



Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: Hans F. Larsen

**SUBJECT: DOWNTOWN SIDEWALK
BICYCLE RIDING**

DATE: November 10, 2014

Approved

Date

11/18/14

REPLACEMENT

REASON FOR REPLACEMENT

Staff report has been updated to reflect a revised implementation schedule corresponding to proposed City Council action on December 2, 2014 and clarifications from the City Attorney's Office.

RECOMMENDATION

- (a) Approve an ordinance to prohibit the riding of bicycles on sidewalks in designated areas of Downtown San José, with exceptions for police officers and persons 12 years of age or under, and amending Section 1.08.020 of Chapter 1.08 of Title 1 to Designate a Violation of Section 11.72.190 as an Infraction.
- (b) (Option 1) Define the designated area as:
 - (1) Santa Clara Street between Stockton Avenue and Eleventh Street.
 - (2) San Fernando Street between Cahill Street and Eleventh Street.
 - (3) First Street between St. John Street and San Carlos Street.
 - (4) Second Street between St. John Street and San Carlos Street.
 - (5) Third Street between St. John Street and San Carlos Street.
 - (6) Fourth Street between St. John Street and San Carlos Street.
- (c) (Option 2) Alternatively, the City Council could define the designated area as, consistent with the Downtown Skateboard Prohibition Zone: Beginning at the intersection of Julian Street and Fourth Street and then going west on Julian Street to San Pedro Street, then going south on San Pedro Street to Santa Clara Street, then going west on Santa Clara Street to Route 87, then going south along Route 87 to Woz Way, then going south along Woz Way to Balbach Street, then going east on Balbach Street to Almaden Boulevard, then going north on Almaden Boulevard to Viola Avenue, then going east on Viola Avenue to Market Street, then going south on Market Street to Reed Street, then going

east on Reed Street to Second Street, then going north on Second Street to San Carlos Street, then going east on San Carlos Street to Fourth Street, then going north on Fourth Street to Julian Street.

OUTCOME

Approval of the ordinance restricting bicycle riding on sidewalks in the Downtown area is intended to enhance the comfort and safety for downtown pedestrians particularly senior citizens, patrons of ground level retail businesses, downtown residents and transit users.

BACKGROUND

On October 15, 2014, the Rules Committee directed staff to prepare an ordinance banning bicycle riding on sidewalks in the downtown core and bring that ordinance to City Council to allow for approval by December 2014. On October 6, 2014 the Transportation and Environment (T&E) Committee met and took substantial public testimony both for and against such a ban.

The San Jose Department of Transportation (DOT) memo to the T&E Committee dated September 19, 2014 summarized a pilot program aimed at getting people to voluntarily walk their bicycles when on sidewalks in the busiest pedestrian area within downtown including Santa Clara Street and the transit mall on First and Second Streets. The memo to T&E is attached as an appendix to this report. The pilot program, which began in early 2014, has not substantially reduced sidewalk bicycle riding in the downtown core.

ANALYSIS

On October 22, 2014, the DOT and San Jose Police Department (SJPD) met with seven stakeholders to discuss the issue. The group included Chairs of the DOT's Bicycle and Pedestrian Advisory Committee, the City's Housing and Community Development Commission and the Silicon Valley Bicycle Coalition; the Vice Chair of the City's Senior Citizens Commission; the Executive Director of the Downtown Association; the Deputy Director of the Silicon Valley Bicycle Coalition; and a resident of Paseo Villas.

There is still a major disagreement between those who favor a ban to protect pedestrian safety when walking on the sidewalks and coming in and out of buildings in busy areas downtown and those opposed to such a ban. Those opposed suggest the City Council adopt an ordinance that bans 'reckless bicycling'. The SJPD and DOT do not believe that such an ordinance could be enforced. Given the nature of the problem and the impact to pedestrian comfort and safety resulting from persons bicycling on crowded sidewalks, the DOT recommends that the City Council enact an ordinance prohibiting bicycle riding on sidewalks on six streets in the downtown core (see Figure 1):

- Santa Clara Street between Stockton Avenue and 11th Street
- San Fernando Street between Cahill Street and 11th Street
- First, Second, Third and Fourth Streets between St. John Street and San Carlos Street

The sidewalk biking ban recommended by DOT would include Santa Clara Street and the transit mall because these streets have high numbers of pedestrians, sidewalk cafes and large numbers of people waiting at bus and light rail stops. There is inadequate width to accommodate bicycles and pedestrians under these conditions.

The Rules Committee discussed banning sidewalk bicycle riding in a much larger area corresponding to “the Downtown Skateboard Prohibition Zone,” which is shown on Figure 2. The ordinance prepared for City Council consideration lists this area as an option for the Council to consider.

The City has provided green, buffered bicycle lanes on San Fernando Street, which serves east-west bicycle traffic one block off Santa Clara Street. There are buffered bicycle lanes on Third and Fourth streets as a north-south alternative to the transit mall. Bicyclists have the option of riding on other less busy streets with shared travel lanes, such as St. John Street and San Salvador Street (see Figure 3).

SJPD currently has five foot patrol officers downtown who could enforce the ban on the six streets in the downtown core, where the problem affecting pedestrian safety is most acute. The DOT does not believe that there are adequate bicycle facilities at present in the broader area corresponding to the Downtown Skateboard Prohibition Zone (Option 2) nor do we think SJPD has adequate resources to enforce the ban in such a large area.

DOT recognizes that sidewalk bicycle riding is a significantly greater problem where on-street bike infrastructure does not exist. To realize the City’s goals of increased bicycle and pedestrian activity, DOT recommends continuing to strengthen the bikeway network, particularly with enhanced on-street bicycle facilities, including protected bikeways, and to provide signage directing bicyclists to the network that exists. We also recommend an educational campaign directed to motorists, bicyclists and pedestrians and aimed at improving safety for all downtown.

EVALUATION AND FOLLOW-UP

If the City Council approves specific language and direction for an ordinance on December 2, 2014, adoption of the ordinance would occur following a second reading of the ordinance on December 9, 2014. If passed by City Council, the ordinance would become effective 30 days later. Additional follow up regarding compliance with the ordinance would be addressed in reports to the T&E Committee as part of an annual review of the City’s Bicycle Plan.

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PUBLIC OUTREACH

The issue of sidewalk bicycle riding downtown and its effect on pedestrian safety and comfort has been discussed in a series of meetings, including:

- Meetings of the City's Senior Citizens Commission
- Rules and Open Government Committee, March 13, 2013 and October 15, 2014
- Transportation and Environment Committee, April 8, 2013 and October 6, 2014
- Public Workshops hosted by DOT on June 25, 2013 and September 17, 2014
- DOT meeting with stakeholders on October 22, 2014

Email notification of this staff report will be provided to the Senior Citizens Commission, the Bicycle and Pedestrian Advisory Committee, San Jose Downtown Association and the Silicon Valley Bicycle Coalition. The report will be posted on the agenda for the City Council meeting.

COORDINATION

The preparation of this report has been coordinated with Police Department and the City Attorney's Office.

CEQA

Exempt, File No. PP14-087.

/s/
HANS F. LARSEN
Director of Transportation

For questions, contact Paul Smith, Deputy Director of Transportation Planning and Project Delivery, at (408) 535-3835.

Attachments



T&E AGENDA: 10-06-14
ITEM: d(3)

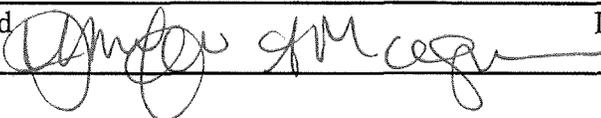
Memorandum

TO: TRANSPORTATION AND
ENVIRONMENT COMMITTEE

FROM: Hans F. Larsen

**SUBJECT: DOWNTOWN SIDEWALKS
BICYCLE RIDING**

DATE: September 19, 2014

Approved  Date 9-26-14

RECOMMENDATION

1. Accept this status report on the pilot program to both enhance the safety to pedestrians on Downtown sidewalks and to facilitate safe and convenient bicycling on Downtown streets.
2. Provide input on interest in a potential ordinance banning sidewalk bicycling in Downtown San José.

BACKGROUND

In response to concerns raised by the Senior Citizens Commission regarding reckless sidewalk bicycling endangering pedestrians in Downtown San José, on March 13, 2013, the Rules and Open Government Committee received a memo from Councilmember Liccardo proposing a prohibition on sidewalk bicycling in the Downtown area. The Rules Committee referred the item to the Transportation and Environment Committee, which discussed the matter at its April 8, 2013 meeting and directed the Department of Transportation (DOT) to conduct community outreach.

DOT hosted a public workshop on June 25, 2013 during which a variety of public opinions were received. DOT returned to Transportation and Environment Committee on September 9, 2013 and proposed that staff develop and implement a pilot project to determine if the sidewalk bicycling issue could be addressed with outreach and encouragement efforts. The following six step pilot program was subsequently developed:

1. Define a Pedestrian Priority Zone in the Downtown core.
2. Install basic street signs and pavement markings guiding bicyclists to walk when on sidewalks.
3. Develop an Education and Outreach Campaign encouraging bicyclists to ride on streets and walk their bikes when on sidewalks.
4. Complete the planned Downtown network of on-street bikeways.

5. If needed, after steps 1 through 4 are complete, implement a sidewalk bicycling ban.
6. If needed, seek funding sources to support sustained periodic enforcement.

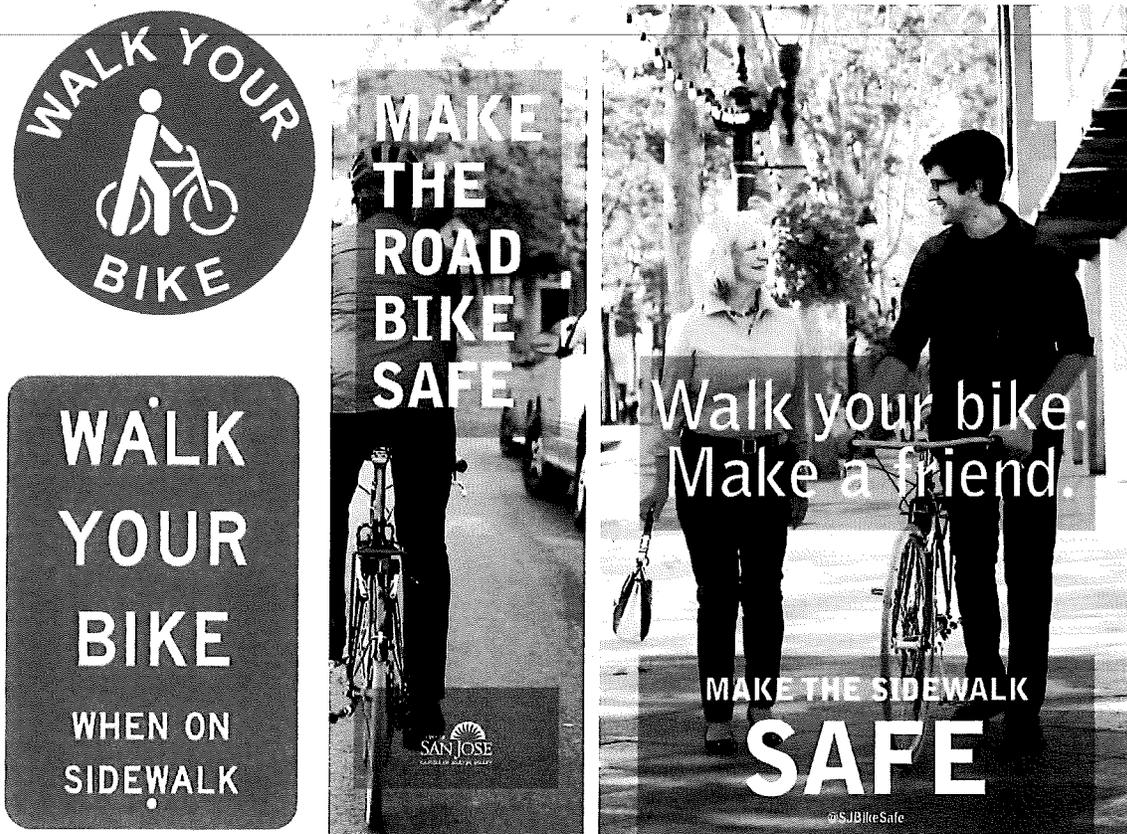
Step 1 identified a pilot Pedestrian Priority Zone within the Downtown Core, bounded by Almaden Boulevard, St. John Street, 4th Street, and San Salvador St/Viola Ave/Balbach St. The map in Figure 1 displays the pilot area within the Greater Downtown and in relation to existing on-street bicycle facilities.

Figure 1 – “Pedestrian Priority Zone” and bikeways in the greater Downtown area.



During Step 2, 140 street signs and 170 pavement markings were installed, guiding bicyclists to walk their bikes when on the sidewalk. The signs and pavement markings were installed throughout the pedestrian priority zone, with the exception of Paseo de San Antonio.

Figure 2 – Public Education Materials



Pavement Marking, Street Sign, Street Banner, and Window Poster

After steps 1 and 2 were completed, DOT provided a status report to the Transportation and Environment Committee on April 7, 2014 (as part of its annual *Bike Plan 2020* progress report). Step 3 was completed in mid-September, including the development of a public education campaign, installation of 47 street banners, and the distribution and posting of 200 window posters in Downtown business windows.

Strides have also been made toward implementing Step 4. Shared lane markings (“sharrows”) have been installed on St. John Street, San Carlos Street, San Salvador Street, and Viola Avenue, along with the First and Second Street Transit Mall. The existing basic bike lanes on San Fernando Street were also enhanced during the pilot program, adding green paint and buffers to the lanes. Despite this progress, more work remains to complete the Downtown bikeway network, and are shown as red lines on Figure 1.

DOT hosted a second public workshop on September 17, 2014. Many people including members of the Senior Citizens Commission strongly supported a ban on sidewalk biking Downtown. DOT also received significant opposition from community members in attendance regarding a

possible prohibition on sidewalk bicycling, citing safety concerns for beginning bicyclists, the unsafe nature of San Jose’s streets as perceived by meeting attendees, and a lack of infrastructure for bicyclists. Santa Clara Street was referenced by many as a particularly challenging street for bicyclists. Instead of a prohibition on sidewalk bicycling, many community members supported an ordinance to regulate behavior, proposing either a speed limit for bicyclists on sidewalks or a ban on reckless behavior exhibited by bicyclists riding on the sidewalk.

ANALYSIS

Sidewalk Bicycling Surveys

DOT conducted three sidewalk bicycling counts during the pilot project: (1) before basic signs were posted (December 2013); (2) after basic signs were posted (June 2014), and (3) after banners and window posters were installed (September 2014). As Step 4 in the pilot, Downtown bikeways were continuously installed or enhanced during this period. Surveys were conducted on one street with a bike lane (San Fernando Street) and two streets without bike lanes (Santa Clara Street and First Street). Each survey included three two-hour periods: 7-9am, 12-2pm, and 4-6pm. The results of these surveys are shown in Table 1.

Table 1 – Percent of Bicyclists Riding on the Sidewalk*

Month	Santa Clara St (1st to 2nd) No Bikeway	San Fernando St (1st to 2nd) Bikeway	First St (Santa Clara to San Fernando) Shared lane markings installed in June 2014
December 2013	75%	24%	85%
June 2014	70%	23%	70%
September 2014	64%	19%	88%

*As a percent of total bicyclists observed riding on-street or on the sidewalk.

Small reductions in the rate of sidewalk bicycling were observed on Santa Clara and San Fernando Streets during the pilot program. However, the presence of bike lanes played a significant role in the rate of sidewalk bicycling. Santa Clara Street, which does not have an on-street bicycle facility, had a significantly higher percent of sidewalk bicycling when compared to San Fernando Street, which has bike lanes. A detailed summary of these counts, including the numbers of bicyclists riding on either the street or sidewalk, can be found in Attachment 1.

Additional surveys conducted by DOT measure the behavior of bicyclists riding on sidewalks, comparing bicyclists on Santa Clara Street to San Fernando Street. Sidewalk bicyclists were classified as either reckless or non-reckless. Reckless riding was defined as travelling at speeds greater than 5 mph, passing too closely to pedestrians, or not yielding to pedestrians. The results of these counts show that reckless riding comprises less than one-third of all sidewalk bicycling. The results of these surveys are show in Table 2. More details can be found in Attachment 1.

As shown in the chart, sidewalk bicycling is also a problem on First Street, even after the installation of shared lane markings. Though there was an initial drop after installation, the rate of sidewalk bicycling has returned to its former level. Staff continues to investigate why this may be occurring and will continue to monitor.

Table 2 – Percent of Bicyclists Riding on the Sidewalk in a Reckless Manner

Month	Santa Clara St (1st to 2nd) No Bikeway	San Fernando St (1st to 2nd) Bikeway
March 2013	17%	18%
September 2014	24%	29%

Other Cities and Best Practices

California law allows municipalities the ability to regulate or prohibit sidewalk bicycling. Municipalities that have passed ordinances do one or more of the following:

- Bans “reckless” riding or defines required behavior
- Bans sidewalk bicycling city-wide
- Bans sidewalk bicycling in a specific area such as a downtown or a business district
- Bans sidewalk bicycling based on a bicyclist’s age, for example, age 13 and older

The variety of ordinance language used among California cities is documented in Attachment 2, which includes ordinances from Long Beach, Los Angeles, Oakland, Palo Alto, Sacramento, San Diego, San Francisco, and West Hollywood. Also included are the rules for bicycling at San Jose State University. Generally, regulations focused on location, speed, recklessness, and age of bicyclists. Solutions ranged from complete bans to only restricting certain areas to giving pedestrians the right-of-way.

The City of San José currently has an ordinance prohibiting the use of skateboards in the Downtown and Willow Glen areas. Though it gives the Police a tool for enforcement, it has not greatly reduced the occurrence of skateboarding on sidewalks. This ordinance is provided for reference in Attachment 3.

Ordinance Considerations

If there is interest in considering a potential ordinance for San Jose, a list of considerations is provided in Table 3 below. An ordinance could be structured using elements from one or more of the considerations.

Table 3 – Potential Ordinance Considerations

Consideration	
Location(s)	-Citywide
Banned for Sidewalk Bicycling	-Greater Downtown -Commercial areas -Designated Pedestrian Priority Zone -Streets with on-street bike lanes -Specific streets (e.g., Santa Clara Street)
Age Exceptions	-For children age 12 and under -For seniors age 65 and older
Other Exceptions	-For those biking as part of their job, including: <ul style="list-style-type: none"> • Public Safety Officers (e.g., San Jose Police Officers) • Maintenance workers (e.g., Groundwerx staff) • Parking & Traffic Compliance Officers • Pedicab operators and other bicycle service employees -In designated places, where posted signs indicate that it is permissible to ride at slow speeds
Behavior Requirements	-Bicyclists riding on the sidewalk must: <ul style="list-style-type: none"> • Yield the right-of-way to any pedestrian • Not exceed 5 miles per hour • Give an audible signal and pass to the left of a pedestrian, only under conditions permitting such movement in a safe manner • Travel in the same direction as traffic in the adjoining lane of traffic • Not ride in a wanton or reckless manner as to endanger any person or property • Give safe distance when passing a pedestrian • Must walk bike when conditions are unsafe

Staff Suggestion for Ordinance

In evaluating the results of the pilot program, considering the options identified above, and taking into account various community concerns, DOT staff has formulated the following suggestion for Transportation and Environment Committee consideration and feedback, should an ordinance be of interest:

1. Specify required behavior for sidewalk bicycle riding to apply citywide, specifically:
 - a. A 5 mile-per-hour speed limit for bicyclists using city sidewalks, a speed limit that is consistent with other California municipalities.

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- b. A minimum passing distance of three feet for bicyclists passing pedestrians on sidewalks, similar to California's recently enacted statute requiring motorists to provide three feet when passing bicyclists on roadways.
2. Prohibit sidewalk bicycle riding on streets with bike lanes in the Greater Downtown area (bounded by Julian Street, 11th Street, Highway 280 and the Caltrain tracks).
 3. Prohibit sidewalk bicycle riding on Santa Clara Street from Stockton Avenue to 11th Street.
 4. Provide exceptions for:
 - a. Children 12 years and under for items 2 and 3
 - b. San Jose Police Officers

Continuing to Build Quality Bike Infrastructure

DOT recognizes that sidewalk riding is a significantly greater problem where on-street bike infrastructure does not exist. To realize the City's goals of increased bike and pedestrian activity, DOT recommends continuing to strengthen the bikeway network, particularly with enhanced on-street bicycle facilities, including protected bikeways, and to provide high-quality signage directing bicyclists to the network that exists.

Public Safety Coordination

DOT met several times with San Jose Police Department (SJPD) staff to coordinate. SJPD has indicated that, as resources permit, it would conduct targeted enforcement and outreach, including complaint-driven responses.

COORDINATION

The preparation of this report has been coordinated with the Police Department and the City Attorney's Office.

/s/

HANS F. LARSEN
Director of Transportation

For questions, contact Paul Smith, Deputy Director of Transportation, Planning and Project Delivery, at (408) 535-3835.

Attachments

SUMMARY OF SIDEWALK BICYCLING COUNTS

The following tables are the results of counts conducted by DOT staff during the pilot program. Counts were conducted from 7-9am, 12-2pm, and 4-6pm. The counts capture bicyclists riding on the street and those riding on the sidewalk during the six-hour periods.

Table A – Summary of Sidewalk Bicycling Counts

Percentage of Bicyclists Riding on the Sidewalk

	Santa Clara Street	San Fernando Street	First Street
Month	1st to 2nd	1st to 2nd	Santa Clara to San Fernando
Dec. 2013	75%	24%	85%
Jun. 2014	70%	23%	70%
Sep. 2014	64%	19%	88%

Number of Bicyclists Riding on the Sidewalk

	Santa Clara Street	San Fernando Street	First Street
Month	1st to 2nd	1st to 2nd	Santa Clara to San Fernando
Dec. 2013	183	59	199
Jun. 2014	204	76	171
Sep. 2014	148	96	203

Total Number of Bicyclists, On-Street and on the Sidewalk Combined

	Santa Clara Street	San Fernando Street	First Street
Month	1st to 2nd	1st to 2nd	Santa Clara to San Fernando
Dec. 2013	244	247	233
Jun. 2014	291	333	246
Sep. 2014	230	506	231

Table B – Detail of Sidewalk Bicycling Counts

Santa Clara Street

First Street to Second Street

No Bikeway

	Dec. 2013				Jun. 2014				Sep. 2014			
	Bikes in the street	Bikes on sidewalk	% of bikes on sidewalk	Total Bikes	Bikes in the street	Bikes on sidewalk	% of bikes on sidewalk	Total Bikes	Bikes in the street	Bikes on sidewalk	% of bikes on sidewalk	Total Bikes
AM	15	41	73%	56	18	58	76%	76	33	30	48%	63
Midday	14	65	82%	79	26	72	73%	98	22	46	68%	68
PM	32	77	71%	109	43	74	63%	117	27	72	73%	99
Total	61	183	75%	244	87	204	70%	291	82	148	64%	230

San Fernando Street

First Street to Second Street

Bike Lanes

	Dec. 2013				Jun. 2014				Sep. 2014			
	Bikes in the street	Bikes on sidewalk	% of bikes on sidewalk	Total Bikes	Bikes in the street	Bikes on sidewalk	% of bikes on sidewalk	Total Bikes	Bikes in the street	Bikes on sidewalk	% of bikes on sidewalk	Total Bikes
AM	62	9	13%	71	85	16	16%	101	140	30	18%	170
Midday	41	16	28%	57	63	30	32%	93	90	33	27%	123
PM	85	34	29%	119	109	30	22%	139	180	33	15%	213
Total	188	59	24%	247	257	76	23%	333	410	96	19%	506

First Street

Santa Clara Street to San Fernando Street

Shared Lane Markings ("Sharrows") installed June 2014

	Dec. 2013				Jun. 2014				Sep. 2014			
	Bikes in the street	Bikes on sidewalk	% of bikes on sidewalk	Total Bikes	Bikes in the street	Bikes on sidewalk	% of bikes on sidewalk	Total Bikes	Bikes in the street	Bikes on sidewalk	% of bikes on sidewalk	Total Bikes
AM	8	26	76%	34	5	40	89%	45	0	66	100%	66
Midday	18	90	83%	108	50	72	59%	122	16	56	78%	72
PM	8	83	91%	91	20	59	75%	79	12	81	87%	93
Total	34	199	85%	233	75	171	70%	246	28	203	88%	231

Reckless sidewalk bicycling counts were conducted in one-hour periods, from 4-5pm. Reckless riding was defined by DOT staff as traveling at speeds greater than 5 mph, weaving through groups of pedestrians, or not yielding to pedestrians.

Table C – Detail of Reckless Sidewalk Bicycling Counts

Santa Clara Street

1st to 2nd Street

No Bikeway

	Reckless Bicyclists	Non-Reckless Bicyclists	Total Bicyclists	Percent of Reckless Bicyclists
Mar. 2013	13	41	54	24%
Sep. 2014	14	34	48	29%

San Fernando Street

1st to 2nd Street

Bikeway

	Reckless Bicyclists	Non-Reckless Bicyclists	Total Bicyclists	Percent of Reckless Bicyclists
Mar. 2013	13	64	77	17%
Sep. 2014	6	16	22	27%

SIDEWALK BICYCLING ORDINANCES IN CALIFORNIA

Long Beach (Section 10.48.070)

A. No person shall ride a bicycle upon a sidewalk within any business district; upon the sidewalks of bridges; in pedestrian underpasses; on pedestrian overpasses; upon sidewalks adjacent to any school building, church, recreation center, playground, or senior citizens' residential development; within the area south of Ocean Boulevard between the Long Beach Museum of Art on the west and Bluff Park on the east; on the northerly side of the Downtown Marina mole which directly abuts said marina, between Gangway A and Gangway P.

B. Any person riding a bicycle upon a sidewalk shall yield the right-of-way to any pedestrian, and when overtaking and passing a pedestrian, shall give an audible signal and shall pass to the left of the pedestrian only under conditions permitting such movement in safety.

C. The speed limit for bicycles on a sidewalk is 15 miles per hour unless otherwise posted. The speed limit where pedestrians are present is five miles per hour. Signs specifying the speed limit shall be placed by the Traffic Engineer in locations which will provide notice to significant concentrations of sidewalk bicycle riders or where bicycle speed problems are found to exist on sidewalks.

Los Angeles (Section 56.15) - No person shall ride, operate or use a bicycle, unicycle, skateboard, cart, wagon, wheelchair, rollerskates, or any other device moved exclusively by human power, on a sidewalk, bikeway or boardwalk in a willful or wanton disregard for the safety of persons or property.

Oakland (10.16.150) - No person shall ride a bicycle which has wheels of twenty (20) inches or greater in diameter or a frame of fourteen (14) inches or greater in length on any sidewalk within the city. This prohibition shall not be applicable to Oakland police officers operating a bicycle while engaged in their assigned duties.

Palo Alto (Section 10.64.130) - No person shall ride or operate a bicycle upon any sidewalk in a business district, any sidewalk in or on any pedestrian underpass or overpass, or any sidewalk on the Embarcadero Road Overpass across Bayshore Freeway unless such a sidewalk is officially designated as a bicycle route.

Sacramento (Section 10.76.010) - Except as authorized under subsection B of this section, no person shall ride a bicycle on a sidewalk except within a residence district or where a sidewalk is designated as part of an established bicycle route. Pedestrians shall have the right-of-way on sidewalks.

San Diego (Section 84.09) - No person shall operate a bicycle upon any sidewalk fronting any commercial business establishment unless official signs are posted authorizing such use.

San Francisco (Section 1007) - Bicycle riding on any sidewalk is prohibited except that children under the age of 13 may ride a bicycle on any sidewalk except as otherwise posted.

West Hollywood (Section 15.53.010) - It is unlawful for any person to ride or operate a bicycle on or over any sidewalk or part of a sidewalk in the city when there is a designated bicycle lane in the adjoining street. Where there is no designated bicycle lane in the street, bicycle riders riding or operating a bicycle on the sidewalk shall travel in the same direction as traffic in the adjoining lane of traffic, shall yield to pedestrians and shall not ride in a wanton or reckless manner as to endanger any person or property. This section shall not apply to on-duty peace officers (as defined in Section 830 of the Penal Code) and city parking enforcement officers.

San Jose State University (Presidential Directive 2007-06) - The purpose of this policy is to regulate and promote the safe use of non-motorized vehicles on campus grounds. By allowing the use of non-motorized vehicles on campus, the University is encouraging community members to reduce its dependence on motor vehicles. This reduces traffic congestion, pollution, parking demand and the consumption of fossil fuels.

A. Definition: For the purpose of this policy a “Non-Motorized Vehicle” is any device upon which any person may ride and is propelled by human power. These devices are otherwise commonly known as bicycles, unicycles, skateboards, roller/inline skates, scooters and other similar devices.

B. Campus Riding Regulations: Non-motorized vehicle riders shall follow these “common courtesy” rules:

1. Always yield to pedestrians.
2. Drive an appropriate speed according to existing conditions, not to exceed the campus speed limit for all vehicles of 5 mph.
3. Drive in an appropriate manner that does not interfere with pedestrian or vehicular traffic.
4. Walk vehicle when there is no clear path ahead, such as when the walkway is too crowded with pedestrians or other obstructions.
5. Do not ride in an acrobatic or stunting manner, i.e. activities causing one or more sets of wheels to leave the ground or other surfaces intended for pedestrian or vehicular travel.
6. Do not ride on stairs; ramps, railings, vegetation, benches, tables, planters, or other surface not intended for vehicular travel.
7. Do not ride inside University buildings.
8. Dismount and walk vehicle where appropriate signs are posted. Posted dismount areas will be high pedestrian traffic areas with small or obstructed pathways. Designated dismount areas will be in affect between 8:00 a.m. and 4:00 p.m. Monday-Friday.
9. Walking with any vehicle is permitted throughout the campus grounds.

SAN JOSE SKATEBOARDING PROHIBITION

13.21.030 Downtown Skateboard Prohibition Zone

“Downtown Skateboard Prohibition Zone” means that area bounded by the following streets:

- A. Beginning at the intersection of Julian Street and 4th Street and then going west on Julian Street to San Pedro Street, then going south on San Pedro Street to Santa Clara Street, then going west on Santa Clara Street to Route 87, then going south along Route 87 to Technology Parkway, then going south along Technology Parkway to Balbach Street, then going east on Balbach Street to Almaden Boulevard, then going north on Almaden Boulevard to Viola Avenue, then going east on Viola Avenue to Market Street, then going south on Market Street to Reed Street, then going east on Reed Street to 2nd Street, then going north on 2nd Street to San Carlos Street, then going east on San Carlos Street to 4th Street, then going north on 4th Street to Julian Street.
- B. The boundary of this zone shall include the outermost sidewalks along the zone, except that the boundary along 4th Street shall run down the middle of 4th Street.

13.21.050 Willow Glen Skateboard Prohibition Zone

“Willow Glen skateboard prohibition zone” means the following areas:

- A. Lincoln Street, between Coe Avenue and Michigan Avenue;
- B. Willow Street, between Blewett Avenue and Coolidge Avenue;
- C. Minnesota Street, between Blewett Avenue and Newport Avenue; and
- D. Brace Avenue, between Lincoln Street and Iris Court.

13.21.200 Skateboarding Prohibitions

No person shall ride or propel a skateboard on or within any of the following:

- A. The Downtown Skateboard Prohibition Zone; and
- B. The Willow Glen Skateboard Prohibition Zone.

Figure 1. DOT Recommendation on Sidewalk Bicycle Riding Ban (Option 1)

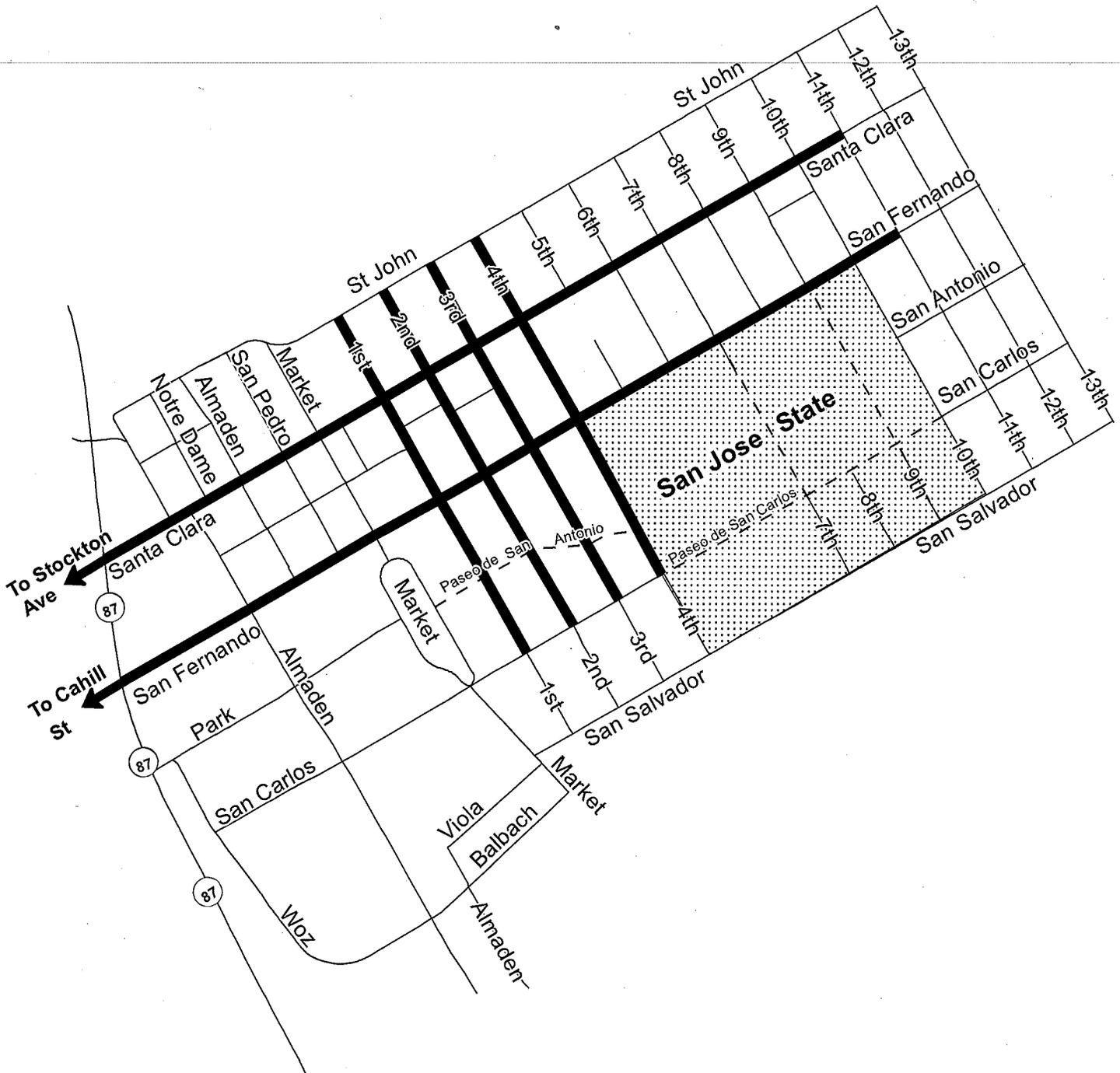
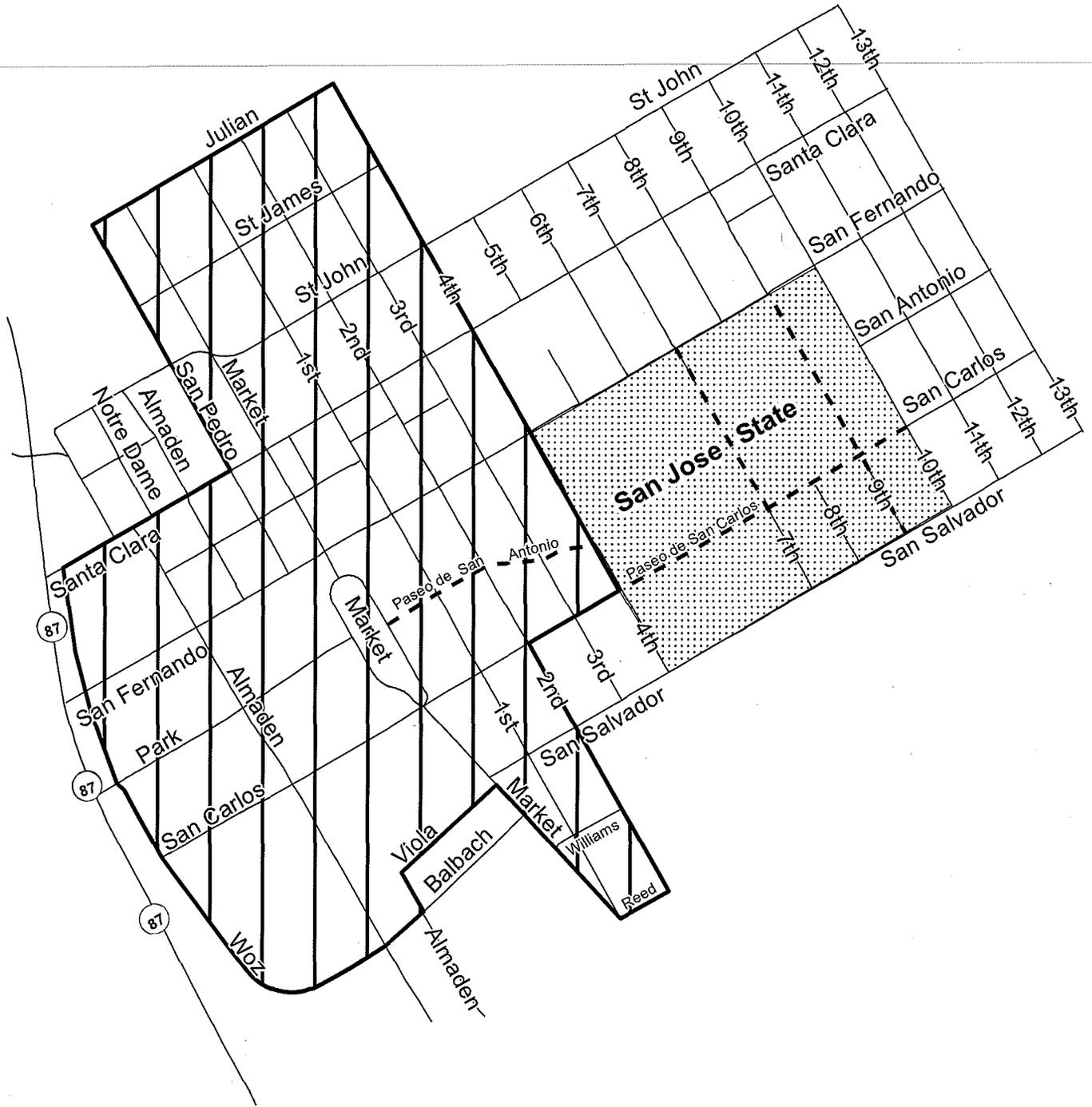


Figure 2. Alternative Recommendation on Sidewalk Bicycle Riding Ban (Option 2)*



* Corresponds to existing Downtown Skateboard Prohibition Zone

