



Safety, Education, & Enforcement

Chapter 5



Safety, Education, and Enforcement

This chapter discusses existing safety conditions for bicycling and walking in San Leandro, including an evaluation of recent collision activity and current safety and educational programs available to San Leandro residents. Additional education and enforcement programs are recommended to improve safety for bicyclists and pedestrians and better educate all road users. It should be noted that while improving safety is extremely important and a high priority in San Leandro, riding a bicycle and walking, much like driving a motor vehicle, involves an inherent risk that no improvements can completely eliminate. It is the responsibility of all road users to follow the rules of the road, to treat each other with respect, and be diligent of other road users to increase road safety.

Collision Analysis

Pedestrian and bicycle-related collision data was obtained from the California Highway Patrol SWITRS database, for the years 2011 through 2015. This data was analyzed to identify patterns which might point to specific improvements needed in the San Leandro pedestrian and bicycle network. Figures 23 & 24 shows this data spatially within the City of San Leandro.

In addition, current collision data was compared with available data from previous plans to determine if trends in the cause or location of pedestrian and bicycle collisions could help to identify the need for physical improvements or if the issues of most concern are educational and/or safety-related programs. The locations identified in the following section warrant further study. It is recommended that continued analysis of collision diagrams, on-site observations, and further monitoring of collision activity and enforcement be conducted. It is important to determine if collision causes can be traced to behavior or roadway design issues. Commonalities between incidents can aid in determining what improvements/programs would be effective in reducing collisions.



Pete Walker, a mascot from the California Office of Traffic Safety, poses with kids during the Bike San Leandro event in May 2017.

BICYCLE COLLISIONS

During the 5-year period of this analysis (from 2011 to 2015), there were 57 bicycle-involved reported collisions in San Leandro, down from 79 in the four-year period before the 2010 Plan Update. One of these 57 collisions did not involve any bicyclist injuries and one collision involved two bicyclists. One fatality occurred during this period. This collision occurred near the intersection of Marina Boulevard and Pacific Avenue. Additionally, one of these collisions also involved a pedestrian. This reflects an average of approximately 14 bicycle-involved collisions annually. This number indicates a continued drop from the average of 20 annual collisions in the 2010 Plan, the average of 23 annual collisions reported in the 2004 Plan, and the average of 32 annual collisions reported in the 1997 Plan. Wrong-way riding and right-of-way violations by



either the bicyclist or motorist continue to be the most common cause of motor vehicle-bicycle collisions.

50 of the 57 collisions occurred at or within close proximity (150 feet) of an intersection. The intersection of East 14th Street and 144th Avenue was reported as the intersection with the highest number (2) of bicycle collisions. Each of the remaining 55 collisions occurred at unique intersections.

The roadway with the greatest number of bicycle collisions along its length was East 14th Street in the 1997 Plan. The 2004 Plan reported Washington Avenue as the location with the greatest number of collisions. The current data (including collisions near its cross streets) again identifies East 14th Street as the roadway with the greatest number of bicycle-involved collisions (nine). Two streets had five reported bicycle-involved collisions: Doolittle Drive and Marina Boulevard. Lewelling Boulevard had four bicycle-involved collisions and Bancroft Avenue and Fairway Drive had three bicycle-involved collisions each. 144th Avenue, Lark Street, Fargo Avenue, Farnsworth Street, Hesperian Boulevard, San Leandro Boulevard, and Washington Avenue each had two collisions.

BICYCLE FATALITY ANALYSIS

During this data reporting period, there was one bicycle fatality that occurred near the intersection of Marina Avenue and Pacific Avenue. This collision occurred in 2013. The cause of the accident was determined to be an improper turning movement by the bicyclist. Bicycle facilities are not proposed for Marina Boulevard, but Marina should be studied for traffic calming improvements to make the boulevard more accessible for active transportation users, especially due to the close proximity to Marina Square and other attractions.

Figure 23 displays bicycle collision locations with injury severity throughout the City of San Leandro.



A San Leandro Police Department bicycle officer.



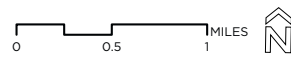
Figure 23: Bicycle Collisions Map (2011-2015)

SAN LEANDRO COLLISIONS

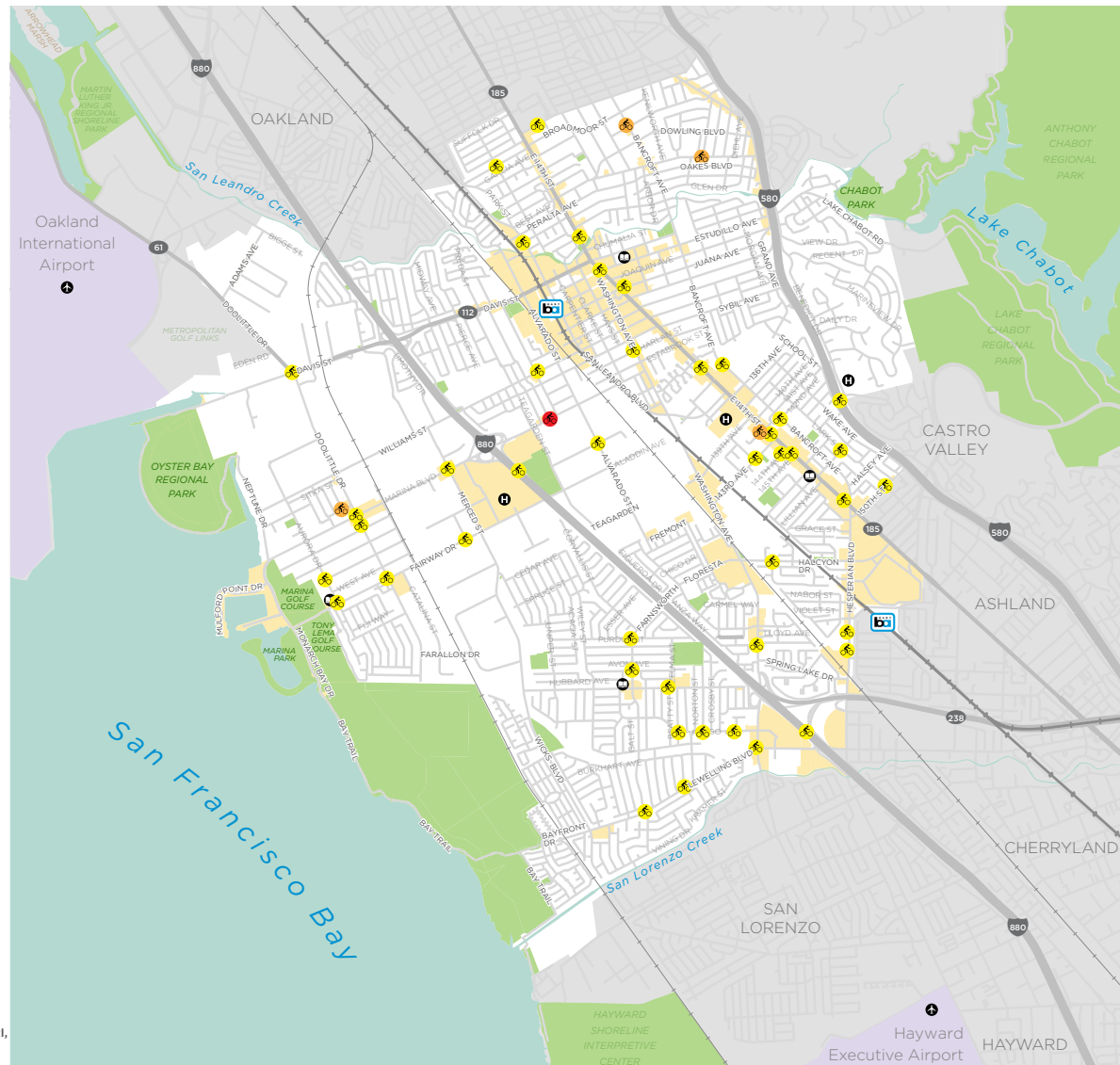
BICYCLE - INVOLVED
(2011 - 2015)

- Fatality (1)
- Serious Injury (4)
- Minor Injury (46)

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



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





PEDESTRIAN COLLISIONS

During the 4-year period of this analysis (2012 to 2015), there were 92 reported collisions in San Leandro involving pedestrians with a total of 90 reported injuries. This represents a decrease in pedestrian-involved collisions (down from 109), but an increase in the number of injuries (up from 86). Five fatalities occurred during this period, a sharp increase from zero in the previous period. This data reflects an average of approximately 23 pedestrian-involved collisions annually. This number indicates a drop in the average number of collisions from 27 in the 2010 Plan and the average of 33 annual collisions reported in the 2004 Plan.

East 14th Street (and collisions near cross-street intersections) experienced the largest number of pedestrian-involved collisions for the 4-year period as was also reported in the 2004 Plan; the total current number of pedestrian-involved collisions is less (16 compared to 39 in 2010 and 45 in the 2004 Plan). Pedestrian-involved collisions along East 14th Street occurred throughout the corridor; but the two areas with the highest concentrations of these collisions were near downtown and Bay Fair Center. Davis Street, Hesperian Boulevard, Washington Avenue, and Lewelling Boulevard experienced the next highest pedestrian-involved collision rates with 14 collisions, 7 collisions, 7 collisions, and 6 collisions, respectively.

Unlike the 2010 Plan, less of the incidents (28 percent) occurred at intersections (down from 66 percent) as opposed to at intersection approaches or mid-block locations. Intersections with three or more collisions are:

- Lewelling Boulevard/Tropic Court (4)
- East 14th Street/Joaquin Avenue (3)



Hesperian Boulevard and Springlake Drive is a wide T-intersection.

- I-880/Davis Street (3)

Intersections with two collisions during the 4-year analysis period are:

- Davis Street/Wayne Avenue
- Fairmont Drive/Bayfair Drive
- Fremont Avenue/Floresta Boulevard
- Hesperian Boulevard/Springlake Drive

Pedestrian-involved collisions and fatalities are displayed in Figure 24.

PEDESTRIAN FATALITY ANALYSIS

During this data reporting period, there were five pedestrian fatalities. These fatalities occurred at or near the following intersections:

- Approximately 145 feet north of MacArthur Boulevard and Estudillo Ave (2012)
 - The pedestrian was deemed to be at fault for not crossing at an intersection. The collision occurred about halfway between two



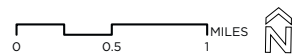
Figure 24: Pedestrian Collisions Map (2011-2015)

SAN LEANDRO COLLISIONS

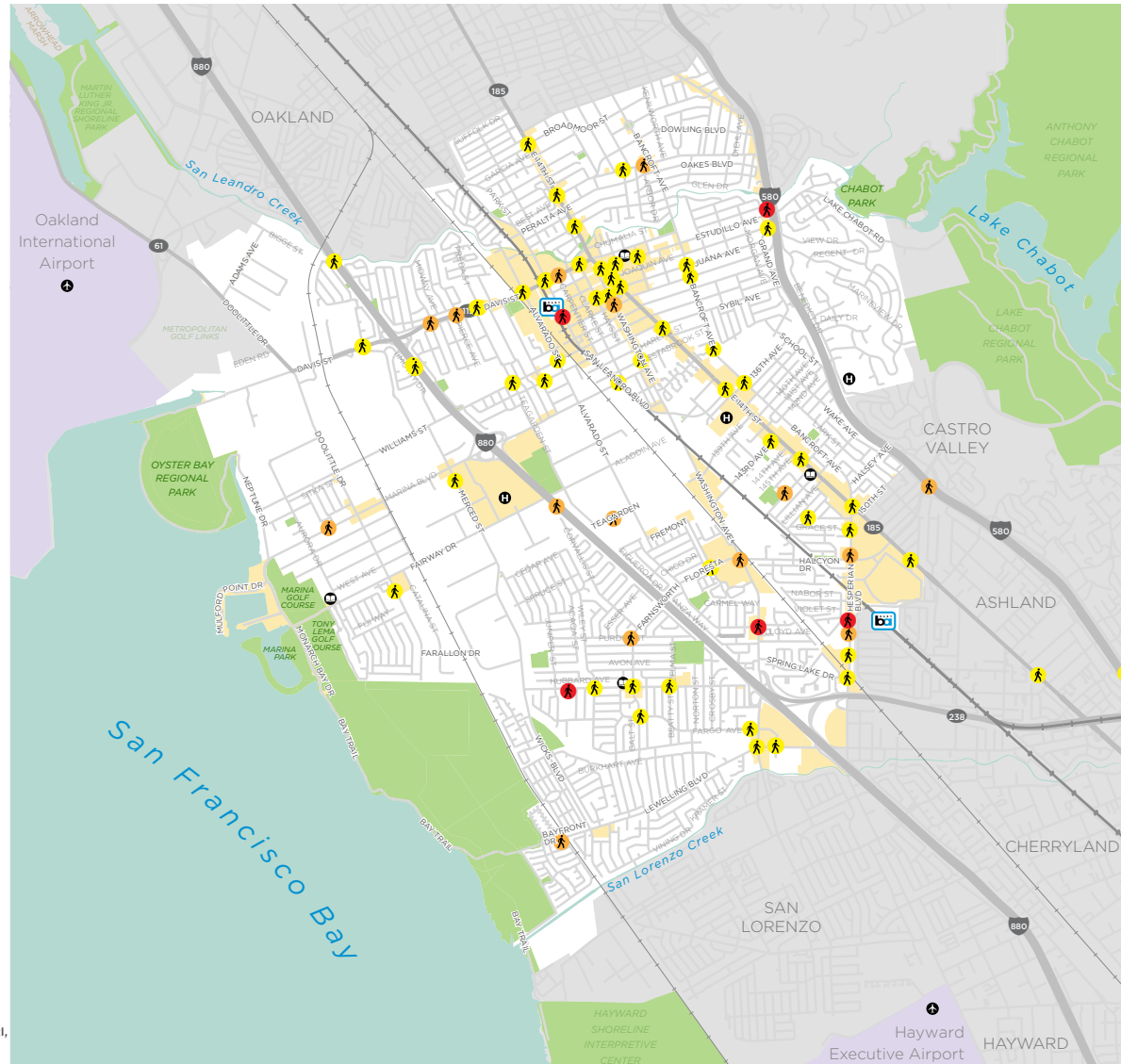
PEDESTRIAN - INVOLVED (2011 - 2015)

- Fatality (5)
- Serious Injury (15)
- Minor Injury (62)

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



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





marked crossings; the two crossings are 260 feet apart.

- San Leandro Boulevard and West Juana Avenue (2012)
 - The driver was deemed to be at fault for an unsafe turning movement turning off of West Juana Avenue. The City recently has made pedestrian improvements at this intersection including curb extensions and new decorative crosswalks.
- Approximately 15 feet north of Washington Avenue and Bradrick Drive (2014)
 - The pedestrian was deemed to be at fault for not crossing at the crosswalk (likely from the gas station driveway).
- Approximately 220 feet west of Manor Boulevard and Thoits Street (2015)
 - The collision occurred directly across from St. Felicitas Church and Elementary School. The pedestrian was deemed to be at fault for entering traffic. The City should study whether an enhanced mid-block crossing could be installed, given the nearby church and private school.
- Hesperian Boulevard and Thornally Drive (2015)
 - The driver was deemed to be at fault for this collision for violating the pedestrian right-of-way. This location provides direct access to Bay Fair BART and the Bayfair Center. This location should be studied for crossing enhancements like curb extensions, leading pedestrian intervals, high visibility crosswalks, and road calming features. Hesperian is planned to have many of these improvements in the under development Bay Fair TOD plan.



Recently improved pedestrian facilities at W Juana and San Leandro Boulevard



The intersection of Hesperian Boulevard and Thornally Drive.



Education & Encouragement Programs

In addition to improved design/engineering of intersections and their approaches, the safe interaction between people walking, bicycling, and driving hinges on a shared understanding of the basic rules and responsibilities for travel on public roads. Cities can play a lead role in promoting this understanding through educational programs and initiatives that encourage safe, responsible behavior by all road users. These programs can go beyond safety and included bike mechanics training, learn-to-ride lessons, and other types of programming. The following sections document existing bicycle and pedestrian education and safety programs currently in place in San Leandro. The subsequent sections also pose suggestions for increasing the robustness of existing programs, or implementing new, cost-effective programs with proven successes.

Existing Bicycle Programs

Programs to teach current and potential bicyclists of all ages and abilities about the fundamentals of bicycle road riding are an important educational tool; they help establish good riding skills and promote safe interactions between pedestrians, motorists, and other bicyclists.

San Leandro has secured a California Office of Traffic Safety (OTS) Grant for conducting traffic safety education programs for youth (K-8 schools) and senior adults between October 2016 and September 2017. Traffic safety education programs were held throughout the year.

The following programs and initiatives are currently in place in San Leandro:

COMMUNITY EDUCATION PROGRAMS

Beginning in 2003, the City contracted with firms to provide school workshops and traffic rodeos, community-based traffic rodeos and senior citizen traffic safety presentations for the continuation of the Pedestrian Safety Program.



A Bike East Bay Family Bicycle Class hosted in nearby Hayward.

- This program included 225 classroom workshops for elementary, middle and high school students, with each workshop geared toward a specific grade level. 25 school-based traffic safety rodeos were conducted for each grade level in the elementary schools during school hours. Community-based traffic safety rodeos were available to the general public and, as possible, were scheduled with other community events. Lastly, traffic safety workshops were held that targeted the senior community. These workshops were held at senior citizen centers and other community sites including housing facilities.
- In addition to the Safe Moves workshops and rodeos, many elementary schools hold yearly safety assemblies. Bancroft Middle School is unique in that it also has a BMX trick rider club that makes annual presentations to the physical education classes that include bicycle safety tips.



ALAMEDA COUNTY SAFE ROUTES TO SCHOOLS PROGRAM

The Alameda County Transportation Commission (ACTC) currently operates the countywide Safe Routes to Schools (SR2S) Program. Participating schools are eligible to sign up for pedestrian and bicycle focused education and encouragement activities such as the Rock the Block Assembly, pedestrian and bicycle rodeos and visits from the BikeMobile. Additionally, participating schools can also have a School Site Assessment, where pick-up/drop-off conditions are observed, and both programmatic and infrastructure recommendations are provided to improve safety and efficiency at these schools. The City can work with ACTC and their partners to host additional site assessments at schools throughout the City.

BIKE EAST BAY WORKSHOPS

Bike East Bay holds periodic free cycling workshops throughout Alameda and Contra Costa Counties. Programs are designed to appeal to a variety of audiences and skill levels and include bicycle safety and traffic skills classes, family cycling workshops, children's bike rodeos, mechanical training, and learn-to-rides and more.

SAN LEANDRO BICYCLE MAP

The City provides a detailed bikeways and trails map that also includes safe bicycling tips, bicycling information specific to San Leandro, and city and regional contacts for additional information.

BIKE TO WORK DAY

Each Bike to Work Day (BTWD), the San Leandro Engineering and Transportation Department hosts a bicycle Energizer Station at the main entrance to the Downtown San Leandro BART Station. Food, drink and BTWD tote bags containing giveaways and outreach materials are provided. The San Leandro Energizer Station has experienced significant growth in participation over the years.



A happy cyclist on Bike to Work Day, ready to grab some freebies from the San Leandro BART Energizer Station.



The group ride rolling out during the Bike San Leandro event held in May.



BIKE SAN LEANDRO

The first annual Bike San Leandro event, sponsored by the San Leandro Downtown Association, was held on May 2, 2010. This event promotes cycling in the city and includes a 5-mile family bicycle ride and a 13-mile more challenging mountain bike ride followed by a barbecue with live music.

Tactical Urbanism/Pop-Up Events

Tactical urbanism projects are temporary demonstration projects that are great opportunities to show communities new types of infrastructure and test the effectiveness of certain roadway treatments in a relatively inexpensive and temporary way. The City can explore these projects with local community partners and can coordinate them with other events such as Bike to School/Work Day.

Open Streets Events

Open streets events are activities where the segments of streets are shut down to automobile traffic for festivals or pedestrian and bicycle take-overs. These events typically occur for a few hours during a weekend day. The City can explore working with local community partners to host open streets events.

Recommended New Bicycle Programs

The City should continue to partner with community organizations like Bike East Bay on bicycle education and encouragement classes, media campaigns, training workshops and other education and encouragement activities. These activities should be targeted at all road users: people walking, biking, driving, and riding (buses, trains, etc.).

BICYCLE HELMET PROGRAM

The City should partner with existing statewide helmet programs to provide low-cost or free helmets to schoolchildren. In California, minors are required to wear a bicycle helmet while bicycling.

IN-CLASS BICYCLE EDUCATION PROGRAMS

Bicycle safety information could be added to the curricula of elementary, middle, and high school physical education classes, and might be implemented in conjunction with interested school staff, Safe Moves, the Bike East Bay, Cycles of Change, Alameda County Safe Routes to Schools, and other agencies/programs. Depending on availability of bicycles, staff interest, and liability considerations, off-campus bicycle rides might also be included as a part of physical education classes or as after school events.

ADULT BICYCLE EDUCATION PROGRAM

Expanding on existing Safe Moves and Bike East Bay workshops, an adult bicycle education program could be established through the San Leandro Adult School, Recreation and Human Services Department, or by contracting with the Bike East Bay or the League of American Bicyclists, which provides a variety of bicycle safety courses. This program would train adults to ride safely in traffic and provide instructions/tips for effective bicycle commuting.

TRAFFIC SCHOOL AND "DIVERSION" PROGRAMS

Bicycle safety should be an integral part of traffic school curricula for motorists; however, bicyclists hold an equal obligation to adhere to traffic rules. Accordingly, the City should consider instating a traffic school for cyclists. Such a program would parallel conventional motorist traffic schools and would allow bicyclists cited with a moving violation to take a class to lessen or eliminate their financial penalty. A similar, albeit less formal, program might also be required of youths who are stopped for illegal bicycling maneuvers. In



this “diversion” program, participants would attend a bicycling skills course, typically held on a weekend and conducted by the police department or other qualified agency.

PARTNERSHIP WITH LOCAL BICYCLE SHOPS

Bicycle shops are a natural community outlet for the distribution of bicycling safety pamphlets, maps, and other informational materials. Bicycle shops are also ideal locations to post notices about bicycle safety workshops and events. Additionally, bicycle shops may also offer knowledgeable personnel and/or sponsorship for future bicycling events and workshops.

EARN-YOUR-BIKE PROGRAM

Based on similar programs in neighboring cities, San Leandro might consider establishing an earn-your-bike program, in which youths participate in a certain number of safe bicycling skills and basic bicycle repair courses to receive a youth bicycling certification. The program could be operated by the San Leandro Recreation and Human Services Department, but might exist in partnership with Cycles of Change and local bicycle shops. If enough financial support is available, underprivileged youth might also be awarded bicycles for completion of this program.

PUBLIC EDUCATION CAMPAIGNS

These campaigns are designed to promote bicycling and walking by emphasizing the benefits of non-motorized modes.

- As funding or other opportunities become available, consider using volunteers or City staff to create public service announcements for display on television, the internet, and/or outdoor billboards.
- Partner with AC Transit to display posters promoting safe interactions between road users on transit vehicles and at bus stops.

- Partner with other cities to share and obtain traffic safety information and best practices. The City of San Jose’s Street Smarts program (<http://www.getstreetsmarts.org/>) offers a well respected safety education module that is easily adaptable to other communities.
- Utilize home mailings and utility bills to distribute brochures, newsletters, and other safety and education materials. Consider providing different materials depending on the target audience, which might vary by location or age.
- Position signs at strategic locations advising bicyclists and motorists to share the roadway and that bikes may use the full lane (both of which have CA-MUTCD compliant signs).



San Leandro residents, police officers, and Pete Walker posing during Bike San Leandro.



Existing Pedestrian Programs

Pedestrian safety education targeted at all road users is an important means for promoting safe interactions between pedestrians, motorists, and cyclists. The following programs and initiatives are currently in place in San Leandro:

COMMUNITY EDUCATION PROGRAMS

Community education programs relating to pedestrians and bicyclists are discussed in the Bicycle section on page 143.

NEIGHBORHOOD TRAFFIC CALMING PROGRAM

The City of San Leandro has instituted a Neighborhood Traffic Calming Program for the use of engineering devices (such as speed humps, curb extensions, crossing enhancements, and others), traffic enforcement, and traffic safety education to reduce vehicle speeds and encourage motorists to use appropriate routes, rather than cut through residential areas. Local residential streets and residential collectors are eligible for the program. Inclusion of a street in the traffic calming program is initiated by a citizen and follows a defined set of criteria for improvement design, prioritization and public input. The City should actively promote this program.

The Neighborhood Traffic Calming Program includes a traffic safety education program with the following elements:

- Neighborhood Traffic Calming Program Handbook
- Neighborhood Pace Car Program where residents pledge to drive within the speed limit and abide by existing traffic laws. Participants are given decals to display on their cars to remind others to slow down.
- Safety brochures for adult and child bicycle safety, pedestrian safety, and motorist best practices



Pedestrians and bicyclists crossing Davis Street along San Leandro Boulevard.

PEDESTRIAN SAFETY ASSESSMENT

In March 2010, the University of California Transportation Center (UCTC) completed a pedestrian safety assessment of San Leandro, which included interviews with city staff and a walking assessment of the city's pedestrian network. The pedestrian safety assessment ranked the City's treatment of pedestrian issues based on 35 criteria and provided recommendations for potential improvements. The UCTC team identified San Leandro as exceeding national best practices in 19 of the 35 criteria.

ALAMEDA COUNTY SAFE ROUTES TO SCHOOLS PROGRAM

The Alameda County Transportation Commission (ACTC) currently operates the countywide Safe Routes to Schools (SR2S) Program. Participating schools are eligible to sign up for pedestrian and bicycle focused education and encouragement activities such as the Rock the Block Assembly,



pedestrian and bicycle rodeos and visits from the BikeMobile. Additionally, participating schools can also have a School Site Assessment, where pick-up/drop-off conditions are observed and both programmatic and infrastructure recommendations are provided to improve safety and efficiency at these schools. The City can work with ACTC and their partners to host additional site assessments at schools throughout the City.

Recommended New Pedestrian Programs

WALKING AUDITS

The City should consider holding periodic walking audits at locations with high volumes of pedestrian collisions and key pedestrian areas/locations. These events would bring together City transportation staff, police officers, bicycle and pedestrian advocates, and community members to plan ways of improving walking conditions and general safety at these locations.

LOCAL WALKING PROMOTIONS

Walk-your-child-to-school day, monthly community walking days, employer lunchtime walks, and organized walk-to-transit campaigns are all examples of simple initiatives that can simply and easily integrate walking into a variety of lifestyles.

PEDESTRIAN MAP

As a companion piece to the existing San Leandro Bicycle Map, the City should consider publishing a citywide pedestrian guide complete with safe walking tips, key pedestrian zones, annual or recurring events such as festivals and farmers markets, and contacts for additional walking information.

PUBLIC EDUCATION CAMPAIGNS

Education campaigns presented in the Bicycle section above, page 142, are also applicable to pedestrian safety initiatives.



Alameda County Safe Routes to School staff observing conditions at McKinley Elementary during a school site assessment.



Safe Routes to School

Safe Routes to School (SR2S) is a shorthand name for a broad array of programs designed to encourage walking and cycling to school. These programs focus on improving traffic safety around schools and promoting the health benefits of increased walking and biking. At the same time, SR2S programs benefit non-participating motorists and transit users with reductions in traffic congestion around schools. SR2S programs typically involve partnerships among municipalities, school districts, community volunteers, and law enforcement. Safe Routes to School programs encompass a six-pronged strategy known as the “Six E’s:”

ENCOURAGEMENT

Activities, such as Walk and Roll to School Days, provide incentives and support to help children and their parents try walking or bicycling instead of driving. Schools should also work towards organizing and implementing Walking School Buses and Bicycle Trains to support additional students walking and bicycling to school.

EDUCATION

Programming, such as the Rock the Block theater show assembly and bike rodeo, teach key messages about pedestrian and bicyclist safety, health, and the joys of active transportation. Classroom activities teach students how to navigate busy streets and make the connection between active transportation, health, and the environment. Education for parents/guardians could also be provided in partnership with district and local non-profits.

ENGINEERING

Tools such as school site assessments, help identify and address physical barriers. Safe Routes to School efforts can also help advocate for enhanced bicycle and pedestrian facilities near schools and can help coordinate tactical urbanism events that correspond with major events like Walk and Roll to School Day or Bike to School Day.



San Leandro High students lining up for some hot chocolate during Cocoa for Carpools.

ENFORCEMENT

Reinforces legal and respectful walking, bicycling, and driving behaviors. Partnerships with law enforcement officials improve traffic safety around schools.

EVALUATION

Analysis can help schools measure their success at encouraging walking, bicycling, carpooling, and transit use.

EQUITY

A focus on equity works to support safe, active, and healthy opportunities for children and adults in low-income communities, communities of color, and beyond. These elements work to ensure that program resources are equitably spread around the County to reach the school communities that need them most.



San Leandro has applied for and received multiple SR2S grants, which have been used to fund programs, lighted crosswalks and other improvements. Additionally, the City has developed walking maps for all its elementary schools that indicate the suggested route that children should use to travel between home and school. If a school has had a recent site assessment, those can be found in Appendix G.

Schools in both the San Leandro and San Lorenzo Unified School Districts are active in the Countywide SR2S Program. The following San Leandro Unified and San Lorenzo Unified (within San Leandro city limits) were active during the 2016-2017 academic year:

- San Leandro High School
- Bancroft Middle School
- John Muir Middle School
- Washington Manor Middle School
- Garfield Elementary School
- James Madison Elementary School
- James Monroe Elementary School
- Jefferson Elementary School
- McKinley Elementary School
- Roosevelt Elementary School
- Washington Elementary School
- Wilson Elementary School
- Corvallis Elementary School (SLZUSD)
- Dayton Elementary School (SLZUSD)

The effectiveness of SR2S programs and projects in San Leandro could be enhanced if future SR2S grants and projects were coordinated to achieve a strategic vision. Thus, it is recommended that San Leandro develop a Safe Routes to School Strategic Plan with measurable goals and milestones. Guidance for this Strategic Plan could come from a Safe Routes to School Steering Committee, which could be composed of City and school district staff, parents, nonprofit organizations such as Cycles of Change, Bike East Bay, and other related stakeholders. This plan should also be coordinated with the larger countywide efforts of the Alameda County Transportation Commission.



A crossing over a free right turn lane in front of Washington Elementary.



Safe Routes to Transit

Safe Routes to Transit (SR2T), although similar in name, has a narrower focus than its sister Safe Routes to School program. SR2T provides funding for programs and infrastructure projects that facilitate walking and bicycling access to transit. SR2T was funded by Regional Measure II. SR2T funds can be used to help cities and transit agencies close the first-last gap, using active or shared (bike share) forms of transportation.

The City of San Leandro, in partnership with BART, has previously been awarded two competitive grants for pedestrian and bicycle station access improvement projects. These projects included the Bay Fair BART Station Area Improvement Plan (2007) and Downtown San Leandro BART Pedestrian and Bicycle Access Project (2009). As transit access improvement needs arise, the City should continue to pursue SR2T funds through partnerships with BART and transit operators such as AC Transit.

Currently, the City is in the middle of developing a Transit-Oriented Development (TOD) Plan for the Bay Fair area. This plan will include active transportation improvements to increase the accessibility and safety of routes to and from Bay Fair BART, the shopping center, and any current/future developments.

The following pages display maps of the recommended bikeway network improvements, focused around San Leandro's two BART Stations.



A Links Shuttle leaving San Leandro BART.



This bicycling wayfinding sign from Oakland directs riders to the closest BART Station.



Figure 25: Bay Fair BART Bikeway Recommendations

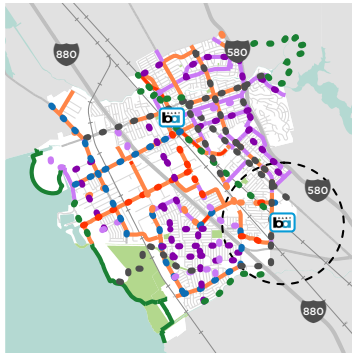
**SAN LEANDRO
RECOMMENDED
BICYCLE
NETWORK**

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

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





Figure 26: San Leandro BART Bikeway Recommendations

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

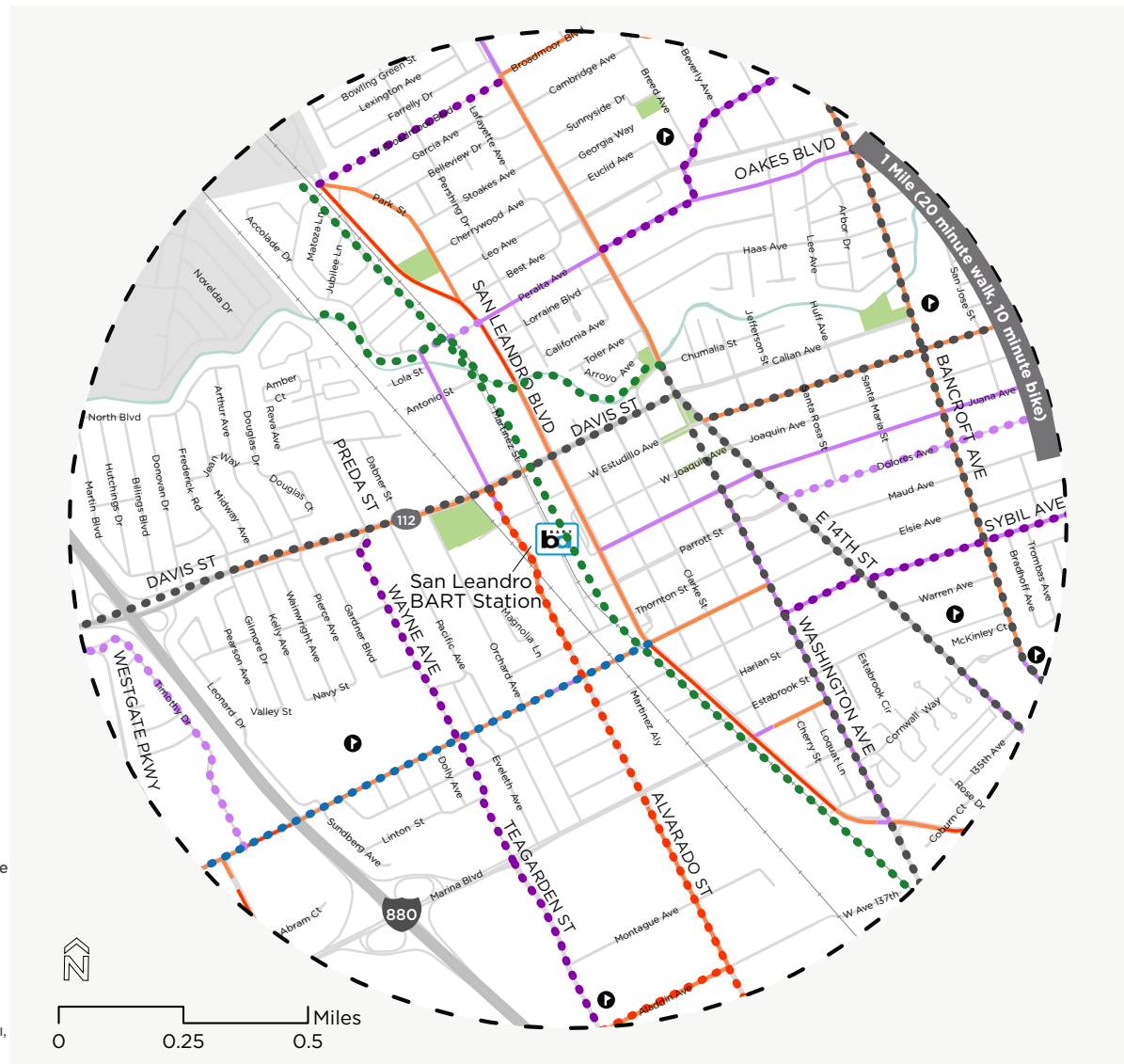
- Corridor Study

EXISTING BIKEWAYS

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

Water Body
 School
 Neighboring City
 Open Space

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





Security

The San Francisco Bay Trail is currently patrolled by the East Bay Regional Park District Volunteer Trail Safety Patrol; however, additional enforcement on multi-use paths should be provided by the San Leandro Police Department. Existing vehicle statutes relating to bicycle operations and pedestrian violations will be enforced through the Police Department's normal operations.

In general, multi-use pathway bridges/undercrossings—such as the existing bridge over the San Leandro Creek—require special attention because they can be perceived as unsafe areas, particularly after dark. Any undercrossing or bridge without lights should be built/upgraded with lights, and all approaches to the undercrossing should provide the user a clear view all the way through/ across the undercrossing.

The police department may have to be provided with special vehicles (such as trail bikes) for patrolling paths. It is estimated that one hour of additional police manpower is required for every 5 miles of pathway.



The pedestrian bridge over the San Leandro Creek.



Enforcement

Protecting bicycle and pedestrian rights-of-way and enforcing traffic laws is an important component of bicycle and pedestrian safety; furthermore, proper enforcement fits cohesively into a management strategy that balances the needs of all road users. Traffic officers are responsible for traffic enforcement and collision investigation; however, no officers are specifically assigned to bicycle or pedestrian safety.

The San Leandro Police Department is responsible for patrols around schools, and enforcement is specifically targeted during pick-up and drop-off periods. The Police Department has two radar speed trailers that can be placed by request on a resident's street or other locations for speeding abatement.

In the past, the City has conducted pedestrian sting operations, in which police target motorists who violate the right-of-way of pedestrians crossing the street—especially motorists who do not stop for pedestrians when cars in adjacent lanes have done so.

Potential Additional Enforcement Programs & Activities

NEIGHBORHOOD TRAFFIC CALMING PROGRAM:

Continue this City-sponsored community-based program to define traffic calming needs and specific bicycling and walking issues in the neighborhoods. It is recommended that this program be expanded to include the bikeway network, particularly as applied to Class III bicycle routes and bicycle boulevards, and pedestrian improvement areas defined in the Plan as priority locations to be included in the Neighborhood Traffic Calming Program.

TRAFFIC OFFICER BICYCLE AND PEDESTRIAN SAFETY TRAINING:

Traffic officers should receive training specifically focused on bicycle and pedestrian safety and enforcement principles. San Leandro should collaborate with surrounding jurisdictions and the Alameda County Sheriff's Office and share resources as practical. If funding allows, San Leandro should consider appointing a bicycle and pedestrian traffic safety specialist.

ADDITIONAL STING OPERATIONS:

These operations could employ a decoy undercover officer who attempts to cross the street in the crosswalk. The City might find such stings to be even more effective by involving the media and distributing educational materials in addition to or in place of citations. Stings could also be applied to other road users, such as bicyclists, who might be stopped for wrong-way riding, failure to obey traffic controls, or lack of required safety equipment (helmets for minors or use of lights at night). As with motorists, bicyclist stings could be informational in nature or carry a fine with the option of utilizing a diversion program. In a partnership between law enforcement, bicycle and pedestrian advocacy groups, and local bicycle stores, informational materials given to offenders could also include coupons for discounts on helmets, lights, and other bicycle equipment.

ENHANCED POLICE ENFORCEMENT:

In areas of high pedestrian and bicycle traffic or high bicycle and pedestrian collision rates, the City should consider deploying a stronger police presence. As necessary, the Police Department may consider assigning more police to traffic control and issuing citations for traffic violations more frequently. Enhanced police enforcement should be used in conjunction with sting operations and walking audits to focus on improving the locations that are



the most dangerous for bicyclists and pedestrians. Before such a program is implemented, police officers need education and training on how best to approach an offender and what violations should be targeted for enforcement.

ADOPTION OF A BICYCLE TRAFFIC VIOLATION FINE STRUCTURE:

Since 1994, with the passage of AB 669, cities have had the discretion to reduce fines for infractions of the vehicle code incurred by bicyclists. It has been found in cities throughout California that a reduced fine structure has stimulated enforcement of bicycle violations.

BICYCLE DIVERSION TRAINING

Institute a Bicycle Traffic School ticket diversion program as allowed per California Vehicle Code Section 42005.3. Reducing or removing the cost of a bicycle traffic ticket via attendance at classroom workshop (or other offering) by local advocacy groups. These classes should be scheduled regularly with potential funding support from the City or Police Department. These classes should also be made available to both ticketed individuals and the general public.

OFFICE OF TRAFFIC SAFETY (OTS) GRANTS

OTS grants used for enforcement activities should target predefined, high collision locations and dangerous driving behaviors. OTS funding should not be used to increase ticketing of people biking or walking, but rather provide educational resources promoting safe and legal behaviors. The plan should not include a recommendation to implement bicycle stings, which have been shown to be ineffective and further discourage bicycling.



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