



# Pedestrian Network

## Chapter 4



## Pedestrian Network

The most memorable and sought after pedestrian environments are places where people have the opportunity to slow down, enjoy their surroundings, visit local businesses, and observe or interact with other members of their community. To achieve this status, pedestrian facilities need to be designed to meet or exceed the minimal requirements, and include amenities that encourage and promote walking. Walkability is a qualitative measure of the degree to which a pedestrian network encourages walking. Walkability is influenced by all aspects of the built environment; the availability and maintenance of aspects of the pedestrian network, such as sidewalks, crosswalks, curb ramps, and street trees, the interaction of ground-floor uses and the street/sidewalk, and the availability of pedestrian amenities such as benches and wayfinding signage.

Throughout this document the term “pedestrian” is used to include all persons who utilize the sidewalks and crosswalks regardless of their level of mobility. The goal of pedestrian-oriented design is to meet the needs of all users, regardless of their age, their destination, or if they walk or roll in a wheelchair.

### Introduction

San Leandro has nearly 200 miles of roadway, which constitutes an enormous adjacent pedestrian network. The state of the pedestrian network varies greatly throughout the City. Much of the City is a walkable and pedestrian friendly environment, composed of small blocks, complete sidewalks, street trees and accessibility features. However, there are areas of the City that are inhospitable to pedestrians because of lack of or congested sidewalks, lack of street trees, long blocks, and lack of accessibility features. Additionally, there are some major barriers within the City that inhibit the connectivity of the pedestrian network. These barriers include railroad tracks (active and inactive) and freeways (I-238, I-580, and I 880), which run throughout San Leandro and limit the east to west pedestrian connectivity within the city, and also create



*Street furniture and pedestrian amenities along Bancroft Avenue.*

accessibility and safety limitations.

The City of San Leandro is constantly working to improve the pedestrian environment. A number of major improvements have been made under the 2010 Bicycle and Pedestrian Master Plan. These improvements, include safety and circulation improvements around the Westgate Center, improved sidewalks and design features near the Kaiser Development Area, and pedestrian improvements around San Leandro BART Station. This update is designed to identify additional future pedestrian improvement needs and to prioritize their implementation.



## Pedestrian Improvement Areas

The City of San Leandro and the Bicycle and Pedestrian Advisory Committee (BPAC) have identified Pedestrian Improvement Areas as areas where walkability is critical and should be improved. This Plan focuses on these Pedestrian Improvement Areas; they were chosen for a number of reasons including proximity to important destinations, need for connectivity and/or accessibility improvements, or potential for future development. A total of 12 Pedestrian Improvement Areas are identified as part of this Plan. Figure 22 illustrates the Pedestrian Improvement Areas.

1. **San Leandro Marina Pedestrian Improvement Area** includes the area along Monarch Bay Drive adjacent to the Marina as well as the neighborhood around Marina Boulevard and Doolittle Drive.
2. **Westgate Center Pedestrian Improvement Area** includes the Westgate



*An obstructed sidewalk in the Marina neighborhood.*



*The Davis Street Crossing in front of the Westgate Center.*

- Shopping Center, the intersection of Timothy Drive and Davis Street, and the area along West Gate Parkway.
3. **Kaiser Development Area/The Spine Pedestrian Improvement Area** encompasses the location of the Kaiser Permanente San Leandro Medical Center. The area is bounded by Marina Boulevard to the north, Merced Street to the west, Fairway Drive to the south, and I-880 to the east. Merced Street is slated to become the focal point of a new business center (established in the Next Generation Workplace District Study); connecting the Westgate Center, Marina Square, Kaiser Medical Center, and any future developments in the area of the city.
4. **Manor Boulevard Pedestrian Improvement Area** includes the Manor Boulevard corridor from Juniper Street to Washington Avenue. This Pedestrian Improvement Area contains an active neighborhood commercial district and a high volume roadway.



5. **Washington Avenue Pedestrian Improvement Area** is a lengthy corridor that crosses San Leandro and has multiple areas of different character.
6. **Downtown San Leandro BART Station Pedestrian Improvement Area** is bounded by Davis Street to the north, Alvarado Street and the railroad to the west, Marina Boulevard and Estabrook Street to the south, and East 14th Street to the east. The Area expands at its eastern boundary to include the San Leandro Main Library between Estudillo Avenue and Callan Avenue. This Pedestrian Improvement Area includes much of Downtown San Leandro, the Downtown San Leandro BART Station, a number of employment locations, and areas of future development.
7. **East 14th Street Corridor Pedestrian Improvement Area** encompasses the nearly three miles of East 14th Street within the City limits. This Pedestrian Improvement Area serves as a primary local vehicle and transit route, providing access to employment centers, as well as, pedestrian generators such as schools, libraries, and parks.



*Bancroft Avenue sidewalks in front of Bancroft Middle School.*



*Cars parked on sidewalks with rolled curbs in the Manor neighborhood.*

8. **Bancroft Avenue/Dutton Avenue Pedestrian Improvement Area** encompasses Dutton Avenue from Breed Avenue to Chetland Road, and Bancroft Avenue from Victoria Court to 138th Avenue. The area includes a small commercial district and is a major north-south connector within the City; land uses include retail, residential, and a number of schools.
9. **Bay Fair BART Station Pedestrian Improvement Area** encompasses the BART station, Bayfair Center, and adjacent areas on Hesperian Boulevard and Fairmount Drive. These improvements should be coordinated with the Bay Fair TOD Plan.
10. **MacArthur Boulevard Pedestrian Improvement Area** extends along MacArthur Boulevard from Durant Avenue to Estudillo Avenue. The area incorporates two retail corridor districts and access to and from I-580.



11. **Estudillo Avenue from the I-580 Underpass to Anthony Chabot Park Pedestrian Improvement Area** encompasses Estudillo Avenue from the I-580 underpass to Anthony Chabot Regional Park. This park is a major destination for residents of the City of San Leandro. Currently pedestrian access to the park is limited.

12. **Hesperian Boulevard Corridor** is a key connection from the southeastern part of San Leandro into the Bay Fair Area, providing connections to BART, shopping, and other activity generators. Hesperian Boulevard has a history of a high number of pedestrian collisions, including a fatality. The Bay Fair TOD Plan (under development) includes a proposal for a road diet on Hesperian Boulevard with a bicycle and pedestrian esplanade, that should be strongly considered for implementation.



*A pedestrian railroad crossing gate on Hesperian Boulevard of the Nilas Subdivision.*



## Key Pedestrian Locations

Key Pedestrian Locations are identified as spot locations that warrant special considerations for pedestrians because they pose potential challenges to pedestrians or are located near significant pedestrian destinations and thus deserve special safety precautions. The following are Key Pedestrian Locations that need significant pedestrian and safety improvements. Key pedestrian Locations are also illustrated in Figure 22.

1. Garfield Elementary School
2. Davis Street/I-880
3. Cherry Grove Park
4. Woodrow Wilson Elementary School/ John Muir Middle School
5. Wicks Boulevard at the Marina Community Center
6. Bonaire Park



*A crossing guard assists families crossing Marina Boulevard near Garfield Elementary.*

7. Pacific Sports Complex and Burrell Field
8. Washington Elementary School
9. Corvallis Elementary School
10. Floresta Boulevard/Monterey Boulevard/Monroe Elementary School
11. San Leandro Boulevard/Washington Avenue Intersection
12. McKinley Elementary School
13. Bancroft Middle School
14. East 14th Street/San Leandro Boulevard Intersection
15. San Leandro High School
16. Washington Avenue/Lewelling Boulevard and Lewelling Boulevard/Tropic Court Intersection
17. Grand Avenue/Joaquin Avenue Intersection
18. Jefferson Elementary School
19. 150th Avenue/Hesperian Boulevard/Bancroft Avenue/East 14th Street Intersection
20. Hesperian Boulevard/Lewelling Boulevard Intersection
21. San Leandro Boulevard/Park Street/Best Avenue
22. Freeway Interchanges for I-238, I-580, and I-880
23. Merced Street/Wicks Boulevard
24. Alvarado Street/Fremont Avenue
25. I-238/Hesperian Boulevard
26. Davis Street/Doolittle Drive
27. UPRR Niles and Coast Subdivisions
28. Dutton Avenue/Chetland Road
29. Bancroft Avenue/Oakes Boulevard



Figure 22: Pedestrian Improvement Areas & Key Locations

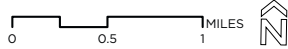
### SAN LEANDRO PEDESTRIAN PRIORITY NETWORK

**Pedestrian Priority Walking Zones**

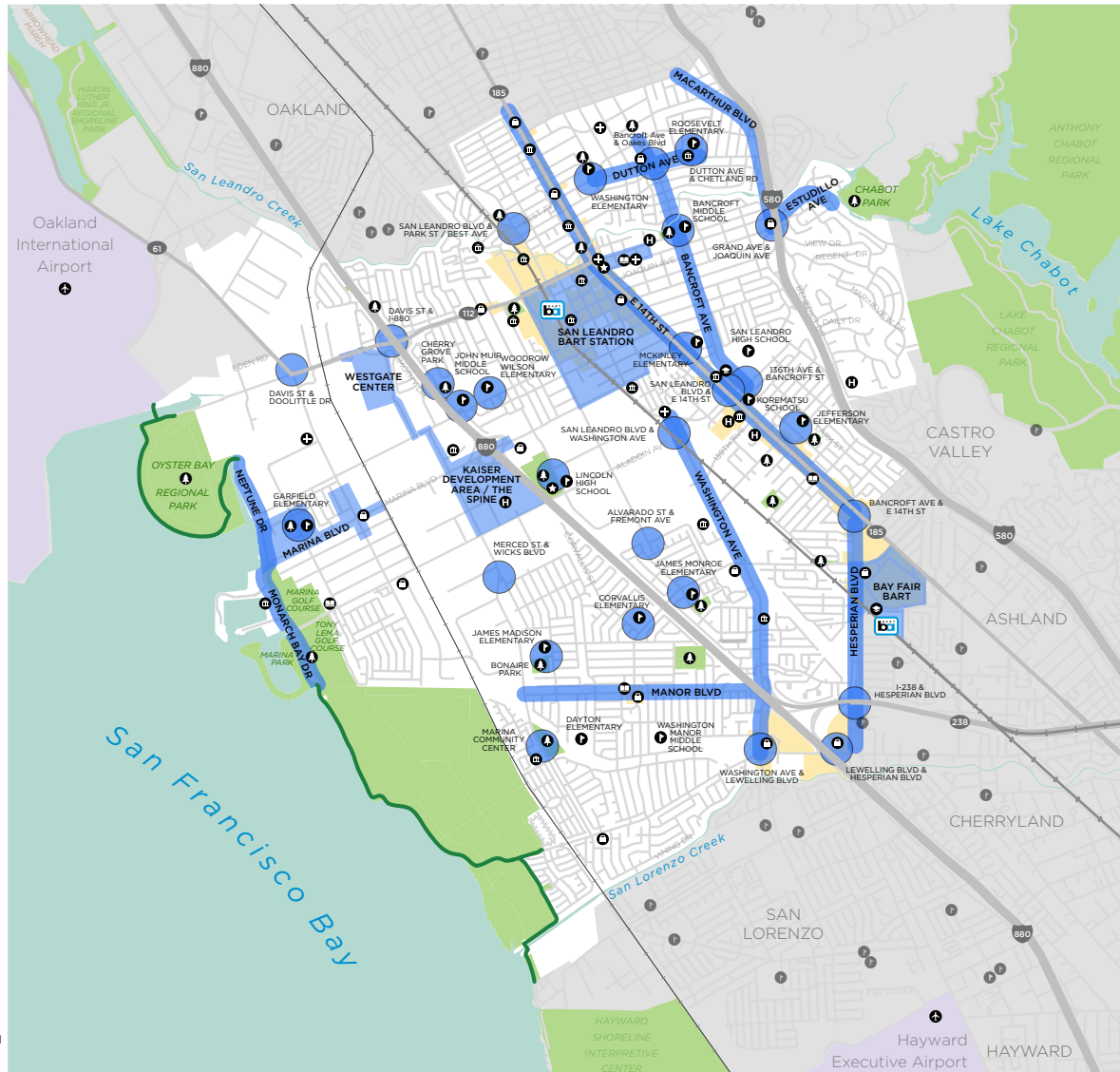
- Pedestrian Improvement Areas
- Key Pedestrian Locations

### DESTINATIONS + BOUNDARIES

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



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





## Needs Assessment

The City of San Leandro has an extensive pedestrian network requiring constant maintenance and rehabilitation in order to meet the growing needs of its pedestrians. The City contains many roads that were built to primarily serve the automobile, and thus do not provide a high level of pedestrian infrastructure. As a result, there are many locations throughout the City that provide sidewalks without any added features that would encourage walking or help to create a comfortable pedestrian environment. Many of the Pedestrian Improvement Areas contain neighborhood commercial centers or other destinations such as schools and parks that are visited on a daily basis. These areas need pedestrian amenities and upgrades to encourage walking and the creation of a safe and inviting environment.

Throughout the City, many sidewalks, crosswalks, and curb ramps need to be upgraded to meet current ADA standards. ADA standards have evolved since many of the original accessibility improvements were implemented, and the City is working to make these upgrades to meet current standards. In many cases meeting ADA standards is a complex task because of the limited spatial resources.



*The Floresta Boulevard/Monterey Boulevard intersection*





## Recommended Improvements

Recommendations for citywide improvements and Pedestrian Improvement Areas and Key Pedestrian Locations are presented below. These suggested improvements are based on a pedestrian audit performed for each area, and on information provided by City staff, the public, and members of the BPAC. Further details about specific design criteria for these recommendations can be found in the San Leandro Bicycle and Pedestrian Design Guidelines.

### A) CITYWIDE IMPROVEMENTS

The following are improvements that should be considered and implemented throughout the City or within future city-wide planning projects.

#### A-1 ADA TRANSITION PLAN

The Americans with Disabilities Act (ADA), which provides civil rights protections to persons with disabilities, was enacted on July 26, 1990. Title II of the ADA mandates that a public entity and the services, programs or activities that they provide are readily accessible to and usable by individuals with disabilities. The act requires any public entity that employs 50 or more people to prepare a self-evaluation to assess whether any of their programs and services are discriminatory, and to evaluate physical barriers to accessibility. As an outcome, public entities were required to develop a Transition Plan (by January 1992). The goals of the plan are to identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities; describe in detail the methods that will be used to make the facilities accessible; specify the schedule for taking the steps necessary to achieve compliance; and indicate the official responsible for implementation of the plan.

The City of San Leandro developed an ADA Transition Plan in 1995 and updated that plan in 2010. As part of the update, the City performed a city-wide survey of its existing facilities to identify barriers for accessibility.



*An intersection in the Marina without curb ramps and tactile surfaces.*

Additionally, the Transition Plan:

- Identifies existing facilities that limit access for persons with disabilities.
- Describes in detail the methods to be used to make facilities accessible.
- Specifies a schedule for improving facilities by prioritizing the needs of persons with disabilities in existing facilities.
- Indicates the official responsible for implementation of the plan.
- Develops a procedure for installation of accessible facilities.
- Monitors the Transition Plan via milestones.
- Provides an avenue for citizens to request curb ramps, Accessible Pedestrian Signals (APS), and sidewalk repair.
- Coordinates with the San Leandro Bicycle and Pedestrian Master Plan, the State Transportation Improvement Program (STIP) and the Transportation Improvement Program (TIP).



## A-2 ASSESS AND REPAIR SIDEWALK SURFACE

Safe and accessible sidewalk connections are the backbone of creating a pedestrian-friendly city. The City of San Leandro has a very extensive sidewalk network. However, in order to build off of this existing network and promote connectivity and accessibility, the City needs to ensure that all sidewalk surfaces meet ADA standards. Meeting or exceeding ADA standards will contribute to a better pedestrian environment for all users.

ADA standards require a minimum of 4 feet of unobstructed sidewalk. Some exceptions may be made to a minimum of 3 feet because of right-of-way restrictions, natural barriers, or other existing conditions. If a sidewalk is less than 5 feet wide, a passing space, which measures 5 feet wide by 5 feet long, is required every 200 feet. Sidewalks should have a continuous surface that is not interrupted by steps or abrupt changes in level and have a slip resistant surface.

There are instances within the City of San Leandro where the sidewalks are not up to standard for a number of reasons. In many cases, sidewalks are old and their age has caused the surface to crack and cause abrupt level changes. Additionally, sidewalks are frequently obstructed by signs, poles, benches, or other streetscape amenities, which encroach on the minimum 4 foot sidewalk. There are also areas within the City where there may be gaps in the existing sidewalk network. As part of the ADA Transition Plan, the City should conduct an audit of the sidewalks and identify locations that need to be updated to meet the minimum ADA requirements. These areas should be prioritized by the City based upon their proximity to major destinations.



*An unpaved segment of sidewalk along Manor Boulevard.*

## A-3 ENSURE THAT ALL CURB RAMPS MEET ADA STANDARDS

Curb ramps allow people with mobility impairments to gain access to the sidewalks and to pass through median islands in streets. Without curb ramps, these individuals would be forced to travel in streets and roadways, where they are in potential conflict with vehicles and/or are prevented from reaching their destination.

Curb ramps are required at every intersection where a pedestrian way crosses a curb. The preferred orientation is for two curb ramps per corner that align with the direction of the crosswalks. Sometimes the limited width of a sidewalk makes it necessary to locate one curb ramp in the center of the curb return. However, in locations where space is limited curb extensions should be considered as a method to widen the sidewalk and provide adequate room for curb ramps.



As part of the ADA Transition Plan, a survey of the intersections throughout the City was performed to evaluate the status of curb ramps based upon the ADA Accessibility Guidelines. Currently, the City requires all new development to meet ADA standards, and has an annual budget of \$50,000 to bring existing ramps up to ADA standards; these are prioritized on a request basis or when roads are rehabilitated or improved by 25%.

In 2017, the City conducted a two-phase curb ramp assessment in two parts of the City. Phase one was in the downtown area and phase two was in the Manor neighborhood. The findings from these assessments will be used to guide the City's aforementioned budget to make improvements in these areas and throughout the City. San Leandro should plan future assessment phases to study the remaining areas of the City.



An ADA compliant pedestrian push button along Hesperian Boulevard.

#### A-4 UPDATE SIGNALS WITHIN CITY TO MEET ACCESSIBLE PEDESTRIAN SIGNAL GUIDELINES

Accessible Pedestrian Signals (APS) are pedestrian activated signals that communicate information about pedestrian timing in a non-visual format and are spatially designed to be utilized by pedestrians with mobility and visual limitations. Accessible pedestrian signals help pedestrians with vision impairments to navigate an intersection by audibly indicating the WALK interval of the signal phase, and by guiding a pedestrian across the street with a constant audible destination message. The City has installed a number of accessible pedestrian signals at various locations throughout the City.

Currently, the CA MUTCD does not require accessible pedestrian signals at all signalized locations. They recommend that the installation of pedestrian accessible signals should be based upon an engineering study that takes into account potential demand, citizen's requests for accessible pedestrian signals, traffic volumes, and the complexity of intersection geometry and traffic signal phasing. The CA MUTCD also recommends that local organizations, providing support services to pedestrians who have visual and/or hearing disabilities, can offer valuable input on the need for accessible pedestrian signals.

The San Leandro Bicycle and Pedestrian Design Guidelines (2007) outline design guidelines for the use of accessible pedestrian signals. Currently, the majority of the signals within the City do not fully meet these accessibility guidelines. Standard City policy is that all new signals designed and built within the City will meet these guidelines. Retrofitting existing signals to meet accessible pedestrian signal guidelines will require significant construction and engineering in many locations. The location of new accessible pedestrian upgrades to existing signals is currently based upon citizen request with the services of an Orientation and Mobility Specialist to evaluate intersections and recommend improvements. To make the most use of available resources and to target the locations in most need of retrofit, the City should continue to



address citizen needs but should also work to create a prioritized list of signals for upgrades based upon the following criteria:

- Major intersections with medium to high volumes of traffic.
- Intersections with turning lanes, particularly if the signal pole and push button are located on a central median island.
- Intersections that are not at 90 degrees.
- Intersections that are located near schools, parks, youth and senior centers, shopping districts, and transit facilities.



*A congested sidewalk with planter, street tree and utility box, constraining sidewalk width for pedestrians, raising ADA concerns.*



*A pedestrian signal head with countdown timer.*

### **A-5 ASSESS AND RELOCATE UTILITIES TO ENSURE ADA COMPLAINT SIDEWALK WIDTH**

As was mentioned briefly in section A-2, there are some stretches of sidewalk within San Leandro that do not meet minimum ADA width requirements due to utilities, signs, or other street objects that are placed within this right-of-way. During adjacent development projects, street projects/resurfacing, or utility relocation, these sidewalk obstacles should be relocated if possible to ensure at least 4 feet of available space. Alternatives include: moving these objects as much to the side of the sidewalk as possible, undergrounding utilities, and widening the sidewalk.



## **A-6 UPDATE THE PUSH BUTTONS ON PEDESTRIAN ACTIVATED SIGNALS**

The type and location of the pedestrian signal push button are important aspects of a pedestrian signal that greatly influences their use and accessibility. Throughout the City of San Leandro there are a number of pedestrian signal push buttons that are not universally accessible. These push buttons are outdated and often contain small push buttons that demand a lot of force to activate. The City has begun to replace these outdated push buttons with modern push buttons that can be easily operated by persons with limited hand strength or dexterity, that require a limited amount of force to activate, and that respond to activation with a noise or vibration to alert the pedestrian that the button has been activated.

Updating the signal push buttons is one opportunity to improve the accessibility of pedestrian signals that can be accomplished with minor engineering and cost. The City should prioritize the updating of the push buttons in the short-term working with the BPAC and other community members to identify priority locations that need push button updates, and to ensure that all new signals include pedestrian activated push buttons that meet these criteria.

Additionally, some intersections may be candidates for automatic pedestrian phases. A growing best practice in certain high-volume pedestrian areas, such as downtown and near transit stops/stations (BART & East Bay BRT), is to provide pedestrians with an automatic pedestrian phase; meaning that the pedestrian signal does not need to be actuated with a push button. This signal phasing can improve the pedestrian experience in certain situations. The City should work with the BPAC to determine locations where implementing this phasing should be studied and potentially implemented.

## **A-7 IMPLEMENT, MAINTAIN AND ENFORCE PARKING RESTRICTIONS AT INTERSECTIONS AND CROSSWALKS**

Vehicles parked in parking lanes adjacent to the curb return can limit the visibility of pedestrians at intersections and crosswalks. Implementing parking restrictions adjacent to intersections and crosswalks is a relatively easy method of improving pedestrian visibility.

Based upon MUTCD recommendations, the City should ensure that parking is restricted for a minimum of 1.5-car lengths (30 feet) on the nearside of a signalized intersection and for 1-car length (20 feet) on the far side of a signalized intersection. Similarly, a parking restriction of 1-car length (20 feet) should be installed adjacent to both sides of all marked crosswalks. Red "no parking zones" should be regularly maintained and enforced to improve compliance with these recommendations.

The City of San Leandro Municipal Code (6-1-500) states that it is unlawful for the driver of a vehicle to stop or park their vehicle within an intersection, in a crosswalk, on a sidewalk, or on any portion of the area extended from the edge of the curb (or from the highest point of a rolled curb) to the sidewalk. To create a culture of compliance for these existing and newly proposed rules, the City needs to consistently enforce these rules through warnings and ticketing.



## A-8 IMPLEMENT STREETScape ENHANCEMENTS

Streetscape enhancements are pedestrian improvements beyond the minimum standard that help to create an enhanced pedestrian experience and contribute to the overall livability of the City. Streetscape enhancements include pedestrian-scaled lighting, street trees and landscaping, street furniture, colored or decorative paving, and decorative crosswalks. In addition, traffic calming measures are often employed to reduce crossing distances and traffic speeds and increase visibility of pedestrians crossing the street.

Streetscape enhancements should be prioritized for locations adjacent to major destinations identified in Figure 5 in Chapter 1. Streetscape enhancements should be of a similar palette to the improvements that have been recently installed in Downtown San Leandro and in the MacArthur Boulevard Pedestrian Improvement Area.



*An unmarked crosswalk along East 14th Street near Euclid Avenue.*



*Curb extensions, street furniture, ladder crosswalks and street trees make this segment of MacArthur Boulevard more pleasant to walk along.*

## A-9 CROSSWALK IMPROVEMENT AND SCORING POLICY

The City of San Leandro (at time of print) was developing a crosswalk policy to aid City staff in tracking requests for new crosswalks/crossing improvements, scoring these potential crossings, and prioritizing these crosswalks for implementation. This policy, intended to change with new best practices and facility improvements, will be the guiding document that the City uses to determine how to improve pedestrian crossing facilities that are not a part of other capital improvement projects.

The Crosswalk Improvement and Scoring Policy can be found in Appendix E.



## A-10 FREE RIGHT TURN LANES

Throughout San Leandro, there are multiple intersections that have free right lanes (also known as slip-lanes), some with pork chop islands. Free right turn lanes are dangerous for both pedestrians and bicyclists. These turn lanes allow cars to quickly make right turns, usually only yielding to other traffic. Free right turn lanes change intersection geometry, creating additional conflict points for pedestrians and making it harder to bring bike lanes all the way to intersections. The City should strive to remove free right turn lanes and rebuild those intersections to more safely serve pedestrians and bicyclists.



*From Hesperian Boulevard, pedestrians access Bay Fair BART via Thornally Drive and a parking lot.*



*A free right turn lane at the intersection of Hesperian Boulevard and Lewelling Boulevard.*

## A-11 PEDESTRIAN ACCESS TO TRANSIT

Improving pedestrian access to transit should be a high priority for San Leandro. According to the latest American Community Survey data from 2015, over 12% of San Leandro commuters use public transportation; the second most popular mode behind driving alone. Bettering access to BART, AC Transit, LINKS, FLEX, and other transit services will be beneficial to San Leandro residents, workers, and visitors. The City should work towards ensuring that near BART stations and bus stops there are safe marked crosswalks. Depending on crossing conditions, some crosswalks may need to be enhanced to improve pedestrian safety and driver awareness and behavior.

In addition to crossings, transit corridors should also be improved with pedestrian-scale lighting, appropriate wayfinding signage, street furniture (bus shelters, benches, trash cans, etc.) street trees, and other features to improve the pedestrian experience. These changes will not only benefit transit users, but all pedestrians.



**Table 16 - Key Pedestrian Policy Action Items**

<b>Key Pedestrian Policy Action Items</b>	
<b>Action Item</b>	<b>Purpose</b>
Continue to implement items from San Leandro's ADA Transition Plan	Increase accessibility and mobility
Close sidewalk gaps	Increase accessibility and create a stronger pedestrian network
Repair uneven/broken sidewalks	Increase accessibility and make walking more inviting
Continue upgrading curb ramps to meet ADA standards	Increase accessibility and mobility
Continue updating push buttons on pedestrian actuated signals	Increase accessibility and improve the pedestrian experience
Continue to install Accessible Pedestrian Signals (APS)	Increase accessibility
Assess and relocate utilities and sidewalk furniture to ensure sufficient sidewalk width for pedestrians	Increase accessibility and improve the pedestrian experience
Enforce parking restrictions at intersections and crosswalks	Make walking safer and increase pedestrian visibility
Utilize San Leandro's Crosswalk Improvement Policy to prioritize enhancements	Make walking safer, increase pedestrian visibility, and calm traffic
Remove free right turn lanes where feasible	Make walking safer and calm traffic
Improve access to transit	Make walking safer, increase pedestrian visibility, and increase transit use
Solicit feedback and locations for improvement from members of the Bicycle and Pedestrian Advisory Committee and the public	Determine locations for improvements





## B) PEDESTRIAN IMPROVEMENT AREAS

The following is a list of specific improvements that should be implemented within each of the Pedestrian Improvement Areas. These recommendations will need further analysis and design per accepted local, State and national standards and to ensure that they are feasible and appropriate. In addition, a detailed cost analysis will be needed as a next step towards implementing any of the following recommendations. Further detail about specific design criteria for these recommendations can be found in the San Leandro Bicycle and Pedestrian Design Guidelines (2007).

### B-1: SAN LEANDRO MARINA

**A. Improve Monarch Bay Drive Sidewalks and Crosswalks:** Continuous pedestrian pathways should be created on both sides of Monarch Bay Drive in the Marina, to facilitate a safe pedestrian environment to this major destination. Additionally, crosswalks, a minimum of 250 to 350 feet apart, should be installed along Monarch Bay Drive to encourage pedestrians to cross at safe locations. Further analysis of Monarch Bay Drive will need to be performed to determine potential crosswalk locations. To further improve the pedestrian environment of Monarch Bay Drive, traffic calming measures should be considered to slow down vehicle speeds. These improvements will be included in the redevelopment of the Shoreline area.

**B. Create a Pedestrian Crossing at the Intersection of Monarch Bay Drive and Neptune Drive:** This intersection is an important link between the Marina and adjacent neighborhood. The intersection has been designed with a median that prevents cars from turning left onto Neptune Drive from Monarch Bay Drive. Unfortunately, this median limits bicycle and pedestrian access to the neighborhood as well. This intersection should be redesigned to include a safe pedestrian crosswalk and bicycle entry. This project will be implemented as part of the shoreline redevelopment project.



*The Monarch Bay Drive/Neptune Drive intersection.*



*The sidewalk on the north side of Neptune Drive stops short of the Oyster Bay Regional Park entrance.*



- C. Improve the Sidewalks and Curb Ramps within the Residential Neighborhood:** The City should analyze the existing sidewalks to identify locations where the sidewalks and the curb ramps need to be replaced. Ideally the sidewalks would be a minimum of 5-feet in width and include an adjacent 3 to 4 foot landscaped buffer where width is available.
- D. Improve Neptune Drive Sidewalks:** Continuous pedestrian pathways should be created on both sides of Neptune Drive; currently there is a gap on the east side of Neptune Drive. This segment of Neptune Drive is an access point to Oyster Bay Park. Throughout this segment of Neptune Drive, there are multiple locations where street signs, streetlight/telephone poles, trees, and other objects obstruct the pedestrian pathway. These objects should be relocated or the sidewalk should be expanded around them.
- E. Improve Pedestrian Crossing at the Intersection of Williams Street and Neptune Drive:** This intersection is a key link between the Marina, the adjacent neighborhood, and Oyster Bay Park. A T-Intersection with two driveways at the top of the "T," this intersection should be improved with marked crosswalks, curb ramps that aren't shared with driveways, and the clearing of the obstruction on the northwest leg.
- F. Improve West Avenue 130th Pedestrian Facilities and Accessibility:** At both the intersections of West Avenue 130th and Neptune Drive and West Avenue 130th and Marina Court, there are no curb ramps present. Curb ramps should be added to improve the accessibility of these streets.
- G. Improve Pedestrian Facilities and Accessibility on Pescador Point Drive:** Sidewalks are missing on the east side of Pescador Point from Monarch Bay Drive to the McLure Boat Launch restrooms. This gap in the sidewalk should be filled to increase the safety of pedestrians and increase the accessibility of this part of the marina.



*A mid-block crossing would improve safety and park accessibility for those who park on the east side of Monarch Bay Drive.*

- H. Create a Mid-Block Pedestrian Crossing on Monarch Bay Drive near the Mallard Picnic Area:** The closest existing crossing to this area is at Fairway Drive, over 1,200 feet away. This area utilizes parallel parking on both sides of the street, and having a marked, designated crossing location can improve pedestrian access, safety, and visibility here.
- I. Improve Pedestrian Facilities and Crossings at the Intersection of Fairway and Doolittle:** This intersection is where two major streets cross each other, creating long crossing distances for pedestrians. This intersection should be improved by adding curb extensions. The corridors could also be improved by adding traffic calming devices to slow down vehicle speeds, further improving the pedestrian environment.



## B-2: WESTGATE CENTER

- A. Implement Safety and Circulation Improvements in the Westgate Center Parking Lot:** The parking lot should be redesigned to provide dedicated pedestrian pathways to identify the pedestrian route of travel through the parking lots and minimize potential conflict with vehicles. New landscaping to provide shade should be incorporated into the pedestrian connection design. The pedestrian pathways that have been recently implemented at Bayfair Center should be used as a model for these recommendations.
- B. Improve the Pedestrian Crossing at the Intersection of Timothy Drive and Davis Street:** The recent Davis Street/I-880 Interchange Improvement Project, brought some pedestrian improvements to this intersection. The following are items that can further enhance it. There is an existing center median at this location that should be redesigned to provide a protected pedestrian refuge island for pedestrians. Additionally, curb extensions could help to shorten the wide pedestrian crossing. At the southeast corner of the intersection, there is a large turning radius from Timothy Drive onto Davis Street. A narrower turning radius has been painted on the street to channelize and slow the speed of right turns. This corner should be redesigned to replicate the painted turning radius, which would reduce the crossing distance across Timothy Street. These crossings should be high visibility crossings. Adding a crossing on the east approach should also be considered.
- C. Improve the Pedestrian Crossing at the Intersection of Williams and Westgate Parkway:** Williams Street is a critical corridor connecting Downtown San Leandro and other northern areas of the City to the Marina area and the Westgate Shopping Center. With a high volume of freight traffic in this area, enhanced pedestrian crossing facilities (such as high visibility crosswalks and freight-friendly curb extensions) should be installed to increase pedestrian visibility and safety.



*Internal circulation within the Westgate Center.*

## B-3: KAISER DEVELOPMENT AREA/THE SPINE

- A. Improve Sidewalks:** As the area continues to be developed, the City should ensure that the development plans include wider sidewalks with a landscaped buffer to separate the sidewalk from the street, especially given that the area receives a sizeable amount of freight traffic.
- B.** Established in the Next Generation Workplace District Study, Merced Street is slated to become the "spine" of a new business center. The Spine will link the Westgate Center, Marina Square, Kaiser Medical Center, and any new developments in the area together. The Spine strives to create a cluster of restaurants, lodging, business, and personal services, after-work social venues, and office spaces.
- C.** Merced Street should be improved to increase pedestrian accessibility and make it a more inviting street for people to walk along. These improvements, include, but are not limited to: street trees, pedestrian-level lighting, enhanced crossings, and adding wayfinding/placemaking elements.



## B-4: MANOR BOULEVARD

- A. **Replace the Rolled Curbs along Manor Boulevard:** The rolled curbs along Manor Street should be replaced with traditional vertical curbs to inhibit the practice of parking on the sidewalk. When replacing the rolled curbs, the sidewalks should be widened to create more room for pedestrians and provide space for landscaping, if possible. Ideally, the sidewalks would be a minimum of 5-feet with a 3-to 4-foot landscaped buffer between the sidewalk and the street.
- B. **Create More Pedestrian Crosswalks on Manor Boulevard:** In this residential neighborhood, crosswalks should be provided every 250-350 feet. Further analysis of Manor Boulevard will need to be performed to determine potential crosswalk locations.
- C. **Improve Pedestrian Facilities and Accessibility on Manor Boulevard:** Gaps in the sidewalk along Manor Boulevard should be filled to create a strong network and improve accessibility. On the north side of Manor Boulevard, there is a gap in the sidewalk in front of Hope Lutheran Church.
- D. **Improve the Pedestrian Crossings at the Intersection of Farnsworth Street and Manor Boulevard:** Located in the middle of the Manor Neighborhood, this intersection is in the middle of four-corners of retail uses in addition to multiple bus routes running along Farnsworth Street. To increase pedestrian visibility and safety at this intersection, three parking spaces should be removed from each approach to allow for curb extensions. Additionally, the crosswalks, currently marked as transverse crosswalks, should be upgraded to high visibility crosswalks (continental or ladder crosswalks).
- E. **Improve the Pedestrian Crossings at Manor Boulevard and Inverness Street:** A stop-controlled T-Intersection with Inverness Street, the Manor crossing is currently marked with a high visibility ladder crosswalk. Due to this intersection's close proximity to the activity generators near the



*The intersection of Manor Boulevard and Farnsworth Street.*



*The Manor Boulevard/Inverness Street crossing across Manor by the library.*



Farnsworth/Manor intersection and the Washington Manor Branch of the San Leandro Library, it is recommended curb extensions be installed to further improve the safety of the Manor crossing. This crossing already has a Rectangular Rapid Flashing Beacon. Additionally, the Inverness crossing should be marked.

## B-5: WASHINGTON AVENUE

### A. Implement Pedestrian Streetscape Improvements along Washington Avenue:

Because of the roadway width along Washington Avenue, there is an opportunity to widen the sidewalks and provide a landscaped buffer along the sidewalk. New crosswalks should be implemented; further analysis of Washington Avenue will need to be performed to determine potential crosswalk locations. Curb extensions should be added at corners to reduce the width of the pedestrian crossing. Similarly, adequate roadway width exists to incorporate pedestrian refuge islands at major pedestrian crossings to improve pedestrian safety. Because Washington Avenue is a major arterial with multiple lanes and an I-880 interchange, pedestrian hybrid beacons (PHBs or HAWK beacon) should be considered for installation at unsignalized crossings of Washington to both increase pedestrian safety and visibility, but also to increase driver compliance. Similar to East 14th Street, adequate roadway width exists to incorporate a landscaped median in the center of the street that would improve the aesthetics of the street and contribute to calming traffic. Landscaped medians should be extended to provide pedestrian refuges at intersections to improve the safety of the pedestrian environment.

### B. Create Safe Pedestrian Crosswalks at the Intersections of Washington Avenue and Halcyon Drive and Lewelling Boulevard:

The City should analyze the potential to remove the free right turns with pork-chop islands to improve safety for pedestrians and bicyclists.

### C. Create a Pedestrian Connection at the Washington Avenue Tunnel under the Railroad Tracks:

The City should work to gain an easement across the railroad tracks to establish an at-grade pedestrian crossing of the railroad tracks. The City should also work with Alameda County to further the development of the East Bay Greenway, which is proposed to run under the BART tracks from Oakland to Hayward. The East Bay Greenway would provide an at-grade multimodal path above the tunnel, which would improve connectivity at this location.

### D. Improve the I-880 Overpass Pedestrian Facilities:

The pedestrian facilities should be improved to create a more comfortable pedestrian environment by adding a buffer between the sidewalk and the adjacent fast moving traffic. This should be coordinated with Caltrans the next time the overcrossing is reconstructed.



*A potential alignment of a pedestrian facility next to the Washington tunnel.*



## B-6: DOWNTOWN SAN LEANDRO BART STATION

### A. Improve the Intersection of San Leandro Boulevard and Williams Street:

Just southwest of San Leandro BART, this is an important intersection as it provides a connection to Williams Street, a key east-west cross-town connector in San Leandro. However, this intersection is very wide and contains two free right turn lanes with pork-chop islands. The City should analyze the feasibility of removing the free right turn lanes and redesigning the intersection with curb extensions and pedestrian refuge islands to minimize the pedestrian crossing distance.

### B. Improve the Sidewalks and Curb Ramps in the Residential Neighborhoods:

The sidewalks in the residential neighborhoods of this Pedestrian Improvement Area are old and should be repaired and replaced to ensure that they provide a smooth and accessible surface for pedestrians. The landscape strip should be made consistent and planted with street trees to provide a buffer from the street and improve the aesthetics of the pedestrian environment. Curb ramps in the neighborhood should be analyzed to identify locations that need upgrades.

**C. Incorporate Streetscape Improvements and Public Space Additions into Future TOD Developments:** As part of the City of San Leandro's Transit-Oriented Development (TOD) strategy, the BART parking lot to the east of the station and the formerly vacant area to the west of the station has become the San Leandro Tech Campus. These developments provide affordable and market-rate housing and additional office space in the Downtown. These and other TOD projects will contain a mixture of residential housing, retail and office uses, and the design of the streetscape and open spaces associated with the projects will be critical to enlivening the surrounding neighborhood. New sidewalks should be extra wide to accommodate commuters, provide pedestrian amenities, such as benches, and provide space for outdoor retail or restaurant use. Ensuring direct and efficient



*A pork chop island with free right turn lane and green bike lane at the intersection of San Leandro Boulevard and Williams Street.*

connections to BART and nearby buses should be part of any future project and these connections should be retrofitted into existing projects if necessary to improve connectivity.

**D. Safety and Accessibility Improvements at the Railroad Crossings:** Within this Pedestrian Improvement Area, the railroad tracks cross both Davis Street and Williams Street. Railroad crossings pose potential safety and accessibility issues due to the following factors: inadequate warning and signage, crossings in poor condition leading to tripping hazards, large gaps in the crossing surface and flangeway causing bicycle tires and wheels to get stuck, and lack of education and understanding of railroad crossing operations. For both locations, detectable warning devices such as truncated domes, flashing signals, signs and audible sounds should be installed to warn pedestrians of the potential crossing hazard and the potential for oncoming trains. The crossing surface adjacent to the railroad tracks needs to be maintained as a smooth and flat surface to prevent wheels and other



objects from potentially getting stuck in the gaps. It is especially important to ensure that the placement of the railroad crossing signal equipment still allows for a minimum of a 4 foot accessible sidewalk clearance.



*The recently redesigned intersection of San Leandro Boulevard and W Juana Avenue with curb extensions, audible pedestrian countdowns, and decorative crosswalks.*



*A railroad crossing improvement on Hesperian Boulevard.*

## **B-7: EAST 14TH STREET CORRIDOR**

- A. Consolidate and Redesign Driveway Ramps to Improve Safety and Accessibility:** As the parcels along East 14th Street continue to be developed, the City should encourage new businesses to reduce the amount of on-site parking in front of the business and consolidate the number of driveway ramps to the street. In the interim, the City can assess East 14th Street to identify driveway ramps that are hazardous and should be redesigned, and ramps that are no longer in use and can be removed.
- B. Improve Crosswalks at Unsignalized Intersections:** There are a number of crosswalks located at unsignalized intersections that should be improved by restriping the crosswalks as high visibility crosswalks to increase their visibility. The street is wide enough to consider implementing curb extensions or pedestrian refuge islands at crosswalks to reduce the crossing distance and increase pedestrian safety.



New crosswalks at unsignalized intersections and crossings can improve the connectivity and safety of the pedestrian environment. Further analysis of East 14th Street and coordination with Caltrans will need to be performed to determine potential crosswalk locations. Many of the existing crosswalks are located at unsignalized intersections, and safety of pedestrians should be improved by restriping them as high visibility crosswalks or adding pedestrian hybrid signals, rectangular rapid flashing beacons (RRFBs), curb extensions and other improvements as determined by planning and engineering judgement. FHWA, NACTO, and AASHTO guidance can provide information on best practices. San Leandro's Crosswalk Priority Policy can be used to help prioritize projects for study and implementation.

- C. **Reconfigure Median between Broadmoor Boulevard and Durant Avenue to Include Pedestrian Refuge:** The median at the north end of the city is not well coordinated with crosswalks and does not help to improve pedestrian safety or connectivity. AC Transit East Bay BRT Project may modify and improve this crossing.
- D. **Implement the Streetscape Improvements Recommended in the East 14th Street South Area Development Strategy:** The East 14th Street South Area Development Strategy identifies extensive recommendations for changes to East 14th Street in San Leandro south of Maud Avenue/Thornton Street, including lane reconfiguration, new crosswalk locations, design guidelines for new development, and streetscape improvements. The recommendations in the Strategy have been vetted by City staff and brought to the attention of Caltrans and should be pursued for implementation. Specifically, the Strategy calls for a new center median that will narrow the street, slow traffic and provide locations for pedestrian refuge islands. The Strategy also outlines locations for new crosswalks along East 14th Street that should be the basis for the installation of new crosswalks.



*The intersection of Bancroft Avenue/Dutton Avenue*

## **B-8: BANCROFT AVENUE/DUTTON AVENUE**

- A. **Redesign the Dutton Avenue/Bancroft Avenue Intersection:** This intersection would benefit from curb extensions and widened sidewalks at the intersection to improve the safety of pedestrians in this area and provide extended sidewalk areas for sidewalk seating and pedestrian amenities. The pedestrian amenities, such as tables, chairs and landscaping will contribute positively to the retail environment by creating outdoor space for people to gather and enjoy the neighborhood.
- B. **Create more crosswalks along Bancroft Avenue between Dutton Avenue and Callan Avenue:** On Bancroft Avenue, the distance between crosswalks at Dutton Avenue and Callan Avenue is over 2,000 feet. This section of roadway should be studied to determine a potential location for one or more crosswalks to link the adjacent residential neighborhoods. Haas Avenue is one potential location that should be considered because of the existing bus stops at this intersection near the footbridge for the creek.





**C. Improve the Intersection of Bancroft and Dowling Boulevard (currently in design):** To improve pedestrian safety, the City should consider removing the striped pork chop island and free right turn lane. An ADA complaint curb ramp should also be installed at this location to improve the accessibility of the crossing. The radius of the curb can be tightened and other pedestrian and bicycle amenities can be considered to further improve the intersection.

**D. Create More Crosswalks Along Dutton Avenue between MacArthur Boulevard and East 14th Street:** This segment of Dutton runs through a primarily residential area; however, there are only seven crossings across Dutton between MacArthur and East 14th. With two elementary schools and some retail, improved pedestrian crossing facilities can both increase connectivity and improve safety. Of the existing crossings, both the Arbor Street and Kenilworth Avenue should be improved for pedestrian safety. Possible improvements for these crossings include Rectangular Rapid Flashing Beacons and curb extensions.

## **B-9: BAY FAIR BART STATION**

**A. Improve the Streetscape along Hesperian Boulevard:** The sidewalks should be widened to provide space for a landscape buffer between the sidewalk and the street. Additionally, curb extensions or pedestrian refuge islands should be added to the crosswalks to reduce the crossing distance. Hesperian Avenue has a paved center median. The median could be planted with trees and landscaping to improve the aesthetics of the street and contribute to the reduction of vehicle speeds. Hesperian Improvements should be coordinated with the recommended improvements from the Bay Fair TOD Plan.

**B. Implement the Bay Fair BART Transit Oriented Development Plan:** The City of San Leandro is currently developing a transit oriented development plan. The City should continue to work with BART and other partners to improve land uses and circulation in the area.

**C. Hesperian Boulevard/Bayfair Drive, Hesperian Boulevard/Fairmont Drive Intersections, and Hesperian/Thornally Drive:** Redesign of these intersections should include curb extensions and/or pedestrian refuge islands to reduce pedestrian crossing distances and improve pedestrian safety at these major, large intersections.



*The intersection of Hesperian Boulevard and Thornally Drive. There was a pedestrian fatality at this intersection in 2015.*



## B-10: MACARTHUR BOULEVARD

- A. Implement Traffic Calming at the Freeway On- and Off-ramps:** Traffic calming and better signage at the on- and off-ramps of I-580 will help to reduce traffic speeds. Potential traffic calming measures include reducing the width of the travel lanes, speed feedback signs, or gateway elements. The City is currently considering implementing a roundabout at the intersection of MacArthur Boulevard, I-580, and Superior Avenue as part of Phase II MacArthur Boulevard Improvements.
- B. Continue upgrading the sidewalks between Lewis Avenue and Estudillo Avenue:** The sidewalks should be reviewed for uneven or failing concrete to ensure ADA accessibility. Additionally, there are a number of driveway ramps along the corridor that disrupt the continuity of the sidewalk. These segments should be retrofitted and the number of driveway crossings minimized as this area continues to develop. Curb ramps, crosswalks, and other pedestrian facility improvements should also be considered for this section of the corridor.



*Recently improved pedestrian facilities along MacArthur Boulevard.*

## B-11: ESTUDILLO AVENUE/I-580 UNDERPASS TO CHABOT PARK

- A. Create a Safe Pedestrian Connection from The City of San Leandro to Anthony Chabot Park:** The northern shoulder of Estudillo Avenue should be widened to create room for a formal sidewalk, a minimum of 5-feet in width. The City of San Leandro will need to work with property owners along Estudillo Avenue, as the implementation will require the removal of parking on the shoulder and may encroach on adjacent parcels. This northern sidewalk may need to include a pedestrian crossing along Estudillo Avenue. Pedestrian improvements to the I-580 underpass should also be strongly considered to create a stronger, more inviting connection between the two sides of the highway.
- B. Improve Wayfinding to the Entrance of Anthony Chabot Park:** New wayfinding signage for pedestrians, bicyclists, and motorists should be provided along Estudillo Avenue to guide users to the park.



## B-12: HESPERIAN BOULEVARD

A. **Bay Fair Transit Oriented Development Plan** (currently in development) provides a plan for new land uses and circulation in the Bay Fair area of San Leandro. Part of this proposal includes a road diet for Hesperian Boulevard that would add a pedestrian and bicycle esplanade; providing greatly improved pedestrian and bicycle facilities along this critical corridor. Hesperian Boulevard provides key connections to Bay Fair BART and shopping areas at the Bayfair Center and in the southeast corner of San Leandro.



*Hesperian Boulevard, north of I-238.*



*Part of the crossing across Hesperian Boulevard at Springlake Drive.*



## C) KEY PEDESTRIAN LOCATIONS

The following are descriptions of improvements that should be made at each of the 29 Key Pedestrian Locations. These recommendations will need further analysis and design per accepted local, state and national standards to ensure that they are feasible and appropriate. In addition, a detailed cost analysis will be needed as a next step towards implementing any of the following recommendations. Additionally, through a partnership with the Alameda County Transportation Commission's Safe Routes to Schools Program, several San Leandro schools (both from San Leandro Unified and San Lorenzo Unified) have recently had school site assessments completed. Some of the recommendations for the schools listed below came from those recommendations. If a school underwent a recent school site assessment (not all schools listed below have), the full improvement plan can be found in Appendix G. Further detail about specific design criteria for these recommendations can be found in the San Leandro Bicycle and Pedestrian Design Guidelines.

**1. Garfield Elementary School:** There is a yellow high-visibility crosswalk on Marina Boulevard, which should be repainted to maintain its visibility. School Warning signage should be placed in advance of the crosswalk and School Crosswalk Warning signs should be placed adjacent to the crosswalk to warn drivers of the potential of children crossing at this intersection. Curb extensions should be considered at this intersection (Marina Boulevard/Aurora Drive) to increase the visibility of students crossing at this location and decrease the crossing distance. The Shoreline EIR requires intersection improvements be made at this intersection, which can include the aforementioned treatments. A traffic signal is also planned to be installed at that intersection. Similar crossing improvements should also be considered at the intersections of Aurora Drive/Walnut Drive and Aurora Drive/West Avenue 130th. For the full improvement plan, please see Appendix G.



*Garfield Elementary's frontage on Aurora Drive.*

- 2. Davis Street/I-880:** This interchange was recently rebuilt by Caltrans. During the rebuild, marked high visibility crosswalks and pedestrian signal heads were added. These are improvements over the previous interchange design, however, cars still speed through the interchange at high rates of speed, and there is no landscaped buffer to increase pedestrian comfort. While improvements will be limited on the elevated portion of the interchange, some pedestrian enhancements can be completed on both sides of the highway.
- 3. Cherry Grove Park:** A new sidewalk should be added along the east side of Leonard Drive, on the north portion of the park, to connect to the existing crosswalk and parking area on the south side of the park. An in-pavement lighted crosswalk with pedestrian actuated flashing beacons should also be considered for installation at the intersection of Williams Street and Leonard Drive, near the entrance to the park.



**4. Woodrow Wilson Elementary School/John Muir Middle School:** The intersection of Williams Street and Joyce Avenue has a yellow high visibility crosswalk at the entrance to the middle school with pedestrian activated in-pavement flashing lights. There is a high visibility mid-block crossing on Williams Street between Campbell Avenue and Dolly Avenue. To further improve the pedestrian environment for these students and their families, additional crossings should be installed Williams Street/ Campbell Avenue and Williams Street/Sundberg Avenue/Leonard Drive; both with RRFBs.

**5. Wicks Boulevard at the Marina Community Center:** Two new high visibility crosswalks have been installed on Wicks Boulevard connecting the Community Center to Stenzel Park. These crosswalks still can be enhanced by adding curb extensions.

**6. Bonaire Park and Madison Elementary School:** The entrance to Bonaire Park is difficult to see because it is adjacent to a series of driveways for Madison Elementary School parking lot and residential housing. New crossings should be considered on Juniper Street at the intersections of Sagewood Avenue and Manzanita Avenue. Madison Elementary School is nextdoor to Bonaire Park. The intersection of Juniper Street and Purdue Street and Juniper Street and Willow Avenue should be improved with high visibility crosswalks and curb extensions. See Appendix G for the full recommendations map.

**7. Pacific Community Recreation Complex:** Curb extensions should be considered for the intersection of Teagarden Street and Aladdin Avenue to reduce the crossing distance and improve pedestrian visibility. A new marked crosswalk and pedestrian actuated rectangular rapid flashing beacon should be considered for implementation at the intersection of Teagarden Drive and Montague Avenue.



*Wicks Boulevard crossing in front of Stenzel Park and the Marina Community Center with existing RRFBs.*



*The crossing at Juniper Street and Purdue Street in front Madison Elementary.*



**8. Washington Elementary School:** A yellow high visibility crosswalk has been installed in front of Washington Elementary School across Dutton Avenue with roadway mounted pedestrian signage, and pedestrian actuated flashing beacons with an in-pavement lighted crosswalk. This crosswalk also extends across a free right turn lane from Dowling Boulevard onto Dutton Avenue. The City should analyze the feasibility of removing the free right turn and squaring off the corner to improve the pedestrian safety at this location. See Appendix X for the full recommendation plan.

**9. Corvallis Elementary School:** At the intersection of Oberlin Avenue and Corvallis Street, there is a yellow striped crosswalk with roadway and sidewalk mounted pedestrian crossing signs. This crosswalk should be restriped as a yellow high visibility crosswalk. The intersection of Farnsworth Street and Corvallis Street has a free right turn lane with a pork-chop island. The City should analyze the feasibility

of removing the free right turn and squaring off the corner to improve the pedestrian safety at this location. Additionally, the crosswalks here should also be restriped as yellow high visibility crosswalks and school warning signage should be placed in advance of the crosswalk and School Crosswalk Warning signs should be placed adjacent to the crosswalk.

**10. Floresta Boulevard/Monterey Boulevard:** The City should evaluate the free right turn lane with a pork-chop island to determine if it is feasible for removal. The city is also considering installing a traffic signal at this intersection.

**11. San Leandro Boulevard/Washington Avenue Intersection:** New Accessible Pedestrian Signals have been recently installed at this intersection to improve accessibility of the crossing. To further improve safety at this intersection, the City should analyze the feasibility of removing the free right turn lane and installing new curb extensions and pedestrian refuge islands.



*The wide intersection of Floresta Boulevard/Monterey Road.*



**12. McKinley Elementary School:** A traffic signal with pedestrian activation is located at the intersection of East 14th Street and Estabrook Street in front of McKinley Elementary School. School Warning signage should be placed in advance of the crosswalk and School Crosswalk Warning signs should be placed adjacent to the crosswalk. At the intersection of East 14th Street and Blossom Way, a Rectangular Rapid Flashing Beacon should be installed at the northwest crossing across East 14th. For the full recommendation plan, see Appendix G. The City recently installed a rectangular rapid flashing beacon (RRFB) at the Bancroft Avenue/Blossom Way intersection. To further improve safety to McKinley Elementary School (and San Leandro High), a yellow high visibility pedestrian crossing with School Warning signage in advance of the crosswalk and School Crosswalk Warning signs adjacent to the crosswalk should be implemented at the intersection of Bancroft Avenue and Warren Avenue.

**13. Bancroft Middle School:** During the school site assessment at Bancroft Middle, it was observed that a high volume of students wish to move from



*Afternoon dismissal at Bancroft Middle School: students crossing Bancroft Avenue at Estudillo Avenue.*



*The existing mid-block crossing in front of the main San Leandro High campus.*

the northwest corner to the southwest corner of Bancroft Avenue and Estudillo Avenue. To better accommodate this movement, new signals and a pedestrian scramble, similar to the one installed at Bancroft Avenue and 136th Avenue near San Leandro High School should be considered for this intersection.

**14. East 14th Street/San Leandro Boulevard Intersection:** Pedestrian refuge islands should be installed in association with the existing central medians on East 14th Street. Curb extensions with compliant curb ramps should be implemented at all corners of the intersection dependent upon the available space. The City should analyze the feasibility of removing the free right turn lane onto San Leandro Boulevard from East 14th Street and replace it with a widened sidewalk and a standard corner treatment.

**15. San Leandro High School and 136th Avenue/Bancroft Avenue:** These locations are extremely important crossings because this is a key location for students traveling between the San Leandro High School main campus and the new Korematsu Campus. At 136th Avenue/Bancroft Avenue, the



City recently completed implementing a pedestrian scramble signal phase as part of a new traffic signal project. In front of the main campus, there is a heavily used mid-block crossing that students and staff use to access school buildings across Bancroft Avenue. That crossing should both be shifted to better align itself with the parking lot pathway that San Leandro High School students and staff use to access the other buildings and improved with additional facilities like a Rectangular Rapid Flashing Beacon. Due to high pedestrian volume in this area sidewalks should be widened where possible. See Appendix G for the full SR2S recommendation plan.

- 16. Washington Avenue/Lewelling Boulevard Intersection and Lewelling Boulevard/Tropic Court:** This intersection is very wide and contains two free right turn lanes with pork-chop islands. The City should analyze the feasibility of removing the free right turns and redesigning the intersection with curb extensions and pedestrian refuge islands to minimize pedestrian crossing distance. The intersection at Tropic Court has a high volume of collisions: four in the current reporting period. Crossing enhancements like curb extensions, leading pedestrian intervals, and high visibility crosswalks should be added to improve pedestrian safety and visibility.
- 17. Grand Avenue/Joaquin Avenue Intersection:** A pedestrian refuge island has been added across Joaquin Avenue at the intersection of Grand Avenue. The crosswalks leading to/from the island are not marked; the intersection should be further improved with crosswalk striping.
- 18. Jefferson Elementary School:** A new high visibility yellow crosswalk has been installed as a mid-block crossing on Bancroft Avenue. The crosswalk has roadway and sidewalk mounted pedestrian crossing signs. Pedestrian actuated rectangular rapid flashing beacons and curb extensions should be considered for additional safety and visibility at this location.



Bancroft Avenue near Jefferson Elementary.



*This intersection, Lewelling Boulevard/Tropic Court, had the highest volumes of pedestrian collisions (4) in the 2012-2015 reporting period.*





**19. 150th Avenue/Hesperian Boulevard/Bancroft Avenue/East 14th Street Intersection:** This wide intersection has not had recent pedestrian improvements. Curb extensions, curb ramp improvements, high visibility crosswalks, and pedestrian refuge islands will make this intersection safer and more accessible for pedestrians. The city is currently in the process of improving the traffic flow and safety as a part of the San Leandro Triangle Project. The city is also exploring the possibility of eliminating one leg of the triangle to create a wider, more comfortable pedestrian plaza.

**20. Hesperian Boulevard/Lewelling Boulevard Intersection:** Where space exists, the City should analyze if it is possible to remove free right turn lanes and widen the existing central medians to provide pedestrian refuge islands for pedestrians who are crossing this wide intersection.

**21. San Leandro Boulevard/Park Street/Best Avenue Intersection:** This intersection is located next to the very popular and recently rehabilitated Siempre Verde Park. At this intersection, no crossings are marked and only traffic from Best Avenue and Park Street are stop-controlled. Both crossing and traffic calming improvements are necessary at this intersection to improve pedestrian safety and visibility, especially, because of the increased presence of families and children enjoying Siempre Verde Park. Through a resurfacing project, the City is reconfiguring San Leandro Boulevard and this intersection to improve overall traffic safety.

**22. Freeway Undercrossings for I-238, I-580, and I-880:** San Leandro has three freeways that run through it: I-238 in the Bay Fair area, I-580 in the east, and I-880 running through the middle of the City. When the crossings are established with underpasses, the City should work with Caltrans to improve pedestrian facilities in these areas including sidewalks, lighting, and traffic calming; especially, if there are freeway ramps nearby.



*A series of highway underpass for I-238 over Hesperian Boulevard near Lewelling Boulevard.*



*The intersection of San Leandro Boulevard, Park Street, and Best Avenue, is an asymmetrical partially stop controlled intersection near Siempre Verde Park.*



**23. Merced Street/Wicks Boulevard:** This intersection is an asymmetrical T-intersection with two free right turn lanes. The free right turn lanes add additional conflict points for pedestrians, and encourage drivers to take turns at higher rates of speed. The removal of the free turn lanes and addition of curb extensions and other pedestrian enhancements will improve the safety and accessibility of this intersection. These improvements may also increase bicycle access.

**24. Alvarado Street/Fremont Avenue:** This is an asymmetrical T-intersection with a free right turn lane and two pork chop islands. This intersection currently does not provide a crossing for pedestrians to cross Alvarado Street. In addition to adding a crossing for Alvarado Street, the City should also study removing the free right turn lane, reducing conflict points for pedestrians and improving their safety.



*Improved pedestrian crossing features of the Niles Subdivision along Hesperian Boulevard.*

**25. I-238/Hesperian Boulevard:** This underpass is a barrier for pedestrians as it is poorly illuminated and there is no separation for pedestrian (landscaped buffer) in this constrained portion of Hesperian. Although the street is constrained, this segment of Hesperian provides a critical pedestrian link to the shopping areas southwest of the highway. Hesperian Boulevard Improvements should be coordinated with the Bay Fair TOD Plan.

**26. Davis Street/Doolittle Drive:** This intersection is where two major arterials come together, creating wide crossings at all four approaches. Truck friendly (rolled) curb extensions, median refuge islands, and other improvements should be implemented to improve the safety and accessibility of this crossing.

**27. Railroad Crossings:** San Leandro has three sets of Union Pacific Railroad tracks: the Niles, Oakland, and Coast Subdivisions. The Oakland Subdivision parallels BART tracks for much its length in San Leandro (11 at-grade crossings). The Niles Subdivision is located west of that, north of Alvarado Street (8 at-grade crossings). The Coast Subdivision is located closer to the Bay, east of Doolittle Drive (5 at-grade crossings). The at-grade crossings related to these tracks create risks and conflicts for both pedestrians and bicyclists. The city should work with UPRR to ensure that crossing warning bells and crossing arms are functional and should install additional gates and protections where deemed necessary to improve pedestrian safety. San Leandro has already improved some crossings by adding pedestrian swing gates and additional signage; one example location at the Hesperian Boulevard crossing with the Niles Subdivision near the intersection with Springlake Drive.

**28. Dutton Avenue/Chetland Road:** This intersection is an important crossing location as it provides access to the back side of Roosevelt Elementary. Currently only the minor leg of this T-intersection is stop controlled. Only one crossing across Dutton is marked; it is a yellow ladder crosswalk. The



leg across Chetland is marked as a yellow transverse crossing. The existing old flashing beacon (for the Dutton crossing) should be upgraded to a newer beacon that is pedestrian actuated. Appropriate advance yield and stop markings should also be installed at this intersection. Curb extensions should also be considered for this location.

**29. Bancroft Avenue/Oakes Boulevard:** This is a slightly asymmetrical four-way intersection, where only the two minor legs on Oakes are stopped-controlled. Currently, no crosswalks are marked at this intersection. High visibility crosswalks should be marked across Bancroft Avenue. Crosswalks should also be considered for the minor approaches. Crossing enhancements like curb extensions or beacons should be considered for the Bancroft crossing(s).



*One of the approaches of the Bancroft Avenue/Oakes Drive Intersection, looking eastward towards Oakes across Bancroft Avenue.*