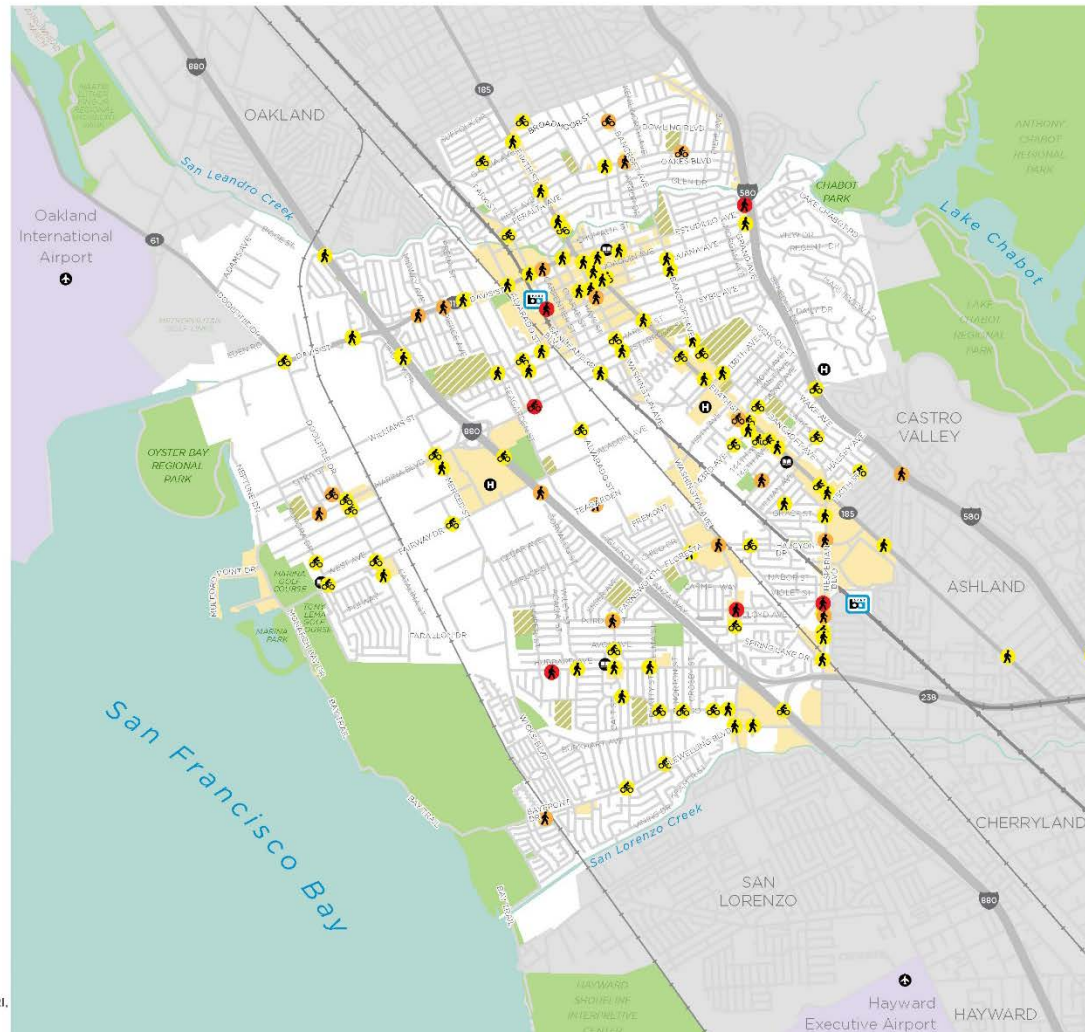
BICYCLE - PEDESTRIAN - INVOLVED COLLISIONS (2011 - 2015)

-  Fatality (1)
-  Fatality (5)
-  Serious Injury (4)
-  Serious Injury (15)
-  Minor Injury (46)
-  Minor Injury (62)

-  Airport
-  Library
-  Hospital
-  Bart Station
-  School
-  Open Space
-  Water
-  Commercial
-  Neighboring City
-  Airport



 Map produced: January 2017
Data source: City of San Leandro, ESRI, TIMS, SWITRS



Safe Routes to Schools



Bancroft Middle School San Leandro

Safe Routes to Schools Improvement Plan Site Assessment held March 2017

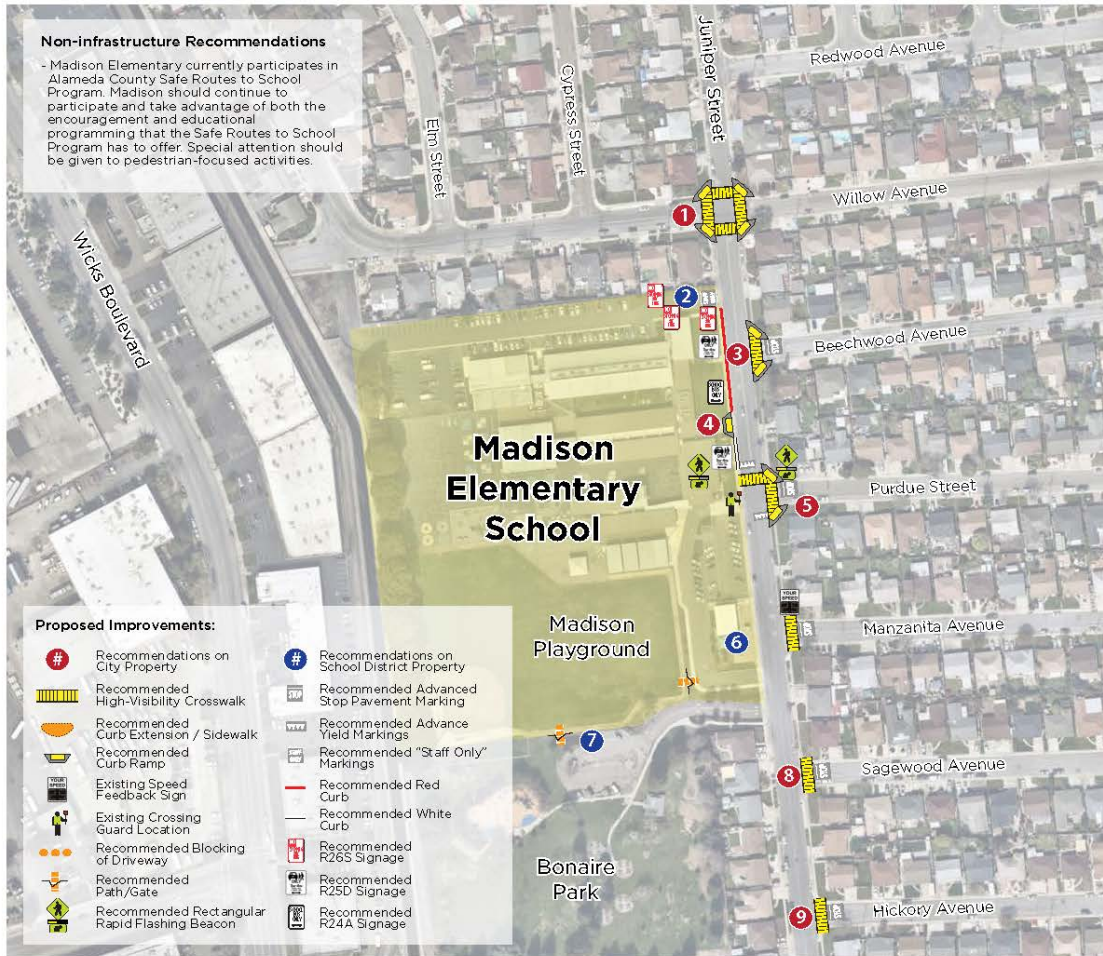
- 1 Callan Avenue / Parking Lot Entrance**
- Stripe "KEEP CLEAR" in area in front of driveway and paint curbs red adjacent to driveway
- 2 Bancroft Avenue / Callan Avenue**
- Place planter to reduce tripping hazard at back of existing curb ramp
- Upgrade existing crosswalks to high visibility crosswalks
- Consider installing pedestrian scramble and illuminated no-right-turn blank out signs at northwest and southwest corners
- Install green dashed bike lane markings at intersections, major driveways, and conflict areas on Bancroft Avenue
- 3 Parking Lot Fence**
- Add "No Pick-up or Drop-off" signage to parking lot fence
- 4 Bancroft Avenue / Estudillo Avenue**
- Install red curb at northeast side of Bancroft Avenue immediately adjacent to intersection
- Install green 15 minute parking curb for 2 car-lengths to the north of red curb
- Consider installing pedestrian scramble and illuminated no-right-turn blank out signs at all corners
- Install high visibility crosswalks at all legs
- Extend existing white curb on Estudillo Avenue east of Bancroft Avenue 3 car-lengths to the southwest
- An R2-1 "No Right Turn" activated blank out sign should be installed facing WB traffic on Estudillo Avenue at Bancroft Avenue to prevent right turning movements onto Bancroft when students are using the pedestrian crosswalk. As a less-expensive interim measure, install an R10-15 "Turning Vehicles Yield to Pedestrians" or an R13A (CA) "No Right Turn on Red" sign
- 5 Estudillo Avenue / School Frontage (Long Term Options)**
A Option A: Drop-off / Pick-up Zone:
- Using landscaping area from school, install a drop-off pull in for cars (getting out of the way of through traffic) where they can safely drop-off/pick-up or wait for their children. The pull-in should be designed with a continuous sidewalk along the back end connecting to existing path in the front of the school. The existing sidewalk along the street should also be re-designed, with special care given to the driveway crossings.
B Option B: Incorporate Teacher / Staff Parking into Future Development
- As a part of the proposed redevelopment of this site, consider asking the developer to build/ allot a collection of parking spaces that school faculty and staff can use as a part of the development's community benefits package.
- 6 Estudillo Avenue / San Jose Street**
- Install high visibility crosswalk at west leg
- Consider installing rectangular rapid flashing beacons at northwest and southwest corners
- Install green dashed bike lane markings at intersections, major driveways, and conflict areas on Estudillo Avenue

Improvements not to scale
0 200 ft
N



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

Safe Routes to Schools



Madison Elementary School San Leandro Safe Routes to Schools Improvement Plan Site Assessment held April 2017

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

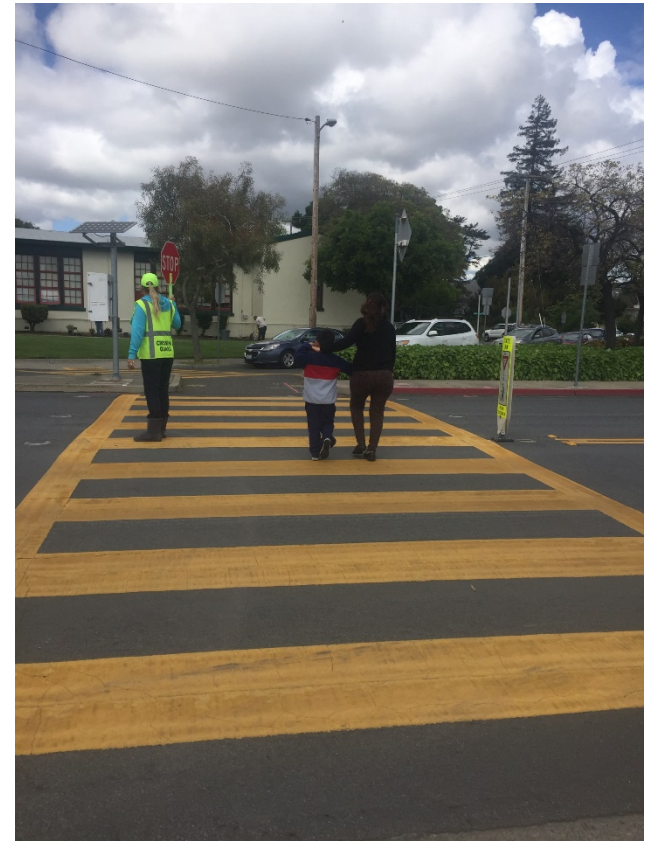
Improvements not to scale
0 20 ft



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

Plan Update Goals

- Comprehensive System
- Funding & Implementation
- Bikeability
- Walkability
- Education
- Land Use & Development
- Safety
- Access to Transit



Bikeway Network: Proposed

SAN LEANDRO RECOMMENDED BICYCLE NETWORK

RECOMMENDED BIKEWAYS

- Shared-use Path (Class I)
- Buffered Bike Lane (Class II)
- Bike Lane (Class II)
- Bike Route (Class III)
- Bike Boulevard (Class III)
- Separated Bikeway (Class IV)

RECOMMENDED STUDY

- Corridor Study

EXISTING BIKEWAYS

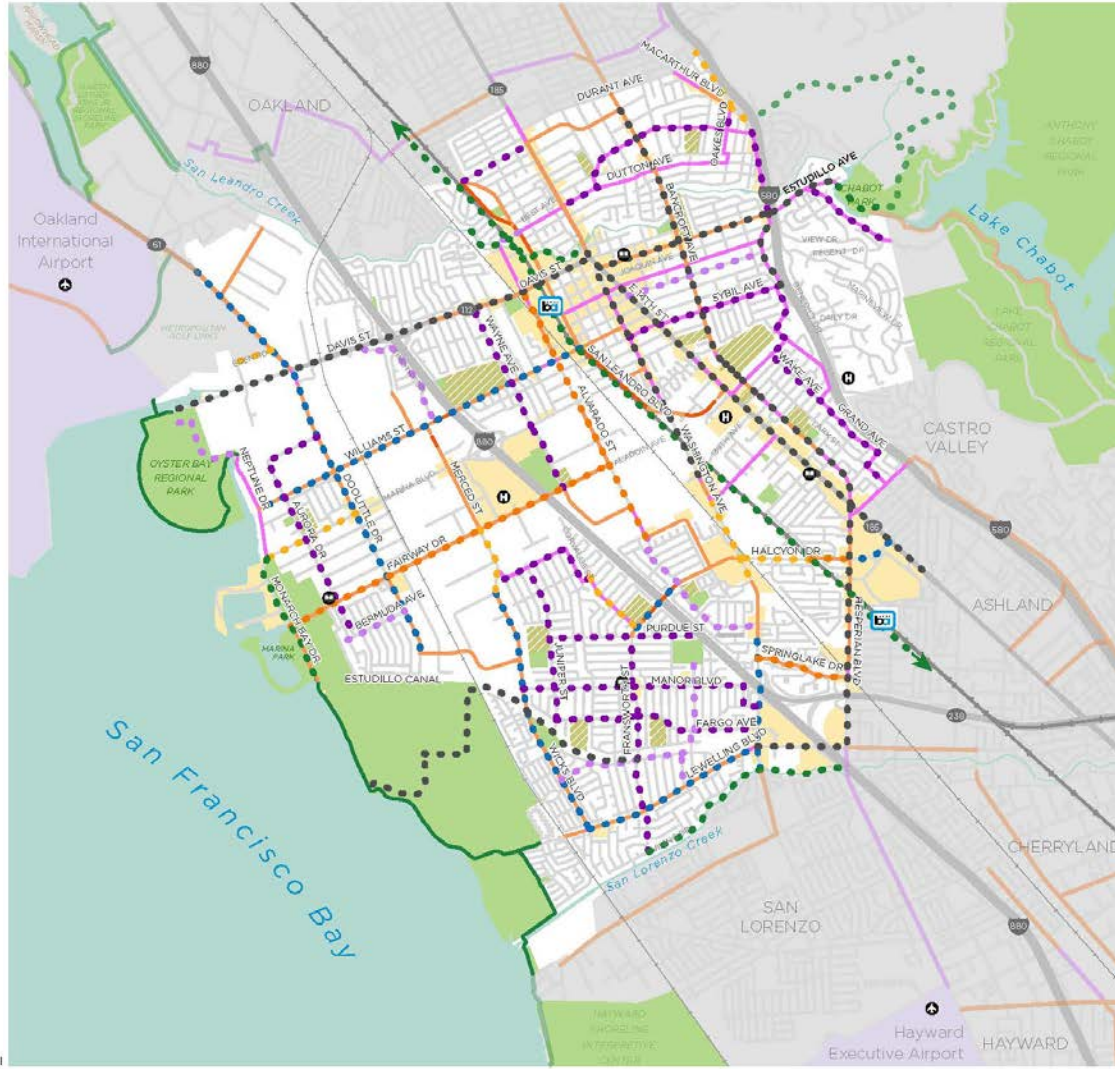
- Shared-use Path (Class I)
- Buffered Bike Lane (Class II)
- Bike Lane (Class II)
- Bike Route (Class III)

DESTINATIONS + BOUNDARIES

- | | |
|--------------|------------------|
| Airport | School |
| Library | Water Body |
| Hospital | Open Space |
| Bart Station | Neighboring City |
| | Commercial |
| | Airport |



Map produced: January 2018
Data source: City of San Leandro, ESRI



Bicycle Project Recommendations

Bikeway Projects	Existing Bikeways	Proposed Bikeways**	Total ** (Full Build Out)
Class I Shared-Use Paths	5.2 mi	6.2 mi	11.4 mi
Class II Bike Lanes	23.2 mi	3.7 mi	26.9 mi
Class II Buffered Bike Lanes	1.3 mi	4.3 mi	5.6 mi
Class II Bicycle Routes	13.7 mi	4.6 mi	18.3 mi
Class III Bicycle Boulevards	0 mi	14.3 mi	14.3 mi
Class IV Separated Bikeways	0 mi	8.1 mi	8.1 mi
Study Corridors*	-	14.6 mi	-
Total	43.4	41.2	84.6

*Not included in totals

**Includes miles of upgraded existing bikeways

Example Bicycle Phase I Projects



Williams Street
Existing: Class II
Recommended: Class IV
Length: 2.0 miles



Bancroft Avenue
Existing: Class II
Recommended: Class IV Study
Length: 2.7 miles

BPAC Priority: Crosstown Corridors

SAN LEANDRO RECOMMENDED BICYCLE NETWORK

RECOMMENDED BIKEWAYS

- Separated Bikeway (Class IV)

*All ages and all abilities

EXISTING BIKEWAYS

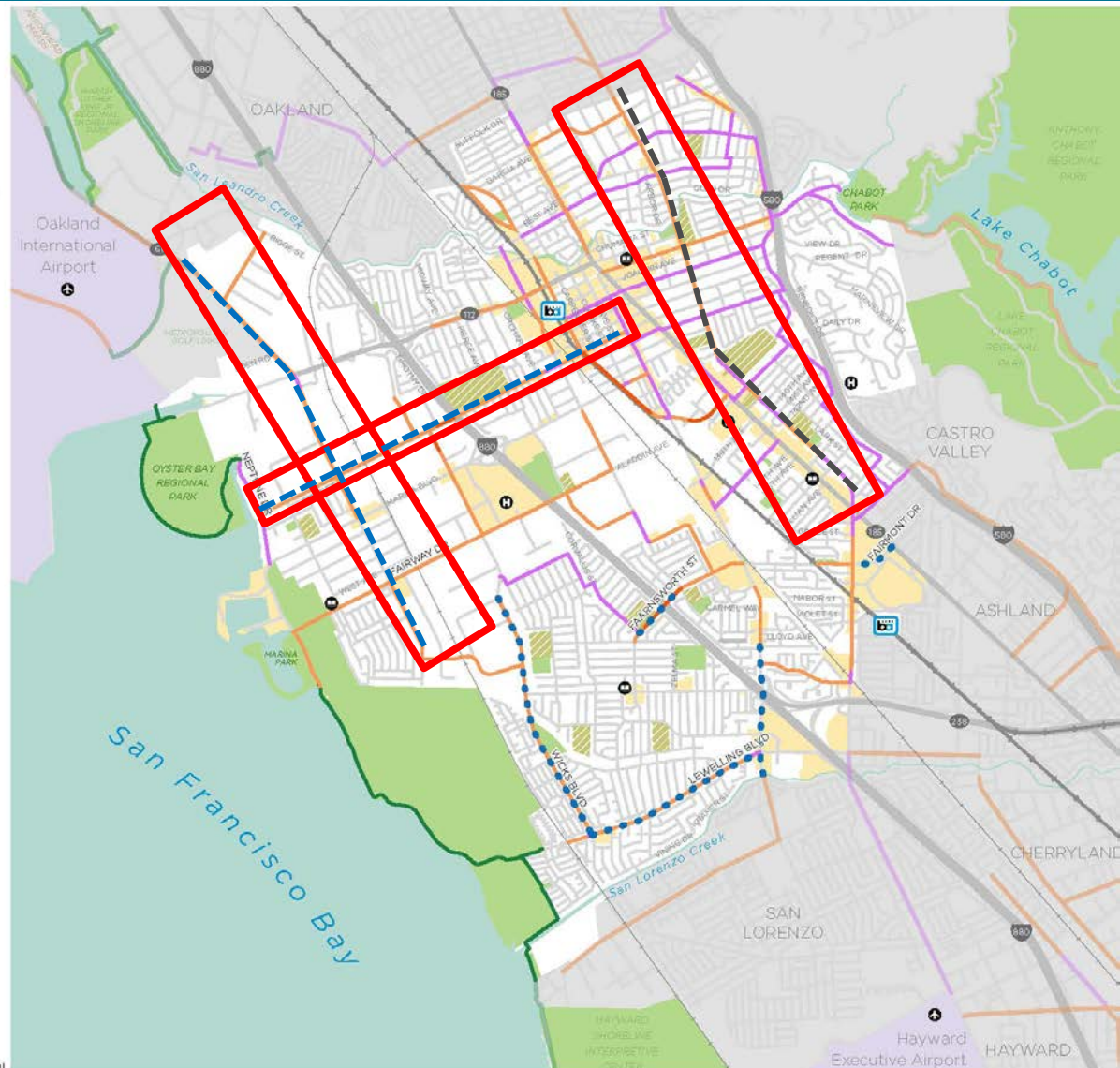
- Shared-use Path (Class I)
- Buffered Bike Lane (Class II)
- Bike Lane (Class II)
- Bike Route (Class III)

DESTINATIONS + BOUNDARIES

- ✈ Airport
- 📖 Library
- H Hospital
- 🚇 Bart Station
- 🏫 School
- 💧 Water Body
- 🌳 Open Space
- 🏘 Neighboring City
- 🏢 Commercial
- ✈ Airport



Map produced: May 2017
Data source: City of San Leandro, ESRI





Caltrans Sustain Communities Transportation Planning Grant

- In February, the City applied for **\$400,000** in state funding to study implementing **Class IV separated bikeways on Bancroft Ave. & Williams St.**
- Caltrans will announce selected projects in May

Crosstown Corridors Project Area

SAN LEANDRO PROJECT AREA

Crosstown Class IV Corridors Study

-  Separated Bikeway Study Corridors
-  Recommended Class IV Bikeway from Bay Fair TOD Plan

EXISTING BIKEWAYS

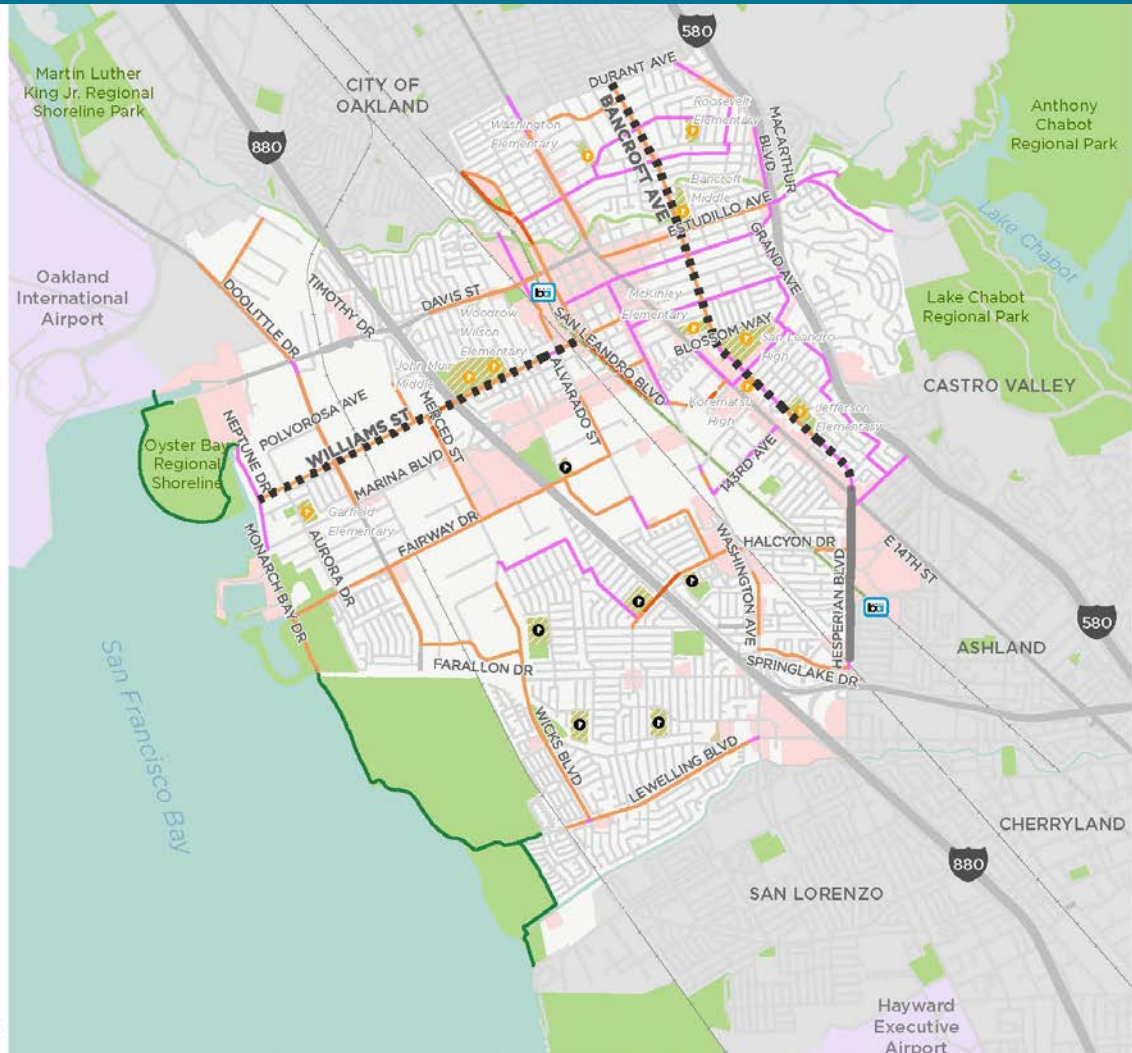
-  Class I
-  Class II
-  Class II Buffered
-  Class III

DESTINATIONS + BOUNDARIES

-  School
-  Open Space
-  Water Body
-  Airport
-  Commercial
-  BART Station




 Map produced: February 2018
 Data source: City of San Leandro, ESRI



Crosstown Corridors Existing Conditions

SAN LEANDRO SPEED LIMITS + AVERAGE DAILY TRAFFIC VOLUME

Crosstown Class IV Corridors Study

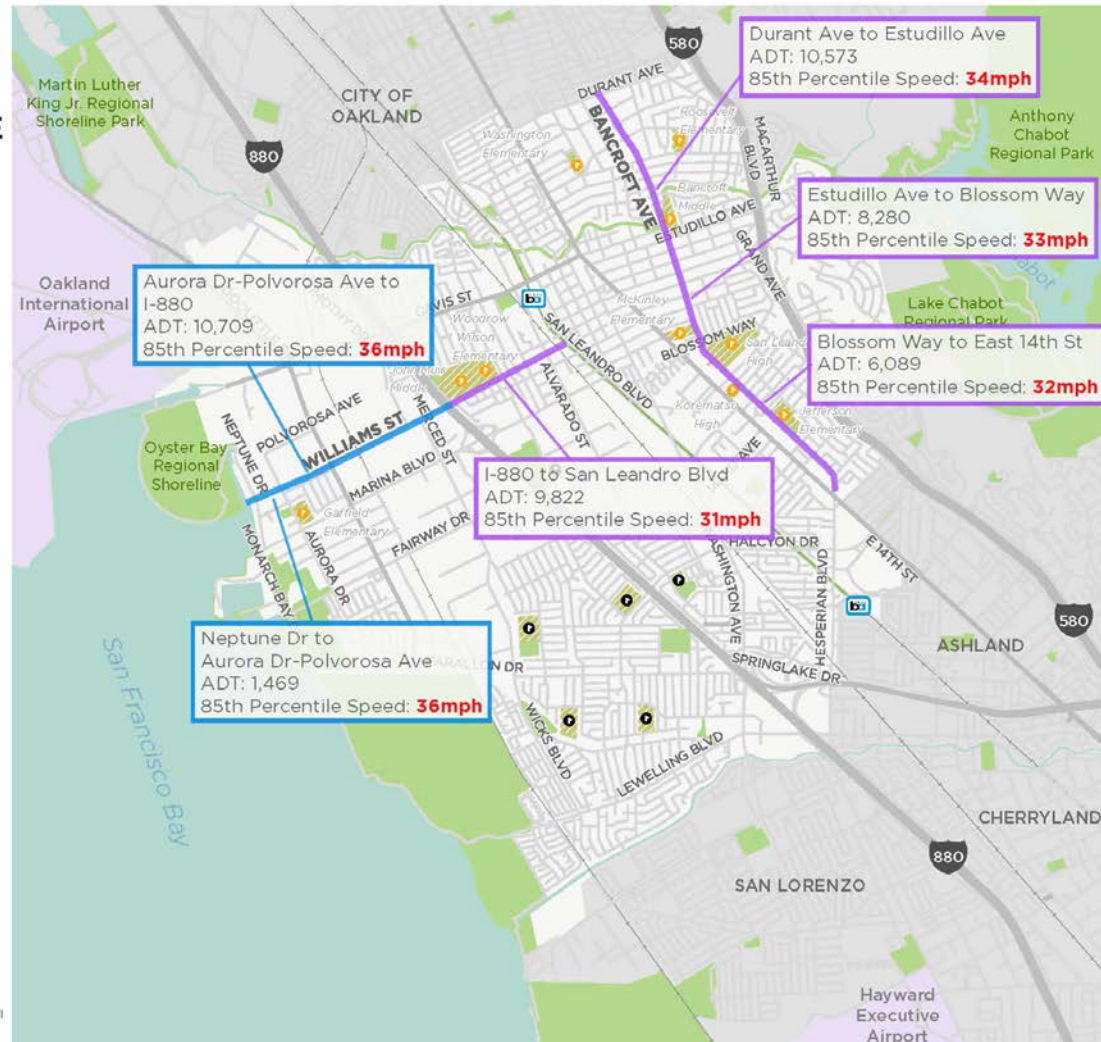
POSTED SPEED LIMIT



DESTINATIONS + BOUNDARIES



alta
Map produced: February 2018
Data source: City of San Leandro, ESRI





Pedestrian Priority Network

SAN LEANDRO PEDESTRIAN PRIORITY NETWORK

Pedestrian Priority Walking Zones

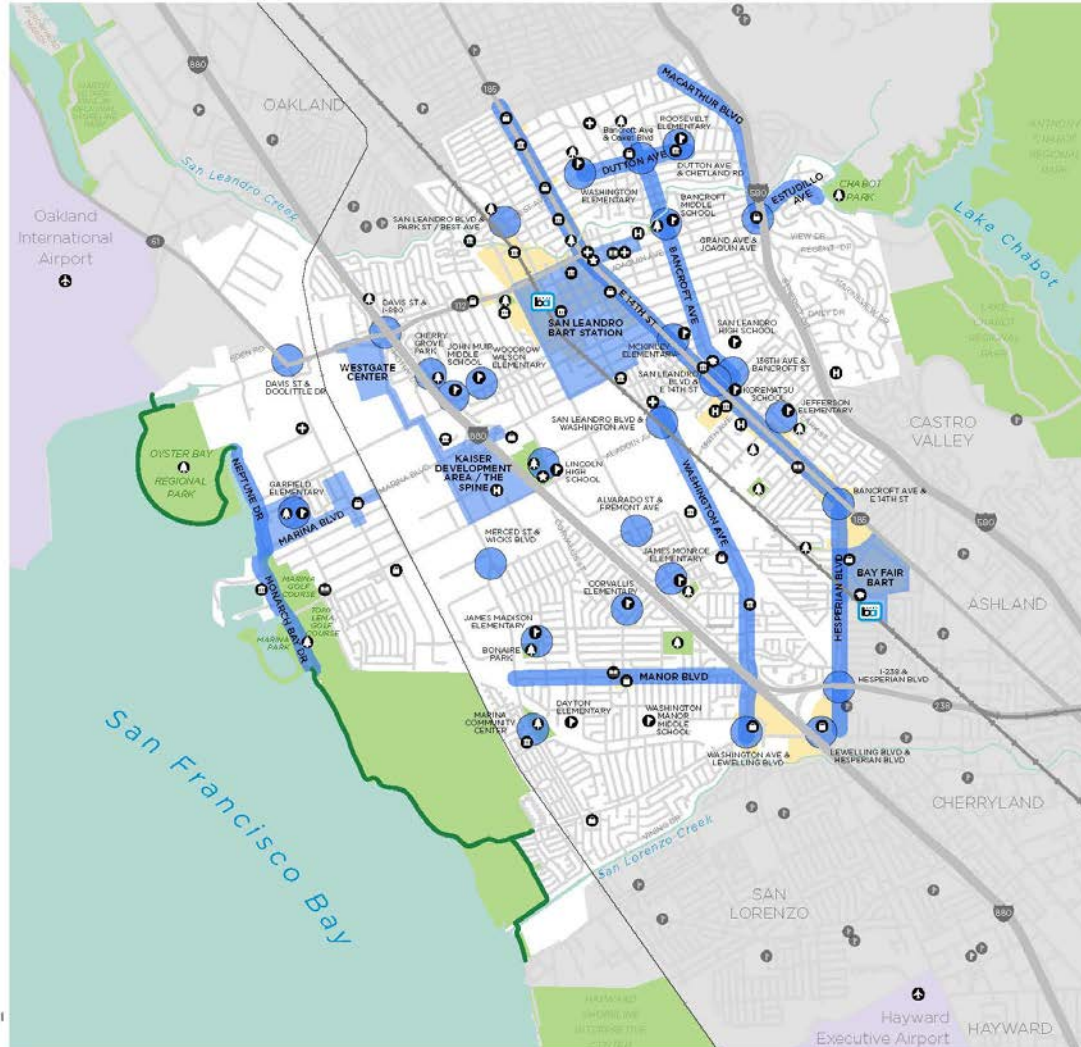
- Pedestrian Improvement Areas
- Key Pedestrian Locations

DESTINATIONS + BOUNDARIES

-  School
-  Civic/Government
-  Library
-  College
-  Shopping
-  Entertainment
-  Hospital
-  Medical
-  Airport
-  Water Body
-  Open Space
-  Neighboring City
-  Airport
-  Commercial



 Map produced: January 2018
Data source: City of San Leandro, ESRI





Pedestrian Improvement Areas

- San Leandro Marina
- Westgate Center
- Kaiser Area/The Spine
- Manor Boulevard
- Washington Avenue
- Downtown/San Leandro BART
- East 14th Street
- Bancroft Ave/Dutton Ave
- Bay Fair BART
- MacArthur Boulevard
- Estudillo Avenue (I-580 – Lake Chabot Park)
- Hesperian Boulevard

Example Pedestrian Phase I Projects



Implement Streetscape Improvements from the East 14th Street South Area Development Strategy
Cost: High



McKinley Elementary School
Cost: Low

San Leandro BART Connections

SAN LEANDRO RECOMMENDED BICYCLE NETWORK

RECOMMENDED BIKEWAYS

- Shared-use Path (Class I)
- Buffered Bike Lane (Class II)
- Bike Lane (Class II)
- Bike Route (Class III)
- Bike Boulevard (Class III)
- Separated Bikeway (Class IV)

RECOMMENDED STUDY

- Corridor Study



EXISTING BIKEWAYS

- Bike Lane (Class II)
- Buffered Bike Lane (Class II)
- Bike Route (Class III)

- Water Body
- Neighboring City
- School
- Open Space



Map produced: January 2018
Data source: City of San Leandro, ESRI, Alameda County Open Data



Bay Fair BART Connections

SAN LEANDRO RECOMMENDED BICYCLE NETWORK

RECOMMENDED BIKEWAYS

- Shared-use Path (Class I)
- Buffered Bike Lane (Class II)
- Bike Lane (Class II)
- Bike Route (Class III)
- Bike Boulevard (Class III)
- Separated Bikeway (Class IV)

RECOMMENDED STUDY

- Corridor Study



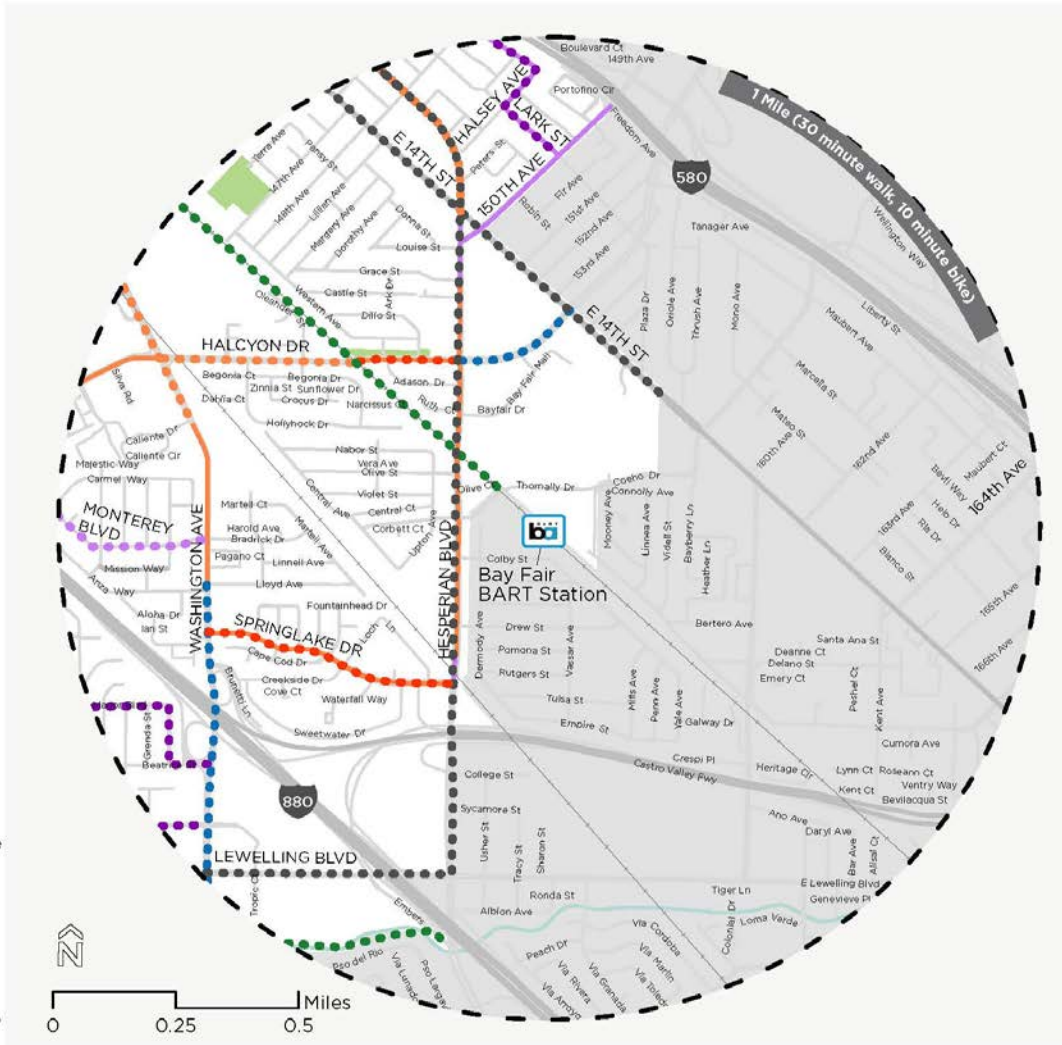
EXISTING BIKEWAYS

- Bike Lane (Class II)
- Buffered Bike Lane (Class II)
- Bike Route (Class III)

- Open Space
- Water Body
- Neighboring City



Map produced: January 2018
Data source: City of San Leandro, ESRI, Alameda County Open Data



Draft Plan Public Comments

- BPAC Meetings
- Letters
 - Bike East Bay
 - Bike-Walk San Leandro
 - Rails-to-Trails Conservancy
- 8 direct emails
- 200+ comments on the PDF comment tool



Recurring Comment Themes

Comment Theme	Response
Build an “All Ages and Abilities Network”	<ul style="list-style-type: none"> • Over 2 miles of new Class IV projects • Bancroft as Class IV Study • Over 2 miles of new Class I projects
Adopt NACTO guidance for all ages and abilities bikeway designs	Guide mentioned in Plan for City staff to reference
Set higher goal to reduce collision fatality rate	Goal changed to reduction of 75% over 10 years
Provide a north-south & east-west bicycle corridor	<ul style="list-style-type: none"> • Bancroft Class IV Study & Doolittle Class IV • Williams Class IV
Low stress continuous bikeways that link parts of the city together	Study corridors will be defined with target facilities (i.e. Estudillo Study for Class IV facility)
Bikeways for SR25	Bancroft & Williams projects
Incorporate & plan for future developments	Incorporated existing information

Next Steps

- Active Transportation Program Grant (applications open in May)
- Implementing priority projects



Thank you! Questions?



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