



Memorandum

TO: CITY COUNCIL

FROM: Mayor Sam Liccardo
Councilmember Raul Peralez
Councilmember Magdalena Carrasco
Councilmember Dev Davis
Councilmember Maya Esparza

SUBJECT: BETTER BIKE PLAN 2025

DATE: October 2, 2020

Approved

Date 10/2/20

RECOMMENDATION

Accept San José Better Bike Plan 2025 with the following direction:

1. Direct staff to assess temporary COVID-19 related street closures, and explore opportunities to close them permanently to motor vehicle traffic, as well as conduct a citywide review of additional opportunities to modify streets for bicycle and pedestrian only use. Report back to the Transportation and Environment Committee in early 2021.
2. When staff updates Council Policy 5-1: *Transportation Analysis Policy* look for ways to integrate the San José Better Bike Plan 2025 (PLAN) into that process in a way that accelerates PLAN implementation when new development projects are considered.
3. Aggressively pursue regional, state and federal dollars through the Measure B Active Transportation funding, the State Active Transportation Program (ATP) and Affordable Housing Sustainable Community grant programs, the Highway Safety Improvement Program (HSIP) and other grant programs to implement the PLAN. Further, as the Bay Area contemplates a regional transportation measure for 2022 or beyond, ensure that regional complete street and active transportation dollars remain a priority, and that San José is well-positioned to access that funding.

4. Continue to coordinate paving program --that is already supported by Measure T, Measure B and Senate Bill 1 funding -- with PLAN implementation in a way that prioritizes “low-stress” on-street bike facilities in addition to overall miles paved.
5. To advance the equity components of the PLAN focused on education and encouragement programs that support a thriving and equitable bicycle culture in San José, staff should work with the Mayor’s Office of Strategic Partnerships, to identify and pursue philanthropic funding. This effort should also be coordinated with our community-based organizations and outreach partners.
6. Refocus Equity goal and metrics on improving the mobility of low-income residents by prioritizing provision of safe, high-quality bike facilities serving high-need neighborhoods and destinations.
7. Reconsider how we could forge better continuous east-west connections--via high-quality buffered or protected bike lanes--from neighborhoods in East and South-Central San José to job and education centers in Downtown and North San José.
 - a. In particular, where appropriate studies reveal a safe approach for doing so, focus should be given to finding high-quality east-west routes in the center of the City, between the cluster of proposed routes along Brokaw in the North, and Story in the South.
 - b. Prioritize those east-west connections in future capital expenditures.
8. For the Spring 2021 report to the Transportation & Environment Committee, DOT staff should bring forward performance measures to track annual progress of the three PLAN goals of Safety, Mode Share, and Equity.

BACKGROUND

It is not always the case that when the City adopts a plan with ambitious goals that we have the occasion to celebrate achieving the milestones that we initially set our eyes on. San José Bike Plan 2020 gives us cause for celebration as we near the goal of 400 miles of bikeways on our streets. It is a testament to the persistent work, passion and commitment of our City team and partners to implement the plan. While today we set our gaze on what’s next – it is important to pause and acknowledge the Herculean effort that went into delivering the previous plan.

COVID-19 response has presented few bright spots for our community, but the way our residents have climbed aboard their bikes, and taken to the streets and trails in record numbers is notable. The lines at bike shops are growing, and people of all ages and abilities are atop two wheels -- many for the first time. We hope this marks an inflection point that moves us measurably towards our Envision 2040 and Climate Smart mode shift goals. The PLAN also aligns closely with our safety goals under the Vision Zero framework. The safety benefits of on-street bike facilities, not just to cyclists, but to motorists and pedestrians – by slowing traffic – are well-chronicled in cities throughout the world.

While we have in limited instances implemented temporary street closures to accommodate San José outdoor dining as a COVID -19 adaptation, we should take a close look at making those permanent, and determining if there are other candidate streets that we might consider closing permanently to motor vehicle traffic.

Continued coordination with our robust paving program is essential, and staff should prioritize “low-stress” on-street bike facilities in addition to overall miles paved. Implementing the PLAN will require funding beyond what is envisioned in our paving program and therefore we must aggressively pursue regional, state and federal dollars – and ensure that any Bay Area-wide transportation measure prioritizes complete streets and active transportation funding. Additionally, as staff updates the *Transportation Analysis Policy* that governs new development transportation impacts it should be with accelerated PLAN implementation in mind, to ensure we leverage the opportunities that significant development brings.

Better Bike Plan 2025 rightfully places equity as a central component and core pillar of the plan. On the education and encouragement pieces, staff should partner with the Mayor’s Office of Strategic Partnerships to pursue philanthropic dollars to advance our equity goals, and ensure that the benefits of biking are shared widely across our community – most importantly with those of limited means, and in communities that are traditionally hard to reach. Additionally, refocusing the Equity goal and metrics on improving the mobility of low-income residents by prioritizing provision of safe, high-quality bike facilities serving high-need neighborhoods and destinations is central to delivering on our equity commitment.

Many partners engaged on the Bike Plan 2025 effort. Thank you to all the members of the Technical Advisory Committee (TAC), the Bicycle Pedestrian Advisory Commission (BPAC), Toole Design Group and Winter Consultants, our CBO outreach partners LUNA, Veggielution and VIVO, and the countless residents that provided feedback into the PLAN. Finally, thank you to the DOT team – specifically John Brazil and Ryan Smith – for advancing this important effort, with our community partners, during a global pandemic. Not an easy task. We look forward to celebrating future milestones of achievement as staff works to deliver an ambitious San José Better Bike Plan 2025.

Brown Act Disclaimer

The signers of this memorandum have not had, and will not have, any private conversation with any other member of the City Council, or that member’s staff, concerning any action discussed in the memorandum, and that each signer’s staff members have not had, and have been instructed not to have, any such conversation with any other member of the City Council or that member’s staff.