T&E AGENDA: 04-06-15
ITEM: d.1.a

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Memorandum

TO: TRANSPORTATION AND ENVIRONMENT COMMITTEE

FROM: Hans F. Larsen

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

DATE: March 18, 2015

Approved D. DSyL Date 3/23/15

RECOMMENDATION

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

BACKGROUND

In the *Envision San José 2040 General Plan* and *Bike Plan 2020*, the City of San José adopted ambitious goals for getting more people on bikes and reducing auto dependence and traffic congestion. This memo is an annual update to the Transportation and Environment (T&E) Committee on progress toward these goals and to seek guidance on policy and implementation of the City's Bike Program moving forward.

Implementation of the City's bikeway network is a collaborative effort by the Department of Transportation (DOT) and Parks, Recreation and Neighborhood Services (PRNS), with each department taking lead roles in developing on-street bikeways (by DOT) and trails (by PRNS). Historically, the T&E Committee received separate annual progress reports on the trail network and the overall bike plan on different Committee agenda dates. To streamline reporting and maximize coordination efforts, progress on *Bike Plan 2020* and the Trail Program are planned to be considered together on the same agenda. A separate memo with a Progress Report on Bay Area Bike Share was deferred from December 2014 and has been updated and included for consideration on the same agenda as well.

Bike Plan 2020

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 people who bike. *Bike Plan 2020* established a vision to become a city where bicycling is safe, convenient and commonplace. The Plan lays out a 500-mile bikeway network, including 400 miles of on-street bikeways and 100 miles of trails. The network 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 and San Fernando Streets. Attachment 1 includes information about bikeway types and treatments.

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.

ANALYSIS

Progress & Results

The work the City of San José is doing to advance bicycling goals of Envision San José 2040 is being recognized. In 2014, SPUR noted that "biking in San José has progressed over the last several years as the bike network has been improved," and Greenbelt Alliance proclaimed, "San José is on the fast track to becoming America's next great bicycling city." As of March 2015, the City of San José contains 291 bikeway miles – 236 miles of on-street bikeways and 55 trail miles (see Attachment 2 for Maps). Key corridors have been treated with enhanced bike facilities, particularly buffered, and/or green lanes.

On-street Bikeway Miles	
2009 (Bike Plan 2020 Adoption)	197
2015 (March)	236
2016 (Estimate, end of calendar year)	305
2020 (Planned)	400

Assessing bike usage is challenging. The American Community Survey from the U.S. Census Bureau only counts commute trips and, within those trips, only the "primary" mode of transportation (meaning that, for example, a person riding a bike to and/or from Caltrain would count as a transit commuter, not a bike commuter). The data that does exist indicates improvement, particularly in key areas, as well as more work to do. Data from the 2013 American Community Survey indicate a 1% bicycling mode share Citywide, while census-based estimates for 2014 show a 4% bicycling mode share in Downtown San José.[1]

Bike Facilities Implementation Strategy

- New Bikeways – Over the past year, San Jose installed 13.6 miles of new bikeways, as detailed in Table 1 below. Some of these included painted buffer areas designed to give those on bikes greater comfort and safety when traveling on-street. Others are bike routes, typically streets with slower speeds marked as shared space for people on bikes and people in cars (often referred to as "sharrows"). The City also enhanced another seven miles of existing bikeways, adding buffers, including those along Monterey Road between Blossom Hill Road and Tully Road.

[1] Demographic Snapshot 2014 Report from the Nielsen Company estimating travel mode to work for workers 16 and older within Downtown San Jose (roughly within a 1-mile radius of Santa Clara and Market Streets).

Table 1. On-street Bikeways Completed (April 2014 through March 2015)

New Lanes & Routes				
Street	***From***	***To***	***Type***	***Length (miles)***
1st	Liberty	Oakcrest Estates	Bike Lane	1.1
Berryessa	Capitol	Piedmont	Bike Lane	1.1
Cherry	Lesher	Curtner	Bike Lane	0.3
Graham	Willow	Goodyear	Bike Lane	0.1
Monterey-1st	Goodyear-Keyes	Tully	Bike Lane	1.4
Park	Newhall	McDaniel	Bike Lane	0.5
Park	Almaden Bl	Market	Bike Lane	0.3
Ranch	.2 miles E of 237 Path	Coyote Creek	Bike Lane	0.2
San Antonio	Bonita	San Antonio Ct	Bike Lane	0.2
Santa Clara	Stockton	Almaden Bl	Bike Lane	0.5
Technology	Airport Pkwy	Skyport Dr	Bike Lane	0.4
Willow	Pepitone	Lick	Bike Lane	0.1
16th	San Fernando	William	Bike Route	0.5
17th	Santa Clara	16th	Bike Route	0.5
1st	St. John	San Salvador	Bike Route	0.6
2nd	St. John	San Salvador	Bike Route	0.6
Bird	Coe	Minnesota	Bike Route	0.7
Glen Eyrie	Willow	Lincoln	Bike Route	0.7
Goodyear	Lick	First	Bike Route	0.5
Hawthorne	San Pedro	First	Bike Route	0.1
Keyes	First	5th	Bike Route	0.2
Lick	Willow	Goodyear	Bike Route	0.1
Lonus	Lincoln	GRT trailhead	Bike Route	0.1
Ranch	W end of 237 Path	.2 miles East	Bike Route	0.2
Ryland	Santa Teresa	San Pedro	Bike Route	0.2
San Carlos	Woz	4th	Bike Route	0.7
San Fernando	11th	17th	Bike Route	0.4
San Pedro	Hedding	Ryland	Bike Route	0.5
Santa Teresa	Coleman	Ryland	Bike Route	0.1
William	16th	24th	Bike Route	0.4
Willow	Pepitone	Graham	Bike Route	0.3
Subtotal: New Bikeways				**13.6**
Enhanced Lanes				
1st	Tasman	Oakcrest Estates	Buffered Bike Lanes	1.4
Monterey	Tully	Blossom Hill	Buffered Bike Lanes	4.6
Park	Naglee	Race	Buffered Bike Lanes	0.9
Subtotal: Enhanced Bikeways				**6.9**
Trial Project				
Lincoln	Paula	Minnesota	Bike Lanes	0.9
Subtotal: Trial Bikeways				**0.9**
Total Completed (April 2014-March 2015) Bikeways				**21.4**

New buffered bike lanes on Technology Drive; Enhanced existing bike lanes on Monterey Road

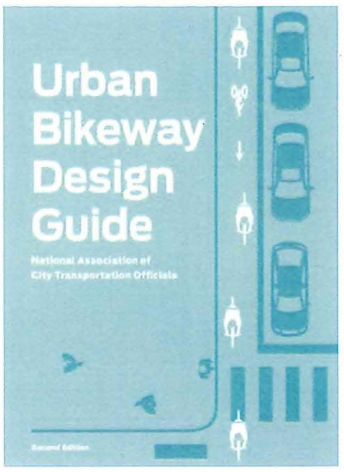
New bike route with "sharrows" on Willow Street; Road Diet trial on Lincoln Avenue

Attachment 2 includes maps depicting the current status of the bikeway network and a projection of completion in the year 2016. By the end of 2016, the City expects its network to include 305 miles of bikeway, with a significant share of that network being enhanced facilities.

- Pavement Maintenance Coordination – A key strategy for accelerating the implementation of bike lanes is to work in close coordination with the City's annual Pavement Maintenance Program. This allows the City to maximize the impact of its investment, complementing City funding with grant resources to complete bikeways efficiently and aggressively. With this strategy, during 2015, DOT plans to install nearly 40 miles of new bikeways and enhance more than 20 miles of existing bikeways. Roughly 60% of these new or enhanced miles are part of the Pavement Maintenance Program, with bikeway treatments paid for by grant funds, while other projects are grant and/or development-fee funded.

  In some cases, the Pavement Maintenance Program also provides an opportunity to investigate traffic calming and safety and facility enhancements for people walking and biking. This typically involves a "road diet" – reducing and narrowing auto traffic lanes, while adding bike lanes and, in many cases, a center turning lane. These changes help to slow auto traffic speeds, remove left turning movements from auto travel lanes, and shorten number of auto travel lanes that pedestrians must cross.

- Best Practices in Design of Bicycle Facilities – DOT is implementing a $150,000 VTA grant to update its geometric design standards including bicycle and pedestrian facilities to include more progressive design elements such as colored, buffered or protected bikeways. These standards will incorporate designs found in the National Association of City Transportation Officials (NACTO) innovative "Urban Bikeway Design Guide". The City is one of 22 NACTO member cities. On March 11 and 12, 2015 the City hosted a two-day NACTO workshop introducing elected officials and technical staff from throughout Santa Clara County to NACTO's urban street designs.



- Bicycle Parking – More than 260 public bicycle parking spaces were installed at various locations throughout the City over the past year, bringing the total number of public bike parking spaces in San Jose to approximately 1,400. New bike parking spaces generally consist of standard, two-bike inverted-U style bike racks.

Special Policy Topics

- Walk Here, Bike Here (Partial Ban on Sidewalk Bicycling) – On December 2, 2014, City Council unanimously approved an ordinance prohibiting riding a bike on sidewalks along five streets in the downtown core: San Fernando, First, Second, Third, and Fourth Streets, all streets with designated bike facilities. The ordinance includes exceptions for children under twelve and accompanying adults, as well as for police officers. Signage to implement the ordinance was installed in early February and enforcement is being provided by the Police Department's Downtown foot patrol unit.

At the December 2, 2014 City Council meeting, staff was also directed to provide to the Transportation and Environment Committee in spring 2015 an update on the potential to ban reckless bike riding on sidewalks. The City Attorney's Office has determined that the California Vehicle Code 23103 definition of reckless driving applies to people riding bikes on sidewalks and/or streets. However, the San Jose Police Department and the DOT do not recommend pursuing this, due to the practicality of enforcing the regulation and

difficulty in substantiating reckless riding cases. The City Council also directed DOT to evaluate on-street bicycle facilities on Santa Clara Street downtown that might be implemented after or concurrent with the Bus Rapid Transit (BRT) project. DOT staff is working closely with VTA on the BRT project and will evaluate design options that would accommodate people riding transit, biking and/or walking in conjunction with the BRT and BART plans for Downtown.

- Potential Municipal Code Update – In consultation with the City Attorney's Office, DOT staff is working on a proposed update to the City's Municipal Code regarding the designation of bicycle lanes. This proposal would address outdated sections of the Municipal Code adopted in the early 1970s that are interpreted to require separate Council approval for new bike lane installations; they have not been updated to align with the City's current administrative practices and adopted policy priorities regarding "complete streets" and Bike Plan 2020. An update is expected to go to the City Council in April.

Encouragement, Partnerships & Culture

When it comes to achieving the City's goals for getting more people out of cars and onto bikes, building facilities is not enough. We have to change the culture of how people get around. To this end, the City and its partners have developed programs and events to encourage people to try other transportation options, including biking.

- Leading by Example – The City is starting at home with this effort: encouraging its own employees to use bikes and other transportation options. Annually on Bike to Work Day the City of San José hosts an Energizer Station (rest stop) and the "bike away from work bash" with the Silicon Valley Bicycle Coalition (SVBC). San Jose has also ramped up its commute benefit program, including many bike benefits, offering "get back on your bike" trainings, discounted bikeshare passes, Employee Bike Fleet training classes to City Hall employees, and free bike tune-ups for the public at City Hall, and pre-tax transit benefits and EcoPasses.

  In 2015, the City will conduct its first Green Commute Challenge, an interdepartmental competition encouraging car-light or car-free commutes, slated to run between May and August. DOT is also working with SVBC to launch Bikepool – a pilot program encouraging City Hall and other nearby employees to try commuting by bike. Bikepool offers small group rides to Downtown San Jose, led by experienced bicyclists and departing from different parts of the city. DOT is working with other departments to install additional, secure bike parking for City Hall employees in the underground parking garage.

- Walk n' Roll San Jose – The City's "Walk n' Roll" program is currently working with 39 elementary and middle schools to encourage walking and bicycling – increasing the number of children who get to school on their own power by at least 20%. In 2014, roughly 24,700 children received traffic safety education through bicycle rodeos, safety

presentations and resource fairs. This includes 1,074 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 International Walk & National Bike to School Day.

City of San José Walk n' Roll Program

- Partnerships – The DOT recognizes that, when it comes to implementing bikeways and encouraging people to use them, we cannot and should not do it alone. In 2014, our partners like SVBC, SPUR, Greenbelt Alliance, San Jose Bike Party, Ride ESSJ, and our own San Jose Public Library conducted numerous fun bike rides – for example, SVBC and the Library's Giro de Libro and Books, Bikes and Bands tours, and monthly San José Bike Party rides.

  SVBC and local bike enthusiasts also organized Silicon Valley's inaugural Bike to Shop Day and San Jose's Bike Life Festival in St. James Park. On May 3, 2015, San Jose's History Park will be home to the First Annual Silicon Valley Bike Festival. These rides and events continue to expose many to how enjoyable riding in San Jose can be and help to strengthen our bike culture.

San José Bike Party & Bike to Shop Day

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 2016 with an annual progress report.

COORDINATION

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

/s/

HANS F. LARSEN
Director of Transportation

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

Attachments

San José Bike Plan 2020
Bikeway Types & Treatments

Bikeway types are defined by state law (Streets & Highways Code section 890.4) with design guidance identified in state regulations (California Highway Design Manual Chapter 1000) and the National Association of Transportation Officials (NACTO) *Urban Bikeway Design Guide*.

Historically, state bikeway design standards identified three types of bikeway: Class I (Trails: off-street); Class II (Bike Lanes: dedicated space on-street); and Class III (Bike Routes: shared space on-street). See examples below. In 2011, NACTO released its *Urban Bikeway Design Guide* which included a fourth category – protected bikeways (also known as cycle tracks or separated bikeways) – which are commonly used in many countries but were not then part of state or federal design standards.

In 2013, the City of San José Department of Transportation (DOT) installed its first protected bikeway on the east side of Fourth Street (San Fernando to San Carlos). On April 11, 2014, the California Department of Transportation endorsed the NACTO *Urban Bikeway Design Guidelines*. On September 20, 2014, California Assembly Bill 1193 was signed into law creating a fourth type of bikeway known as separated bikeways or cycle tracks (also know as protected bikeways). The City of San José officially supported this bill. DOT plans to install additional Class IV bikeways this year.

These bikeway types are summarized below, with images depicting the types and treatments on the following pages:

- Class I Bikeway – an Off-Street path or trail; generally two-way

- Class II Bikeway – an On-Street bikeway using paint to provide a dedicated space for people on bikes; generally one in each direction on each side of the street; treatments include basic, green, and/or buffered lanes

- Class III Bikeway – an On-Street bikeway using paint to provide space shared by people on bikes and people in cars; generally one in each direction on each side of the street

- Class IV Bikeway – an On-Street bikeway using physical separation to provide dedicated space for people on bikes; can be one-way or two-way; physical separation treatments include delineators, raised pavement, medians, planters, etc.

Class I – Path/Trail: off-street, dedicated space

Guadalupe River Trail, San José

Class II – Bike Lane: on-street, dedicated space

Basic Bike Lane, San José

Class II – Bike Lane: on-street, dedicated space (cont.)

Green, Buffered Bike Lane, San José

Class III – Bike Route: on-street, shared space

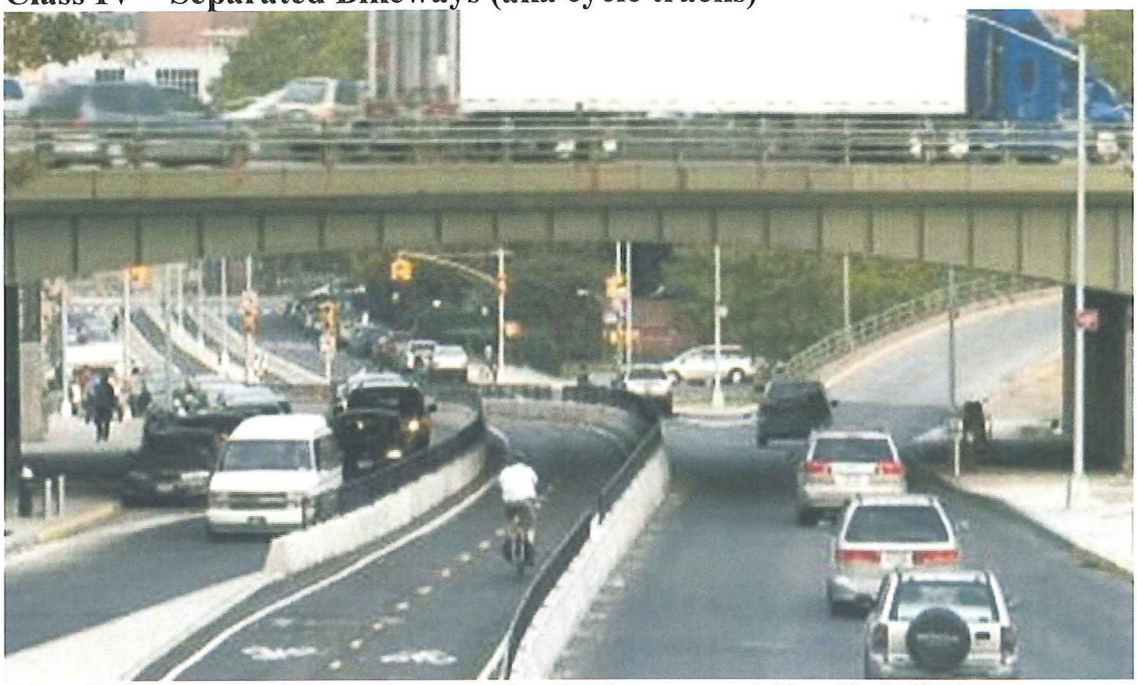
Bike Route with Shared Lane Pavement Marking (Sharrow), Los Angeles

Class IV – Separated Bikeway: on-street, dedicated and separated space

Class IV Separated Bikeway – one-way, separated with parking & delineators (Chicago)

Class IV Separated Bikeway – one-way, raised (Corvalis, OR)

Class IV – Separated Bikeways (aka cycle tracks)



Class IV Separated Bikeway – two-way, barricade-separated (New York City)

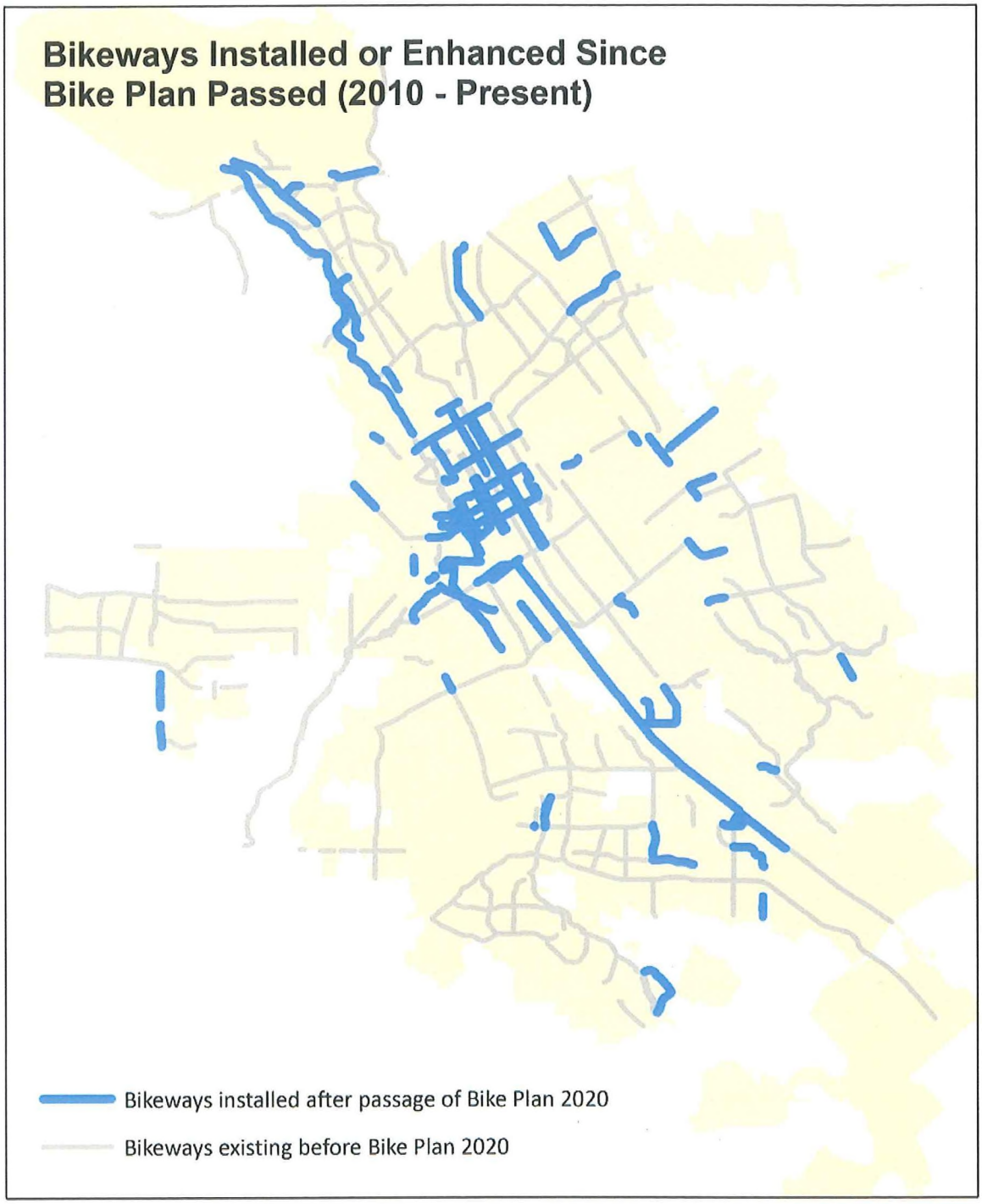
Class IV Separated Bikeway – two-way, median-separated (Montreal)

San José Bike Plan 2020
Bikeway Network Maps

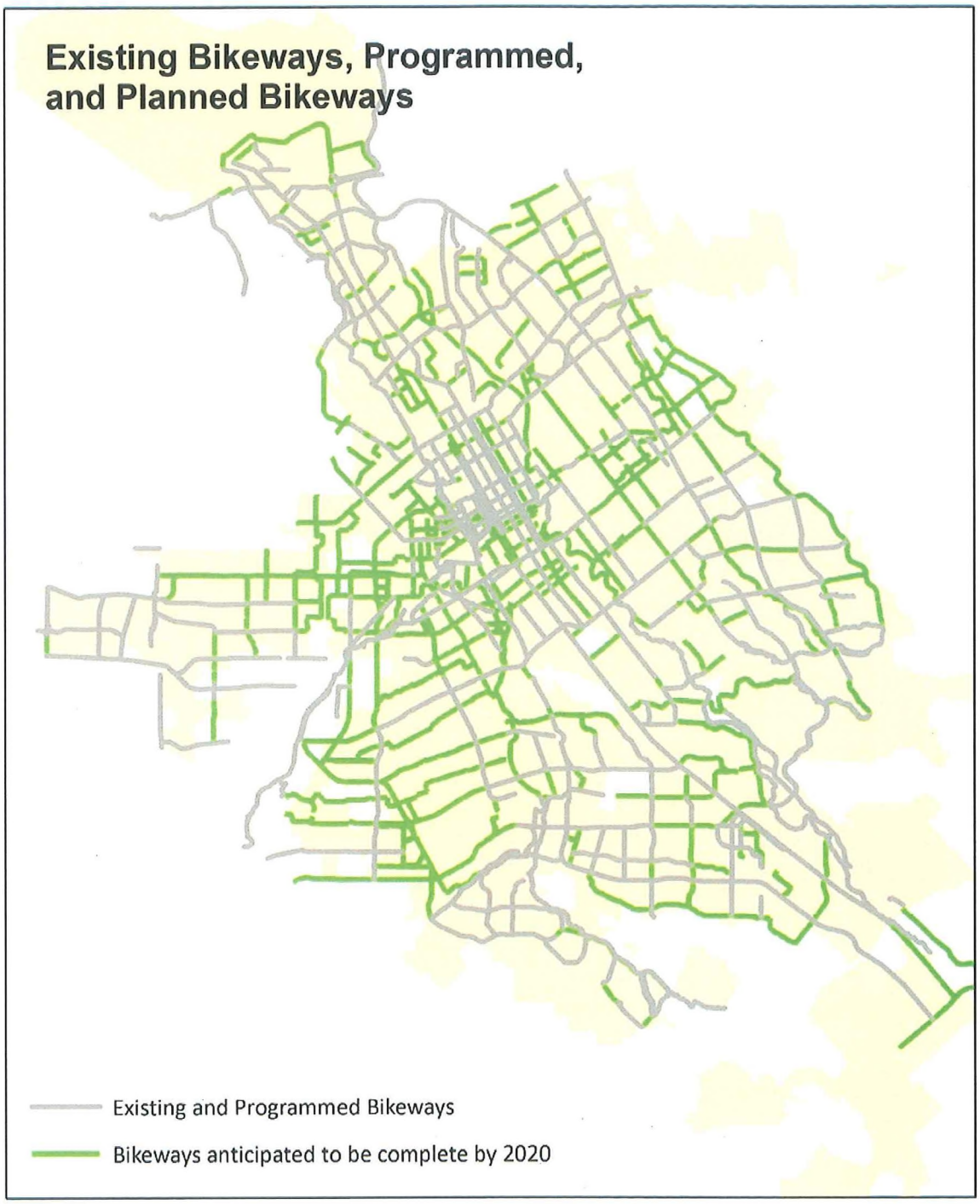
Maps

- Bikeways Installed before Bike Plan 2020 (1970-2009)
- Bikeways Installed or Enhanced Since Bike Plan Passed (2010-Present)
- Programmed Bikeways (2015 & 2016)
- Existing, Programmed and Planned Bikeways
- Completion of Bike Plan (2020)

Bikeways Pre-Bike Plan 2020 (1970 - 2009)
Bikeways installed before Bike Plan 2020 was passed by the City Council


Bikeways Installed or Enhanced Since Bike Plan Passed (2010 - Present)
Bikeways installed after passage of Bike Plan 2020
Bikeways existing before Bike Plan 2020

Programmed Bikeways (2015 - 2016)
Current Bikeways Workplan (through December 31, 2016)
Existing Bikeways


Existing Bikeways, Programmed, and Planned Bikeways
Existing and Programmed Bikeways
Bikeways anticipated to be complete by 2020

Completion of Bike Plan (2020)
Bikeways anticipated to be complete by 2020