



E. 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project San Leandro Focus Group Minutes March 12, 2019; 6:00 – 8:00 p.m.

Meeting minutes prepared by Corinne Winter. Please submit any comments or clarifications to corinne@winter.associates.

Attendees

Focus Group: Audrey Wulff, Carlton Senior Living; Donna Chang, Bike/Walk San Leandro and BPAC; Emily Griego, San Leandro Chamber of Commerce; Kate Blessing-Kawamura, Eden Housing; Richard Brennan, Chair of the Bayfair TOD Community Advisory Committee; Janice Butler, Bayfair Center; Tony Bresun, Zoning Board

Project Team: Saravana Suthanthira, Aleida Andrino-Chavez, Laurence Lewis, Corinne Winter

City Staff: Michael Stella, Keith Cooke, Nick Thom

Key Points

- Pavement condition is poor.
- Vehicular speeds are concerning, particularly in downtown areas.
- In support of BRT.
- Downtown needs to be more pedestrian- and bike-friendly, needs pedestrian lighting, better crosswalks, and amenities.
- Improve crosswalk between City Hall and Carlton Senior Living.

Discussion Topics

Site-specific location recommendations are highlighted in bold font.

Bike

- E14th is not bike friendly, and is not even an attractive route option to a regular commuter or confident bicyclist.
- Consider making it possible to ride from SL to the Bay Bridge on a continuous facility.
- Desire was expressed to have a bicycle- and pedestrian-friendly downtown.

Pedestrian

- The corridor needs to be more pedestrian friendly (multiple comments).

- **The Davis/San Leandro Blvd and Callan and E. 14th Blvd intersections needs to have pedestrian improvements; the new residential development there means that residents will need pedestrian access to the BART station.**
- **The crosswalk between City Hall and Carlton Senior Living needs improvements. Seniors walk very slow.**
- The corridor needs pedestrian-oriented lighting.
- The corridor needs better Pedestrian crossings.
- In general, the corridor needs pedestrian enhancements to make it more pleasant to walk along E14th/Mission Blvd.
- Crossing the street in downtown San Leandro doesn't feel safe.
- AC Transit buses sometimes speed through corridor.
- Consider installing scramble at some signals.

Transit

- Bus only lanes on the freeway would be more efficient than using the corridor.
- Bus headways needs to be shorter, i.e. 10 minutes.
- Plan for facilities that would accommodate autonomous transit.
- Bus only lanes would be more streamlined for passengers and less stressful for drivers, and people could use shuttles like Emeryville Go Round in the more congested areas.
- BRT lanes should be available to non-AC transit buses as well (Links, Carlton shuttles, etc).
- More people living in transit-oriented developments on the corridor, will generate more demand for transit.
- Several participants voiced support of BRT.
- BRT should be considered as a single lane on the East Bay Greenway.

Parking

- Traffic speeds seem higher when there is no street parking.

Connectivity, Speed, Pavement

- Speeds are too high through downtown (multiple comments).
- Pavement conditions are bad (multiple comments).
- V-shaped access roads are not easily accessible by car due to street architecture.
- Plan for future dynamic autonomous intersections.
- If we do bike/ped improvements we should lower the speed limit and narrow the lanes.
- Concern about diverting traffic to neighboring streets if we make E14th less friendly to drivers.