



# Memorandum

**TO:** TRANSPORTATION AND  
ENVIRONMENT COMMITTEE

**FROM:** Hans F. Larsen

**SUBJECT:** BIKE PLAN 2020 ANNUAL  
PROGRESS REPORT

**DATE:** March 19, 2014

Approved

Date

3-27-14

## RECOMMENDATION

Accept status report and presentation on implementation of San José *Bike Plan 2020*.

## BACKGROUND

On November 17, 2009, the City Council unanimously approved *Bike Plan 2020*, the City's 10-year plan for being among the best cities in the country for bicycling. *Bike Plan 2020* established a vision to become a city where bicycling is safe, convenient and commonplace. A 500-mile bikeway network was laid out.

State design standards define the term "Bikeways" to include the following three types of bicycle facilities: (1) Class I Bikeways are off-street Paths or Trails separated from motor vehicles; (2) Class II Bikeways are on-street Bike Lanes with dedicated space next to cars, separated by painted roadway stripes; and (3) Class III Bikeways are on-street Bike Routes where bikes share a travel lane with cars, often indicated by a Shared Lane Marking, referred to as a "sharrow" (share-the-road-arrow). The City has formally supported Assembly Bill 1193 which would create a Class IV Bikeway category. This bill would formalize a modern trend to provide on-street protected bikeways, also known as cycle tracks.

The 500-mile bikeway network includes 100 miles of trails (55 miles complete) and 400 miles of on-street bikeways (224 miles complete). The 500-mile bikeway network also includes a functional designation of "primary" (130 miles) and "secondary" (370 miles) bikeways. The primary bikeway network is a Citywide system of major bicycle thoroughfares having a high standard of design that provides safe and convenient travel for bicyclists of all ages and abilities. Examples of "primary" bikeways include the Guadalupe River, Coyote Creek and Los Gatos Creek trails and the on-street "green lanes" on Hedding Street and San Fernando Street. *Bike Plan 2020* established a goal of 5% bicycle mode share by 2020 and *Envision 2040* has a 15% bicycle mode share goal for 2040. Recent surveys of commuter bicycling indicate a 1% mode share Citywide and a 4% mode share in Downtown San Jose.

In fall 2013, the Department of Transportation (DOT) rebranded the Bicycle & Pedestrian Program under the new name Active Transportation Program (ATP). This change reflects DOT's intention to capitalize on new grant funding opportunities including the new state Active Transportation grant program and public health funding opportunities. It will also better position DOT to advance *Envision 2020's* aggressive mode shift goals.

This memorandum represents the annual *Bike Plan 2020* progress report to the Transportation and Environment Committee. Implementation of the overall bike plan is a collaborative effort by DOT and the Department of Parks, Recreation and Neighborhood Services (PRNS) with each department taking lead roles in developing on-street bikeways (by DOT) and trails (by PRNS). On an annual basis, the T&E Committee receives separate progress reports on the trail network and the overall bike plan. A progress report specifically on the trail network was provided to the T&E Committee at their meeting on October 7, 2013. At that meeting, DOT provided a status report on its pilot project to address Sidewalk Bicycling in downtown San José, which is discussed below.

## ANALYSIS

### Accomplishments

**Bikeways** - During calendar year 2013, the City had many significant accomplishments towards the implementation of the San José *Bike Plan 2020* goals. Seven miles of new bike lanes were installed with some including buffered and colored areas giving bicyclists greater comfort and safety when traveling on-street, consistent with the progressive new bikeway design guidelines published by the National Association for City Transportation Officials (NACTO). The City also implemented a major upgrade of bicycle and pedestrian facilities on San Fernando Street downtown. Existing bicycle lanes were redesigned with buffer treatments and painted green. A similar design was implemented on Hedding Street where the number of travel lanes was reduced to accommodate the primary bikeway.

### **On-street Bikeways Completed**

Street	From	To	Type	Length (miles)
Aborn Rd.	Ruby Av.	Murillo Rd.	Bike Lane	0.8
Race St.	Parkmoor Av.	Auzerais Av.	Bike Lane	0.3
Hedding St.*	Guadalupe River Trail	17 <sup>th</sup> St.	Bike Lane	1.5
First St.	Liberty St.	Nortech Pk.	Bike Lane	1.1
Woz Wy.	San Carlos St.	Almaden Bl.	Bike Lane	0.6
Balbach St.	Almaden Bl.	Market St.	Bike Lane,	0.1
Viola Av.	Balbach St.	Market St.	Bike Route	0.2
San Salvador St.	Market St.	17 <sup>th</sup> St	Bike Route	1.1
St. John St	Almaden Av.	17 <sup>th</sup> St.	Bike Route	1.3
<b>Total</b>				<b>7.0</b>

\*The use and impacts of the Hedding Street bikeway project will be evaluated one year after implementation (fall 2014).



*Completed bikeway projects; Hedding Street green lanes and Guadalupe River Trail*

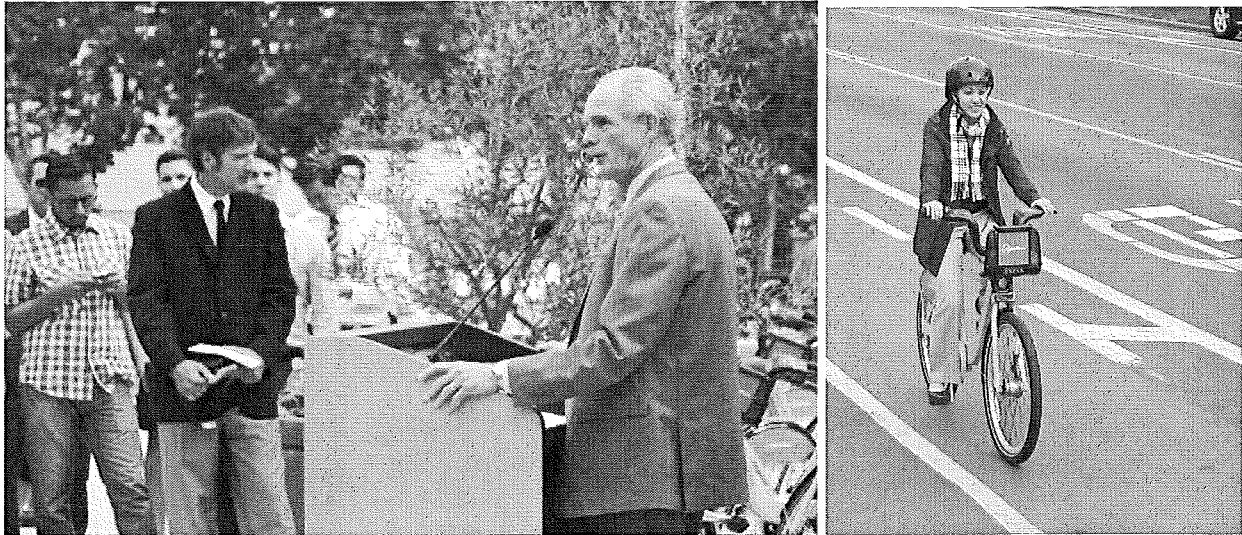
Last year was also notable for the completion of the Guadalupe River Trail from I-880 to Alviso, providing a high quality bikeway linking Downtown and North San José.

**Trails Completed**

Trail Corridor	Miles	Description
Guadalupe River Trail (Alviso - Hwy 880)	6.7	Paved existing dirt trail

Attachment 1 provides a summary of 2013 Accomplishments and Three-Year Workplan. Attachment 2 provides a visual look at the current completion status of the primary bikeway network and a projection of completion in the year 2017. In 2014, a section of the Lower Silver Creek Trail (Dobern Av. to Story Rd.) will be completed, and approximately nine on-street bikeway projects will be constructed. In coordination with Citywide bikeway planning and implementation, DOT has created a Central San José planning tool that focuses efforts on an area defined by a four mile radius around downtown due to its potential to have a significant near term impact on mode shift goals. The Central San José Bikeway Projects map is included in Attachment 3.

***Bike Share*** - In August 2013, the City partnered with the Bay Area Air Quality Management District (Air District) and Santa Clara Valley Transportation Authority (VTA) to launch a fifteen-station, 150-bike public bike share system in downtown San José. San José is one of five cities partnering in this Bay Area Bike Share regional pilot project. Planning is underway for Phase II (fully funded), which will add an additional five stations and 50 bikes in downtown San José during fall 2014. Attachment 4 provides a map of existing (Phase I) and planned (Phase II) Bike Share stations. DOT also recently submitted grant applications to fund an additional two stations. Bike share in San José is funded externally without any local contribution.



*Mayor Reed launches Bay Area Bike Share in downtown San José on August 29, 2013*

**Education and Encouragement** - The City of San José hosted an Energizer Station (rest stop) on Bike to Work Day. During Bike to Work Week, City staff offered “Get Back on Your Bike” classes free to the public, Employee Bike Fleet training classes to City Hall employees, and free bike tune-ups for the public at City Hall. Similar events are planned for the upcoming Bike to Work Day on May 8, 2014.

The City’s “Walk n’ Roll” program is currently working with 35 elementary schools to develop a walking and bicycle encouragement program aimed at increasing the number of children who walk or bike to school by 20%. In 2013, approximately 29,000 children received traffic safety education through bicycle rodeos, safety presentations and resource fairs. This includes 1,289 elementary children who received and were fitted with free bicycle helmets through DOT’s Safety Education programs. San José’s Active Transportation Program and Walk n’ Roll Program both participated in National Walk & Bike to School Day.



*City of San José Walk n’ Roll Program*

**Best Practices in Design of Bicycle Facilities** - DOT continues to update its internal design guidelines to incorporate progressive bikeway treatments and best practices of the bikeway design throughout the world. The City is implementing a \$150,000 VTA grant to update all its geometric design standards including bicycle and pedestrian facilities to include more progressive design elements such as colored, buffered or protected bikeways. DOT is also implementing a grant-funded project to test and employ innovative bicycle signal detection technologies in San José that will allow bicyclists to be detected by traffic signals and obtain a green light. The technologies recommended and implemented by San José will serve as models for other cities in the region. This project is scheduled for implementation in 2014 and 2015.

**Bicycle Parking** - Over 260 public bicycle parking spaces were installed at various locations throughout the City in 2013. These generally consist of standard two-bike inverted-U style bike racks. An on-street bike corral installed on San Fernando Street outside Martin Luther King, Jr. Library continues to see regular use. During the summer of 2013, the City collaborated with the Silicon Valley Bicycle Coalition to provide free Valet Bike Parking at the Fountain Blues Festival and the Jazz Festival.

**Grant Funding** - During 2013, DOT staff obtained approximately \$7.6 million in grant funds for bikeway and complete street improvement projects. The City expects to receive \$1,094,695 in FY 2014-15 Transportation Development Act, Article III (TDA3) funding for bicycle and pedestrian projects. Staff recommends the following funding allocations for this award, which will be brought to City Council for approval by resolution in May 2014.

#### **FY 2014-15 TDA3 Funding Recommendation**

<b>Project/Program</b>	<b>Amount</b>
ADA Curb Ramps	\$ 100,000
Bicycle Safety Education Program	
• Walk n' Roll School Program Expansion	\$ 41,558
• Adult Safety & Encouragement Programs	\$ 100,000
Monterey Road Pedestrian Safety Improvements	\$ 300,000
Bike Plan 2020 Implementation	\$ 553,137
<b>Total</b>	<b>\$1,094,695</b>

TDA3 and City monies will fund the installation of 30 new ramps in the coming year. Bicycle Safety Education funding will be applied to two programs: (1) supplement the existing school-based Walk n' Roll program encouraging children to safely walk and bike to school (see discussion below); and (2) create a new Adult Safety & Encouragement program focused in the greater downtown area and north San Jose. The new program will provide targeted safety education and encouragement resources helping adults shift trips from car to bicycling, walking and connecting to transit. The Monterey Road Pedestrian Safety Improvement project is an initial allocation toward safety improvements. Monterey Road has the highest number of pedestrian fatalities of any San Jose street (2009-2013).

### **Sidewalk Bicycling Issue**

In response to direction from the Rules & Open Government Committee (March 13, 2013) and the Transportation & Environment Committee (April 8, 2013), DOT has developed a pilot program to address concerns over downtown pedestrian safety in light of sidewalk bicycling.

At the direction of the Transportation & Environment Committee, on December 13, 2013 DOT released an “Initial Statement” outlining the following pilot program to be implemented in 2014:

- Define a Pedestrian Priority Zone in the downtown core (completed).
- Install basic street signs and pavement markings guiding bikes to walk on sidewalks and ride on streets (completed). Approximately 150 signs and 100 markings have been installed.
- Develop an Education & Outreach Campaign. DOT with assistance from OED and a marketing consultant are developing this campaign which will be rolled out this Spring. DOT is coordinating with the Police Department downtown foot patrol on reckless sidewalk biking and diversion to Silicon Valley Bicycle Coalition for education.
- Complete the planned downtown network of on-street bikeways. DOT has installed signs and “sharrow” (share-the-road-arrows) pavement markings on St John and San Salvador.



*“Walk Your Bike” pavement markings and signs in downtown San José*

DOT will provide a status report on this issue to the Transportation & Environment Committee in late summer 2014.

If the measures above have not adequately addressed sidewalk bicycling and the threat to pedestrians safety, staff will develop policy options for T&E Committee review, including a ban on sidewalk bicycling in the downtown core area. Funding for sustained, periodic enforcement would be necessary to make such a ban effective.

### **Community Acknowledgment and Engagement**

The work the City of San Jose is doing to advance bicycling goals of Envision San Jose 2040 is being recognized at home and abroad. "San Jose is on the fast track to becoming America's next great bicycling city," proclaimed the Greenbelt Alliance. SPUR notes that "biking in San Jose has progressed over the last several years as the bike network has been improved."

Dublin Lord Mayor Oisín Quinn joined cyclists on a seven-mile bicycle ride through the City as part of San Jose-Dublin Sister City Program festivities on Sunday, March 9, 2014. This was the second annual ride, which started and ended at San Jose City Hall. Quinn is known for having championed the effort to create a bike sharing service in Dublin similar to those in San Jose and other Bay Area cities.

San Jose Bike Party continues to organize monthly, informal bike rides in the greater San Jose area. This volunteer-based organization began offering casual community bike rides in 2007. The rides cover a different south bay route each month and attract up to 5000 participants per ride. San Jose Bike Party rides are open to all, and no advance registration or fee is required. DOT maintains a strong dialog with San Jose Bike Party volunteers and participants. San Jose Bike Party's goal of "Building community through bicycling" compliments the City's mode shift goals to increase bicycling.



*Community Bike Events*

### **EVALUATION AND FOLLOW-UP**

DOT's Active Transportation Program will continue implementation of its work plan, pursue additional funding opportunities, and report back in spring 2015 with an annual progress report.

TRANSPORTATION AND ENVIRONMENT COMMITTEE

**Subject: Bike Plan 2020 Annual Report**

March 19, 2014

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**COORDINATION**

This report has been coordinated with the City Attorney's Office.

/s/

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Director of Transportation

For questions please contact John Brazil, Active Transportation Program, at 408-975-3206.

Attachments