



# Memorandum

**TO:** HONORABLE MAYOR AND  
CITY COUNCIL

**FROM:** Hans F. Larsen

**SUBJECT: DOWNTOWN BIKE LANES  
PROJECT**

**DATE:** March 19, 2012

Approved

Date 3/27/12

**COUNCIL DISTRICT: 3**

## RECOMMENDATION

Approve the following actions to install eight miles of new bike lanes and associated pavement maintenance treatments in the Downtown San José area in support of implementing a Downtown Bike Share system in 2012 using various grant funding sources:

1. Authorize the removal of vehicle travel lanes on specified segments of Almaden Boulevard, Third Street, Fourth Street, Tenth Street and Eleventh Street and installation of bicycle lanes consistent with Envision 2040 goals for developing “complete streets” as described in this memorandum.
2. Adopt a resolution to repeal Resolution No. 74835 and authorize the installation of bicycle lanes on the following streets in accordance with California Vehicle Code section 21207:
  - a. Almaden Boulevard between Grant Street and Santa Clara Street;
  - b. Notre Dame Street between Santa Clara Street and St. John Street;
  - c. Third Street between Julian Street and Reed Street;
  - d. Fourth Street between Julian Street and Reed Street;
  - e. Tenth Street between Hedding Street and Keyes Street; and
  - f. Eleventh Street between Hedding Street and Keyes Street.
3. Adopt a resolution for implementation of new Downtown area bike lane projects and associated pavement maintenance treatments that:
  - a. Authorizes the City Manager to determine the lowest responsive and responsible bidder, to award a construction contract in an amount not to exceed \$1,897,500, and/or to reject all bids and re-bid the project;
  - b. Authorizes the Director of Public Works to decide any timely bid protests, including issues of bidder responsiveness or responsibility.

## **OUTCOME**

The recommended actions support timely implementation of a comprehensive network of convenient bikeways in the Downtown San José area consistent with the City's policy goals identified in Envision 2040 and San José Bike Plan 2020. In the summer of 2012, the Santa Clara Valley Transportation Authority (VTA) is implementing a bike share system in the Downtown area. An enhanced Downtown bikeway network is needed to ensure the bike share system is successful. The source of project funding for the bike lanes is from state grants having an expenditure deadline of June 30, 2012.

## **BACKGROUND**

The Council has adopted a bold set of policy goals that support increased travel by bicycling. Additionally, several plans and projects have been approved that focus on enhancing the Downtown San José area for bicycling. Listed below is a summary of key policies and projects.

- *Bike Plan 2020* – Approved on November of 2009, the plan established a vision where bicycling is safe, convenient and commonplace. Two key elements of the plan included the implementation of an enhanced primary bikeway network and a goal to increase bike mode share from 1% to 5% by 2020.
- *Envision 2040* – The recently approved Envision 2040 aims to promote San José as a walking and bicycling first city by providing and prioritizing projects that enhance and improve bicycle and pedestrian facilities. It includes aggressive goals and policies to reduce vehicle use by 40% by 2040 including increasing bike mode-share to at least 15%.
- *Couplet Conversions* – Approved in 2002, the Downtown Circulation and Access Study approved the conversion of a number of streets in the downtown from one-way to two-way travel. The goal of the Study was to promote more livable neighborhoods along these corridors and encourage increased walking and bicycling. The adopted plan included reducing vehicle lanes and adding bike lanes on segments of 3<sup>rd</sup>/4<sup>th</sup> Streets and 10<sup>th</sup>/11<sup>th</sup> Streets.
- *Complete Streets* – Envision 2040 policies support the development of Complete Streets. Complete Streets need to be designed or modified to make them accessible for everyone supporting a full range of activities, including bicycles.
- *San Fernando Enhanced Green Bike Lanes* – The City has received grant funds to install green bike lanes along the San Fernando Street corridor between Diridon Station and San Jose State University to enhance the visibility and safety of this route as a primary bikeway. The project is scheduled for construction in summer 2012.

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- *Downtown Public Bike Share* – In fall 2012, a public bike share system will be implemented in Downtown San José, as part of a five city regional pilot project funded by regional grants. Downtown San José will host approximately 15 bike stations with 150-200 bikes available for public use. Proposed locations include: Diridon Station, San José State University, San Pedro Square, SOFA District, Convention Center, Chavez Plaza, and City Hall.

*Example of Public Bike Share System (Washington DC)*



**ANALYSIS**

**Downtown Bike Lanes**

The implementation of the Bike Share System provides a unique opportunity in achieving San José's Envision 2040 mode-shift goals. With the addition of 150-200 bikes throughout the Downtown, having appropriate facilities and connections so people can choose to ride a bicycle will be imperative for the success of the system. The completion of the San Fernando Green Bikeway provides one element for success, however, the Bike Share System requires better connectivity and a more comprehensive bike network. As such, staff reviewed the downtown area for opportunities, specifically focusing on the north-south connections where bike facilities are currently limited, to determine key corridors in support of Bike Share implementation. The

proposed corridors provide connections to the existing bike system and land uses that support the success of the Bike Share System.

Seven new locations are recommended for installation of bike lanes. In addition to the previously described benefits 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, and bike network connectivity. Attached is a map showing the current and planned bikeway network for the Downtown area.

The seven recommended bike lane projects are discussed in more detail below:

- Almaden Boulevard from Santa Clara Street to Grant Street– The project will provide a bike lane in each direction of Almaden. The bike lanes will connect with existing bike lanes on San Fernando Street as well as a planned bikeway on St. John Street (via Notre Dame described below). This project will also include the addition of on-street parking on certain segments of Almaden.
- Third Street from Julian Street to Reed Street– The project will provide one-way buffered bike lanes on both sides of the street. The bike lanes will connect with existing bike lanes on San Fernando Street as well as existing bike lanes on Third Street, north of Julian Street.
- Fourth Street from Julian Street to Reed Street– The project will provide one-way buffered bike lanes on both sides of the street. The bike lanes will connect with existing bike lanes on San Fernando Street as well as existing bike lanes on Third Street, north of Julian Street.
- Notre Dame Street from Santa Clara Street to St. John Street – The Notre Dame bikeway will consist of standard bike lanes and Shared Lane Pavement Markings (sharrows), and will connect to existing San Fernando bike lanes as well as a planned bikeway on St. John Street.
- Tenth Street from Hedding Street to Keyes Street – The project will provide one-way partially buffered bike lanes on both sides of the street. The bike lanes will connect with existing bike lanes on San Fernando Street and Commercial Drive as well as existing bike lanes (west side only) on Tenth Street, north of Taylor Street.
- Eleventh Street from Hedding Street to Keyes Street – The project will provide one-way partially buffered bike lanes on both sides of the street. The bike lanes will connect with existing bike lanes on San Fernando Street and Commercial Drive as well as existing bike lanes (west side only) on Tenth Street, north of Taylor Street.

### **Lane Reductions and Analysis**

Excluding the Notre Dame Street project, each of the above projects requires a travel lane reduction to accommodate a bike lane.

- Downtown Core Corridors - The Almaden Boulevard, Third Street and Fourth Street projects are located within the Downtown Core and are excluded by the General Plan and City policy

from minimum traffic Level-of-Service (LOS) requirements. However, for informational purposes staff conducted traffic LOS analysis for all five streets to determine traffic conditions once the projects are implemented. The analysis determined that even after the removal of a travel lane in each corridor all intersections will continue to function at LOS D or better as defined by City Council Policy 5-3 Multimodal Transportation Policy. Although LOS D is not required within the downtown core the streets will continue to function at what is considered to be an acceptable LOS Citywide.

- *Downtown Circulation and Access Study* - Modifications to the Tenth and Eleventh street corridors were analyzed as part of The Downtown Circulation & Access Study (DCAS) approved by City Council in 2002. The DCAS made a number of recommendations for the downtown core and access corridors including the removal of a travel lane on the Tenth and Eleventh corridor for the section between Santa Clara Street and Keyes and the removal of a travel lane and conversion to a two-way street for the section between Santa Clara and Hedding. Although this project will not implement the conversion to two-way travel the removal of the lane and bike lane installation will serve as a Phase 1 improvement project. Once funding is identified to pursue the \$8.0-\$10.0 million two-way conversion project, it can be implemented with minimal striping changes.

### **Community Outreach**

Staff held two public meetings on the projects. On February 27, 2012, a public meeting was held regarding Almaden, Notre Dame, Third, and Four Streets. On February 29, 2012, a public meeting was held regarding Tenth and Eleventh Street bikeways. Approximately 40 people attended the community meetings. The projects received strong support although some concerns were expressed with regards to possible traffic congestion. Feedback was received for the specific designs and possible improvements to the approach. The projects also received support from the City's Bicycle and Pedestrian Advisory Committee at its publicly noticed March 12, 2012, meeting.

### **Pavement Maintenance**

The proposed project includes the application of a slurry seal pavement maintenance treatment along the eight miles of new Downtown bikeway corridors. The pavement maintenance treatment will improve the overall quality of the street condition and allow for clear markings of the new bike lanes. All of the streets are part of the proposed Priority Street Network identified as priorities for pavement maintenance in a report presented to the Transportation and Environment Committee on March 5, 2012. This report will also be reviewed by the City Council on March 27, 2012. The source of funding for the pavement maintenance is from State gas tax revenues.

### **Grant Funding Sources and Implementation Deadlines**

To leverage existing grant funds, this project is scheduled to be completed by June 30, 2012. The project is funded by state Transportation Development Act, Article III funds that will expire June 30, 2012. Completing these projects this fiscal year will allow the City to take advantage of these grant funds, which require no local matching funds.

In order to ensure meeting the deadlines described above, staff is asking Council to delegate authority for the City Manager to award this contract. Delegation would include the authority to make the City's final determination as to the lowest responsive and responsible bidder or to reject all bids and re-bid the project. The authority will also allow the Director of Public Works to decide any bid protests in accordance with applicable requirements,

The specifications will include the following process regarding bid protests:

1. Bid results and a Notification of Intention to Award Contract to Apparent Low Bidder by the Director of Transportation and will be posted on the Bid Hotline.
2. All bidders will be e-mailed or faxed a copy of the Notification of Intention to Award Contract and will have five (5) working days to file a formal written bid protest.
3. The Director of Public Works will decide any timely bid protests, including issues of bidder responsiveness or responsibility and the Director of Transportation will award the contract.

Council policy provides for a standard contingency of five percent on public works projects. The funds budgeted for these projects are sufficient to provide for the recommended contingency.

### **EVALUATION AND FOLLOW UP**

The Downtown Bike Lanes Project will contribute towards meeting the City's policy goals for increasing the share of travel by bicycling. Evaluation of mode share performance data is expected to be reported to Council as part of future reports related to Bike Plan 2020, Envision 2040, and Green Vision.

### **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. On February 27, 2012, a public meeting was held regarding Almaden, Notre Dame, Third, and Four Streets. On February 29, 2012, a public meeting was held regarding Tenth and Eleventh Street bikeways. For both meetings approximately 1600 mailers were mailed and additional outreach was completed to SNI's, Neighborhood Groups, and Downtown Association. The meeting notice was also distributed through bicycling non-profit organizations.

### **COORDINATION**

Preparation of this report was coordinated with the City Attorney's Office, Department of Public Works, the City Manager's Budget Office, and the Department of Planning, Building & 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**

1. AMOUNT OF RECOMMENDATION: (Engineer's Estimate)

|                           |                    |
|---------------------------|--------------------|
| Project Delivery          | \$ 165,000         |
| Construction              | \$1,650,000        |
| Contingency               | \$ 82,500          |
| <b>Total Project Cost</b> | <b>\$1,897,500</b> |

2. OPERATING COST: The proposed operating and maintenance costs of this project have been reviewed and will have no significant impact on the General Fund operating budget.

**BUDGET REFERENCE**

The table below identifies the funds and appropriations proposed to fund the contract recommended as part of this memorandum and remaining project costs, including project delivery, construction, and contingency costs.

| Fund #                                 | Appn # | RC#                | Appn. Name                        | Total Appn.        | Amt. for Contract  | 2011-2012 Adopted Capital Budget Page* | Last Budget Action (Date, Ord. No.) |
|--|--------|--------------------|-----------------------------------|--------------------|--------------------|--|-------------------------------------|
| <b>Project Costs</b>                   |        |                    |                                   | \$1,626,008        |                    |  |                                     |
| <b>Current Funding Available</b>       |        |                    |                                   |                    |                    |  |                                     |
| 465                                    | 5216   | 465-51-170645-4052 | Gas Tax Pavement Maintenance      | \$7,718,000        | \$1,076,500        | V-788                                  | 28979 (10/18/11)                    |
| 465                                    | 4292   | 465-51-170665-4052 | Bicycle and Pedestrian Facilities | \$1,058,000        | \$821,000          | V-805                                  | 28979 (10/18/11)                    |
| <b>Total Current Funding Available</b> |        |                    |                                   | <b>\$8,776,000</b> | <b>\$1,897,500</b> |  |                                     |

**CEQA**

Negative Declaration, File No. PP02-115.  
 Downtown Strategy 2000 EIR, File No. GP05-03-01, Resolution No. 72767

/s/  
 HANS F. LARSEN  
 Director of Transportation

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

Attachment

