San Leandro Bicycle and Pedestrian Master Plan Update
The plan update will guide, prioritize, and recommend a network of high quality bicycle and pedestrian facilities to improve mobility, connectivity, safety, public health, physical activity, and recreational opportunities.
Plan Consistency

• This Plan update was developed after reviewing over 30 local, regional, state, and federal documents

• The recommendations in this Plan update support:
  – San Leandro 2035 General Plan
  – San Leandro Climate Action Plan
  – Plan Bay Area
  – Caltrans Statewide Bicycle and Pedestrian Plan
Bicycle Network Growth 2010-2018
Plan Update Process

PHASE ONE  Fall 2016 - Summer 2017
- Fall 2016
- Winter 2016/17
- Winter 2017
- Winter/Spring 2017
- Late Spring/Early Summer 2017
- Summer 2017

Plan Development
- Bicycle & Pedestrian Advisory Committee (BPAC) Kick Off Meeting
- Gathering Existing Conditions and Community Needs
- Public Workshop 1 / BPAC Meetings
- Developing Project, Policy, & Program Recommendations
- Public Workshop 2/ BPAC Meetings
- Drafting Implementation & Evaluation Strategies

PHASE TWO  Winter 2017
- Winter 2017
- Winter 2017/2018

Public Review Draft Plan
- BPAC Meetings
- Making Revisions to Plan

PHASE THREE  Winter 2018
- Final Plan
- Planning Commission Meeting & City Council Meeting Adoption

TODAY!
Community Open Houses
BPAC Meetings
Online Engagement & Survey Respondents
Perceptions of Safety & Comfort

How safe and comfortable do you feel walking and biking in San Leandro?

1% of respondents do not walk & 27% of respondents do not bicycle in San Leandro.
Needs Analysis
(collision, safety, network gaps, etc.)
Safe Routes to Schools

Safe Routes to Schools Improvement Plan
Site Assessment held March 2017

1. Callan Avenue / Parking Lot Entrance
   - Stripe “KEEP CLEAR” in front of driveway and paint curbs red adjacent to driveway

2. Bancroft Avenue / Callan Avenue
   - Place a barrier to reduce tripping hazard at bend of existing jog ramp
   - Upgrade existing crosswalks to high-visibility crosswalks
   - Consider installing pedestrian signal and illuminated no-right-turn sign at intersection
   - Install green dashed bike lane markings at intersection, major driveways, and conflict areas on Bancroft Avenue

3. Parking Lot Fence
   - Add “No Pick-up or Drop-off” signage to parking lot fence

4. Bancroft Avenue / Estudillo Avenue
   - Install red curb on northeast side of Bancroft Avenue immediately adjacent to intersection
   - Install green 15-minute parking curb for 2 car-lengths to the north of red curb
   - Consider installing pedestrian signal and illuminated no-right-turn sign at all corners
   - Extend existing white curbs on Estudillo Avenue east of Bancroft Avenue 5 car-lengths to the southwest
   - An FTA “No Right Turn” activated blank sign should be installed facing west traffic on Estudillo Avenue at Bancroft Avenue to prevent right-turn movements on Bancroft when students are exiting the pedestrian crosswalk. As a temporary solution, install a “Vehicle Yield to Pedestrians” or an FTA (CA) “No Right Turn on Red” sign

5. Estudillo Avenue / School Frontages (Long Term Options)
   - Option A: Drop-off / Pick-up Zone
     - Using existing area from school, install a drop-off/pick-up area where they can safely drop-off/pick-up or wait for their children. The drop-off/pick-up area should be designed with a continuous sidewalk along the back, and connected to existing paths in the front of the school. The existing sidewalk along the street should also be re-designed, with special care given to the driveways crossings
   - Option B: Incorporate Teacher / Staff Parking into Future Development
     - As a part of the proposed redevelopment of the site, consider asking the developer to build/locate a collection of parking spaces that school faculty and staff can also use as a part of the development

6. Estudillo Avenue / San Jose Street
   - Install high-visibility curb to west leg
   - Consider including rectangular rapid loading bumpers at northwest and southwest corners
   - Install green dashed bike lane markings at intersections, major driveways, and conflict areas on Estudillo Avenue

Improvements not to scale
0 200 ft
Safe Routes to Schools

Non-infrastructure Recommendations
- Madison Elementary currently participates in the Safe Routes to School program and can take advantage of both the national and regional programming that the Safe Routes to School program has to offer. Special attention should be given to pedestrian-focused activities.

Proposed Improvements:
- Recommendations on City Property
- Recommended Advanced Stop Sign Wrapping
- Recommended Rectangular Button Signal
- Existing Speed Limit
- Long Type 2 Crosswalk

Madison Elementary School

Madison Elementary School
San Leandro
Safe Routes to Schools Improvement Plan
Site Assessment held April 2017

1. Willow Avenue / Juniper Street
- Install detectable warning surfaces at all 4 corners
- Install high visibility crosswalks at all 4 legs

2. Juniper Street / Staff Parking Lot Driveway
- Install R2S signage along both parking lot curbs and at entrance and exit
- Use "STAFF ONLY" on driveway

3. Beechwood Avenue / Juniper Street
- Install red curb and R2S signage on west side of Juniper Street where shown to establish school loading zone
- Install high visibility crosswalk and detectable warning surface across Beechwood Avenue
- Install advance stop markings at east leg

4. Juniper Street / School Frontage
- Install red curb and R2S signage where shown to establish bus loading zone
- Install curb ramp and detectable warning surfaces at loading zone
- Install white curb and R2S signage north of Purdue Street where shown to establish school loading zone

5. Purdue Street / Juniper Street
- Existing crosswalk guard and speed feedback sign
- Install advance yield markings at north and south legs
- Install high visibility crosswalk at north and east legs
- Install decorative curb ramps at northeast and south end
- Install advance stop marking at east leg
- Long-term study feasibility of installing Rectangular Button Flashing Beacons to replace existing flashing crossing sign

6. Juniper Street / School Parking Lot
- Consider relocating the flow of drop-off/pick-up area to improve efficiency and increase the off-street parking space for waiting vehicles
- Existing speed limit, where shown
- Install high visibility crosswalk across Manzanita Avenue
- Install accessible path and gate connecting southwest corner of the school parking lot to Madison Playground

7. Bonaire Park / Madison Playground
- Install accessible path and gate connecting Madison Playground to the Bonaire Park parking lot

8. Juniper Street / Sagewood Avenue
- Install high visibility crosswalk and advance stop marking at east leg

9. Juniper Street / Hickory Avenue
- Install high visibility crosswalk and advance stop marking at east leg

Improvements not to scale

* No agency is responsible for the accuracy of the map. Please refer to the actual project site for site-specific information.
Plan Update Goals

- Comprehensive System
- Funding & Implementation
- Bikeability
- Walkability
- Education
- Land Use & Development
- Safety
- Access to Transit
Bikeway Network: Proposed

SAN LEANDRO
RECOMMENDED
BICYCLE
NETWORK

RECOMMENDED BIKEWAYS
- Shared-use Path (Class I)
- Buffered Bike Lane (Class II)
- Bike Lane (Class II)
- Bike Route (Class III)
- Bike Boulevard (Class III)
- Separated Bikeway (Class IV)

RECOMMENDED STUDY
- Corridor Study

EXISTING BIKEWAYS
- Shared-use Path (Class I)
- Buffered Bike Lane (Class II)
- Bike Lane (Class II)
- Bike Route (Class III)

DESTINATIONS + BOUNDARIES
- Airport
- Library
- Hospital
- Bart Stations

Map produced: January 2018
Data source: City of San Leandro, EIR
## Bicycle Project Recommendations

<table>
<thead>
<tr>
<th>Bikeway Projects</th>
<th>Existing Bikeways</th>
<th>Proposed Bikeways**</th>
<th>Total ** (Full Build Out)</th>
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<tbody>
<tr>
<td>Class I Shared-Use Paths</td>
<td>5.2 mi</td>
<td>6.2 mi</td>
<td>11.4 mi</td>
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<tr>
<td>Class II Bike Lanes</td>
<td>23.2 mi</td>
<td>3.7 mi</td>
<td>26.9 mi</td>
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<td>Class II Buffered Bike Lanes</td>
<td>1.3 mi</td>
<td>4.3 mi</td>
<td>5.6 mi</td>
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<tr>
<td>Class II Bicycle Routes</td>
<td>13.7 mi</td>
<td>4.6 mi</td>
<td>18.3 mi</td>
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<tr>
<td>Class III Bicycle Boulevards</td>
<td>0 mi</td>
<td>14.3 mi</td>
<td>14.3 mi</td>
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<tr>
<td>Class IV Separated Bikeways</td>
<td>0 mi</td>
<td>8.1 mi</td>
<td>8.1 mi</td>
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<tr>
<td>Study Corridors*</td>
<td>-</td>
<td>14.6 mi</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>43.4</strong></td>
<td><strong>41.2</strong></td>
<td><strong>84.6</strong></td>
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</tbody>
</table>

*Not included in totals

**Includes miles of upgraded existing bikeways
Example Bicycle Phase I Projects

**Williams Street**
Existing: Class II
Recommended: Class IV
Length: 2.0 miles

**Bancroft Avenue**
Existing: Class II
Recommended: Class IV Study
Length: 2.7 miles
BPAC Priority: Crosstown Corridors

SAN LEANDRO RECOMMENDED BICYCLE NETWORK

RECOMMENDED BIKEWAYS
- Separated Bikeway (Class IV)
  *All ages and all abilities

EXISTING BIKEWAYS
- Shared-use Path (Class I)
- Buffered Bike Lane (Class II)
- Bike Lane (Class II)
- Bike Route (Class III)

DESTINATIONS + BOUNDARIES
- Airport
- Library
- Hospital
- BART Station
- School
- Water Body
- Open Space
- Neighboring City
- Commercial
- Airport
Caltrans Sustain Communities Transportation Planning Grant

- In February, the City applied for $400,000 in state funding to study implementing Class IV separated bikeways on Bancroft Ave. & Williams St.
- Caltrans will announce selected projects in May
Crosstown Corridors Existing Conditions

SAN LEANDRO SPEED LIMITS + AVERAGE DAILY TRAFFIC VOLUME
Crosstown Class IV Corridors Study

POSTED SPEED LIMIT
- 30 mph
- 35 mph

DESTINATIONS + BOUNDARIES
- Schools
- Open Space
- Water Body
- Airport
- BART Station

Map produced: February 2019
Data source: City of San Leandro, EIR
Pedestrian Priority Network

SAN LEANDRO PEDESTRIAN PRIORITY NETWORK

Pedestrian Priority Walking Zones

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

Map produced: January 2018
Data source: City of San Leandro, CA
Pedestrian Improvement Areas

- San Leandro Marina
- Westgate Center
- Kaiser Area/The Spine
- Manor Boulevard
- Washington Avenue
- Downtown/San Leandro BART
- East 14th Street
- Bancroft Ave/Dutton Ave
- Bay Fair BART
- MacArthur Boulevard
- Estudillo Avenue (I-580 – Lake Chabot Park)
- Hesperian Boulevard
Example Pedestrian Phase I Projects

Implement Streetscape Improvements from the East 14th Street South Area Development Strategy
Cost: High

McKinley Elementary School
Cost: Low
San Leandro BART Connections
Bay Fair BART Connections

SAN LEANDRO RECOMMENDED BICYCLE NETWORK
RECOMMENDED BIKEWAYS
- Shared-use Path (Class I)
- Buffered Bike Lane (Class II)
- Bike Lane (Class II)
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- Bike Boulevard (Class III)
- Separated Bikeway (Class IV)
RECOMMENDED STUDY
- Corridor Study

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

Map prepared: January 2018
Data source: City of San Leandro, BART, Alameda County Open Data
Draft Plan Public Comments

- BPAC Meetings
- Letters
  - Bike East Bay
  - Bike-Walk San Leandro
  - Rails-to-Trails Conservancy
- 8 direct emails
- 200+ comments on the PDF comment tool
# Recurring Comment Themes

<table>
<thead>
<tr>
<th>Comment Theme</th>
<th>Response</th>
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<tbody>
<tr>
<td>Build an “All Ages and Abilities Network”</td>
<td>• Over 2 miles of new Class IV projects&lt;br&gt;• Bancroft as Class IV Study&lt;br&gt;• Over 2 miles of new Class I projects</td>
</tr>
<tr>
<td>Adopt NACTO guidance for all ages and abilities bikeway designs</td>
<td>Guide mentioned in Plan for City staff to reference</td>
</tr>
<tr>
<td>Set higher goal to reduce collision fatality rate</td>
<td>Goal changed to reduction of 75% over 10 years</td>
</tr>
<tr>
<td>Provide a north-south &amp; east-west bicycle corridor</td>
<td>• Bancroft Class IV Study &amp; Doolittle Class IV&lt;br&gt;• Williams Class IV</td>
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<tr>
<td>Low stress continuous bikeways that link parts of the city together</td>
<td>Study corridors will be defined with target facilities (i.e. Estudillo Study for Class IV facility)</td>
</tr>
<tr>
<td>Bikeways for SR2S</td>
<td>Bancroft &amp; Williams projects</td>
</tr>
<tr>
<td>Incorporate &amp; plan for future developments</td>
<td>Incorporated existing information</td>
</tr>
</tbody>
</table>
Next Steps

• Active Transportation Program Grant (applications open in May)
• Implementing priority projects
Thank you! Questions?