



OCTOBER 2020

San Leandro Workshop Summary and Recommendations

**Community Pedestrian & Bicycle Safety Training and
Action Planning**

Creating Safer Streets for Walking and Biking



Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.



Acknowledgments

A special thank you to the Planning Committee for inviting us into their community and partnering with us to make Williams Street, San Leandro a safer place to walk and bike!

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Thank you to Anne Guzman from Guzman Interpreting Services for providing simultaneous interpretation from English to Spanish in support of this training. We would also like to acknowledge the community members who participated in the workshop. Their collective participation meaningfully informed and strengthened the workshop's outcomes.

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TABLE OF CONTENTS

ACKNOWLEDGMENTS	3
EXECUTIVE SUMMARY	5
INTRODUCTION	7
THE PLANNING PROCESS	8
PEDESTRIAN AND BICYCLE CRASH HISTORY	9
WILLIAMS STREET, SAN LEANDRO ASSET MAP.....	11
RECOMMENDATIONS TO IMPROVE WALKING AND BIKING SAFETY	20
APPENDIX A: DATA ANALYSIS	29

Executive Summary

The Community Pedestrian and Bicycle Safety Training (CPBST) is a statewide project of California Walks (Cal Walks) and the University of California at Berkeley's Safe Transportation Research and Education Center (SafeTREC). The CPBST engages residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities.

The Williams Street, San Leandro CPBST was collaboratively planned and facilitated by City of San Leandro Planning Department, the Planning Committee, Cal Walks, and SafeTREC (Project Team) to:

1. Improve the walking and biking conditions on Williams Street; and
2. Garner community input on plans for a Class IV bike lane on Williams Street.

The August 15, 2020 training consisted of:

- Walking and biking assessments along three (3) key routes;
- An overview of the 3 E's strategies to improve walking and biking safety using the intersectional 3 E's framework including: Equity, Engineering, Education,
- Action planning sessions to prioritize and plan for community programs, and infrastructure projects.

Data

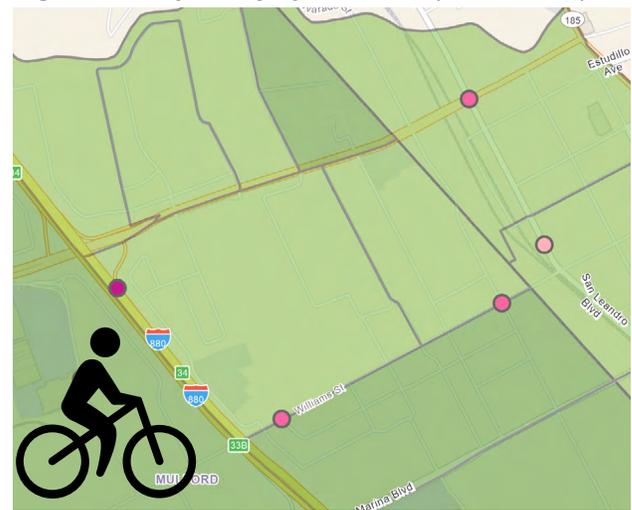
The Project Team and Planning Committee reviewed data which demonstrated a safety concern in the area. Over the 10-year period, 2009 to 2018, both pedestrian crashes and bicycle crashes appeared to be mostly stable within the boundaries of Davis Street to the north, San Leandro Boulevard to the east, Marina Boulevard to the south, and the San Francisco Bay to the west in San Leandro. From 2014 to 2018, there were 28 pedestrian victims and 6 bicycle victims. A full discussion of pedestrian and bicycle crashes can be found in the CPBST report.

Figure 1: Pedestrian Injury Crashes (2014-2018)



Collision Severity (2014-2018)	Median Household Income
● Injury (Severe) 6	■ 50K - 75K
● Injury (Other Visible) 11	■ >75K
● Injury (Complaint of Pain) 10	

Figure 2: Bicycle Injury Crashes (2014-2018)



Collision Severity (2014-2018)	Median Household Income
● Injury (Severe) 1	■ 50K - 75K
● Injury (Other Visible) 3	■ >75K
● Injury (Complaint of Pain) 2	

PLANNING COMMITTEE

The planning committee consisted of representatives from John Muir Middle School, City of San Leandro Bicycle & Pedestrian Advisory Committee, Bike Walk San Leandro, San Leandro Youth Advisory Committee, City of San Leandro Engineering & Transportation Department, and Bike East Bay.

WORKSHOP PARTICIPANTS

Workshop participants were community members and/or representatives from the Planning Committee, Vice Mayor Pete Ballew, City Councilmember Victor Aguilar.

For a more detailed discussion of the workshop, please download the full report on SafeTREC or Cal Walks' websites.

Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.

Walking & Biking Assessment

Workshop participants conducted walking and biking assessments along three (3) key routes used by pedestrians and bicyclists to access John Muir Middle School, Woodrow Wilson Elementary School, San Leandro Bart Station and Oyster Bay Regional Shoreline Park. Participants were asked to:

- Identify community assets;
- Assess infrastructure conditions; and
- Observe how road users are engaging with the built-environment.

Participants expressed concerns around:

- Road User Behavior
- Downtown Connectivity
- Bicycle Infrastructure
- Lighting
- Pedestrian Crossing Challenges
- Sidewalks
- Unused Railroad Tracks

Community Recommendations

During the action planning sessions, participants prioritized and outlined preliminary plans for the following community programs and infrastructure projects aimed at increasing the health and safety of the community:

- Pop-up Demonstration of a Class IV Bike Lane on Williams Street
- Pedestrian Crossing Improvements and Unused Railroad Pathway Advocacy
- BART to Bay creative crosswalks art design contests

Cal Walks & SafeTREC Recommendations

The following are recommendations for bicycle and pedestrian safety improvements:

- Explore funding opportunities to develop Safe Routes to School (SRTS) programs focused on youth bicycle safety.
- Collaborate with the San Leandro Planning Department and San Leandro School District to develop a student bike lane art design contest to incorporate into Williams Street bike lane enhancements.
- Develop a student-led bike to school contest when students are allowed to physically be at school to encourage students to take advantage of the newly installed bike parking.
- Collaborate with John Muir Middle School to request a rail safety presentation from the Alameda County SRTS programs for school parents and children.



The mural across the street from San Leandro BART station strengthens community identification and promotes a sense of welcoming.

Introduction

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The Williams Street, San Leandro CPBST was collaboratively planned and facilitated by the Planning Committee, Cal Walks, and SafeTREC (Project Team) to:

1. Improve the walking and biking conditions on Williams Street; and
2. Garner community input on plans for a Class IV bike lane on Williams Street.

The virtual training took place on August 15, 2020 and convened 19 participants, including San Leandro residents, Vice Mayor Pete Ballew, City Councilmember Victor Aguilar, City of San Leandro Engineering & Planning Department, Bike East Bay, and City of San Leandro Bicycle and Pedestrian Safety Committee.

The training consisted of:

- An overview of the 3 E's strategies to improve walking and biking safety: Equity, Engineering, and Education;
- Walking and biking assessments along three (3) key routes; and
- Action-planning sessions to prioritize and plan for community programs and infrastructure projects.

This report summarizes the workshop proceedings, including the community and Project Team's recommendations for community programs, and infrastructure projects to improve walking and biking safety in the Williams Street, San Leandro Community.

The Planning Process



Step 1: Assemble a Planning Committee - January 2020

- Enlist key stakeholders to serve as the Planning Committee to define the CPBST workshop goals and refine curriculum to meet the community's needs



Step 2: Review and Analyze Existing Plans and Data - March 2020

- Review existing community documents (policies and plans)
- Analyze injury collision data and identify trends



Step 3: Conduct CPBST Site Visit - March 18, 2020

- Review current pedestrian and bicycle safety data and conditions
- Discuss workshop logistics
- Conduct preliminary walk assessments
- Identify instructional activities and goals for the workshop
- Develop outreach and recruitment plan for the workshop



Step 4: Conduct CPBST Workshop - August 15, 2020

- Conduct a walking and/or biking assessment
- Participate in workshop instructional activities
- Develop an action plan, including identifying actionable next steps for advancing workshop goals



Step 5: Implement CPBST Actions - Ongoing

- Review CPBST report summarizing workshop proceedings and recommendations
- Work with partners to secure resources for programs/projects identified during the CPBST
- Update California Walks and SafeTREC about changes as a result of the CPBST workshop

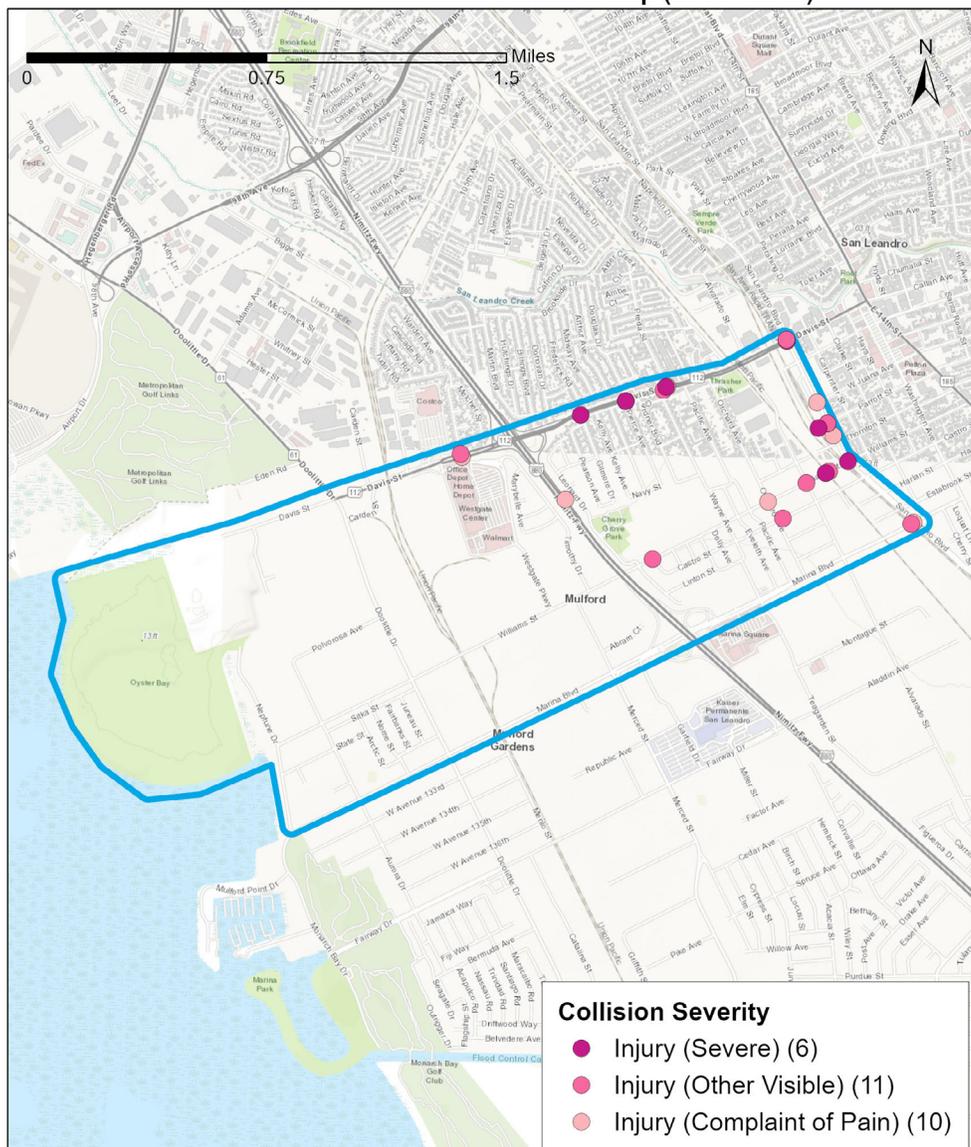
Pedestrian and Bicycle Crash History

The following data is based on police-reported pedestrian and bicycle injury crashes resulting in injuries to pedestrians¹ and bicyclists within the boundaries of Davis Street to the north, San Leandro Boulevard to the east, Marina Boulevard to the south, and the San Francisco Bay to the west. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2009 to 2018. Crash data for 2017 and 2018 are provisional as of December 2019. A full discussion of the pedestrian and bicycle crash data can be found in Appendix A.

Pedestrian Crashes

Over the 10-year period between 2009 and 2018, pedestrian injury crashes appear to be mostly stable with a peak in 2016. In the most recent five years of data available, 2014 to 2018, pedestrian crashes were concentrated along the main thoroughfares of Davis Street, San Leandro Boulevard, and Williams Street. Driver failure to yield the right-of-way to pedestrians at a marked or unmarked crosswalk made up 55.6% of crash factors. Most pedestrian crashes occurred during the commute hours of 6 a.m. to 9 a.m. and 3 p.m. to 6 p.m. There were 28 pedestrian victims in total with no fatalities and six suspected severe injuries. Sixteen pedestrian victims were between the ages of 5 and 34.

Williams Street Pedestrian Collision Map (2014 - 2018)



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional Date: 3/16/2020

¹ A pedestrian is defined as any person who is afoot or using a non-motorized personal conveyance other than a bicycle. This includes skateboards, strollers, wheelchairs, and any electric assistive mobility device.

Bicycle Crashes

Over the 10-year period between 2008 and 2019, bicycle injury crashes appear to be mostly stable with a slight downward trend. In the most recent five years of data available, 2014 to 2018, bicycle crashes occurred sporadically throughout the neighborhood in no particular trend. The most common crash factor was failure to drive or ride on the right half of the roadway.² There was no pattern in time of day and day or week for bicycle crashes. There were six bicyclist victims involved in bicycle crashes including one serious injury. Two-thirds of the victims were male.

Williams Street Bicycle Collision Map (2014 - 2018)

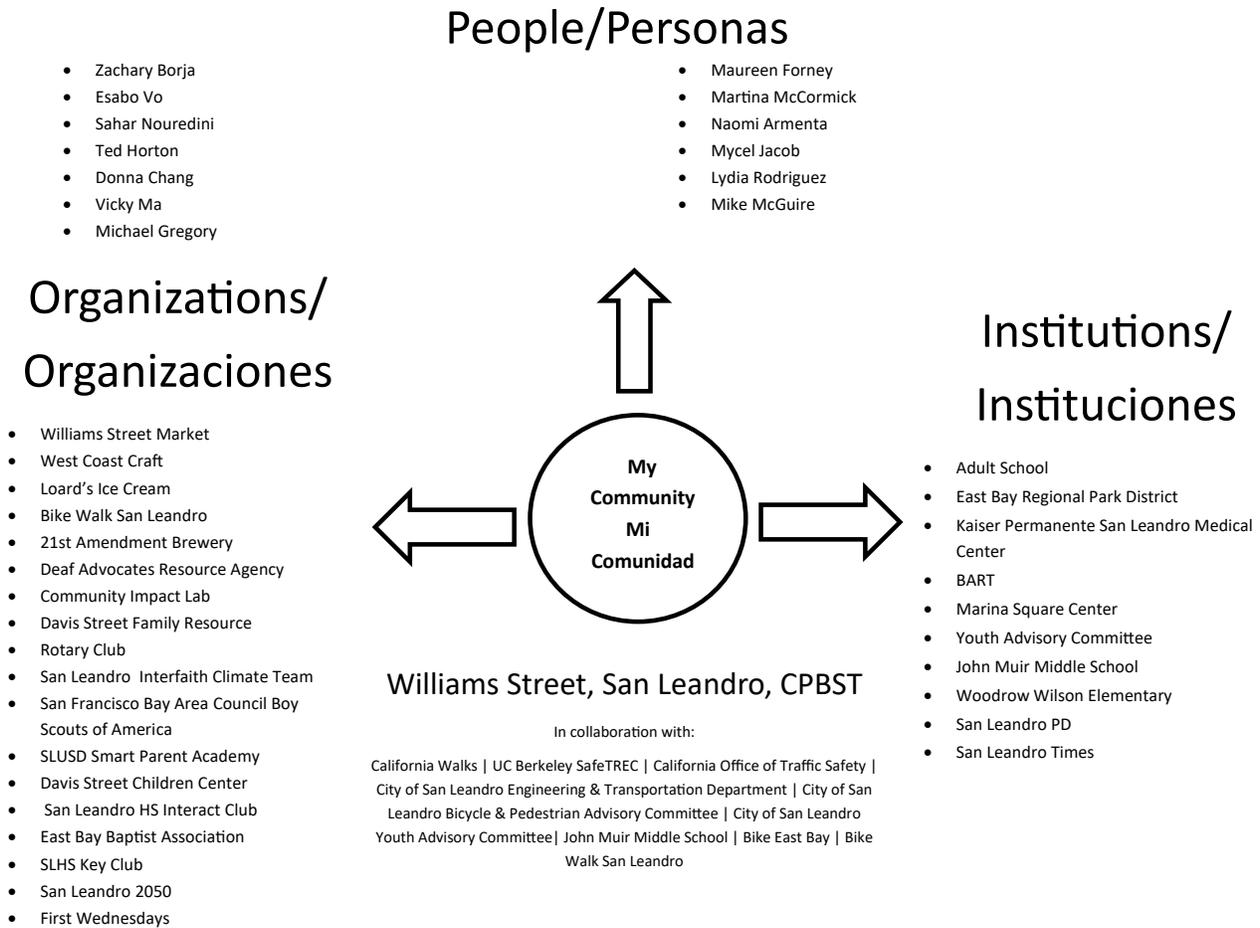


Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of Dec. 2019 Date: 3/16/2020

² These violations could have either been committed by a motor vehicle driver or bicyclist, since bicycles are considered vehicles and therefore must follow all the same rules of the road as vehicles.

Williams Street, San Leandro Asset Map

During the site visit, the Project Team led the Planning Committee through an Asset Mapping exercise to identify resources and assets in the Williams Street, San Leandro neighborhood that could help them achieve their walking and biking safety goals. Together, they identified the following resources and assets in their community:



Walking & Biking Assessment

Routes

Along the 3 walking and biking assessment routes, participants were asked to:

1. Identify community assets;
2. Assess infrastructure conditions; and
3. Observe how road users are engaging with the built environment.

Walk and Bike Assessment

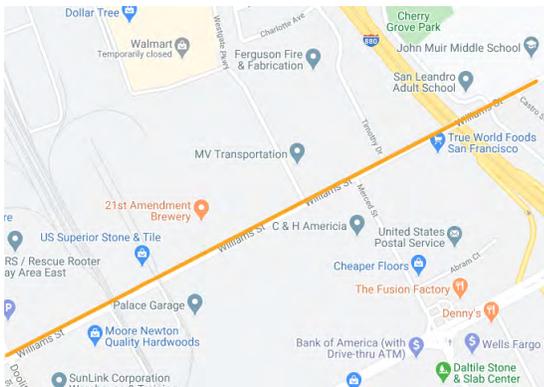
Route 1: San Leandro Boulevard & Williams Street

Focus: Teachers bike and walk on San Leandro Boulevard and Williams Street to get to and from John Muir Middle School and Woodrow Wilson Elementary from the San Leandro Bart Station. These corridors are also a connector to the Marina, which is a popular destination for bicyclists because of the bike trial.



Walk and Bike Assessment

Route 2: Williams Street

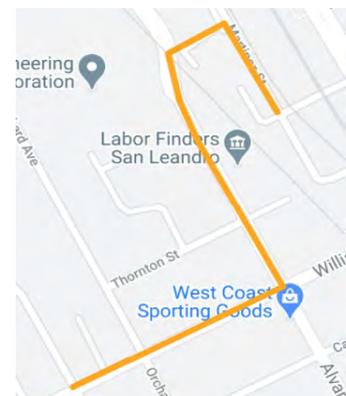


Focus: Williams Street is a crucial connector to the Oyster Bay Hayward Regional Shoreline recreation area. This section of Williams Street is part of a proposal for a Class IV bike lane upgrade proposal that would connect neighboring communities to the bay via Bay Area Rapid Transit (BART). The planning committee intended to collect the community's input on challenges they face navigating the street and the proposed Class IV bike lane proposed infrastructure enhancements with the help of the Sustainable Planning Transportation Grant.

Walk and Bike Assessment

Route 3 Alvarado Street & Williams Street

Focus: Alvarado Street and Williams Street are commonly used as an alternative route to bypass San Leandro Boulevard for those coming from the San Leandro BART Station and heading west towards Williams Street. The Planning Committee wanted to get the community's feedback on walking and biking challenges along Alvarado Street.

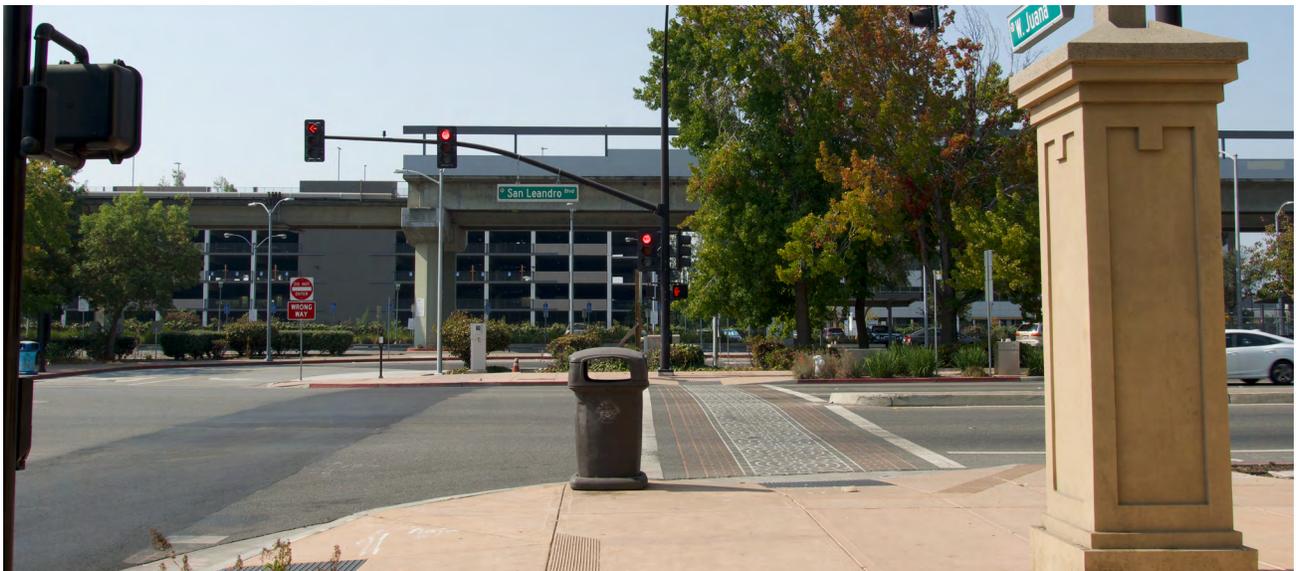


Reflections

Following the walking and biking assessments and the Street Story activity, participants shared the following reflections.

Community Assets

- The road reconfiguration on San Leandro Boulevard, particularly the San Leandro Boulevard/West Juana Avenue intersection, created a safer and more comfortable environment for walking and biking. This area now has wider sidewalks, new solid marked crosswalks, bike lanes, bulb-outs, and pedestrian-scale lighting. It was converted from three travel lanes in each direction to two travel lanes in each direction. This intersection is an important access point for San Leandro BART station commuters and residents of an affordable housing and senior housing complex in close proximity. Participants expressed the need for these changes throughout San Leandro.

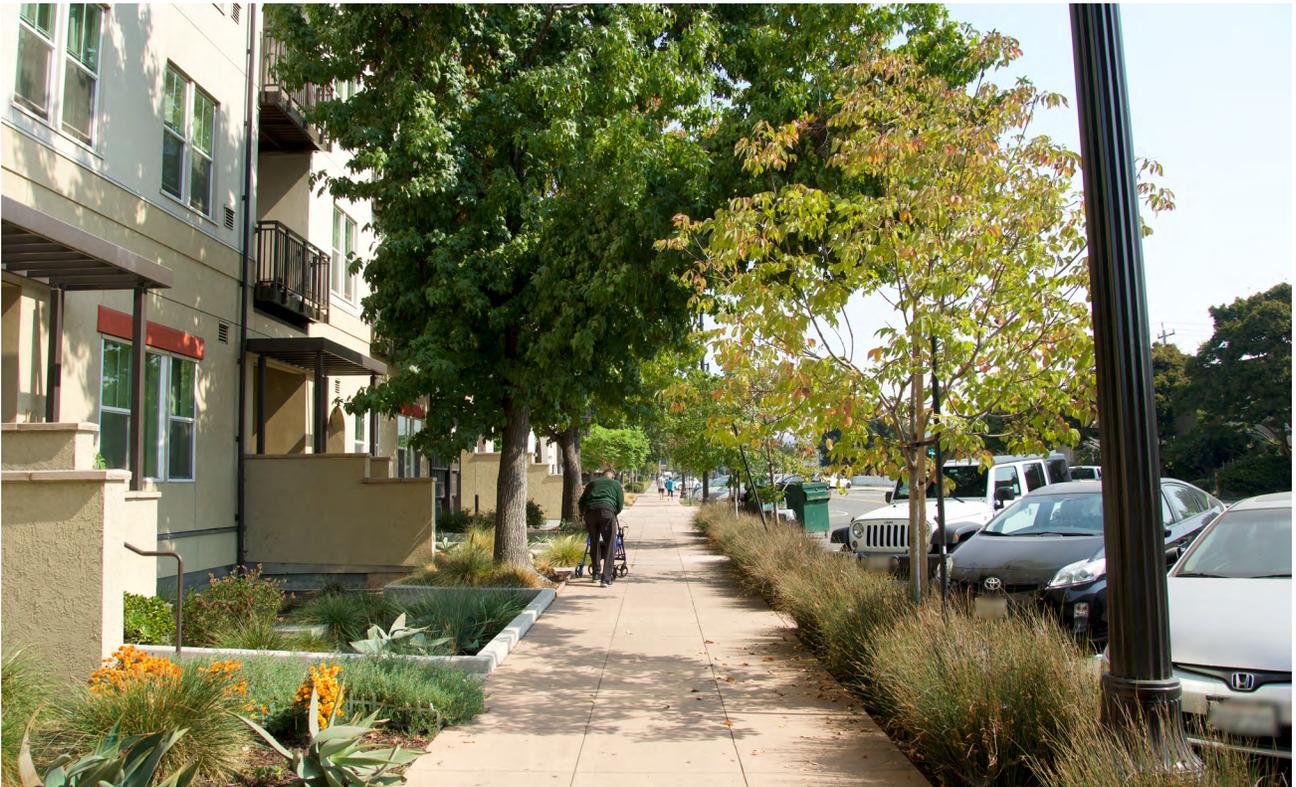


Pedestrians enjoy walking through the San Leandro Boulevard/Juana Avenue intersection because of the recently installed high-visibility crosswalks, ramps, and bulb-outs.

- Bicyclists typically ride along Williams Street because there is less motor vehicle traffic than on Davis Street and Marina Boulevard, which makes riding on the street feel less intimidating. One participant noted that there are more commuting bicyclists riding along Williams Street towards the San Leandro BART Station than on any other parallel streets.
- San Leandro Boulevard has a conventional bike lane from Davis Street towards Marina Boulevard with green high-visibility markings at potential conflict zones. Participants shared they enjoy riding on the bike lane because they feel safe.



There are green high-visibility markings on the conventional bike lane as bicyclists approach the San Leandro Boulevard/Williams Street intersection.



Other community assets include the midblock crosswalk on San Leandro Boulevard between Juana Street and Davis street, which bicyclists often use to access the BART station. In addition, there are many trees around the community and an affordable housing building with units for older adults.

Road User Behavior

- Drivers appear to travel above the 30 mph posted speed limit on San Leandro Boulevard. Even though there is a conventional bike lane on San Leandro Boulevard, bicyclists continue to ride alongside streets like Williams Street to avoid speeding drivers.
- Drivers coming north from Wayne Avenue towards Williams Street often stop in the bike lane to drop off and pick up their children. This behavior obstructs the bike lane for bicyclists heading west on Williams towards John Muir Middle School. Bicyclists then have to go into the heavily trafficked street.
- The San Leandro BART station has two parking lot entrances along San Leandro Boulevard that get backed up during peak hours. Drivers pull in and out of those entrances without yielding to pedestrians and obstruct the sidewalk to pedestrians and bicyclists along San Leandro Boulevard. This causes pedestrians and bicyclists to have to maneuver in between motor vehicles to cross the street.

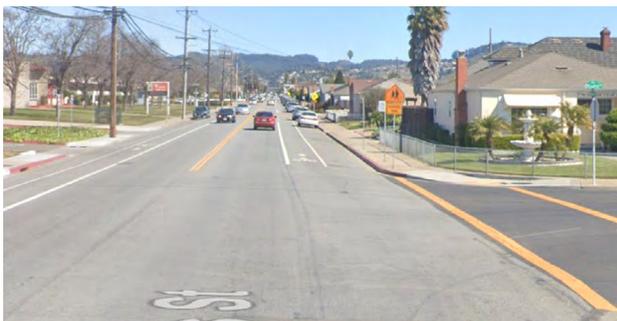


Students get dropped off at the Wayne Avenue/Williams Street intersection, where traffic builds up during arrival and dismissal time.



At the north entrance on San Leandro Boulevard, drivers often block the sidewalk, so pedestrians have to wait for drivers to move or walk around the cars.

- Drivers often block traffic in their attempt to get close to John Muir Middle School and Woodrow Wilson Elementary School during school arrival and dismissal time. This leads to near misses when drivers fail to look for and yield to students crossing Williams Street at Castro Street's unmarked crosswalk that connects to John Muir Middle School's main entrance. There is a "School Xing" sign at the east corner of Castro Street and Williams Street, but no crosswalk markings. Participants shared that many drivers do not know that pedestrians have the right-of-way at marked and unmarked crossings; drivers tend to fail to yield to pedestrians at this unmarked crosswalk.



Drivers often fail to yield to pedestrians at the unmarked crosswalk at the Williams Street/Castro Street intersection, directly across the street from John Muir Middle School and Woodrow Wilson Elementary School.

Road User Behavior (continued)

- Drivers appear to be traveling above the 30 mph posted speed limits and fail to yield for pedestrians at crosswalks along Williams Street, making crossing the street at any crosswalk feel unsafe. Participants say residents walk on the side of the road until they find a gap in traffic, finding it safer to yield to vehicle traffic outside of crosswalks than crossing at unsignalized intersections. Pedestrians may also wait until they reach a signalized intersection, but this may not be reasonable for people with limited mobility.
- There is parallel parking west of the bike lane along San Leandro Boulevard. Drivers parked in this area often open their doors without checking for bicyclists, who fear getting hit by a car door.
- Drivers may not know where the drop off area is at the San Leandro BART Station because of the lack of signage. They may turn into other driveways including one intended for buses. Driver distraction from trying to find the correct entrance may cause near misses with pedestrians and bicyclists who are crossing along San Leandro Boulevard.
- Drivers park in the bike lane along Williams Street. This prevents bicyclists from being seen by drivers when travelling through this corridor and forces them to have to weave in and out of the bike lane and into traffic. To avoid this exposure, bicyclists may ride on the sidewalk for safety.
- Bicyclists share the road with moving vehicles at the Williams Street/Alvarado Street intersection. The conventional bike lane merges into a standard lane when heading southwest in Williams Street before Alvarado Street, resulting in drivers' competing for space at the front of the intersection in order to be able to turn right before needing to yield to a bicyclist. To avoid conflicts with drivers, bicyclists turn left onto Alvarado may continue along Williams Street, then cross Alvarado Street at the northwest corner.



Drivers parked along San Leandro Boulevard may not check if there are bicyclists riding in the bike lane.



A bicyclist could be seen riding their bike in the bike lane on San Leandro Boulevard.



The bike lane on Williams Street merges into the vehicle travel lane as bicyclists approach the Williams Street/Alvarado Street intersection.

Downtown Connectivity

- There have been some infrastructure improvements for pedestrians and bicyclists in San Leandro, such as high visibility, creative crosswalks and conventional bike lanes around the San Leandro BART station. However, these infrastructure improvements do not continue in a way that direct pedestrian and bike commuters from the San Leandro BART station to the San Leandro’ downtown area. Participants shared that there could be better ways to connect pedestrians and bicyclists to San Leandro’s downtown from the BART station by adding signage, high visibility bike lanes in connector streets, and crossing enhancements (e.g., bulb outs and high visibility crosswalks) along West Juana Avenue.

Bicycle Infrastructure

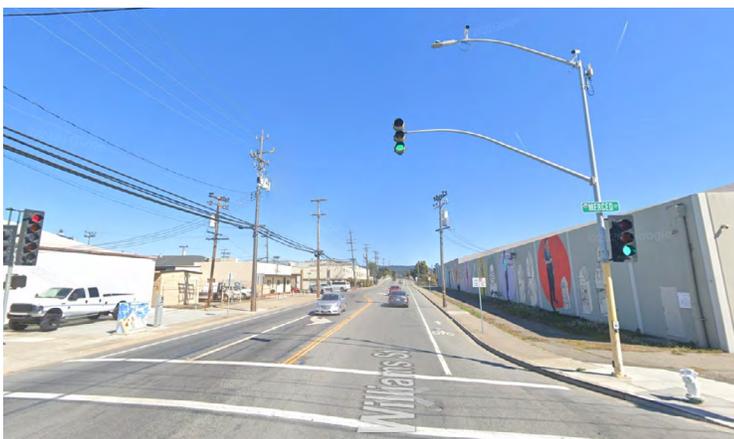
- Bicyclists and pedestrians prefer to use Williams Street to avoid Davis Street’s commercial businesses and vehicle traffic. Williams Street sees little traffic but remains industrial with large personal and commercial truck traffic along Williams Street between the 880 and Doolittle Drive. Commercial truck traffic often encroaches into marked bike lanes.
- There is no bike-activated signal detection at the Williams Street/ Alvarado Street intersection. Bicyclists riding north on Alvarado Street must wait for a driver to make a left turn onto Williams Street. Unless a motor vehicle approaches, bicyclists have to wait to get a green light to turn left safely.



Commercial truck traffic on Williams Street, like the truck shown here at the railroad tracks/Williams Street intersection, encroach on bike lane markings.

Lighting

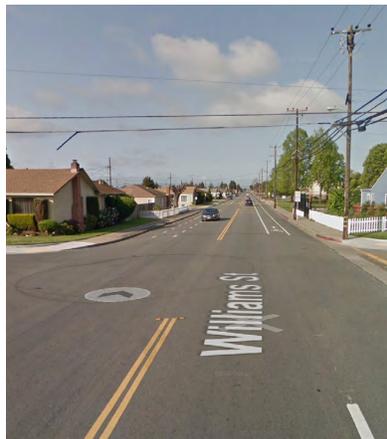
- There is insufficient lighting on Williams Street east of Merced Avenue, decreasing visibility of pedestrians and bicyclists once the sun sets. There are some LED streetlights along Williams Street, but participants reported that there are not enough to promote safety.



There is only one LED light at the corner of the Merced Avenue/Williams Street intersection.

Pedestrian Crossing Challenges

- The Williams Street/Orchard Avenue intersection is a 4-way intersection with stop signs in each direction. However, they are all unmarked crosswalks. Drivers often stop past the stop line, encroaching on the pedestrian walkway, not giving them right-of-way, and often fail to make complete stops. Pedestrians feel unsafe because there is no clearly marked area for them to cross.
- There are unmarked crosswalks near Wilson Elementary School, particularly along Williams Street at Eleveth Avenue and Wayne Avenue. Students cross here, despite the heavy motor vehicle traffic, including parents dropping off their children at the school, buses, and morning commuters. Despite efforts to slow down drivers, such as the portable speed feedback sign at various locations in the area, speeding is a regular occurrence on Williams Street and around the school. The combination of unmarked crosswalks, heavy traffic and speeding in this school zone creates challenges for students and families crossing at these intersections.
- There are unmarked crosswalks at all four legs at the Alvarado Street/Thornton Street intersection. Additionally, this intersection has a dip on the south side crosswalk to slow down traffic causing the road to be bumpy at the crossing. The existing infrastructure presents challenges for pedestrians in wheelchairs or assistive mobility devices because the crossing is bumpy and uncomfortable. The road dip also requires pedestrians to cross further into the street. Additionally, here are no clearly designated areas for pedestrians to cross the street, making waiting times to cross long.



Left: The Williams Street/Orchard Avenue intersection has four unmarked crosswalks there is no clearly marked area for them to cross. Middle: The unmarked crosswalks create challenges for students at the Williams Street/Wayne Avenue intersection. Right: The road dip and lack of marked crosswalks at the Alvarado/Thornton Street intersection make crossing challenging and time consuming.

Sidewalks

- Narrow sidewalks on Williams Street, east of Alvarado Street, are not accessible for people using assistive mobility devices or for larger groups of pedestrians. This challenge is exacerbated by drivers who block the driveway at their residences because of limited street parking. This forces pedestrians and bicyclists to compete for space on the sidewalk as they travel on the Williams Street corridor.
- The west side of the sidewalk on Alvarado Street, between Williams Street and Thornton Street, is discontinuous. Halfway through the block, the concrete sidewalk becomes a dirt path, hindering pedestrians, especially those with strollers and assistive mobility devices.

Sidewalks (continued)

- The Williams Street/Alvarado Street intersection has standard marked crosswalks with corner curb ramps. The narrow sidewalk and placement of the utility posts on all four legs of this intersection create challenges to pedestrians using assisted mobility devices.



Left: The westside sidewalk on Alvarado Street right before Thornton Street becomes a dirt path making it difficult for pedestrian with assistive mobility devices. Right: The sidewalk on Williams Street, leading up to the Williams Street/Alvarado Street intersection is narrowed by utility poles and boxes.

Unused Railroad Tracks

- There is a railroad track west of the San Leandro Boulevard/Williams Street intersection that is no longer in use, yet pedestrians walk along the railroad tracks to connect to San Leandro BART Station and Thrasher Park. Students walk this route to avoid walking along San Leandro Boulevard.



Unused railroad tracks on Williams Street and San Leandro Boulevard are used as a shortcut to and from the San Leandro BART Station.

Recommendations to Improve Walking and Biking Safety

Community Recommendations

During the action-planning sessions, participants prioritized and outlined preliminary plans for community programs and infrastructure projects aimed at increasing the health and safety of the community. Participants considered the following programs/projects:

- Install high-visibility crosswalks at the Williams Street/Castro Street intersection;
- Install curb extensions at major intersections along Williams Street, such as Doolittle Drive, Merced Street, and Leonard Drive to make them more visible and to tighten corner turning radius;
- Increase the quality of existing bike lanes by adding high visibility green paint;
- Install a bike box at the Williams Street/Merced Street intersection and the Williams Street/Alvarado Street intersection;
- Install a pedestrian island at the Williams Street/Doolittle Drive intersection to shorten the crossing distance;
- Install wayfinding signage along Williams Street to guide people to the San Leandro BART Station, Bay Trail, Downtown Plaza, City Hall, 14th Street, Woodrow Wilson Elementary School and John Muir Middle School;
- Create school contests to design high-visibility creative crosswalks;
- Install high-visibility continental crosswalks at the Williams Street/Orchard Avenue and Alvarado/Thornton Street intersections;
- Install a two-way cycle track with high-visibility road markings on the north side of Williams Street to encourage people to bike to school and the Bay Trail;
- Install curb ramps that lead pedestrians directly into the crosswalk at the Williams Street/Alvarado Street intersection so that it is easier to navigate for wheelchair users;
- Install “Yield for Pedestrian” signage at the Alvarado/Thornton Street intersection; and
- Install a continuous and 5-foot wide sidewalk on the western side of Alvarado Street, between Thornton Street and Williams.

The following tables summarize the recommendations identified as the highest priority by workshop participants.

Project Name: Pop-up Demonstration of a Class IV Bike Lane on Williams Street

Project Description: The Planning Committee will advocate to the City of San Leandro to conduct a pop-up bicycle demonstration to get feedback on the slated Williams Street Class IV bike lane from John Muir Middle School and Woodrow Wilson Elementary School students and local businesses. The Planning Committee will work with John Muir Middle School and Bike East Bay to support outreach and bike education through bike rodeos and printed information for the day of the demonstration.

Project Goals:

1. Empower students and families to ride their bicycles to commute to and from school;
2. Evaluate the impact that a Class IV bike lane will have on Williams Street; and
3. Encourage safe bicycle riding practices by providing bike safety demonstration and information.

Action Steps	Timeline	Responsible Party	Resources
<p>Demonstration Planning</p> <ul style="list-style-type: none"> • The Planning Committee will plan the logistics of the demonstration, including the length of the route, duration of the demonstration, outreach strategy, feedback form, bike rodeo, and further follow-up. • The Planning Committee will look for funding sources to purchase materials for the temporary demonstration including the Alameda County Transportation Commission Funding Opportunities and local quick build grants. • The Planning Committee will reach out to the following organizations: John Muir Middle School Staff, Bike Walk San Leandro, Bike East Bay to support outreach, programming for the bike rodeo and bicycle safety training. • Reach out to California Walks to conduct an on-bike assessment during the temporary demonstration to have a detailed report of the temporary demonstration outcomes. 	February 2021	Planning Committee	<p>Alameda County Transportation Commission Funding Opportunities</p> <p>AARP Livable Communities What is a Pop-Up demonstration?</p>

Project Name: Pop-up Demonstration of a Class IV Bike Lane on Williams Street (continued)

Action Steps	Timeline	Responsible Party	Resources
<p>Outreach</p> <ul style="list-style-type: none"> The Planning Committee will conduct outreach ahead of the bike demonstration to inform students, residents, and business of the demonstration, feedback forms, and bike rodeo via flyers and school automated phone calls. Develop a positive relationship with local businesses who make use of street parking along Williams Street to engage them in the feedback process since they will be losing street parking space. 	March 2021	Planning Committee	Williams Street Asset Map
<p>Feedback Form</p> <ul style="list-style-type: none"> The Planning Committee will finalize the feedback form which will include paper surveys that can be dropped off at a designated business and online surveys through Google Forms, Survey Monkey, or QR Codes. The feedback form will also be present at the bike rodeo to maximize feedback, 	March 2021	Planning Committee	Using Survey Information To Provide Evaluative Citizen Feedback For Public Service Decisions
<p>Bike Rodeo</p> <ul style="list-style-type: none"> A bike rodeo will be planned for the first weekend of the pop-up demonstration to kick off the event Residents can submit feedback forms for a prized drawing to encourage participation. The prize drawing can be an item such as a bike, bike helmet, etc. Informational booths at the front of the school will provide bike education and bike safety information. 	April 2021	Planning Committee	Bike Rodeo Toolkit Office of Traffic Safety Pedestrian and Bicycle Safety grants

Project Name: Pedestrian Crossing Improvements and Unused Railroad Pathway Advocacy

Project Description:

This project will install a pedestrian crossing where Alvarado Street intersects with the railroad tracks in an effort to improve access to the pedestrian path leading to San Leandro BART station. It will also install wayfinding signage on the pedestrian path to improve access from the pedestrian path to the station. The project will incorporate an educational component to improve crossing safety and encourage walking. The City of San Leandro is currently in the process of designing a new pedestrian pathway on the railroad track from Alvarado Street to Williams Street.

Project Goals:

1. Improve connectivity between Alvarado Street and the San Leandro BART station;
2. Improve connectivity between the pedestrian path and San Leandro BART station;
3. Raise awareness about rail safety

Action Steps	Timeline	Responsible Party	Resources
<p>Integrate Wayfinding Signage to the Pedestrian Path Design</p> <ul style="list-style-type: none"> • The Planning Committee will advocate to the City of San Leandro for a pedestrian pathway at the unused railroad track west of San Leandro Boulevard between Williams Street and Alvarado Street. • The Planning Committee will advocate to the City of San Leandro to integrate wayfinding signage on the path that can direct pedestrians to the San Leandro BART station, Downtown San Leandro, and Oyster Bay Hayward Regional Shoreline Park and instruct pedestrians to watch for and obey railroad signals. 	Spring 2021	Planning Committee	<p>America Walks Create a Pedestrian Wayfinding System</p> <p>2009 MUTCD Section 2D.50 Community Wayfinding Signs</p>

Project Name: Pedestrian Crossing Improvements and Unused Railroad Pathway Advocacy (continued)

Action Steps	Timeline	Responsible Party	Resources
<p>Educational Component</p> <ul style="list-style-type: none"> ● Planning Committee will work with the City of San Leandro to install educational posters about safe railroad crossing at each entrance of the pathway, which will be installed near the railroad. ● Schools will consider including safe railroad crossing tips during the morning announcements, including: <ul style="list-style-type: none"> ○ Watch for and obey railroad signals ○ Don't wear headphones when crossing railroad tracks 	Fall 2021	Planning Committee	<p>Use resources by Alameda County Transportation Commission (Alameda County's Rail Safety Program)</p> <p>ACT Safety Program offers Rail Safety Presentations for Students.</p>

Project Name: BART to Bay creative crosswalks art design contests

Project Description: The Planning Committee and the City of San Leandro will create a community art contest to design high-visibility crosswalk markings to be installed at key crosswalks along Williams Street from San Leandro Boulevard to Doolittle Drive. The community designed crosswalk enhancements will aim to encourage students, parents, and residents to walk to and from Williams Street schools, the San Leandro BART Station and the San Leandro Bay and trail. Designs will reflect the culture and style of the San Leandro community.

Project Goals:

1. To create functional and culturally reflective high visibility crosswalks along the Williams Street corridor that connects the San Leandro BART Station to the Bay Trail;
2. To engage San Leandro students, parents and residents through an art design contest;
3. To encourage walking and biking to John Muir Middle School, Woodrow Wilson, and other nearby schools by enhancing pedestrian infrastructure.

Action Steps	Timeline	Responsible Party	Resources
<p>Determine Feasibility and Budget</p> <ul style="list-style-type: none"> • The Planning Committee Bike East Bay to lead the outreach campaign • The Planning Committee and Bike East Bay will reach out to the City of San Leandro to determine the feasibility and budget for creative crosswalk installation and to determine how many and which crosswalks are eligible for the enhancements and contest entries. 	<p>Fall 2020- Spring 2021</p>	<p>Planning Committee</p>	<p>Active Transportation Program Grant funding Office of Traffic Safety Pedestrian and Bicycle Safety Grants</p>
<p>Design the Creative Crosswalks Art Design contest:</p> <ul style="list-style-type: none"> • Rules • Entry form • Timeline • Judging criteria • Judge panel 	<p>2021</p>		<p>Portland Oregon: Bike Lane Art Design Contest</p>

Project Name: BART to Bay creative crosswalks art design contests (continued)

Action Steps	Timeline	Responsible Party	Resources
<p>Create and execute an outreach campaign</p> <ul style="list-style-type: none"> ● Create an outreach campaign for each social media platform to be used. ● Conduct social media outreach to encourage and gather community contest entries. <ul style="list-style-type: none"> ○ Create: <ul style="list-style-type: none"> ■ Hashtags ■ Social Media engagement language ■ Shareable contest rules graphics 	<p>2021</p>	<p>Bike East Bay Planning Committee</p>	<p>Safe Route Partnership- effective messaging</p> <p>Hootsuite - How to create a social media calendar</p>

Project Team Recommendations

The Project Team submits the following recommendations for consideration. Implementation of recommendations may take more or less time dependent on individual community factors.

Secure Funding for Youth Bicycle Safety

The Project Team **recommends the City of San Leandro explore funding opportunities to develop Safe Routes to School (SRTS) programs focused on youth bicycle safety.** This effort would build on the existing Safe Routes educational programming that includes bike rodeos and Bike to School Days to include middle and high school student activities. Participants shared that youth and families currently bike in the community, but only along preferred routes where they feel safer, like Davis Street. The City's existing Youth Advisory Committee, as well as other youth groups and school clubs can help the City understand youth travel patterns and needs, and how to prioritize youth in future bicycle projects. As part of the CPBST, the community planned to engage the school community, but COVID-19 restrictions and unforeseen changes made it difficult to access the school and outreach to youth at this time.

Potential funding sources are:

[Spare the Air Youth Program High School grant](#) provides funding to create or expand high school Safe Routes to School programming that has the potential to reduce greenhouse gas (GHG) emissions from sources related to transportation in the San Francisco Bay Area. The goal of the grant program is to develop SRTS and other transportation encouragement and education efforts with high schools.

Caltrans' [Active Transportation Program](#) provides funding to communities throughout California to support infrastructure and non-infrastructure projects and programs to further active modes of transportation like walking and biking.

The [California Office of Traffic Safety](#) provides [Pedestrian and Bicycle Safety Grants](#) that promote safe behaviors and the use of roadways when walking or biking. Programs are designed for high-risk populations, including youth and older community members, all in an effort to teach safer driving, bicycling, and walking behaviors.

Organize Williams Street Student Bike Lane Art Design contest

The Project Team **recommends that the Planning Committee collaborate with the San Leandro Planning Department and San Leandro School District to develop a student bike lane art design contest to incorporate into Williams Street bike lane enhancements.** Possible examples include the City of Oakland Planning Department's collaboration with [Scraper Bikes collaboration](#) to design a culturally appropriate bikeway during [the East Oakland Planning street repaving initiative](#) and the City of Portland, Oregon's [Bike Lane Art Design Contest](#). These are examples of meaningful community engagement and community-led street design.

Project Team Recommendations (continued)

Encourage Students to Bike to School with School-based Contest

The Project Team **recommends John Muir Middle School develop a student-led bike to school contest when students are allowed to physically be at school to encourage use of the newly installed bike parking.** We recommend that a planning committee of students, teachers, and parents plan a week long event to [encourage students to ride their bikes to school](#). Students could be encouraged through prizes, themes, and extra credit. This week-long event can encourage students to take advantage of the new bike installations that the school has installed during school closures. Planning Committee members expressed the need for more ways to encourage students to bike to school. John Muir Middle School is currently enrolled in Alameda County's SRTS program and has access to bike safety education and free bike repair, which can be added to existing activities.

Conduct Rail Safety Education Programming

The Project Team recommends the City of San Leandro collaborate with John Muir Middle School to request a rail safety presentation from the [Alameda County Safe Routes to Schools programs](#) for school parents and children. Alternatively, the City could use downloadable resources to share with the community and help raise rail safety awareness with road users who walk, bike, and drive near the train tracks.

Appendix A: Data Analysis

Pedestrian and Bicycle Collision Data Analysis

- Williams Street, San Leandro CPBST Workshop Data Factsheet
- Williams Street, San Leandro CPBST Site Visit Data Presentation
- Williams Street, San Leandro CPBST Site Visit Data Follow-Up

Williams St Pedestrian & Bicycle Data Analyses

Community Pedestrian and Bicycle Safety Training Workshop (CPBST)
San Leandro, CA | August 15, 2020

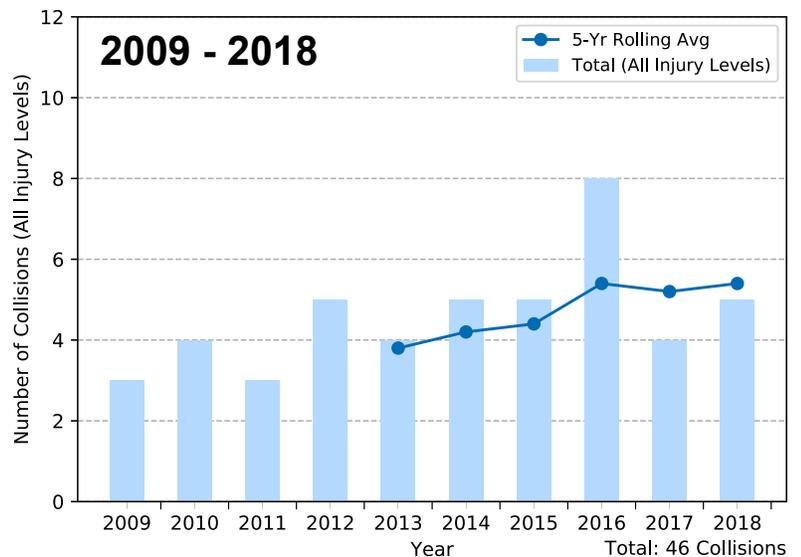
In California, more than one in four people who died in a collision is a pedestrian or bicyclist. There was a 0.8 percent increase in pedestrian deaths from 2016 to 2017 and a 6.5 percent decrease in cycling deaths (FARS 2016 and 2017). In this workshop, we provide you with local collision data so that we can identify ways to make walking and biking safer in your community.

The **local data seen below reflects collision data from the last 5 years (2014-2018)** within the boundaries of Davis St to the north, San Leandro Blvd to the east, Marina Blvd to the south, and the bay to the west.

Pedestrian Collisions Over Time

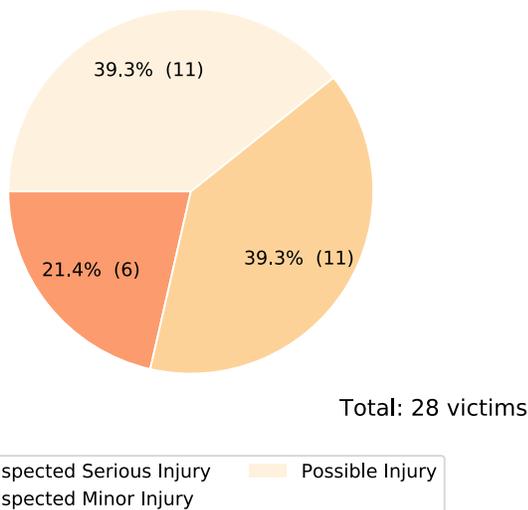
The number of collisions appear to be **mostly stable** with a peak in 2016.

 **47** people injured
 **46** pedestrian collisions

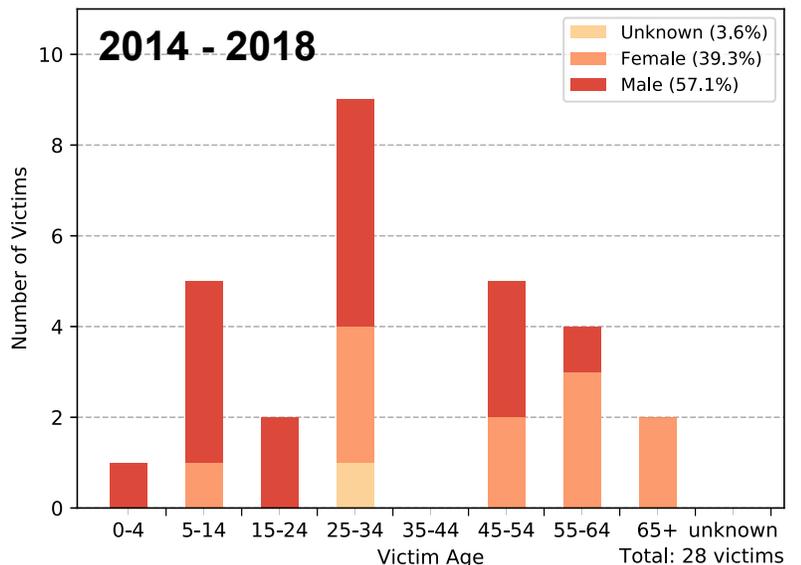


Victim Injury Severity — Victim Demographics

2014 - 2018



21.4% of victims suffered serious injuries



60.7% of victims were between the ages of 0 and 34

Bicycle Collisions Over Time

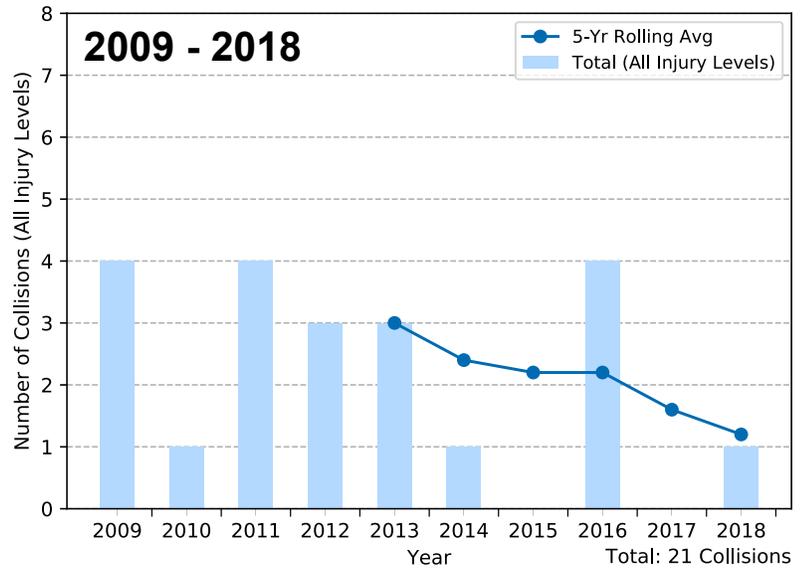
The number of collisions appear to be **mostly stable** with a slight downward trend.



21 people injured



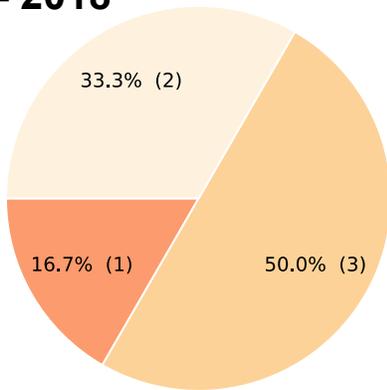
21 bicycle collisions



Victim Injury Severity

Victim Demographics

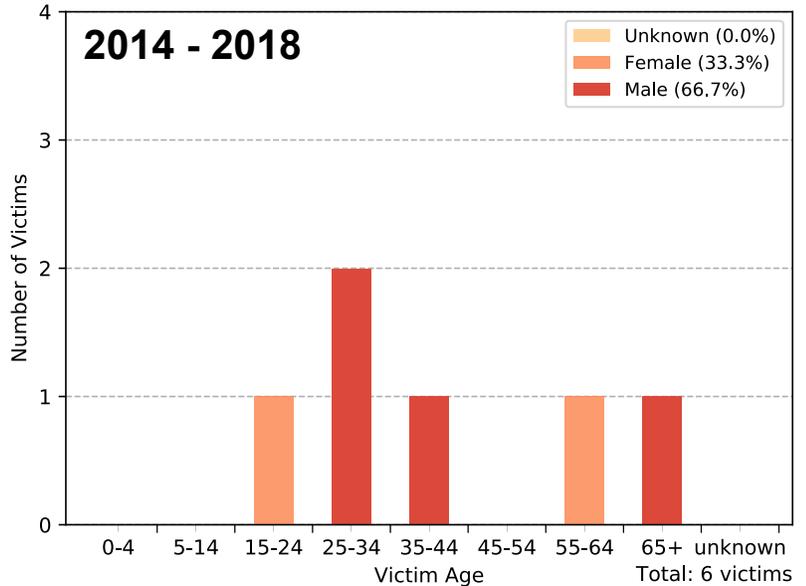
2014 - 2018



Total: 6 victims



16.7% of victims suffered serious injuries



66.7% of victims were male

What other data could help inform decision-making?

While these numbers do not tell the whole story, do they resonate with your experience?

What kinds of improvement do you think could help make walking and biking safer in your community?

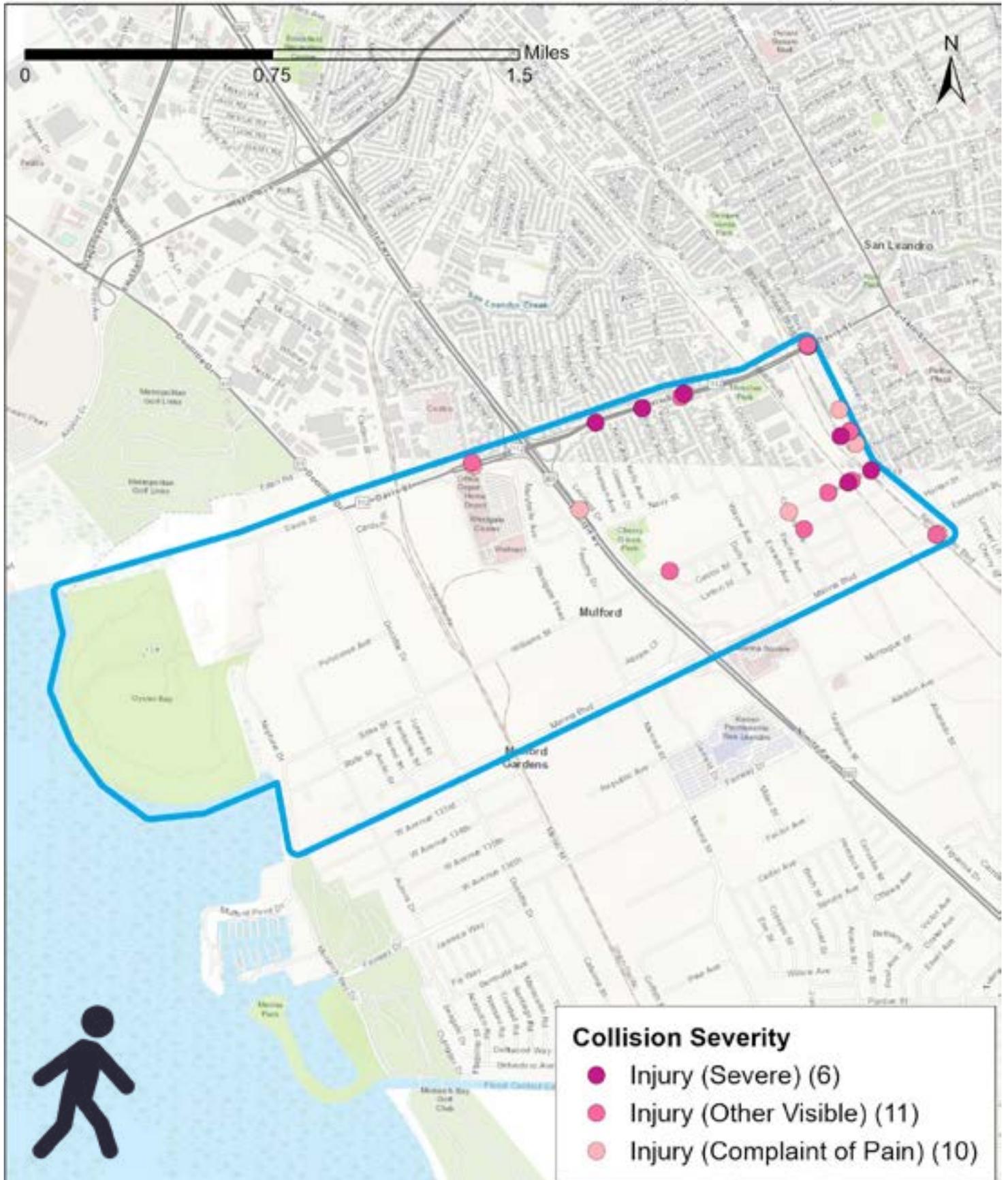
To learn more about collision data in your community, visit the free tools available through the

Transportation Injury Mapping System (tims.berkeley.edu).

For additional assistance, email us at safetrec@berkeley.edu.



Williams St Pedestrian Collision Map (2014 - 2018)



Williams St Bicycle Collision Map (2014 - 2018)



Data source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS) 2014-2018, Collision data for 2017 & 2018 are provisional as of December 2019. Funding for this program was provided by a grant from the California Office of Traffic Safety through the National Traffic Safety Administration.

Pedestrian and Bicycle Collision History

Williams Street Community in San Leandro, California

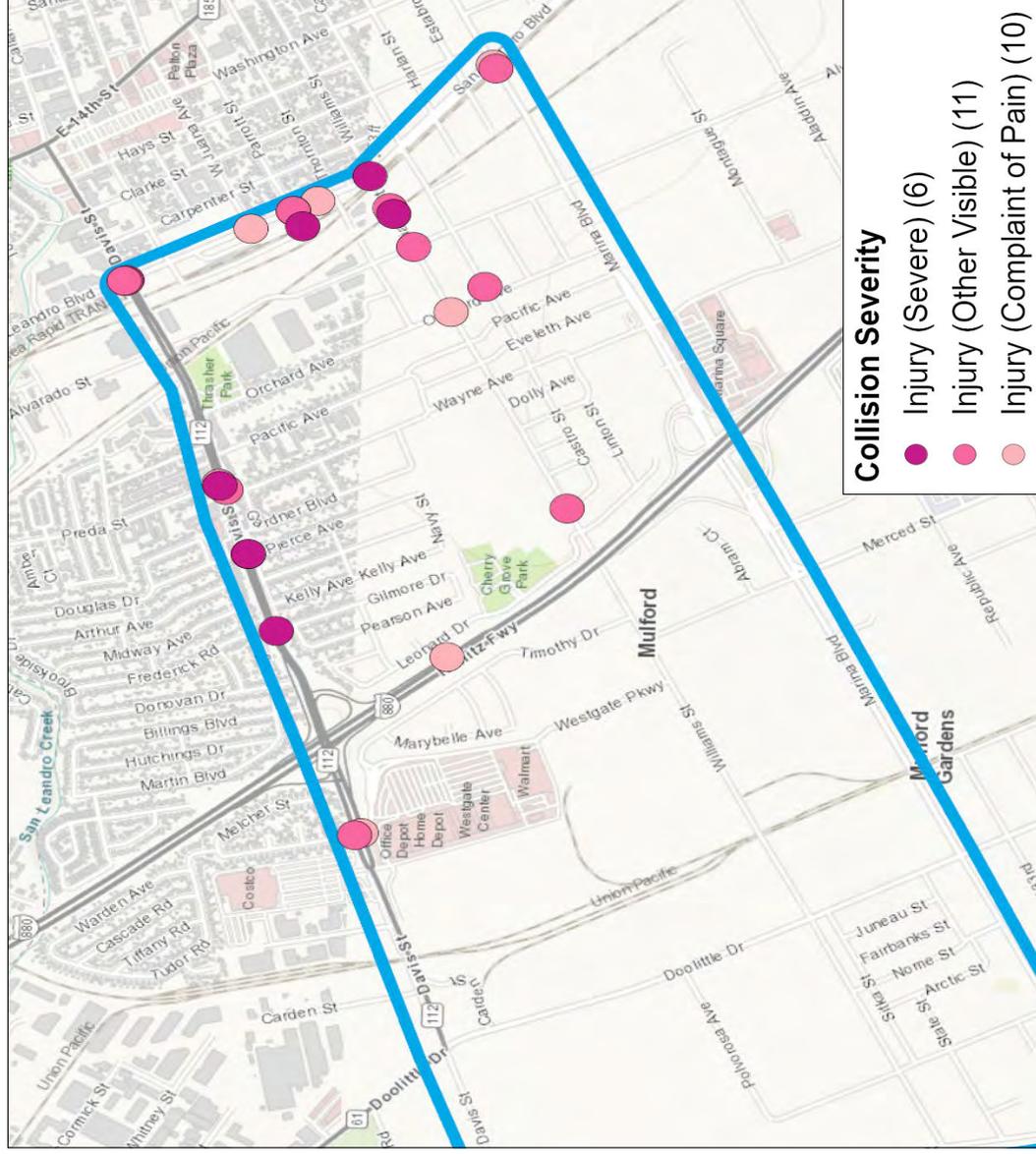
CPBST Site Visit

Wednesday, March 18, 2020

Kaori Kuroda, Program and Policy Analyst

Ana Lopez, Program and Policy Analyst

Pedestrian Injury Collisions Map (2014 - 2018)



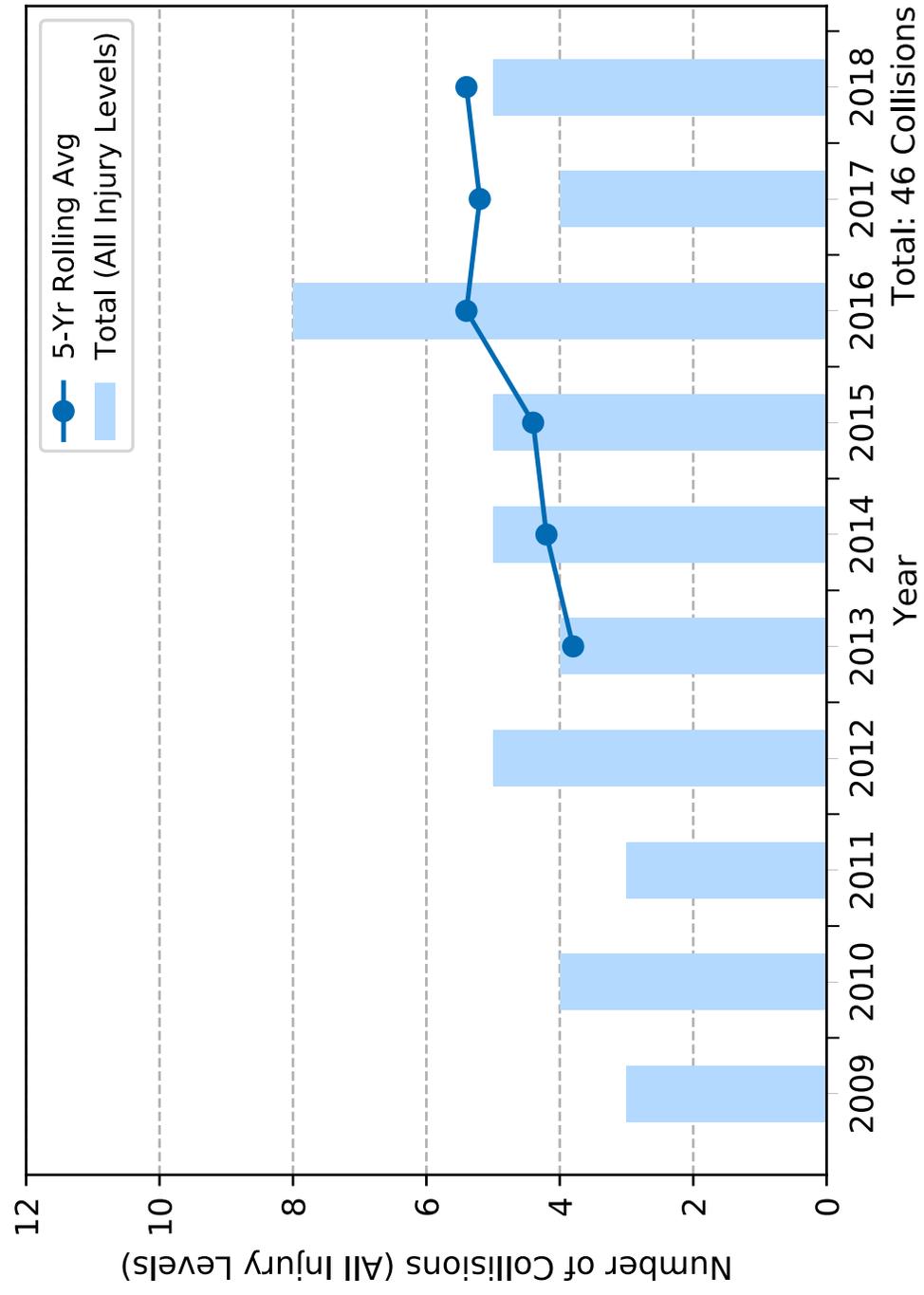
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Pedestrian Injury Collisions Map with Income (2014 - 2018)



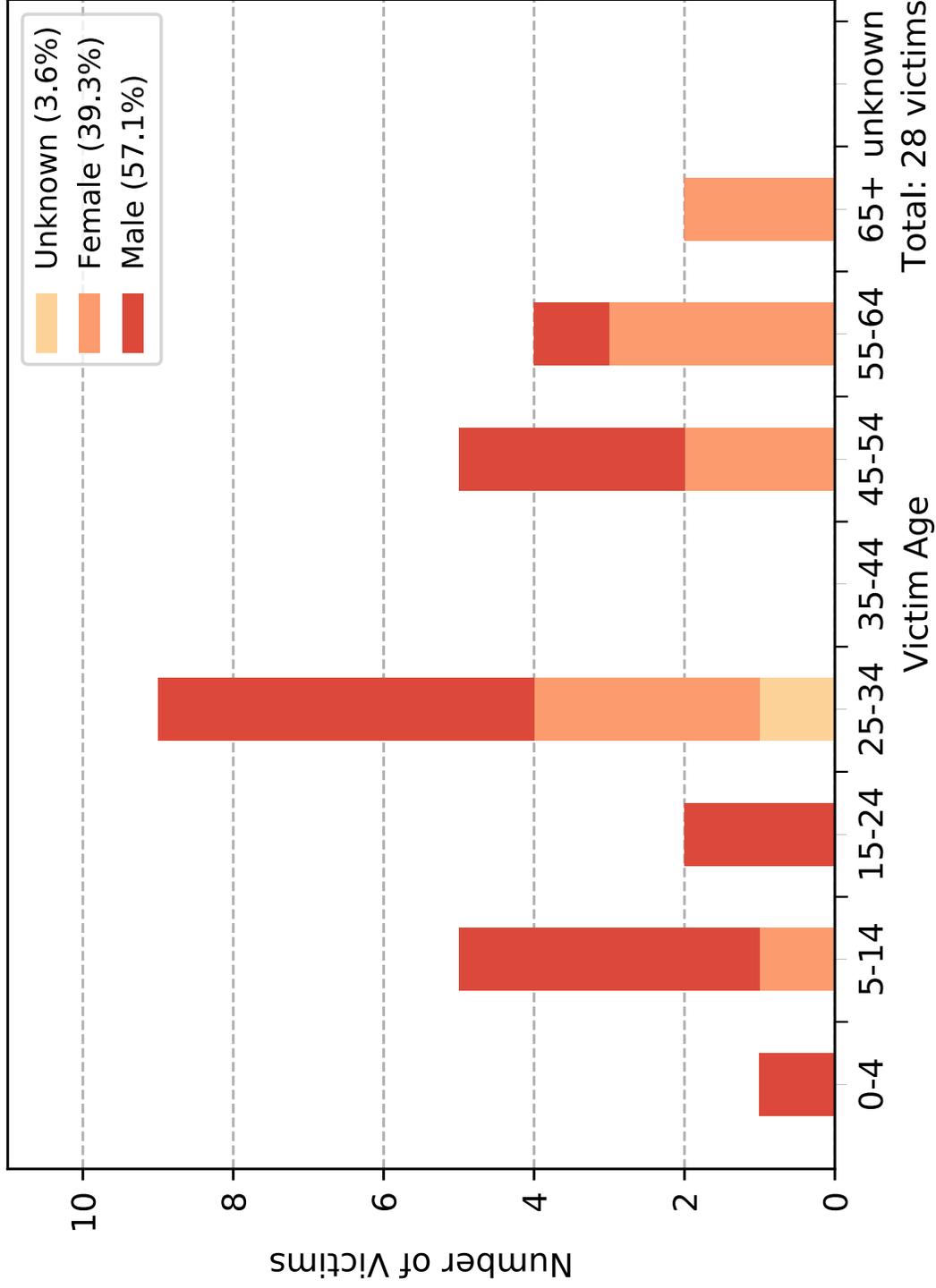
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019 Demographics - ESRI, US Census Bureau, and ACS

Pedestrian Injury Collisions Trend (2009 - 2018)



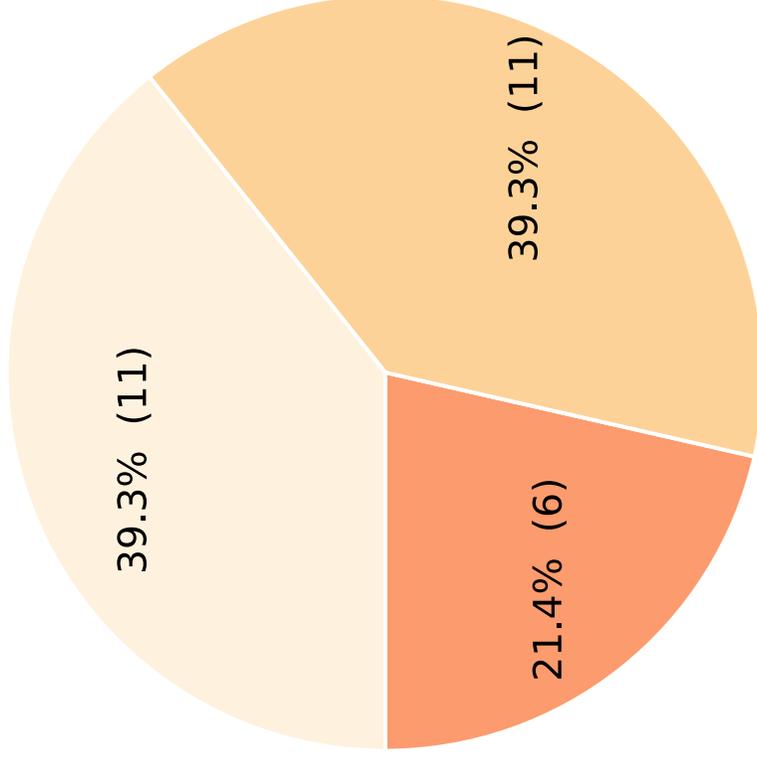
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Pedestrian Victim Injury (2014 - 2018) by age and gender



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Pedestrian Victim Severity (2014 - 2018)



Total: 28 victims

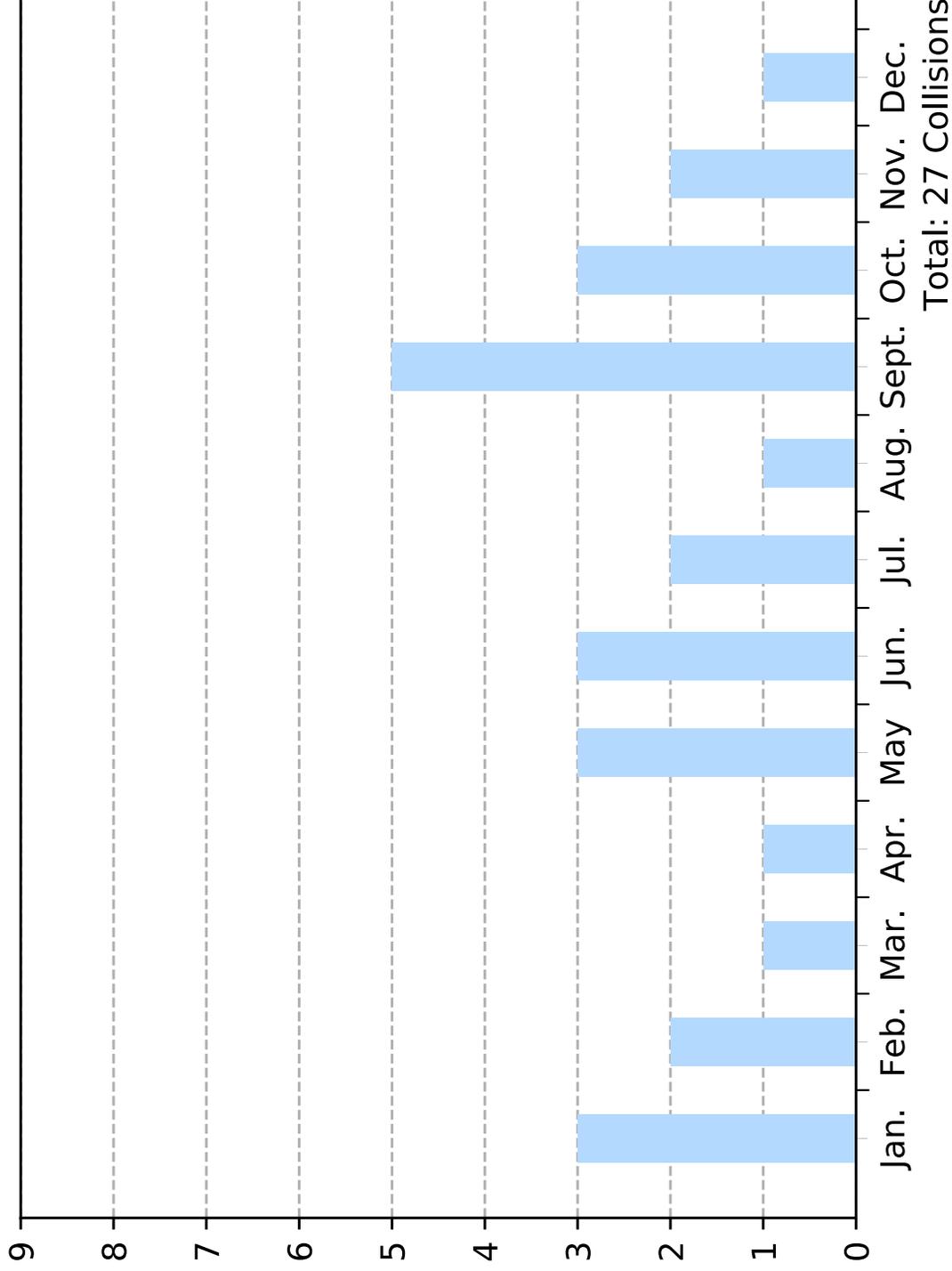


Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Pedestrian Collisions (2014 - 2018) by Time of Day and Day of Week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM	0	0	0	0	1	0	0	1
06:00PM-08:59PM	0	2	0	0	2	0	0	4
03:00PM-05:59PM	0	2	1	2	0	1	0	6
Noon-02:59PM	0	1	1	0	1	0	1	4
09:00AM-11:59AM	0	0	0	0	0	0	0	0
06:00AM-08:59AM	0	1	4	1	3	0	0	9
03:00AM-05:59AM	1	0	1	0	0	0	0	2
Midnight-02:59AM	0	0	1	0	0	0	0	1
Total	1	6	8	3	7	1	1	27

4 Pedestrian Collisions (2014 - 2018) by Month



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Pedestrian Collisions (2014 - 2018) by Type of Violation (Top Violations)

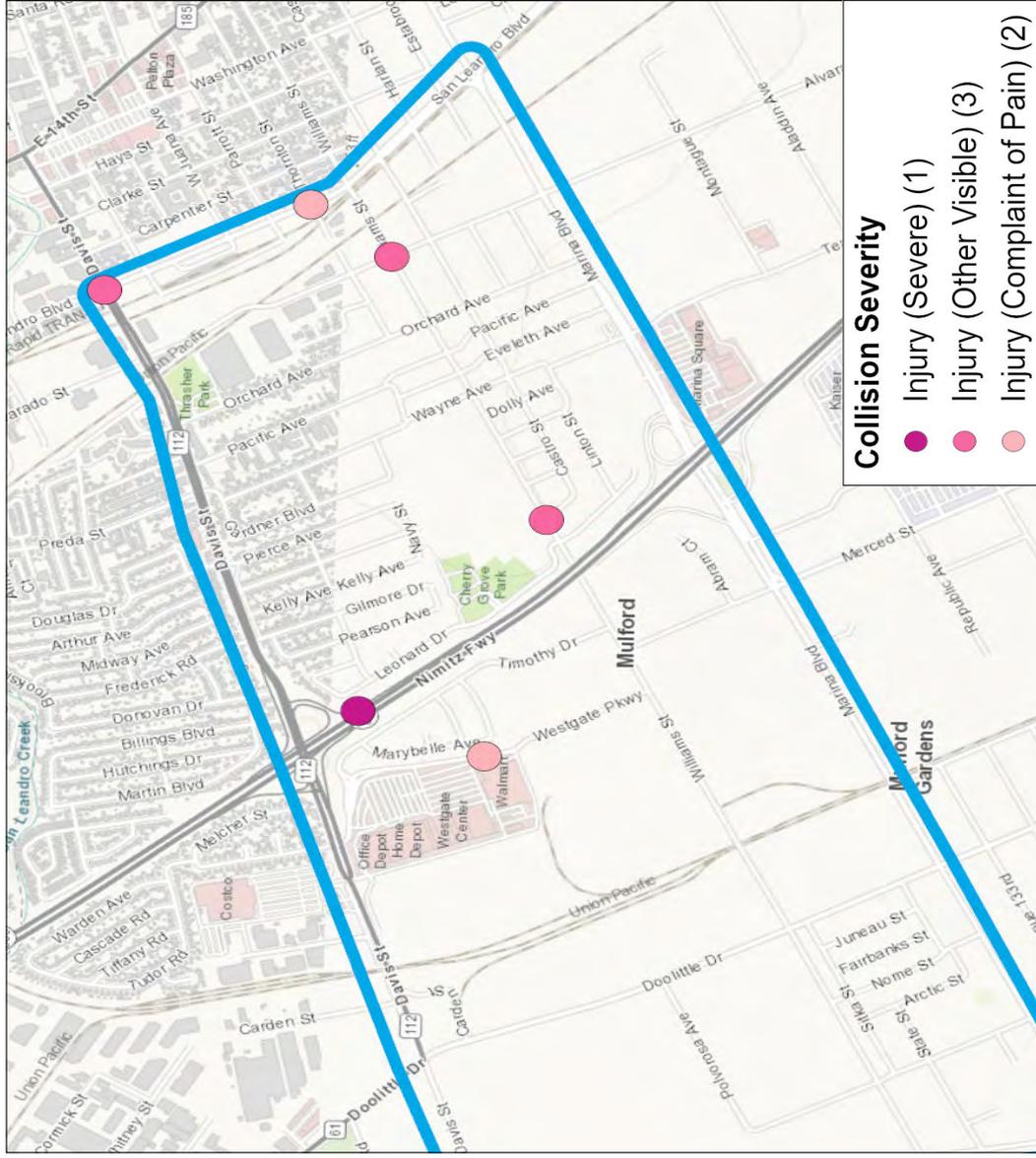
42

Total: 27 Collisions

CVC No.	Description	Number of Collisions
21950	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	15 (55.6%)
21954	Pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk	5 (18.5%)
22107	Unsafe turning or moving right or left on a roadway Turning without signaling	2 (7.4%)
21453	Failure to stop at a limit line or crosswalk at a red light Failure to yield right-of-way to pedestrian when turning on a red light	1 (3.7%)
21955	Pedestrian failure to cross at crosswalks between adjacent traffic signal controlled intersections	1 (3.7%)
22350	Speeding on the highway / Driving at a dangerously high speed given highway conditions like weather, visibility, traffic, and highway measurements, or driving at a speed that endangers people or property	1 (3.7%)
22451	Failure to stop at least 15 feet before a railroad track and wait to proceed safely if a train is approaching or a gate or signal prohibits entry	1 (3.7%)

Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Bicycle Injury Collisions Map (2014 - 2018)



Focus Area

Williams Street Community

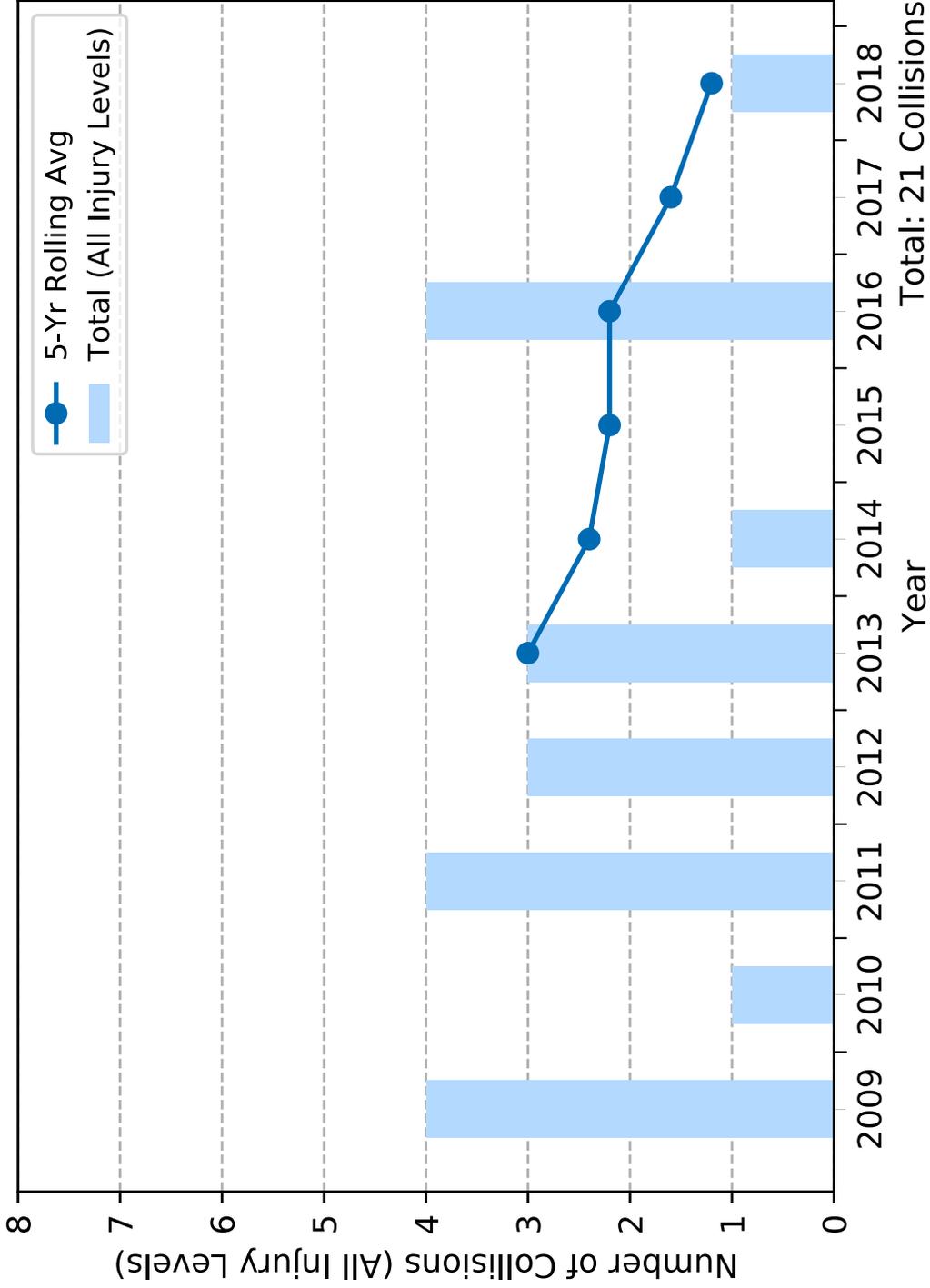
6 bicycle collisions resulting in an injury to a cyclist

4 Bicycle Injury Collisions Map with Income (2014 - 2018)



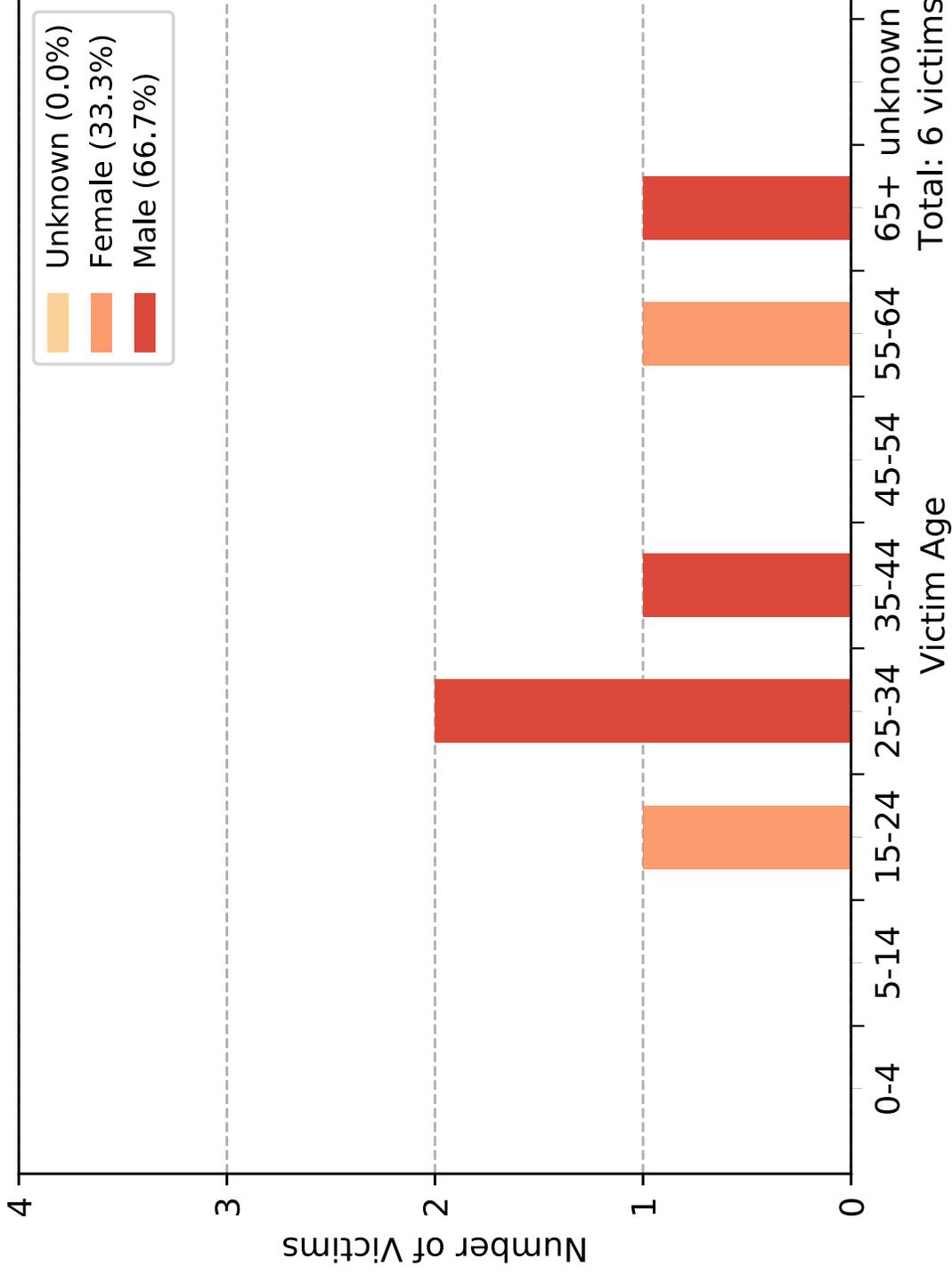
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019
 Demographics - ESRI, US Census Bureau, and ACS

Bicycle Injury Collisions Trend (2009 - 2018)



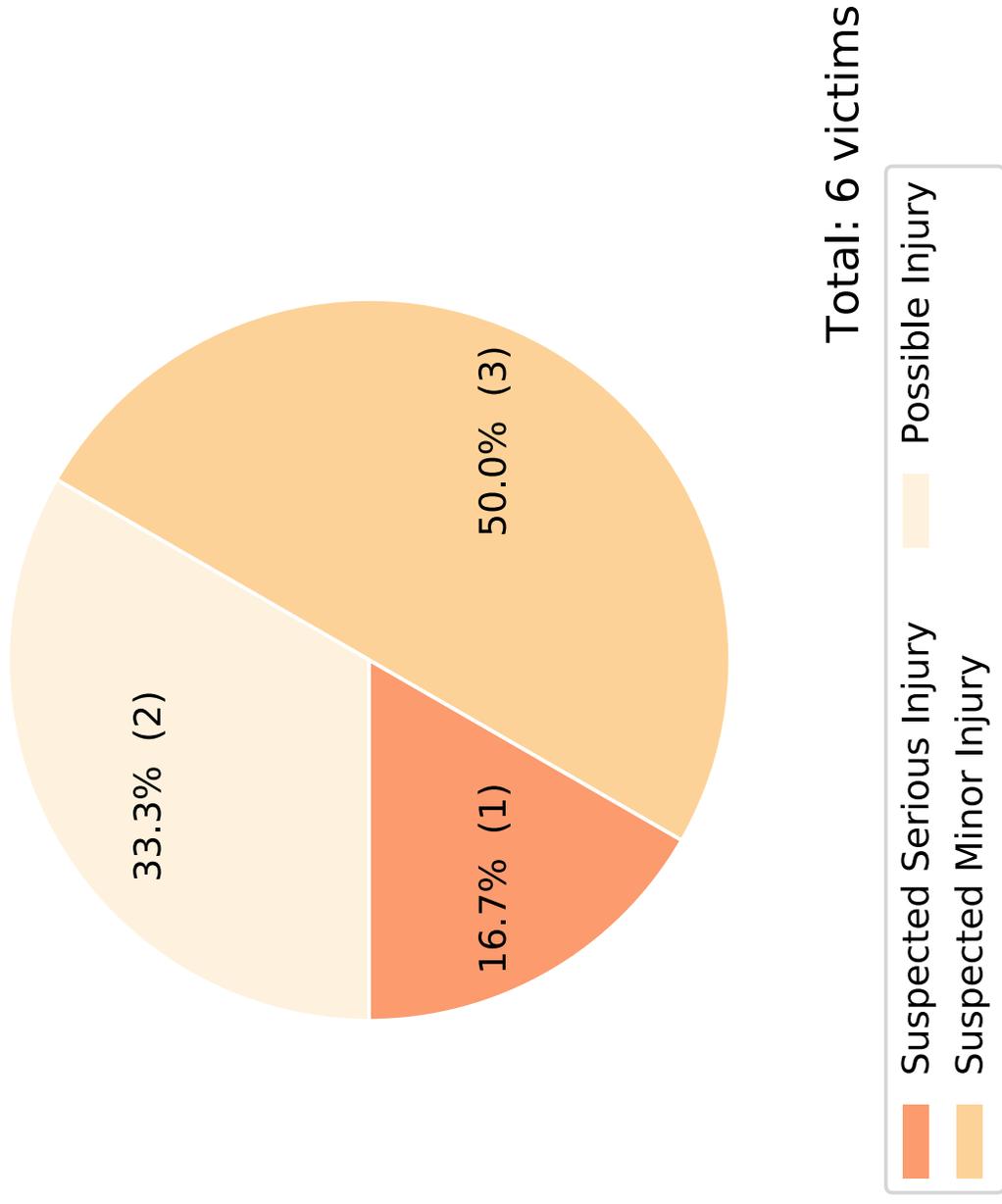
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Bicycle Victim Injury (2014 - 2018) by age and gender



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Bicycle Victim Severity (2014 - 2018)

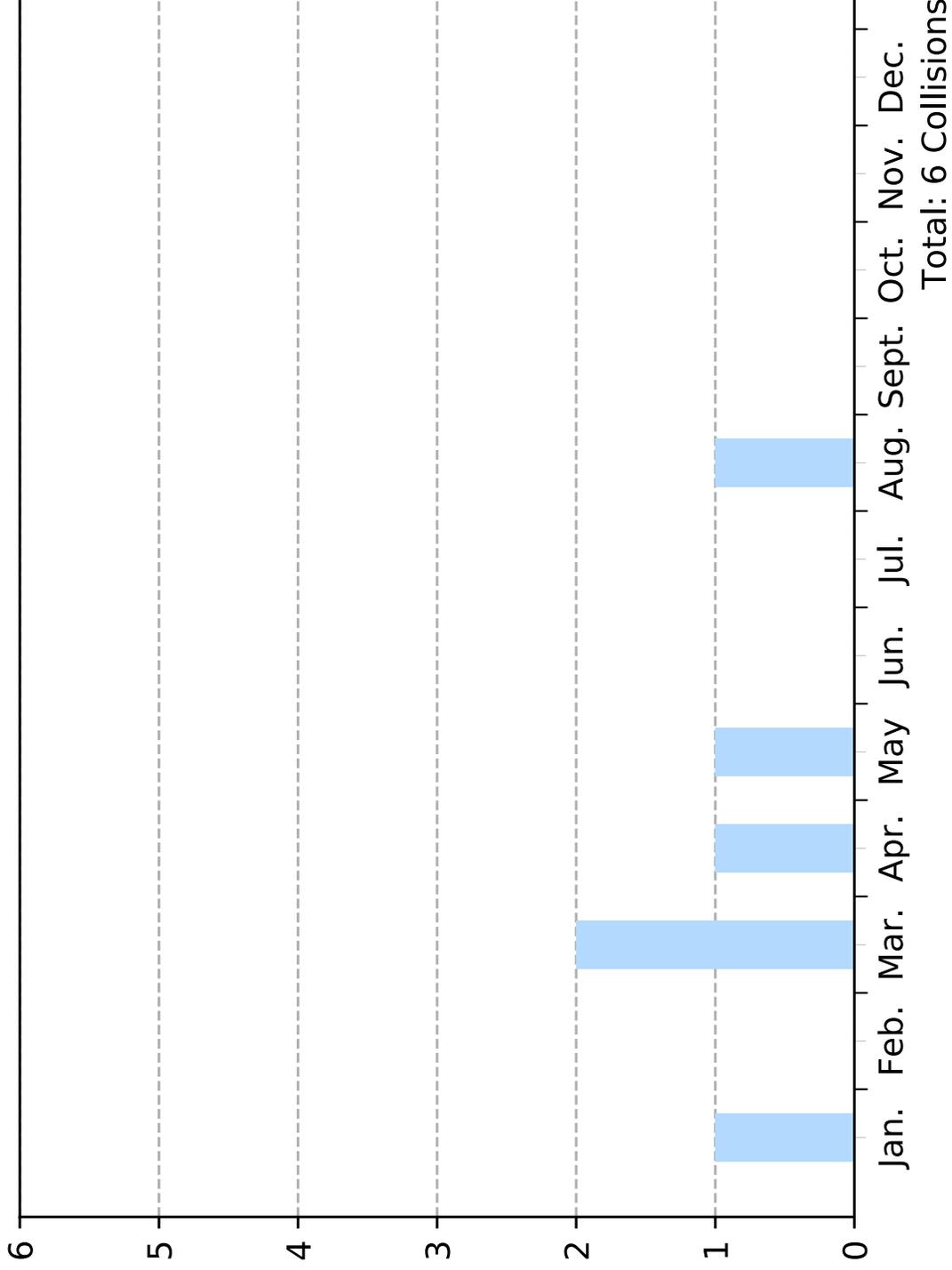


Bicycle Collisions (2014 - 2018) by Time of Day and Day of Week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM	0	0	1	0	0	1	0	2
06:00PM-08:59PM	1	0	0	0	0	0	0	1
03:00PM-05:59PM	0	0	0	0	0	0	0	0
Noon-02:59PM	0	0	1	0	0	0	0	1
09:00AM-11:59AM	0	0	0	0	0	0	0	0
06:00AM-08:59AM	0	1	0	1	0	0	0	2
03:00AM-05:59AM	0	0	0	0	0	0	0	0
Midnight-02:59AM	0	0	0	0	0	0	0	0
Total	1	1	2	1	0	1	0	6

Bicycle Collisions (2014 - 2018) by Month

49



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Bicycle Collisions (2014 - 2018) by Type of Violation (Top Violations)

Williams Street Bicycle Collisions by Type of Violation
Total: 6 Collisions

CVC No.	Description	Number of Collisions
21650	Failure to drive/ride on right half of the roadway (with some exceptions)	3 (50.0%)
21801	Driver failure to yield right-of-way when making a left turn or U-turn	1 (16.7%)
22107	Unsafe turning or moving right or left on a roadway Turning without signaling	1 (16.7%)
22350	Speeding on the highway / Driving at a dangerously high speed given highway conditions like weather, visibility, traffic, and highway measurements, or driving at a speed that endangers people or property	1 (16.7%)

Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of Dec. 2019

Additional Resources



Transportation Injury Mapping System (TIMS) is a web-based tool that allows users to analyze and map data from California's Statewide Integrated Traffic Records System (SWITRS).

To further explore collision data, register for a free account to access the tools and resources on TIMS.

<https://tims.berkeley.edu>



Street Story

Street Story is a tool for collecting community feedback on transportation safety issues.

Share stories on Street Story of where you've been in a crash or near miss, or where you feel safe or unsafe traveling.

<https://streetstory.berkeley.edu>



Thank you for your interest in the Community Pedestrian and Bicycle Safety Program. For more information, please visit:

<https://safetrec.berkeley.edu/programs/cpbst> or <https://www.calwalks.org/cpbst>

safetrec@berkeley.edu or cpbst@calwalks.org

