



ALAMEDA COUNTY TRANSPORTATION COMMISSION

East Bay Greenway Phase 1: E14th/Mission Segment

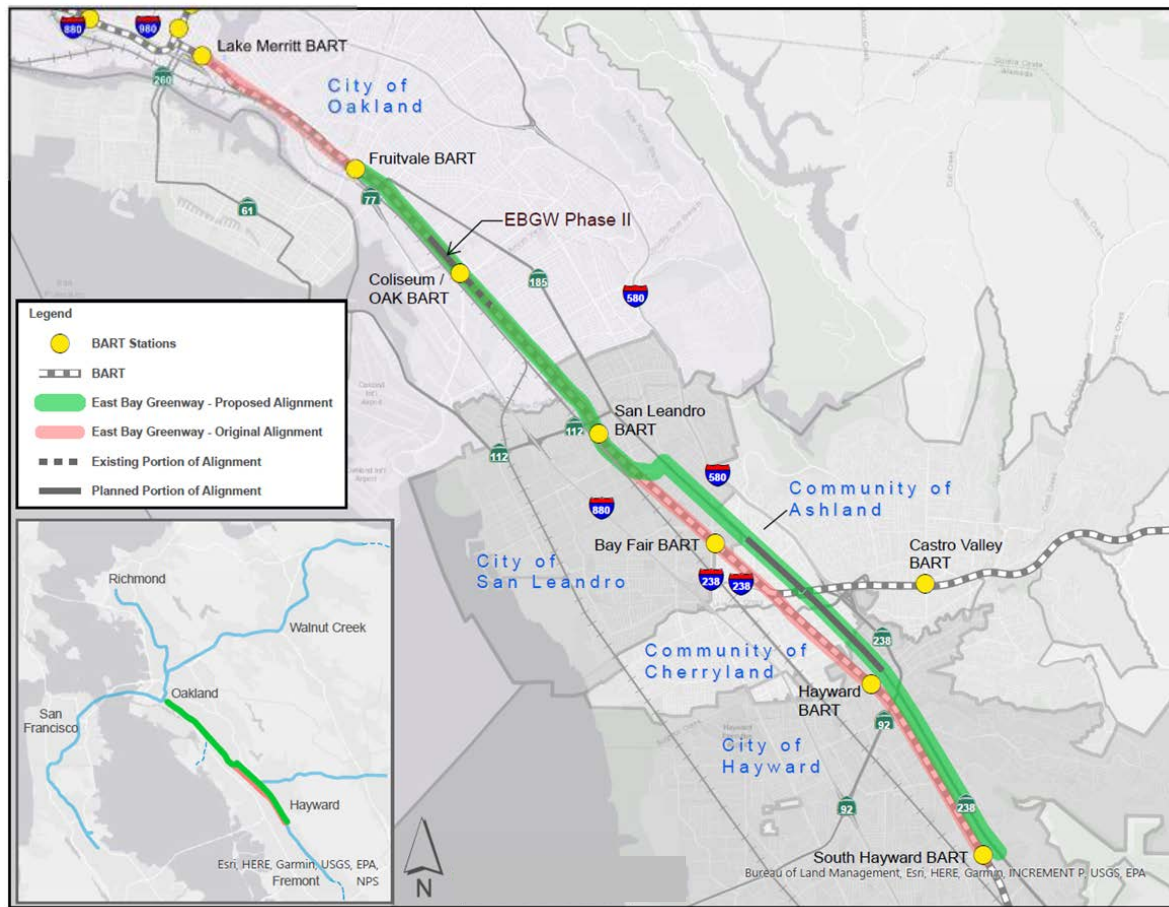


San Leandro Facilities and Transportation Committee

May 4th, 2022

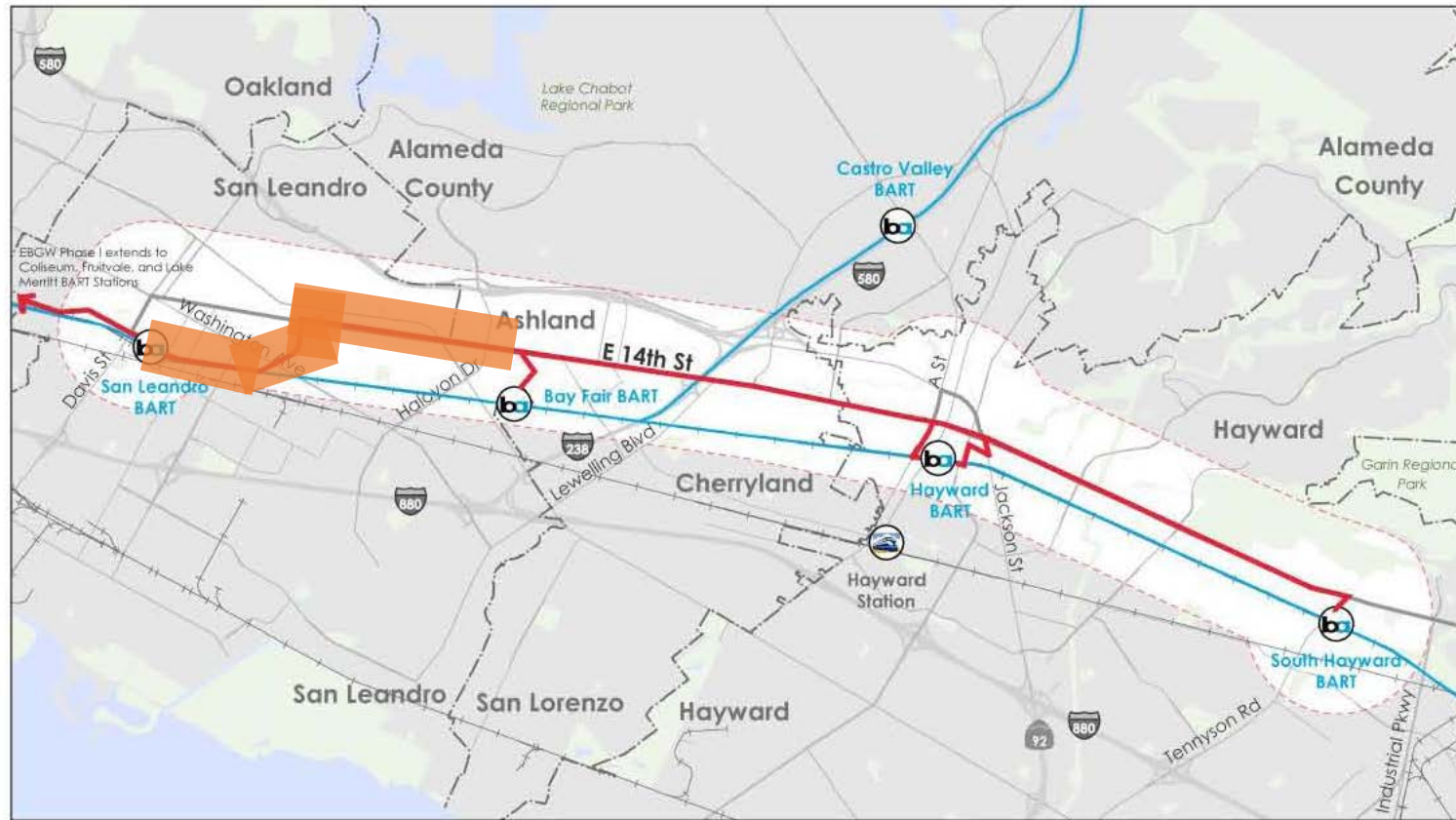
Project Overview

East Bay Greenway Phase 1: Project Goals



- ✓ Provide safe, high-quality option for biking for all ages and abilities
- ✓ Improve pedestrian safety crossing the street
- ✓ Improve transit access and reliability
- ✓ Improvements that attract more people to the area to support local business
- ✓ Multimodal connections to BART stations

Focus for Today's Discussion



- San Leandro Blvd. from Davis St. to E. 14th St.
- E. 14th St. from San Leandro Blvd. to Bay Fair Dr. (Alameda County boundary)

Recent Activities

- Agency coordination meetings (ongoing)
 - Caltrans
 - AC Transit
 - City of San Leandro
- Community outreach (February – April 2022)
 - Pop-up events at San Leandro Downtown Farmers' Market, Bay Fair Farmers' Market, San Leandro BART, John Muir Middle, and San Leandro High
 - Door-to-door business survey
- Public presentations (March 2022)
 - San Leandro Facilities & Transportation Committee
 - San Leandro Bike/Ped Advisory Committee
- Focus group meetings
 - Bike/ped/transit – Mon 4/18
 - Business owners – Thurs 4/21

Project Concept for Discussion Protected Bikeways



Source: Alameda CTC
For illustrative purposes only.

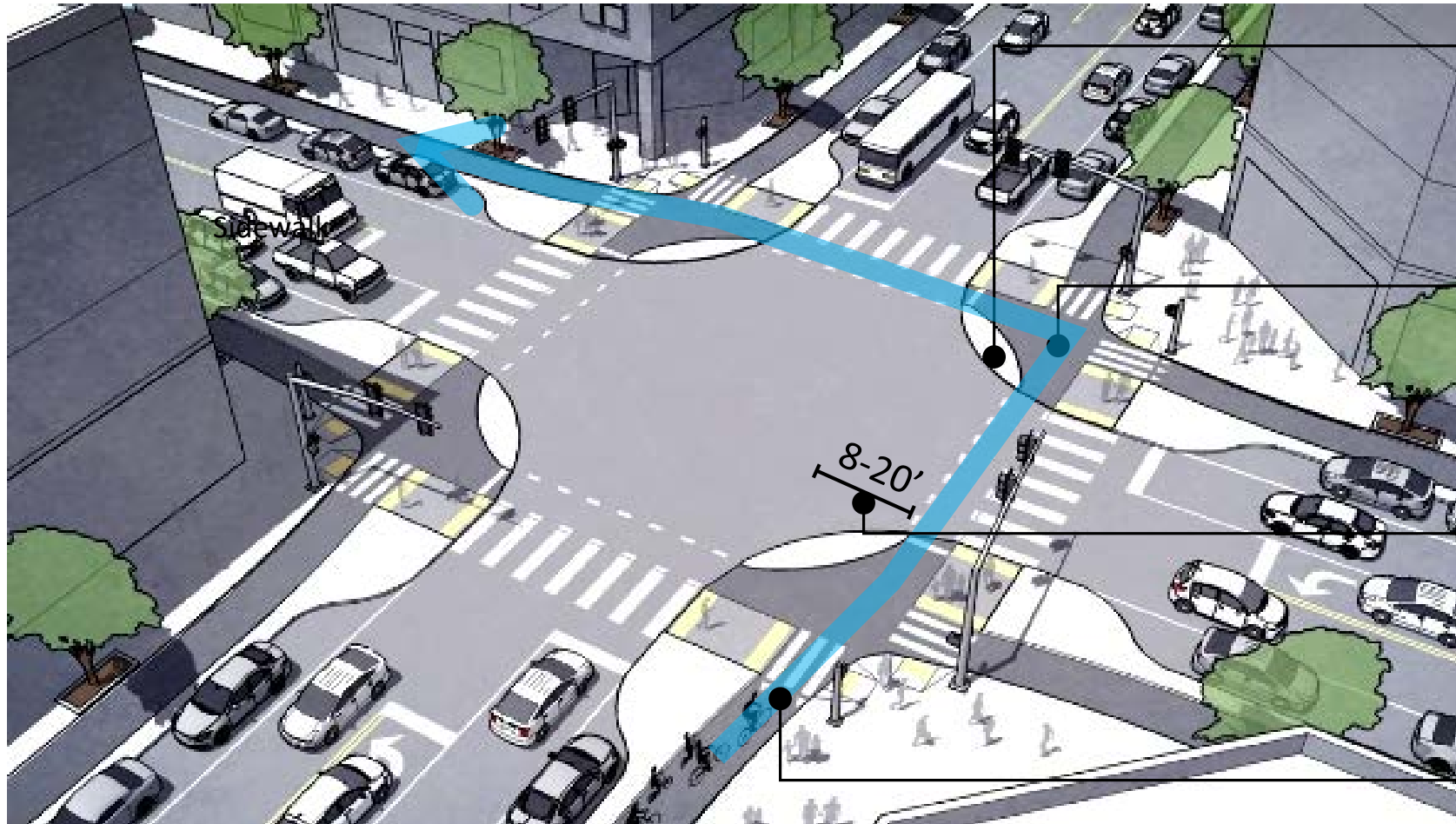


Source: NACTO



Source: Hoodline

Protected Intersections



Curb radius slows down turning vehicles while still accommodating buses where needed

Bicyclists make two-stage left turns

Turning vehicles have enough space to stop for people walking and biking

Yield markings at pedestrian crossing

For illustrative purposes only.
Source: ProtectedIntersection.com

Pedestrian Crossings

High-Visibility Crosswalks



Source: Alameda CTC
For illustrative purposes only.

Rectangular Flashing Beacons



Source: Kittelson

HAWK Signals



Source: Alameda CTC

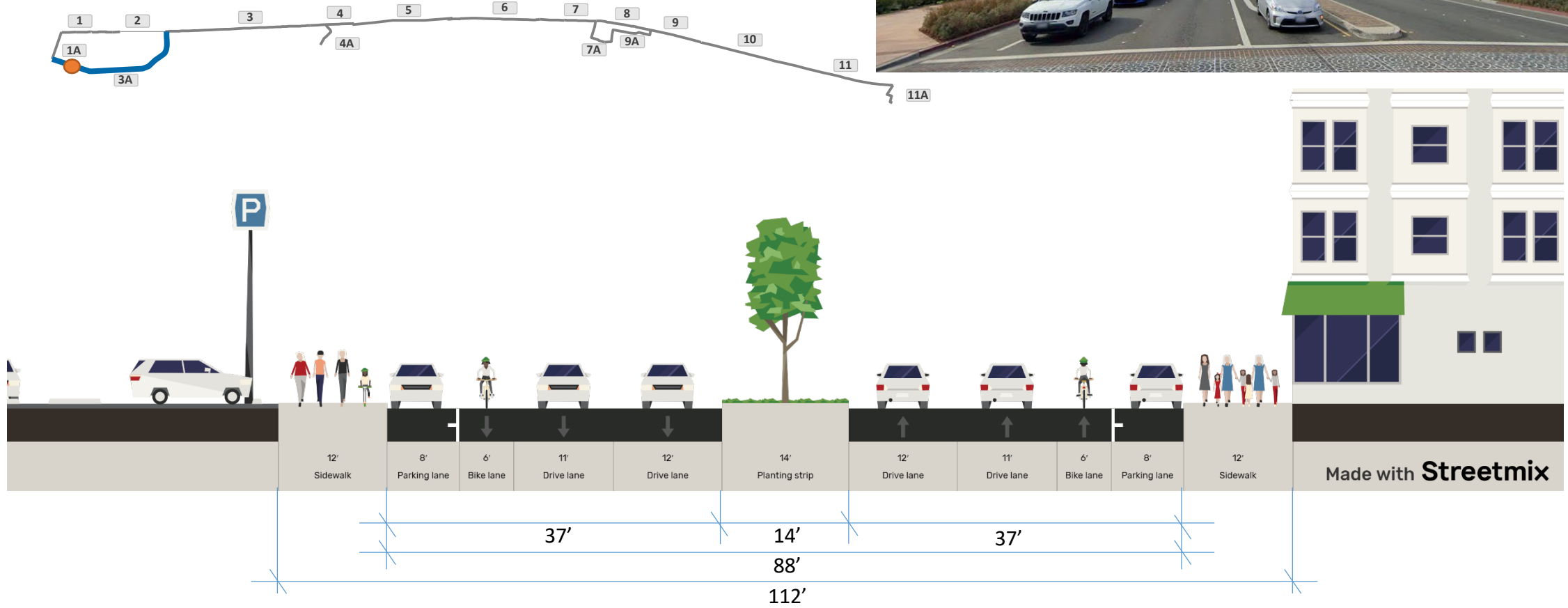
ADA Curb Ramps



Source: Kittelson

3A: San Leandro Blvd from Davis St to Williams St

existing section, looking
north City of San Leandro

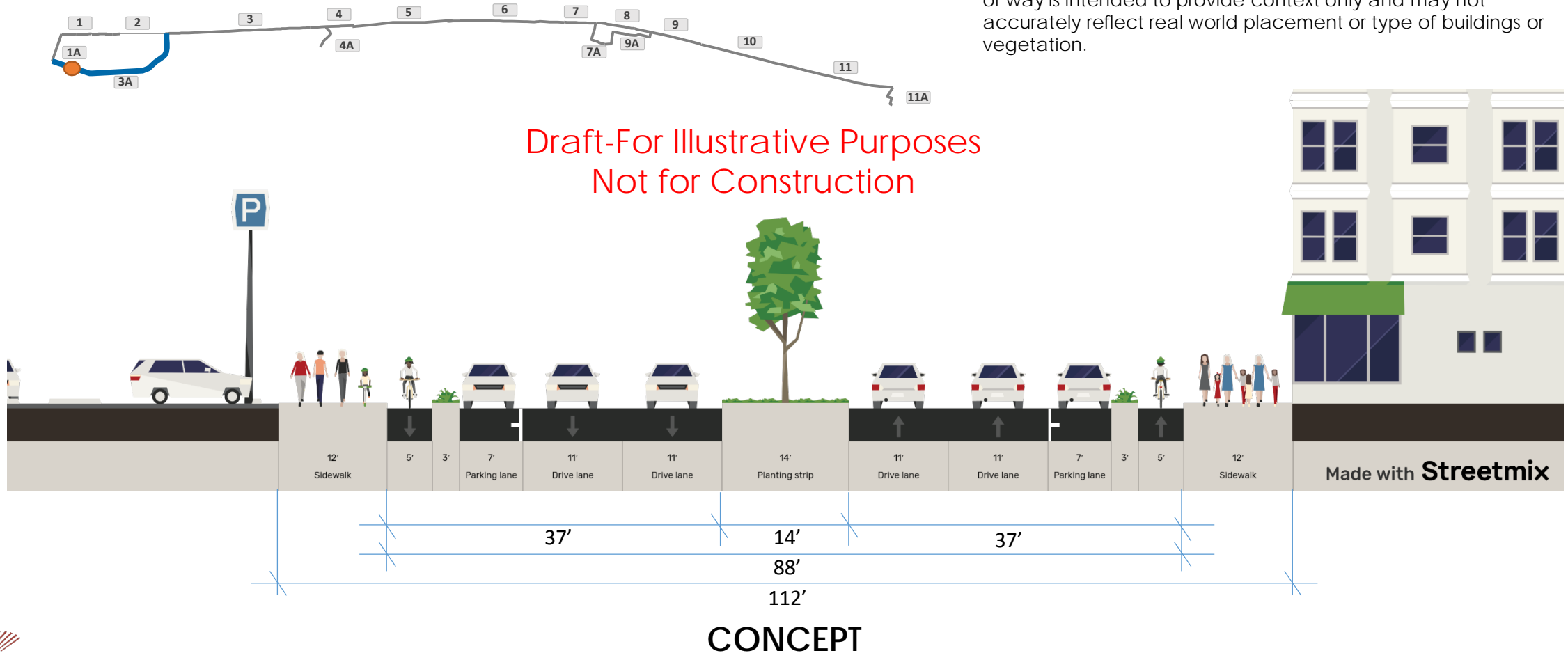


3A: San Leandro Blvd from Davis St to Williams St

one-way protected bikeway, looking north
City of San Leandro

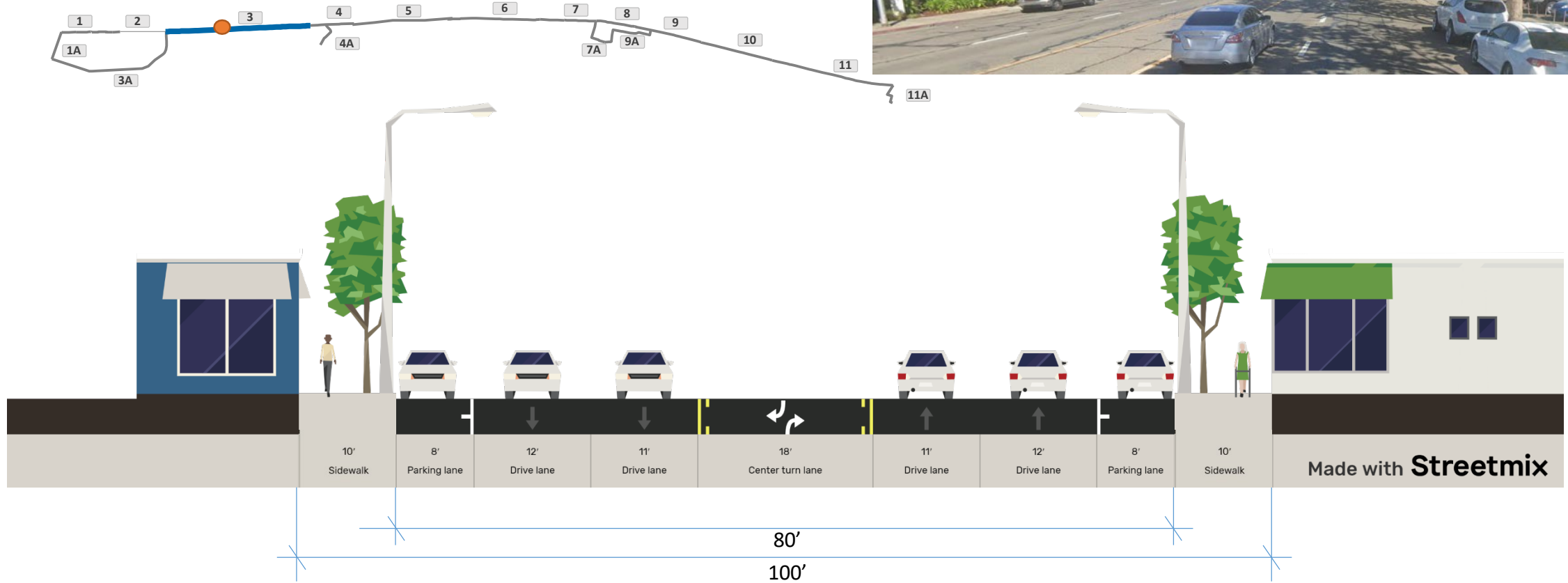
General notes:

- *While not all lane lines are shown, they are striped between driving and biking lanes per standard unless otherwise noted.
- *Placement of street trees and vegetation is conceptual and will be finalized during concept design.
- *Depiction of features in sidewalk and outside of the public right of way is intended to provide context only and may not accurately reflect real world placement or type of buildings or vegetation.



3: E 14th St from San Leandro Blvd to Plaza Dr

existing section, looking north
City of San Leandro, in Caltrans ROW



3: E 14th St from San Leandro Blvd to Plaza Dr

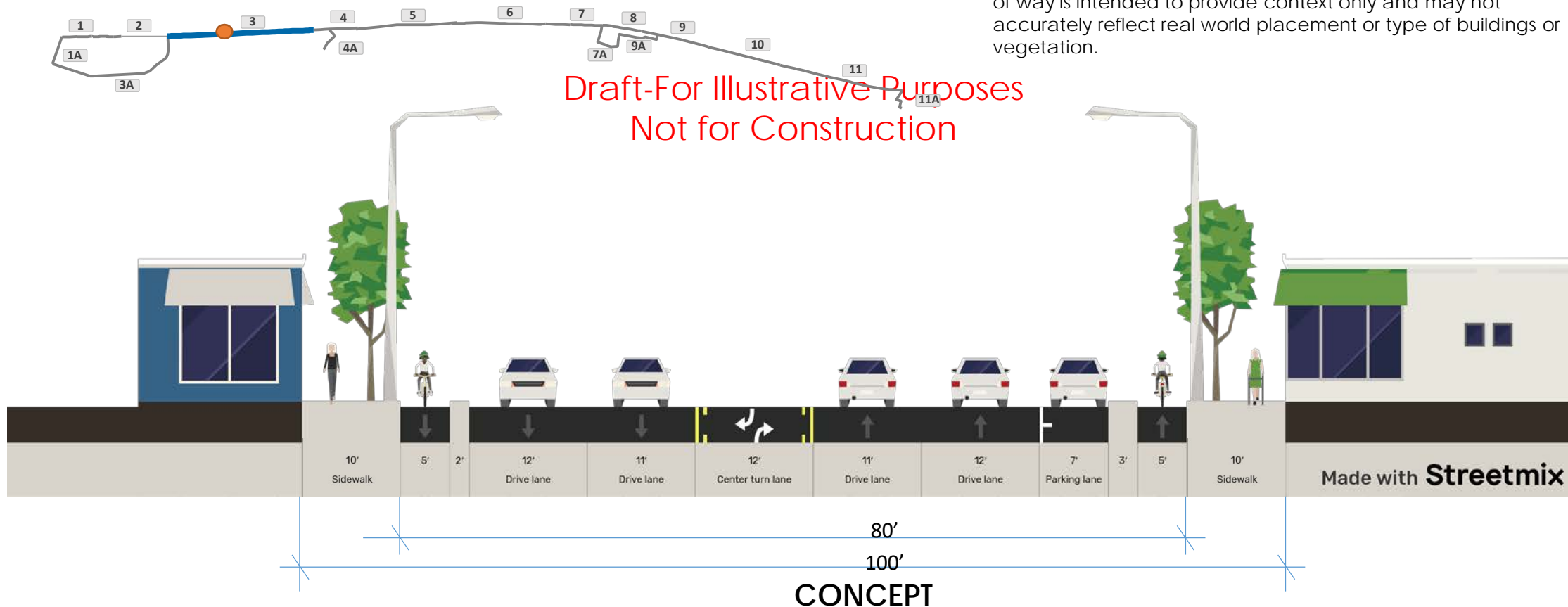
one-way protected bikeway
with parking, looking north
City of San Leandro, in Caltrans ROW

General notes:

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*Note: initial recommendation is for parking to be maintained on the east side.

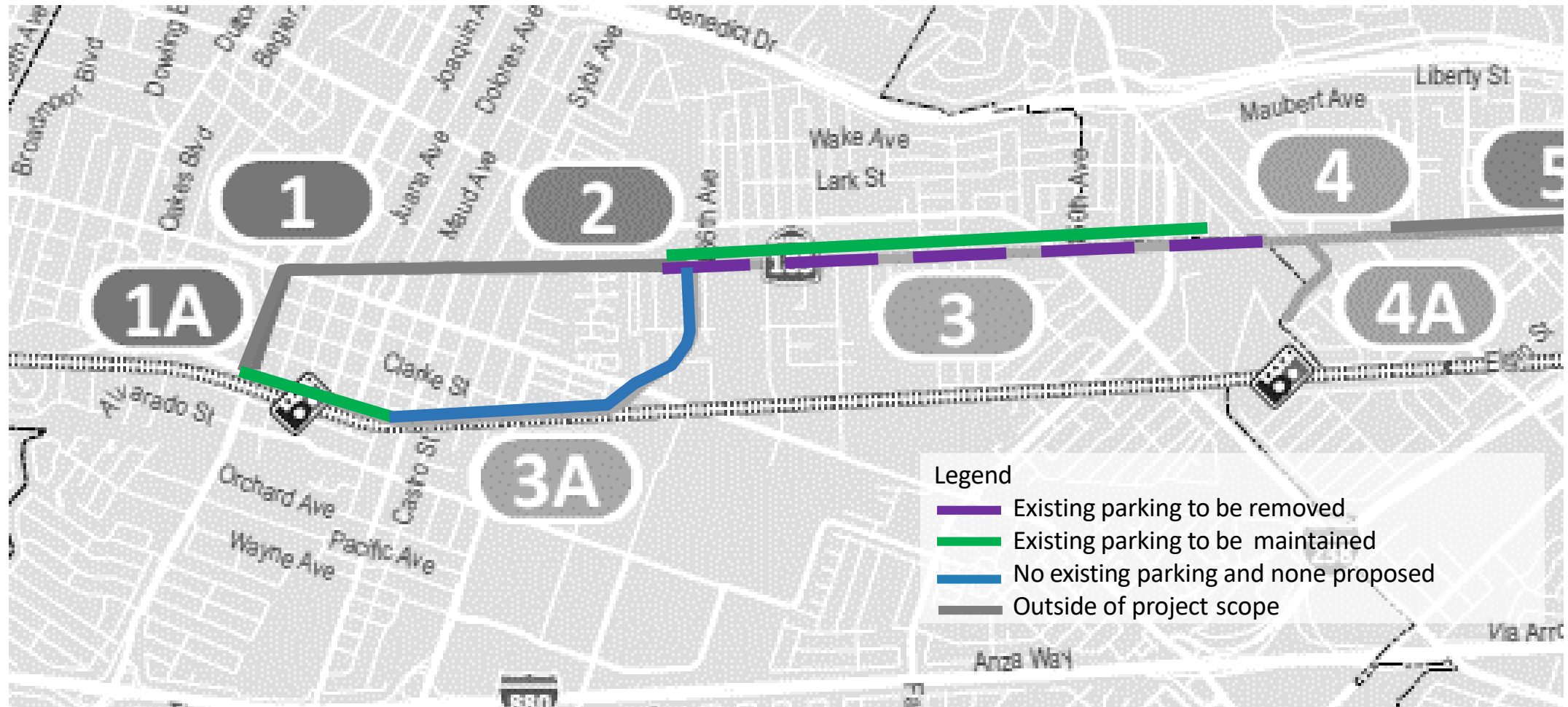
Parking Inventory and Occupancy— On-Street Parking

- E. 14th St. has parking on both sides and no bike lanes
- Adding protected bike lanes within the existing right of way requires removing parking on one side of the street
- Detailed parking analysis has been completed to understand parking supply and use
- Current stakeholder outreach activities to understand stakeholder/business issues

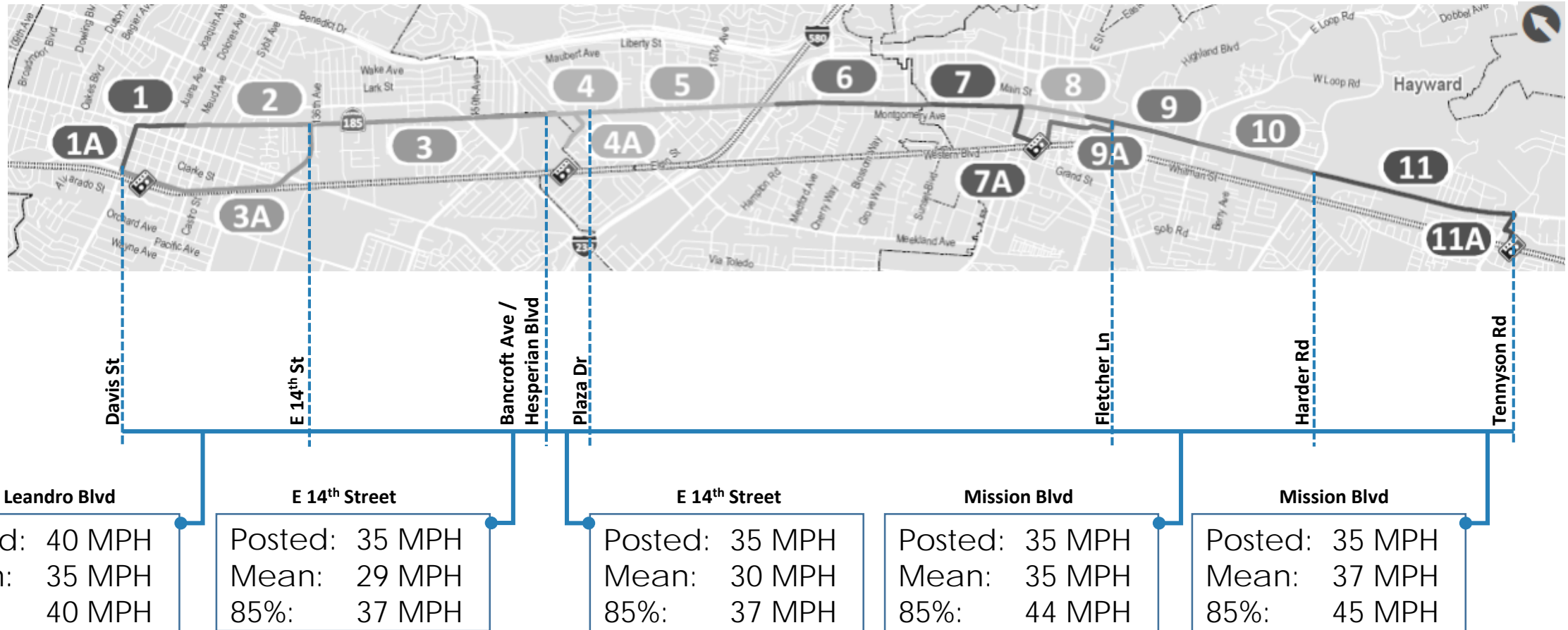
On-Street Parking Findings and Recommendations

- Analysis conducted to date indicates that the east side of E. 14th St. has more on-street spaces than the west side
- Many businesses on both sides of the street have off-street parking areas
- Many portions of E. 14th St. have parking occupancy below 50%
- Targeted outreach to businesses without off-street parking to understand parking and loading needs
- Design of parking and loading will continue to be refined during next stages of design

Proposed Parking Changes



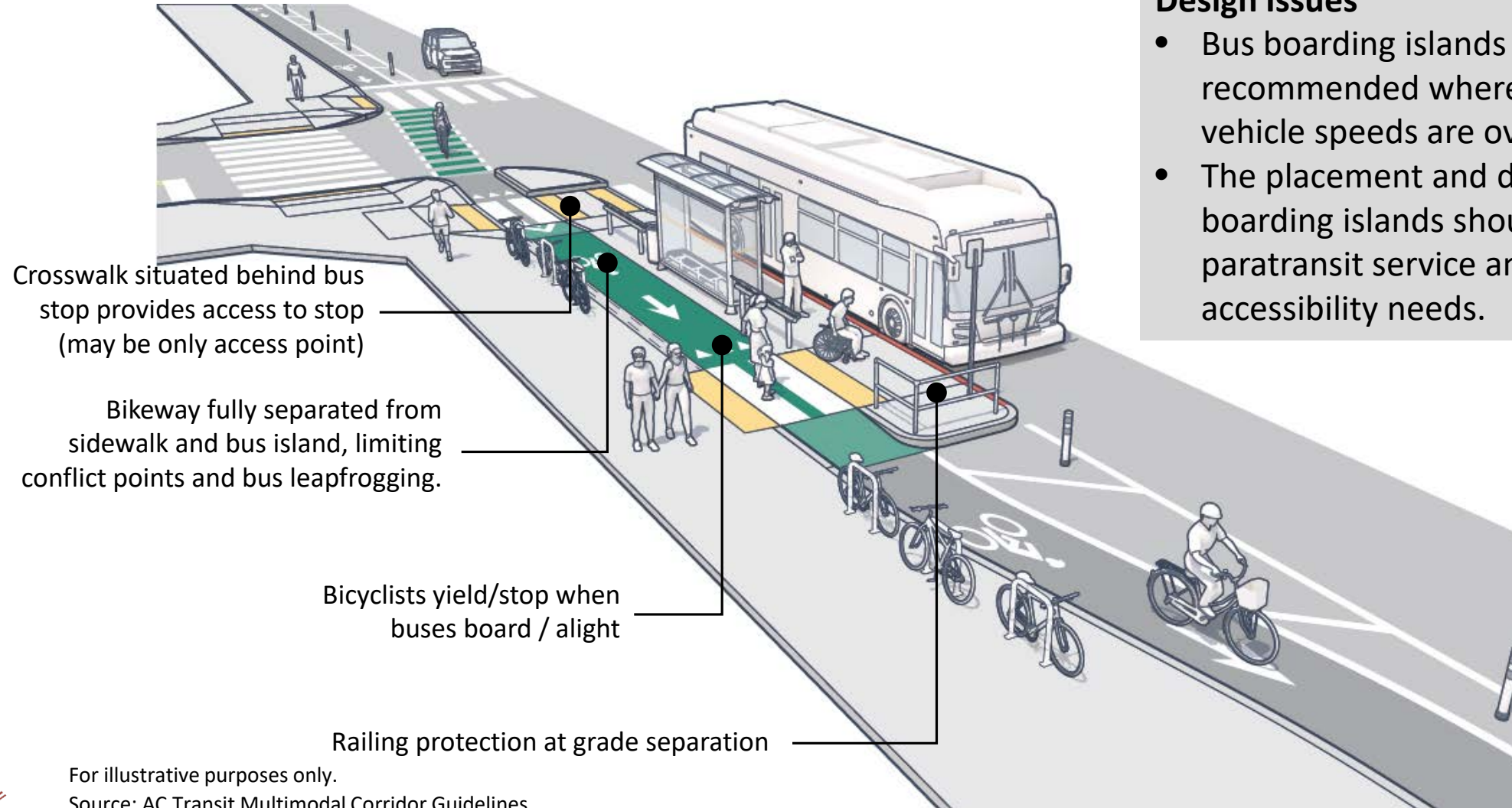
Speed Survey-E. 14th/Mission Bikeway Design Segments



Bus Boarding Islands

Design Issues

- Bus boarding islands are not recommended where posted vehicle speeds are over 35 mph.
- The placement and design of bus boarding islands should consider paratransit service and ADA accessibility needs.



Business and Community Vitality Toolkit

Physical Improvements

- Expansion and enhancement of spaces where people can gather
- Landscaping / street trees / green infrastructure
- Street furniture / bus stop amenities
- Pedestrian / accent lighting



Source: oaktownart.com

Wayfinding mosaic in Oakland

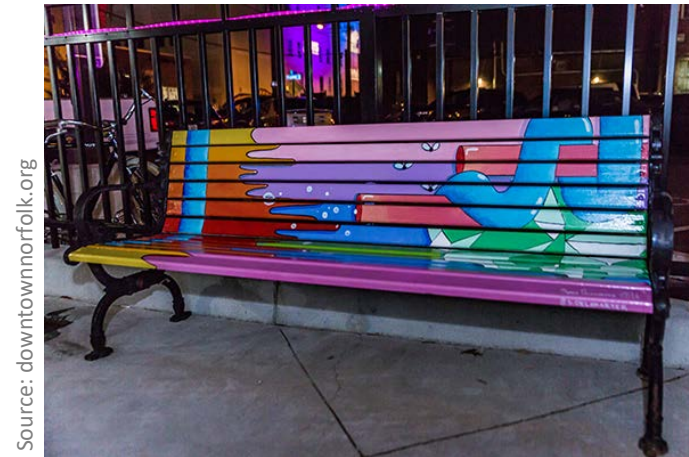


Source: CD+A

Landscaped protected bikeway in Oakland

Visual Identity

- District identity signage
- Wayfinding for all travel modes
- Public art
- Community-specific streetscape design elements



Source: downtownnorfolk.org

Art bench in Norfolk, VA

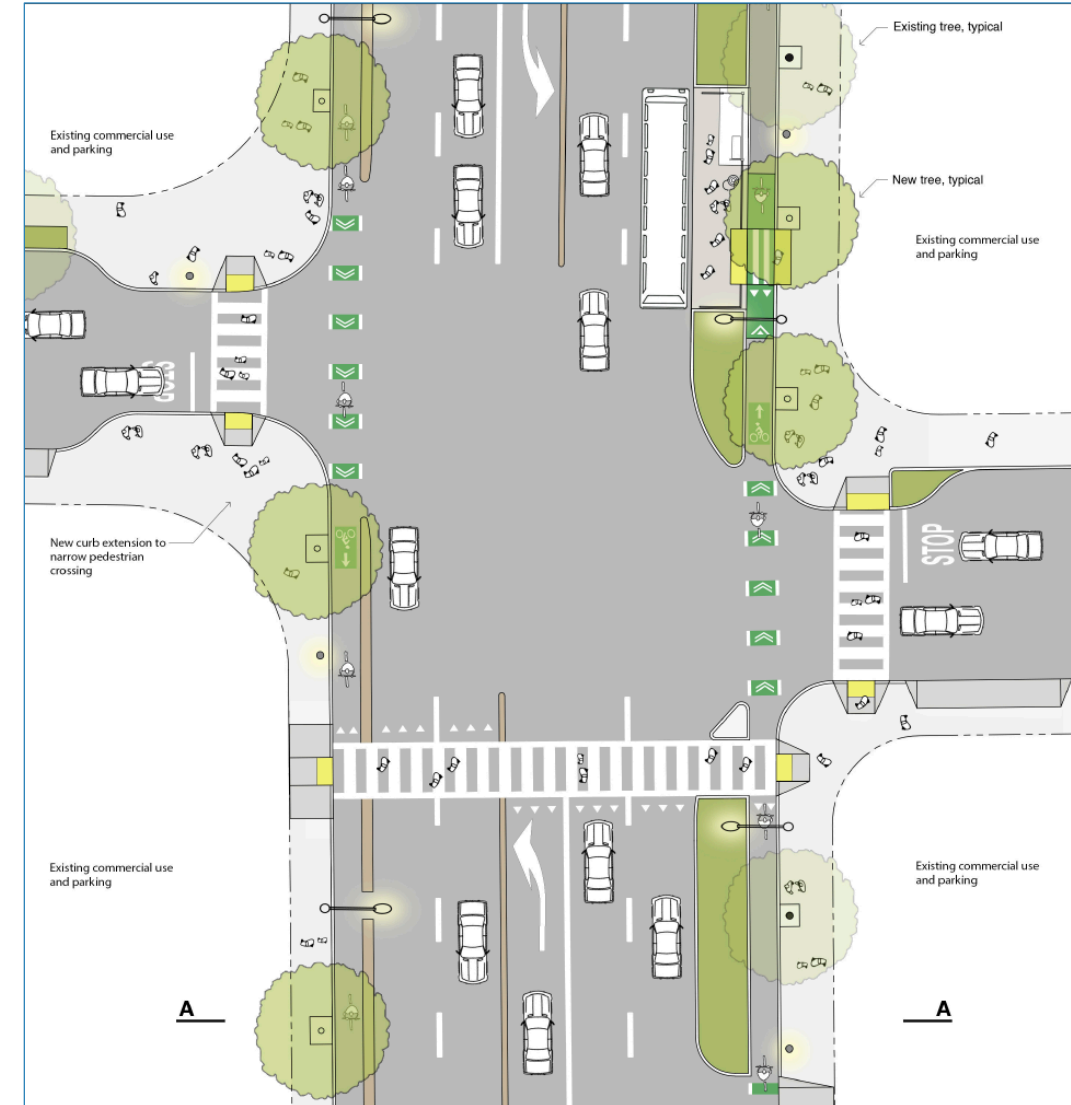
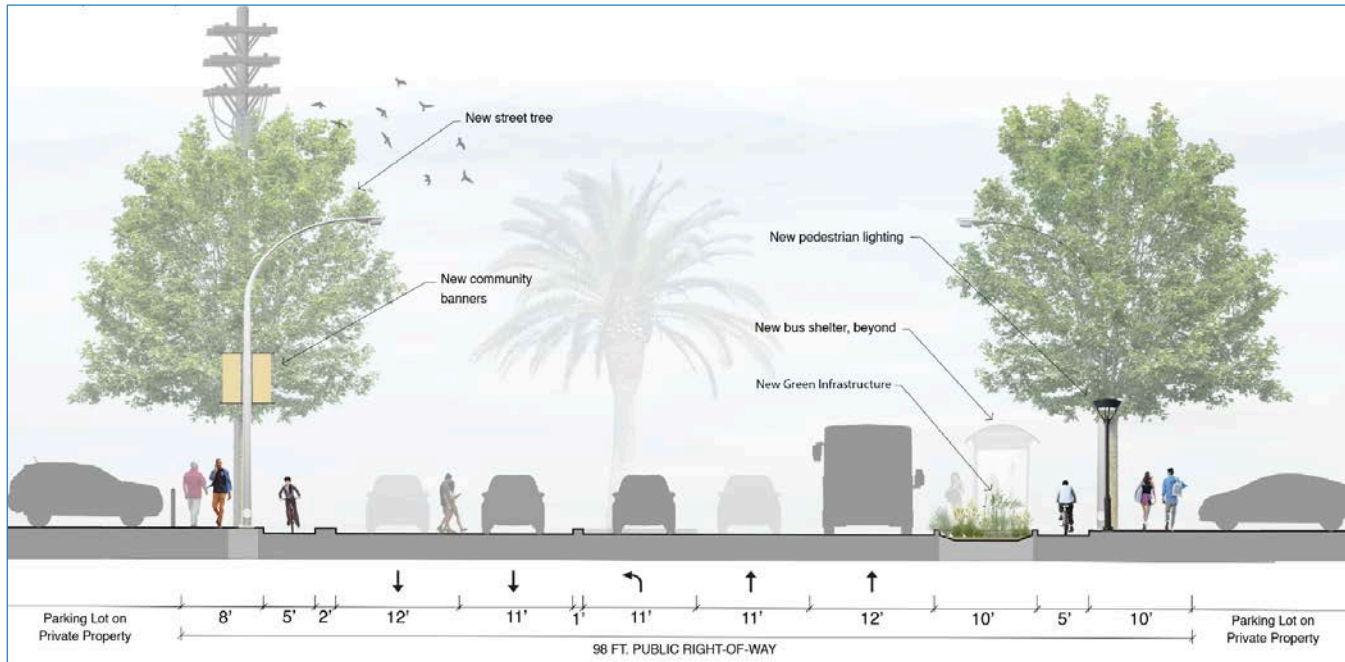


Source: Google

Façade mural in Ashland

Potential Corridor Vitality Improvements

- Landscaped planters
- Pedestrian lighting
- Street trees to fill in gaps
- Community banners
- New bus shelters
- Wayfinding signs



148th Avenue Parking Lane

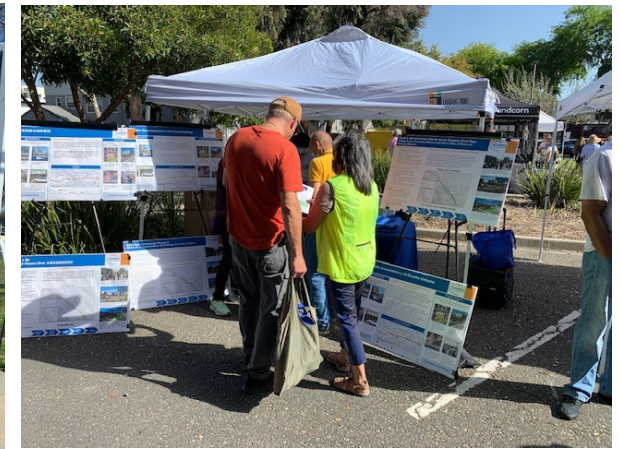


Public Outreach in San Leandro

- Popup Events
 - Bay Fair Farmers' Market 2/26/22
 - San Leandro BART 3/3/22
 - John Muir Middle School 3/12/22
 - DT Farmers' Market 4/7/22
 - San Leandro HS 4/16/22
- Door-to-Door Business Survey 4/4-4/15, 2022
- Focus Groups
 - Bike/Ped/Transit Group 4/18/22
 - Business Group 4/21/22
- Facilities and Transportation Committee: 3/3/2022
- San Leandro Bicycle and Pedestrian Advisory Committee: 3/9/2022



John Muir MS Popup



Downtown San Leandro Farmers' Market

Public Outreach Key Findings

- Support for safety improvements-consistent feedback on need to curb speeding on E. 14th St.
- Support for separated bike lanes and protected intersections
- Support for additional pedestrian crosswalks on E. 14th St.
- Agreement that pedestrian improvements benefit transit users
- Consider business deliveries and short term parking needs
- Some businesses between 144th and 143rd Ave. have high demand for parking
- Support for more landscape and placemaking—more plazas, widened sidewalks, more lighting

Project Timeline

Concept Design and Environmental Clearance

Ongoing – Fall 2022

Final Design

Fall 2022 – Early 2024

Construction (pending funding)
2026

Summer 2024 – Fall