



Memorandum

TO: TRANSPORTATION AND ENVIRONMENT COMMITTEE

FROM: Hans F. Larsen

SUBJECT: BIKE PLAN 2020 ANNUAL REPORT

DATE: 03-17-11

Approved

Date

3/25/11

COUNCIL DISTRICT: Citywide

RECOMMENDATION

Accept the report and presentation on implementation of *Bike Plan 2020*.

BACKGROUND

On November 17, 2009, City Council unanimously approved *Bike Plan 2020*, the City's ten-year plan for becoming a world-class bicycling city. *Bike Plan 2020* established a vision to become a city where bicycling is safe, convenient and commonplace. To achieve this vision, *Bike Plan 2020* identified five goals:

- Complete a 500-mile bikeway network (an interconnected network of trails and on-street bikeways)
- Increase bike mode share to 5% of all trips
- Reduce the bike collision rate by 50%
- Add 5000 bike parking spaces
- Achieve gold-level Bicycle Friendly Community designation

A key element of the 500-mile bikeway network was the identification of a primary bikeway network (130 miles) having an enhanced design standard of trails, separated facilities, and other special features providing safe and convenient travel for bicyclists of all ages. A secondary network of bikeways (370 miles) included more traditional bikeway facilities such as bike lanes.

On April 5, 2010 staff presented the first annual *Bike Plan 2020* progress report to the Transportation and Environment Committee. The purpose of the initial progress report was to highlight the achievements to date and provide a status on projects and programs underway.

ANALYSIS

This memo represents the second annual *Bike Plan 2020* progress report to the Transportation and Environment Committee. This annual update also includes current achievements to date and the status of projects and programs underway. In addition, it includes the proposed three year bicycle workplan (Attachment 1) including all bicycle planning projects, implementation projects, and special projects. The table below provides a summary of key performance measures regarding *the Bike Plan 2020* goals.

Table 1 – Bike Plan 202 Progress Summary

	2020 Goal	Baseline	Current
Bikeway Network	500 miles	244	254
Bike Mode Share	5%	0.7%	0.9%
Bike Parking Spaces (approximate)	6000	1000	1500
Bike Friendly Community Designation*	Gold	Bronze	Bronze

* Bike Friendly Community rankings as established by the League of American Bicyclists (LAB). Large American cities with high LAB recognition levels include: Portland "Platinum"; Seattle, San Francisco, Tucson "Gold"; Minneapolis, Austin, Chicago "Silver".

The following provides updates around the six main topic areas of *Bike Plan 2020*: policy; bikeway network; bike parking and support facilities; transit connections; education, encouragement and enforcement; and best practices.

Policy Considerations

As part of Envision 2040 update to the City’s General Plan, staff recommended a number of policy actions to increase bicycle use. *Bike Plan 2020* established a goal of 5% bicycle use in ten years. The draft General Plan goals and policies under discussion include a range of future bike use that varies between the 5% in *Bike Plan 2020* all the way to 15% by 2040. The final mode shift goals and polices will be determined as part of the General Plan Task Force process and ultimately reviewed and approved by City Council. The current schedule for approval of Envision 2040 is Fall 2011.

Bikeway Network

The Department of Transportation (DOT) will have completed nine bikeway projects by the end of this fiscal year. In addition, DOT is actively implementing approximately eight existing, funded projects for completion in the next two years. See Attachment 1 for details. The funded projects on Attachment 1 represent 26 miles of bikeway facilities with 16 miles of new bikeways and 10 miles of enhancements to existing bikeways.

DOT continues to coordinate regularly with the Trail Program in Parks, Recreation, and Neighborhood Services (PRNS) to ensure planning trail and bikeway planning is coordinated and facilities are connected. This year, PRNS will begin construction on paving 6.4 miles of trail improvements on the Lower Guadalupe River Trail and 0.6 miles on the Hwy 237 Path.

Bike Parking & Support Facilities

Since the last annual report on implementation of *Bike Plan 2020*, DOT has successfully obtained another grant to purchase and install public bike racks. Combined with an existing grant now nearing completion, DOT plans to install public bike racks accommodating approximately 500 bicycles this year. Racks will be installed Citywide in various activity centers such as shopping districts, job centers, and transit centers. In addition, DOT is planning to install on-street bike parking corrals adjacent to the MLK library and as part of the San Carlos Streetscape project. On-street bike corrals accommodate 10-12 bikes in one on-street parallel car parking space. The proposed design has a unique appearance that resembles the outline of a car. These will be the first of their kind in San José. DOT is also working with the Silicon Valley Bicycle Coalition to implement the City's first bicycle parking valet as part of major downtown events.

Bikes and Transit

The Santa Clara Valley Transportation Authority (VTA) has partnered with other regional agencies and obtained funding through the Metropolitan Transportation Commission's (MTC) Climate Initiative program for a regional Bike Share system in Santa Clara, San Mateo, and San Francisco counties. This will allow San José to implement a larger public bike share system in the range of 150-200 bikes at key locations in the Downtown area. Key station locations include Diridon Station, San Jose State University, City Hall, and Cesar Chavez Park. The project is scheduled for completion in 2012.

Education, Encouragement and Enforcement

The City's strong adult and child bicycle safety education programs continue their successes. The City's nationally-recognized Street Smarts School Safety Education program reaches an estimated 22,000 elementary and middle school students annually, with bicycle and pedestrian safety assemblies, helmet events and bike "rodeos." The City was also successful in receiving approximately \$1.4 million in grant funding for the Walk n' Roll program as part of MTC's Climate Initiative grants. The Walk n' Roll program will develop and implement a three-year mode-shift program to encourage walking and biking in selected elementary schools and install appropriate low-cost traffic safety enhancements. The City's adult bike education program continues with free seminars, such as the successful "Get Back on Your Bike" lunch-hour session to be offered for a third year this spring during Bike to Work Week (May 12, 2011).

The City continues to offer public events that encourage bicycling. These include the Amgen Tour of California professional bike race, the King of the Mountain bike ride (sponsored by the Silicon Valley Leadership Group), and Bike to Work Week activities.

The greater San José area is also home to a variety of bicycling organizations such as Silicon Valley Bicycle Coalition, Almaden Cycle Touring Club and San Jose Bike Club. Finally a growing number of informal rides and organizations take place in San José such as San Jose Bike Party and San Jose Fixed.

Best Practices and Benchmarking

DOT continues to update its internal design guidelines to incorporate progressive bikeway treatments and best practices of the best bicycling cities in the country and world. This past year staff updated the City's geometric design guidelines to include Bike Boulevard design elements. In addition, the City will be receiving a new \$150,000 VTA grant to update all its geometric design standards including bike facilities to include more progressive design elements. DOT has also developed three Innovative Bikeway Pilot Projects which include San Fernando Colored Bike Lanes, River Oaks Parkway Buffered Bike Lanes, and Branham Lane Cycle Track. The City is in process of obtaining Caltrans and Federal Highway Administration permission to experiment with the San Fernando and Branham innovative treatments and should have approval by Fall 2011. Both the San Fernando and River Oaks projects are fully funded for design and construction through grant awards. DOT has also received a \$1.5M Climate Initiative's grant to test and implement innovative bike-friendly signal detection technologies on bikeways in San José. The technologies recommended and implemented by San José will serve as models for other cities in the region. This project is scheduled for implementation in 2012 and 2013.

COORDINATION

This report has been coordinated with the City Attorney's Office and the Department of Parks, Recreation and Neighborhood Services.

/s/

HANS F. LARSEN
Acting Director of Transportation

For questions please contact John Brazil, Bicycle & Pedestrian Program Manager, at 408-975-3206.

Attachment

San José Bike Plan 2020, Three-Year Work Plan

Funded Projects

Location	Council District	Completion
<i>Primary Bikeways (Enhanced Design)</i>		
Blossom Hill Bike/Ped Overcrossing at Monterey Hwy	2	Winter 2011
Guadalupe River Trail: Gold Street to Hwy 880	3,4	2012
Hwy 237 Bike Path: Zanker Rd. to Coyote Creek Trail	4	2012
River Oaks Buffered Bike Lane: Guadalupe to Coyote Creek Trail	4	2012
West Cambrian Bike Blvd: Los Gatos Creek Trail to Camden	9	2012
Capitol Expwy Sidewalks & Bike Lanes: Capital Ave to Tully Rd	5,8	2012
San Fernando Colored Bike Lanes: Cahill St to 10 th St	3	2013
San Fernando Bike Blvd: 10 th St to Coyote Creek	3	2013
San Antonio Bike Blvd: Coyote Creek to King Rd	3,5	2013
Park Ave: Newhall St. to Autumn St.	6	2013
<i>Secondary Bikeways (Standard Design, Bike Lanes/Routes)</i>		
Technology Drive: Airport Pkwy to Skyport Dr	3	Summer 2011
Metro Dr: Technology Dr to Skyport Dr	3	Summer 2011
Empire St: 1 st St to 22 nd St	3	Summer 2011
Ringwood Ave: Trade Zone Blvd to McKay Dr	4	Summer 2011
Camden Ave: Coleman Rd to Meridian Av	10	Summer 2011
Orchard Pkwy: 1 st St to Charcot Av	4	Summer 2011
Chynoweth Ave: Pearl Av to Barron Park Dr	9,10	Summer 2011
Woz Wy/Reed St: Auzerais Av to Coyote Creek Trail	3	Summer 2011
Virginia St: Los Gatos Creek Trail to Guadalupe River Trail	3	Summer 2011
<i>Special Projects</i>		
Bikeway Signage Pilot Project (three corridors)	3,4,6	Summer 2011
Special Event Bike Valet Pilot Project	3	Summer 2011
Public Bike Share (various downtown locations)	3	2012
Innovative Bike Signal Detection (various locations Citywide)	Citywide	2013

Planning Projects (Unfunded)

Project	Council District	Completion
St. John St Bikeway: Guadalupe River Trail to Coyote Creek Trail	3	TBD
Branham Primary Bikeway: Hwy 87 to Monterey Hwy	2,10	TBD
Hwy 237 Path: Gold Street Connector	4	TBD
Charcot Primary Bikeway: Orchard Pkwy to Hwy 880	4	TBD
3 rd /4 th Street Bikeway	3	TBD
Hedding St.: Park Ave to Guadalupe River Trail	3	TBD
Los Gatos Creek Trail, Reach 5	6	TBD
Hwy 87 Bike Path Gap Closures	3,6,7,10	TBD
Bollinger-Williams: De Anza Blvd to Daniel Way	1,6	TBD