



Memorandum

TO: HONORABLE MAYOR AND
CITY COUNCIL

FROM: James R. Helmer

SUBJECT: INSTALLATION OF BICYCLE
LANES ON CITY STREETS

DATE: 06-04-07

Approved

Ray Winer

Date

6/8/07

Council District: Citywide

RECOMMENDATION

Adoption of a resolution authorizing the installation of bicycle lanes on the following street segments; and repealing Resolution 72813:

- Aborn Road (White Road to east end)
- Almaden Road (Almaden Expressway to McKean Road)
- Camden Avenue (Coleman Road to Meridian Avenue)
- Chynoweth Avenue (west end to 100' east of Barron Park Drive)
- Coleman Avenue (Taylor Street to Santa Teresa Street)
- Hamilton Avenue (Bascom Avenue to Leigh Avenue)
- Nieman Boulevard (Blanding Avenue to Yerba Buena Road)
- Quimby Road (Ruby Avenue to Murillo Avenue)
- Ruby Avenue (Quimby Road to Aborn Road)
- Taylor Street (Walnut Street to First Street)

OUTCOME

Installation of bicycle lanes at the above locations will help improve riding and convenience of bicyclists by better delineating space reserved for bicycling, and by implementing portions of the City of San José's Transportation Bicycle Network.

BACKGROUND

The City of San José's General Plan includes the Transportation Bicycle Network (Network), which defines the City's long-term vision for an integrated, functional system of bikeways. The Network identifies both on-street facilities (bicycle lanes and bicycle routes) and off-street facilities (Paths and Trails). The City's Network includes approximately 300 miles of bikeways. The system is 53% complete.

Staff recommends ten additional locations for the installation of bicycle lanes. The City's policy is to install bicycle lanes as called for in the City's General Plan. The City's currently approved bicycle lanes are documented in Council Resolution 72813, approved June 28, 2005. The recommended action would repeal Resolution 72813 and adopt a new resolution incorporating the currently approved lanes listed in Resolution 72813 and adding those ten locations listed above for which staff is currently seeking approval.

ANALYSIS

Scope and Benefits of Bicycle Lanes

Bicycle lanes are striped lanes on the street pavement designed for use by bicyclists. The lanes are generally five feet wide and located at the right edge of the roadway. While a bicyclist may legally ride on any city street, bicycle lanes provide a comfortable, convenient bicycling space and improve the ability of bicyclists and motorists to safely share the road. Bicycle lanes also provide directional guidance for bicyclists, thereby reducing wrong-way bicycling, which is a leading cause of collisions involving bicyclists in San José.

In the City's most recent community survey, only 48% of residents rated bicycling in San José as safe. This is significantly lower than ratings for driving (83%) and walking (79%). The continued development of the City's bikeway network is expected to improve the frequency and safety of bicycling as a travel mode.

New Bicycle Lane Locations

Ten new locations are recommended for installation of bicycle lanes. These locations were selected in consideration of the following factors: requests from the public, input from the City's Bicycle and Pedestrian Advisory Committee, bicycle collision history, bicycle network connectivity, provision of safe routes to school, and available roadway width. None of the recommended bicycle lanes result in a loss of on-street parking.

The ten recommended bicycle lane projects are discussed below.

- *Aborn Road from White Road to Ruby Avenue* (Council District 8) – The Aborn Road bicycle lanes will connect with existing bicycle lanes on Aborn Road to the west, White Road to the north, and Yerba Buena Road to the east. They will also connect with Ruby Avenue bicycle lanes described below, as well as facilitate access to the Aborn Park, existing Fowler Creek Trail to the east and planned Thompson Creek Trail to the west.
- *Almaden Road from Almaden Expressway to McKean Road* (CD 10) – The Almaden Road bicycle lanes will facilitate access to existing Los Alamitos Creek Trail and Almaden Quicksilver County Park.

- *Camden Avenue from Coleman Road to Meridian Avenue (CD 10)* – The Camden Avenue bicycle lanes will close a Bikeways gap by connecting with existing bicycle lanes on Coleman Road and Meridian Avenue. They will also improve bicyclist access to Guadalupe Elementary School, Castillero Middle School, and Almaden Meadows Park.
- *Chynoweth Avenue from west end to 100' east of Barron Park Drive (CD 9 & 10)* – This project will extend both ends of existing Chynoweth Avenue bicycle lanes (Winfield Avenue to Hwy 87). It will provide a connection to the Guadalupe River Trail and Gunderson High School, as well as improve access to the Hwy 87 Bike Path.
- *Coleman Avenue from Taylor Street to Santa Teresa Street (CD 3)* – The Coleman Avenue bicycle lanes will connect to the Guadalupe River Trail and improve access to the Taylor Street bicycle lanes and the Guadalupe Park and Gardens.
- *Hamilton Avenue from Bascom Avenue to Leigh Avenue (CD 6)* – The Hamilton Avenue bicycle lanes will connect to existing Bascom Avenue bicycle lanes and provide access to the Los Gatos Creek Trail.
- *Nieman Boulevard from Blanding Avenue to Yerba Buena Road (CD 8)* – The Nieman Avenue bicycle lanes will connect to the Yerba Buena bicycle lanes and improve access to James Franklin Smith Elementary School and Evergreen Valley Community College.
- *Quimby Road from Ruby Avenue to Murillo Avenue (CD 8)* – The Quimby Road bicycle lanes will connect with Aborn Avenue and Ruby Avenue bicycle lanes described below. They will also provide direct access to Evergreen Valley High School as well as facilitate access to Quimby Oak Middle School and Boggini Park.
- *Ruby Avenue from Quimby Road to Aborn Avenue (CD 8)* – The Ruby Avenue bicycle lanes will connect with Aborn Avenue and Quimby Road bicycle lanes described above. They will also to the existing Fowler Creek Trail to the south. They will also provide direct access to Evergreen Valley High School as well as facilitate access to Quimby Oak Middle School and Boggini Park.
- *Taylor Street from Walnut Street to First Street (CD 3)* – The Taylor Street bicycle lanes will connect with the Guadalupe River Trail and the Coleman Avenue bicycle lanes, as well as provide access to the Guadalupe River Park and Gardens and the Civic Center Light Rail Station.

POLICY ALTERNATIVES

Not applicable.

PUBLIC OUTREACH/INTEREST

- Criteria 1:** Requires Council action on the use of public funds equal to \$1 million or greater. **(Required: Website Posting)**
- Criteria 2:** Adoption of a new or revised policy that may have implications for public health, safety, quality of life, or financial/economic vitality of the City. **(Required: E-mail and Website Posting)**
- Criteria 3:** Consideration of proposed changes to service delivery, programs, staffing that may have impacts to community services and have been identified by staff, Council or a Community group that requires special outreach. **(Required: E-mail, Website Posting, Community Meetings, Notice in appropriate newspapers)**

This report will be posted on the City's website as part of the Council Agenda public outreach process.

COORDINATION

This item has been coordinated with the City Attorney's Office and the Department of Planning, Building and Code Enforcement.

FISCAL/POLICY ALIGNMENT

The recommended action aligns with the Transportation and Aviation Services CSA Outcome related to providing viable transportation choices.

COST SUMMARY/IMPLICATIONS

The bicycle lane projects will be implemented by Department of Transportation staff and are estimated to cost \$50,000. Implementation costs will be grant funded through the Transportation Development Act, Article III (TDA3) program. Upon installation, the bicycle lanes will have a minimal impact on the General Fund operating budget.

BUDGET REFERENCE

Not applicable.

HONORABLE MAYOR AND CITY COUNCIL

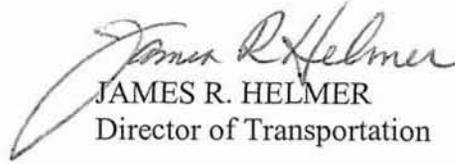
06-04-07

Subject: Installation of Bicycle Lanes on City Streets

Page 5

CEQA

Exempt, File No. PP07-119


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Director of Transportation

For questions please contact John Brazil, Bicycle & Pedestrian Program Manager, at 975-3206.