

San Leandro Bicycle and Pedestrian Master Plan Update

Facilities & Transportation Committee

October 2, 2024



Presentation Outline

- 1 About the Plan
- 2 Draft Plan Summary
- 3 Next Steps and Discussion



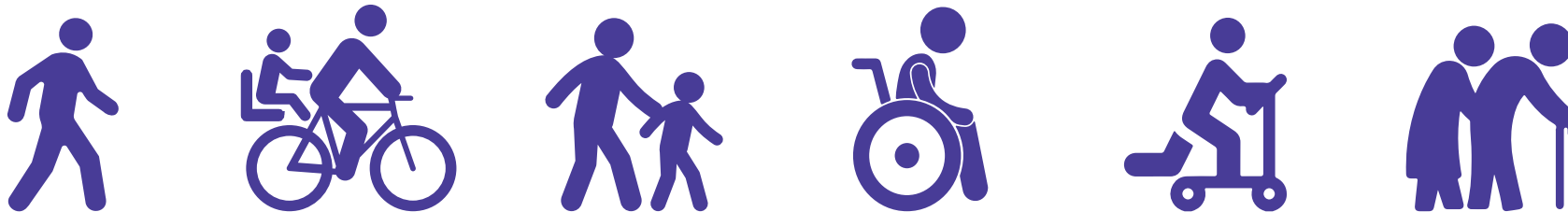


About the Plan



What is the Bicycle and Pedestrian Master Plan Update?

The Bicycle and Pedestrian Master Plan is a *focused update* to the 2018 Plan that creates a 5-year work plan of projects and programs to support bicycling and walking in San Leandro.



What is a “focused update?”



The focused update reviews and updates the 2018 network with new prioritization and implementation strategies.

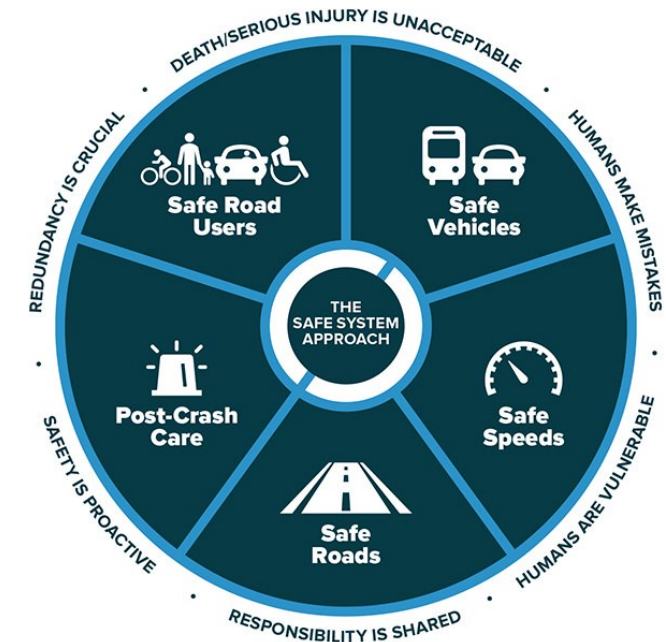
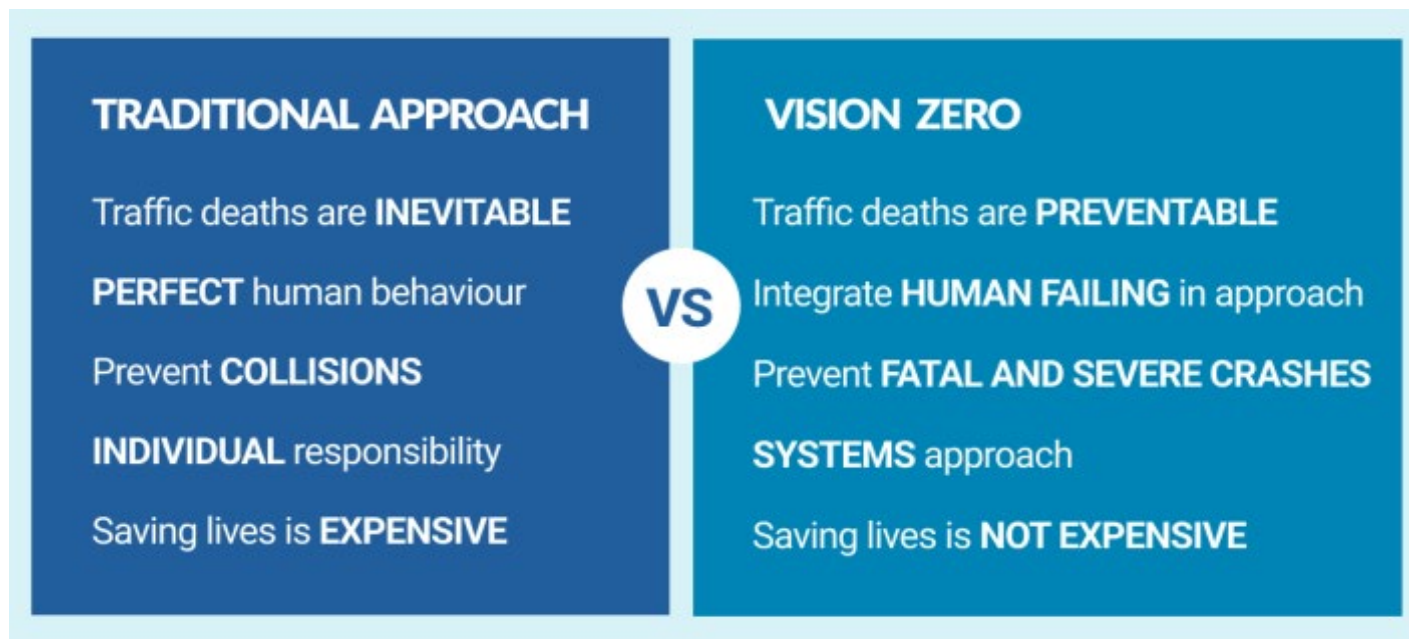


The community outreach and technical tasks are designed to build off existing work and finalize the update on a shorter schedule.



San Leandro adopted a Vision Zero policy and Local Roadway Safety Plan in 2021.

Vision Zero aims to eliminate all traffic fatalities and severe injuries.



Source: FHWA.



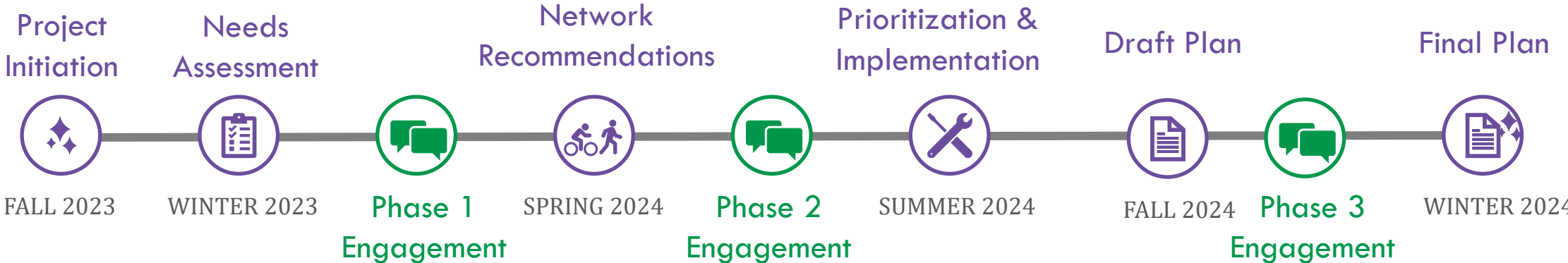
The focused update incorporates new best practice guidelines.

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts [‡]	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			Protected Bicycle Lane
	Greater than 6,000			Protected Bicycle Lane
Greater than 26 mph [†]	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

NACTO's Contextual Guidance for Selecting all Ages and Abilities Bikeways

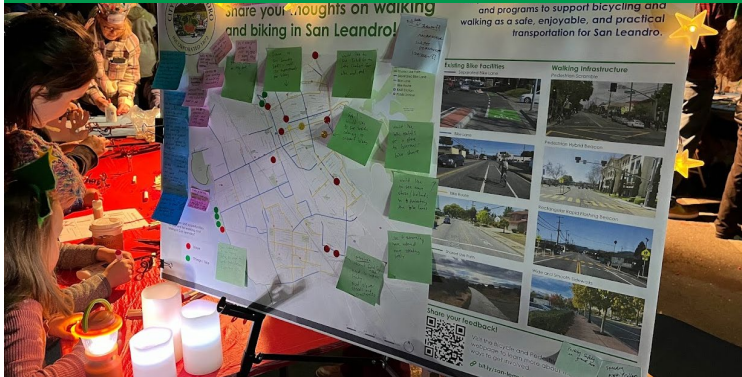


The Plan was developed over the last year, with engagement during each stage.



We talked with San Leandrans at the Tree Lighting and Cherry Festival events.

12/1/23: Tree Lighting Event Pop-Up



6/1/24: Cherry Festival Event Pop-Up



~170
People Engaged
In Person



We also received input online about current conditions and the draft network recommendations.



1,823

Website Visitors to Date



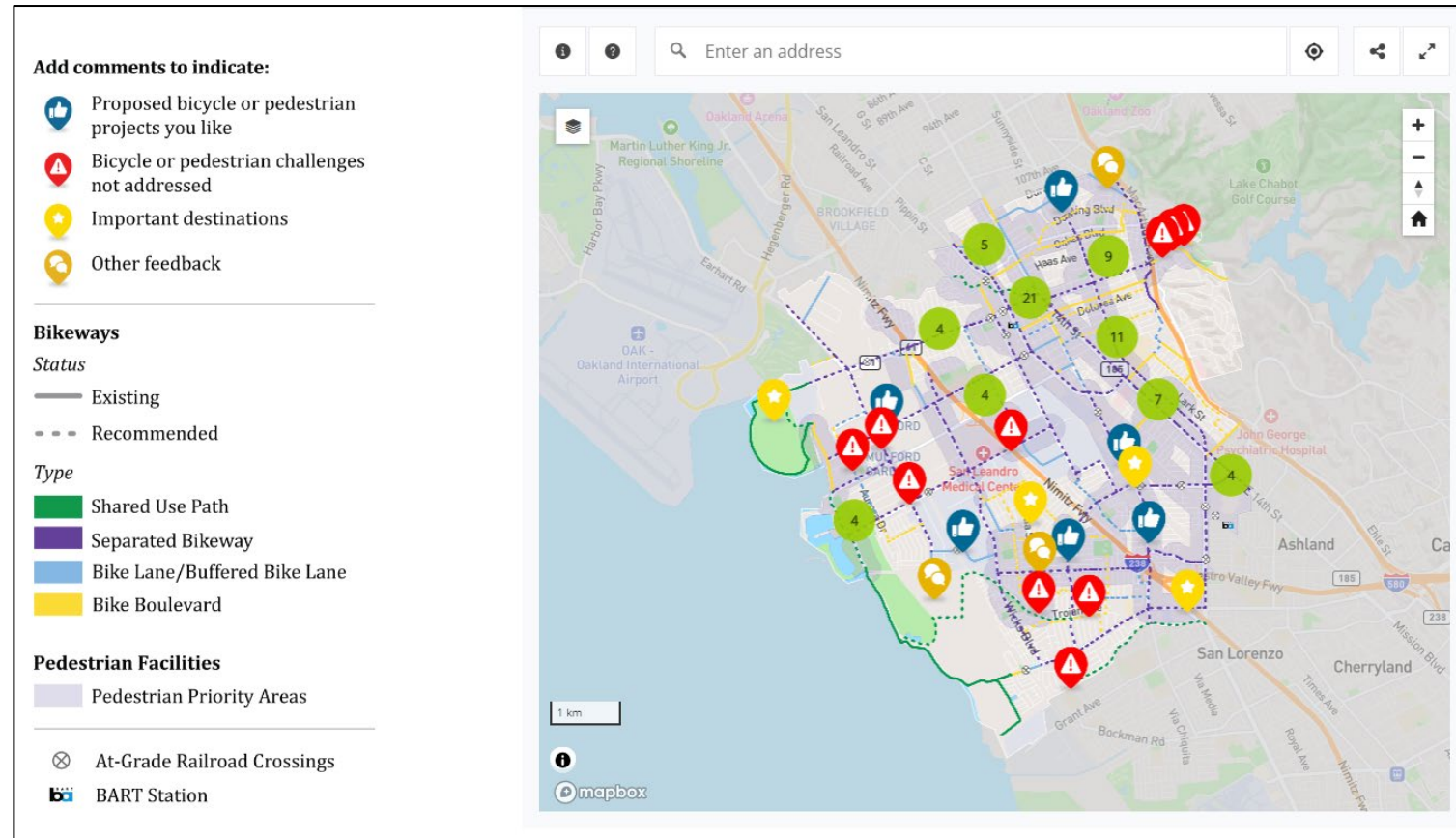
355

Web Map Comments



91

Surveys Completed



Draft Plan Summary



The Plan consists of:



1. Introduction



2. Vision and Goals



3. Existing Conditions



4. Pedestrian and Bicycle
Recommendations Update



5. Support Programs



6. Implementation



7. Appendices

- Design Guidelines
- Project List
- Comprehensive
Community Feedback



The vision statement was developed with input from the BPAC.

“

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

”



The BPMP has four goals with associated policies.



Safe Systems



Community Support Programs



A Comprehensive, Comfortable, and Connected System



Fund and Implement Active Transportation Projects and Programs



Bikeways are recommended by four main types.

Separated Bike Lane



Bike Lane



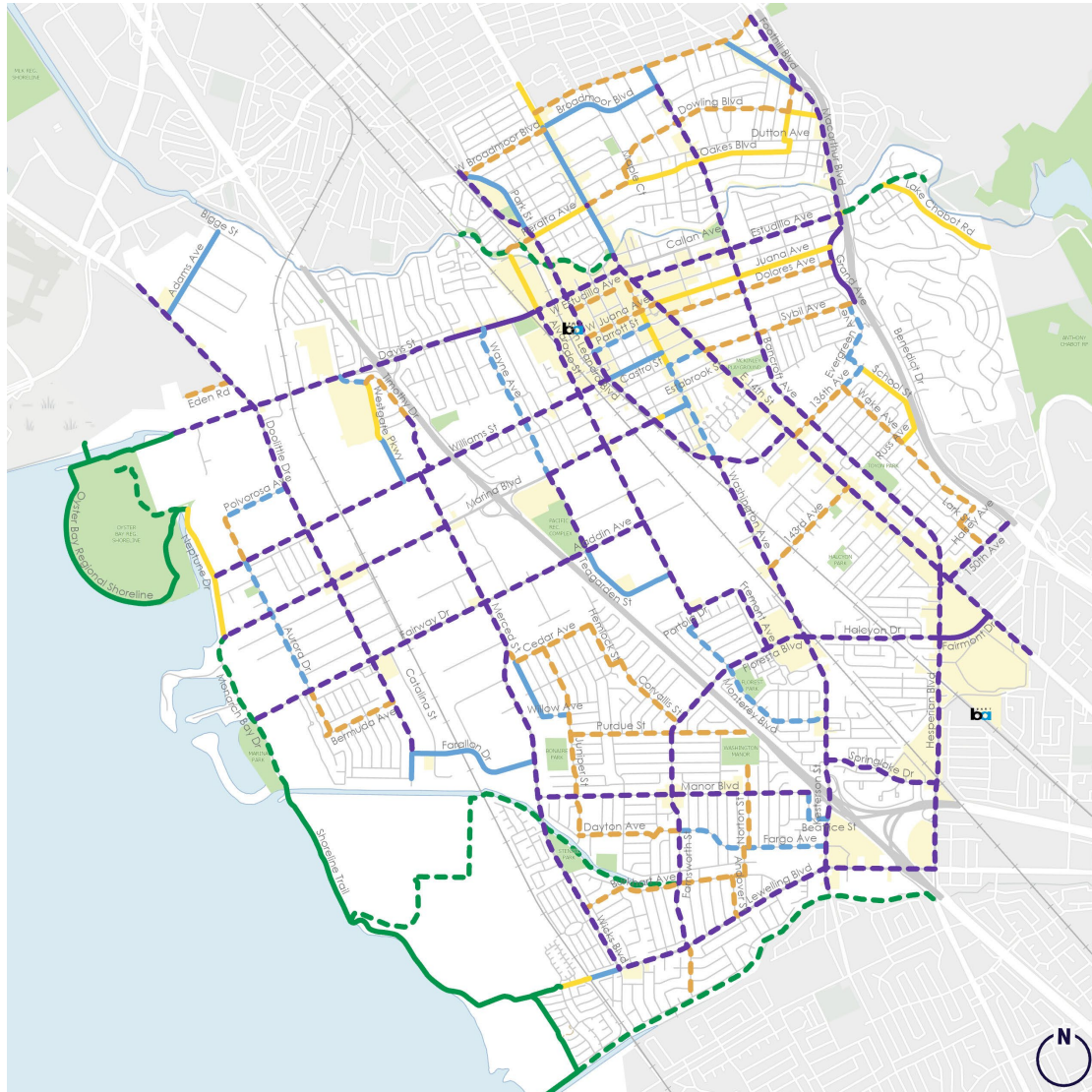
Bike Boulevard



Shared Use Path



The proposed bikeway network will provide access for all ages and abilities.



Recommended Bicycle Network

Recommended Bikeways

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

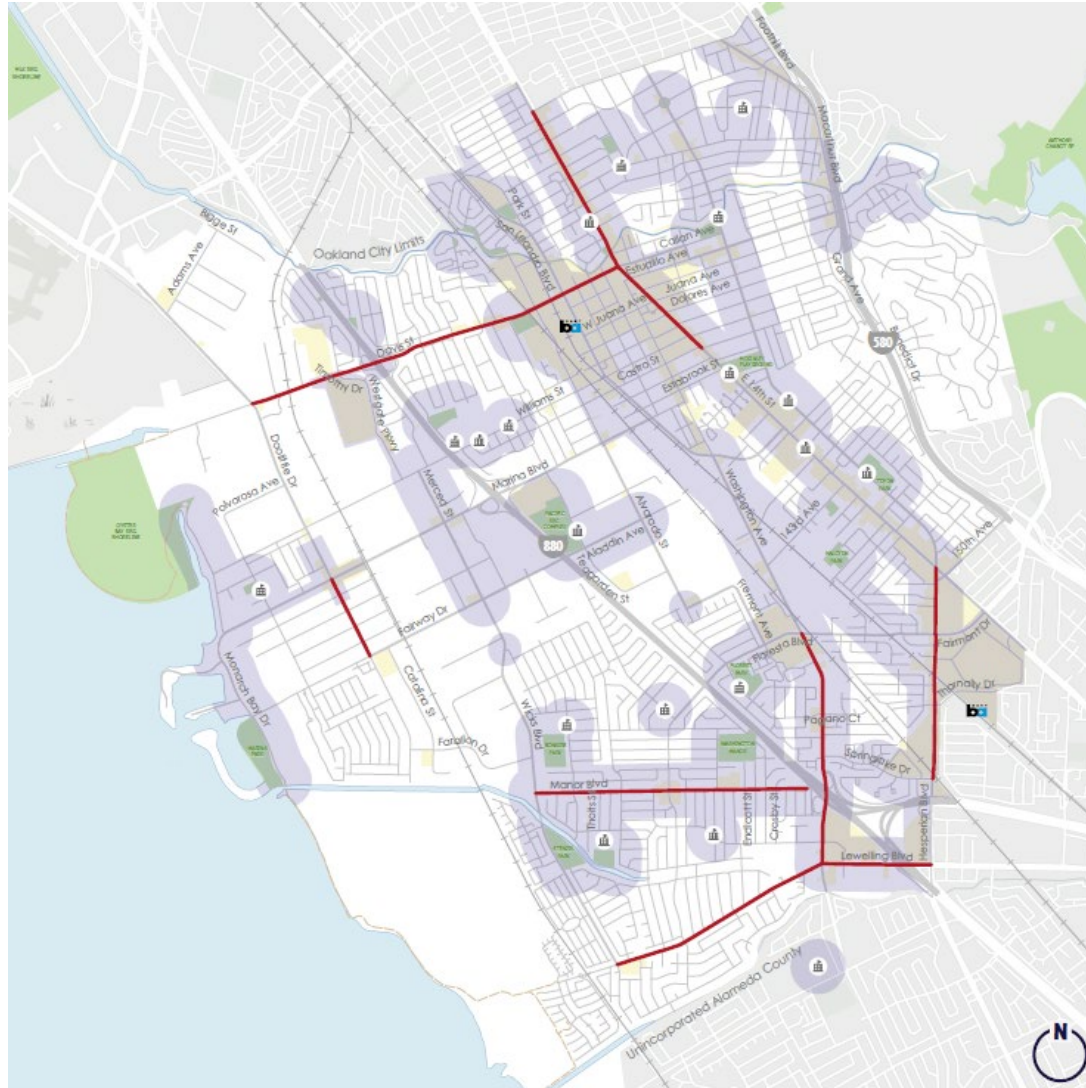
- At-Grade Railroad Crossings
- BART Station
- Railroad
- Commercial Areas
- Parks

Existing Bikeways

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










Pedestrian priority areas focus on schools, business districts, and transit.



Pedestrian Priorities

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

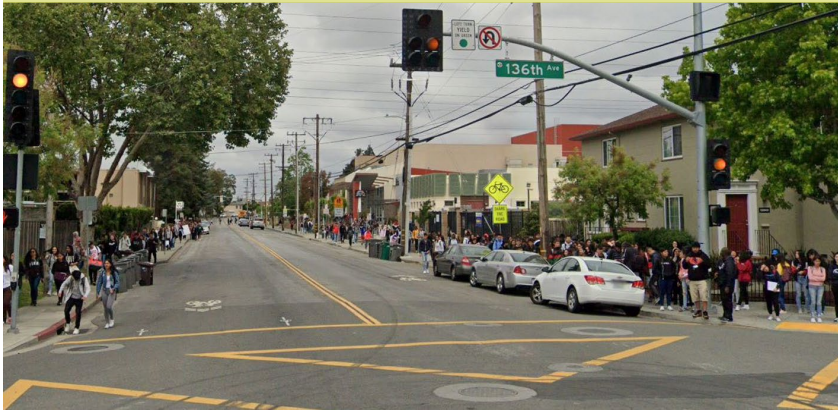
These areas are the highest priority for pedestrian investment and they have specific design expectations.

-  Safety Priority Corridors (LRSP)
-  Pedestrian Priority Areas
 - Including:
 - 1/4th mile buffer around BART stations
 - 1/8th mile buffer around schools, parks, and key commercial corridors
-  Public Schools
-  BART Station
-  Railroad
-  Commercial Areas
-  Parks

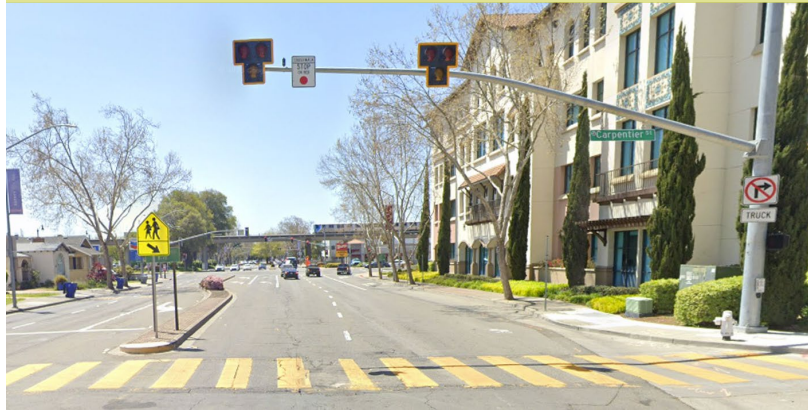


These are some of the typical project types within pedestrian priority areas.

Pedestrian Scramble



Pedestrian Hybrid Beacon



Rectangular Rapid Flashing Beacon



Wide and Smooth Sidewalks



Project locations have been scored and prioritized based on five criteria:


Safety Need


Community Input


Growth


Community Destinations


Equity



The plan includes priority corridors, several of which have projects underway.

Corridor	Lead Agency	Status
San Leandro Creek Trail	City of San Leandro	Study complete
150 th Avenue	City of San Leandro	Recommended
Davis Street	Caltrans	Partially complete
East 14 th Street	Alameda CTC/Caltrans/ City of San Leandro	In progress
Parrott Street	City of San Leandro	Recommended
West Juana Avenue	City of San Leandro	Recommended
Alvarado Street	City of San Leandro	Recommended
Bancroft Avenue	City of San Leandro	Crosstown Corridors Study complete
Estudillo Avenue	City of San Leandro	In progress
Hesperian Boulevard	City of San Leandro	In progress



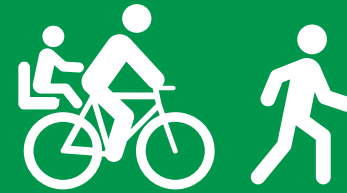
The Plan outlines existing and proposed active transportation support programs for the City and its partners.



Bike Parking



Education



**Sidewalk and Bikeway
Maintenance**



Traffic Calming



Safe Routes to School






Wayfinding



The Design Guide is underway and will be included as an appendix to the Plan.








Street Design Principles

-  Safe System Approach
-  Speed Management
-  Travel Lane Widths






Bicycle Design Guidelines

-  Bicycle Facility Selection
-  Bikeway Dimensions
-  Intersections and Rail Crossings
-  Bus Stops
-  Bike Parking



Pedestrian Design Guidelines

-  Sidewalk Design
-  Crosswalk Policy
-  Safety Enhancements





Next Steps and Discussion



Next Steps



Phase 3 online outreach October-November 2024



City Council approval of the final plan in December 2024



Discussion and Questions



- Do you have questions or comments on the contents of the draft Bicycle and Pedestrian Master Plan update?

