



Memorandum

TO: HONORABLE MAYOR AND
CITY COUNCIL

FROM: James R. Helmer

SUBJECT: INSTALLATION OF BIKE
LANES ON CITY STREETS

DATE: 06-05-08

Approved

Date

6/10/08

COUNCIL DISTRICT: City-Wide

RECOMMENDATION

Adoption of a resolution authorizing the installation of bike lanes on the following street segments; and repealing Resolution 73913:

- Aborn Road (Towers Lane to Silver Creek Road)
- Cunningham Avenue (Capitol Expressway to White Road)
- Hamilton Avenue (Hicks Avenue to Meridian Avenue)
- Ruby Avenue (Tully Road to Quimby Road)
- Tully Road (Glen Hanleigh Drive to Ruby Avenue)
- Yerba Buena Road (Silver Creek Road to Silver Creek Valley Road)

OUTCOME

Installation of bike 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 Bike Network.

BACKGROUND

The City of San José's General Plan includes the Transportation Bike Network (Network), which defines the City's long-term vision for an integrated, functional system of bikeways. The Network identifies both on-street facilities (bike lanes and bike routes) and off-street facilities (paths and trails). The City's Network includes approximately 300 miles of bikeways. The Network is 54% complete.

Staff recommends seven additional locations for the installation of bike lanes. The City's policy is to install bike lanes as called for in the City's General Plan. The City's currently approved bike lanes are documented in Council Resolution 73913, approved June 26, 2007. The

recommended action would repeal Resolution 73913 and adopt a new resolution incorporating the currently approved bike lanes listed in Resolution 73913 and adding those seven locations listed above for which staff is currently seeking approval.

Approval of these bike lanes will continue to expand San José's Transportation Network, which has brought several recent awards to the City. In 2006, the City received a Bicycle Friendly Community bronze-level award. This national award resulted from an independent audit of San José's bike programs and facilities. Fewer than 100 communities in the U.S. have received this award. In 2008, *Bicycling* magazine named San José one of the top five Most Improved Cities for Bicycling.

To continue advancing as a bike friendly community, the City is in the process of updating its citywide Bike Plan. This update will revise and expand the Transportation Bike Network to better connect schools, job centers, housing, transit, shopping districts, and parks. The Bike Plan update will also recommend revisions to policies, standards, funding mechanisms, and staffing. A draft Bike Plan update will be presented to the Transportation & Environment Committee in August 2008.

ANALYSIS

Scope and Benefits of Bike Lanes

Bike lanes are striped bikes on the street pavement designed for use by bicyclists. The bike 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, bike lanes provide a comfortable, convenient bicycling space and improve the ability of bicyclists and motorists to safely share the road. Bike 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 47% of residents rated bicycling in San José as safe. This is significantly lower than ratings for driving (80%) and walking (73%). The continued development of the City's bikeway network is expected to improve the frequency and safety of bicycling as a travel mode.

New Bike Lane Locations

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

The seven recommended bike lane projects are discussed below.

- *Aborn Road from Tower Lane to Silver Creek Road (CD 7)* – The Aborn Road bike lanes will connect with existing bike lanes on Aborn Road to the east and existing bike lanes on Nieman Boulevard. They will improve access to Ley Va Middle School.
- *Cunningham Avenue from Capitol Expressway to White Road (CD 8)* – The Cunningham Avenue bike lanes will provide safe routes to Ocala School and to Lake Cunningham Park.
- *Hamilton Avenue from Hicks Avenue to Meridian Avenue (CD 6)* – This project will complete one portion of the planned Hamilton Avenue bike lane corridor improving access to Booksin Elementary School, Willow Glen Middle School, and Willow Glen High School.
- *Ruby Avenue from Tully Road to Quimby Road (CD 8)* – This project will extend existing Ruby Avenue bike lanes northward and connect with new bike lanes on Tully Road and Aborn Road. It will also provide safe routes to Evergreen Valley High School and Quimby Oak Middle School.
- *Tully Road from Glen Hanleigh Drive to Ruby Avenue (CD 8)* – The Tully Road bike lanes will connect with the future Thompson Creek Trail as well as with existing bike lanes on White Road and Ruby Avenue. They will also provide safe routes to Valley Vista Elementary School.
- *Seventh Street from St. James Street to San Fernando Street (CD 3)* – The Seventh Street bike lanes will provide safe routes to Horace Mann Elementary School, connect to existing San Fernando Street bike lanes and connect with San José State University.
- *Yerba Buena Road from Silver Creek Road to Silver Creek Valley Road (CD 8)* – The Yerba Buena Road bike lanes will extend existing Yerba Buena Road bike lanes westward and improve access to James Franklin Smith Elementary School and Evergreen Valley Community College.

EVALUATION AND FOLLOW-UP

No additional follow up action with the Council is expected at this time.

POLICY ALTERNATIVES

Not applicable.

PUBLIC OUTREACH/INTEREST

- Criterion 1:** Requires Council action on the use of public funds equal to \$1 million or greater. **(Required: Website Posting)**
- Criterion 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)**
- Criterion 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 bike lane projects will be implemented by Department of Transportation staff and are estimated to cost \$40,000. Implementation costs will be grant funded through the Transportation Development Act, Article III (TDA3) program. Upon installation, the bike lanes will have a minimal impact on the General Fund operating budget.

BUDGET REFERENCE

Not applicable.

HONORABLE MAYOR AND CITY COUNCIL

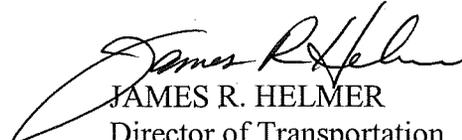
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CEQA

Exempt, File No. PP08-112


JAMES R. HELMER
Director of Transportation

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



