



# Memorandum

**TO:** TRANSPORTATION AND  
ENVIRONMENT COMMITTEE

**FROM:** John Ristow  
Jon Cicirelli

**SUBJECT: BIKE PLAN & TRAIL NETWORK  
ANNUAL UPDATE**

**DATE:** March 17, 2021

Approved

Date

3/19/21

## RECOMMENDATION

Accept the Bike Plan and Trail Network Annual Update.

## BACKGROUND

The City of San José has adopted many plans that guide development of its planned 500-mile bikeway network:

- *Envision San José 2040 General Plan (2011)*: achieve 15% of trips by bike by 2040
- *Vision Zero San José (2020)*: reduce traffic fatalities and severe injuries and improve safety for all road users
- *Climate Smart San José (2018)*: update and implement the City's Bike Plan and Better BikewaySJ to enable bicycling as transportation for people of all ages and abilities
- *ActivateSJ (2019)*: 20-year strategic plan for Department of Parks, Recreation and Neighborhood Services (2020-2040)
- *Better Bike Plan 2025 (2020)*: complete a low-stress, citywide bikeway network that emphasizes safety, equity and mode shift
- *Access & Mobility Plan (estimated adoption 2021)*: citywide strategies for mode shift

Together, these documents identify goals and strategies that will increase bicycling trips and safety, as well as reduce automobile use, traffic congestion, and greenhouse gas emissions. Implementation of the City's bikeway network is a collaborative effort. The Department of Transportation (DOT) leads on-street bikeway development, and the Department of Parks, Recreation and Neighborhood Services (PRNS) leads development of off-street trails. This report provides an update of DOT and PRNS efforts toward achieving these goals.

## **ANALYSIS**

The analysis section of the report includes the following subsections:

- A. *Better Bike Plan 2025: Implementation Plan & Status*
- B. Project Updates: N. 10<sup>th</sup>/11<sup>th</sup>, E. San Antonio, W. San Fernando
- C. Funding Needs
- D. FY2021/22 Transportation Development Act, Article III grant recommendations

### **A. BETTER BIKE PLAN 2025: IMPLEMENTATION PLAN & STATUS**

#### **On-Street Bikeways Implementation Status**

Since the 2019 annual report to the Transportation and Environment (T&E) Committee, significant progress has been made to improve the City for bicycling.

During 2020, the City installed nine miles of new bikeways and enhanced 26 miles of existing bikeways, for a total on-street network of 401 miles. This resulted in completion of the 400-mile on-street network identified in the City's *Bike Plan 2020*, adopted by the City Council in 2009. The 401-mile on-street network combines with the City's existing 62 miles of off-street trails, for a 463-mile usable network.

On October 6, 2020, City Council approved a new bike plan called *Better Bike Plan 2025*. The new plan identifies three high-level goals: safety, equity, and mode shift. *Better Bike Plan 2025* defines a 557-mile network of all-ages-and-abilities, low-stress, on-street bikeways which will connect with the city's off-street trail network. The 557-mile network includes significant progress has been made to improve the City for bicycling since the 2019 annual report to the Transportation and Environment Committee.

During 2020, the City installed nine miles of new bikeways and enhanced 26 miles of existing bikeways, contributing to a total on-street network of 401 miles. This resulted in completion of the 400-mile on-street network identified in the City's *Bike Plan 2020*. The 401-mile on-street network combines with the City's existing 62 miles of off-street trails, for a 463-mile usable network.

On October 6, 2020, City Council approved a new bike plan called *Better Bike Plan 2025*. The new plan identifies three high-level goals: safety, equity, and mode shift. *Better Bike Plan 2025* defines a 557-mile network of all-ages-and-abilities, low-stress, on street bikeways which will connect with the city's off-street trail network. The 557-mile network includes:

- 253 miles of existing bikeways that will be enhanced to create low-stress facilities
- 157 miles of new planned low-stress bikeways

Implementation will occur in coordination with existing City programs and plans; via specific grant-funded projects; and in coordination with private development. Examples of City plans and programs include:

- Pavement Maintenance
- Vision Zero
- Green Stormwater Infrastructure
- Urban Villages
- Multimodal Transportation Improvement Plans (MTIP)
- Regional Projects (e.g., 101/Trimble, 101/Blossom Hill, 880/Charcot)

Examples of grant funding opportunities include:

- Transportation Development Act, Article 3
- Active Transportation Program
- VTA 2016 Measure B
- One Bay Area Grant
- Transportation Fund for Clean Air
- Highway Safety Improvement Program
- Affordable Housing & Sustainable Communities
- Safe & Seamless Quick Strike

Examples of private development opportunities include:

- CityView Plaza
- Downtown West

DOT has developed an internal database to coordinate and track implementation of *Better Bike Plan 2025* in conjunction with these programs and plans. The image below captures a sample snapshot from this database.

	N	O	P	AH	AI	AJ	AN	AP
	STREET	FROM	TO	VISION ZERO PSC	GREEN STORMWATER INFRA	PAVEMENT MAJOR	REGIONAL PROJECTS	MTIP Area
56	Lundy Av	Trade Zone Bl	Sierra Rd		Yes			
57	Lundy Pl	Trade Zone Blvd	N Capitol Ave					
58	Mabury Rd	N King Rd	N Jackson Ave		Yes			
59	Mabury Rd	Lenfest Rd	N King Rd					
60	Mabury Rd	Mabury Entrance/DO	Berryessa Station Wy				101-Oakland/Mabury/Berryessa	
61	Market St	W Julian St	Park Av			2023		
62	McKee Rd	US-101	N King Rd	Yes		2021		ESJ
63	McKee Rd	N King Rd	Capitol Ave	Yes				
64	McKee Rd	N Capitol Ave	N White Rd	Yes				
65	McKee Rd	Jackson Ave	Capitol Ave	Yes				
66	McLaughlin Av	E William St	Story Rd	Yes	Yes	2021		
67	Monterey Rd	E Alma Av	Tully Rd	Yes	Yes			
68	Monterey Rd	Blossom Hill R	Rd/Blossom Hill Rd Ur	Yes	Yes			

Figure 1: Project tracking and coordination database

### **Trail Network Implementation Status**

San José's Trail Network is one of the nation's largest, with 61.8 miles open to the public as of March 2020. The paved trails account for 85% of the network. The remaining 15% of the inventory have a gravel (interim) surface and may be subject to future pavement per related master plans. The urban Trail Network is composed of Core Trails (major routes) and Edge Trails (most often, neighborhood connector trails). An additional 13 miles are available via Hiking Trails; found currently at Alum Rock Park and Guadalupe Oak Grove Park.

A recent accomplishment along San José's Trail Network is the completion of the Three Creeks Trail Pedestrian Bridge, opened to the public in January 2021. The Three Creek Trail Pedestrian Bridge provides an important link as it connects the Three Creeks Trail to the Los Gatos Creek Trail, extending recreation and transportation opportunities for residents throughout the area while closing an important gap in the overall Trail Network.



*Figure 2: Three Creeks Pedestrian Bridge over Los Gatos Creek*

## **B. PROJECT UPDATES**

### **10<sup>th</sup>/11<sup>th</sup> Streets**

After pavement maintenance in 2020, this pair of streets is undergoing a transformation from buffered bike lanes to frontage lanes. The frontage lanes will be used for driveway access and biking and will be separated from through auto traffic with a concrete curb. To facilitate the implementation of these improvements after the pavement work, quick-build measures were used via roadway markings and plastic posts (see photo). Throughout 2021, concrete islands separating the frontage lane, at intersections, and at bus stops will be phased in.





*Figure 3: 10th Street interim quick-build bikeway*

### **East San Antonio Street**

Several projects were all completed on San Antonio St. when it was repaved this year. These include a new traffic signal at King Rd., concrete curb extensions near the Highway 101 bridge, quick-build traffic calming circles, and bike lane improvements. One highlight of the project is local artwork that is incorporated into the concrete islands near the bridge (upper left photo). The finishing touches of the project are still being installed, which include more striping and more plastic bollards.



*Figure 4: E. San Antonio Street*

### **San Fernando Street**

San José is in the planning phase of a streetscape project on San Fernando St, funded by a \$10 M Active Transportation Program (ATP) grant. In 2018, the street was redesigned with road paint and plastic posts. The grant will fund more permanent and aesthetically pleasing bicycle, pedestrian, and streetscape improvements. Construction is currently scheduled for 2023. Outreach included online surveys which received more than 200 responses. This project is being coordinated with major private developments along the corridor. In 2021, the first design plans for the project should be available for public feedback.

## **C. FUNDING NEEDS**

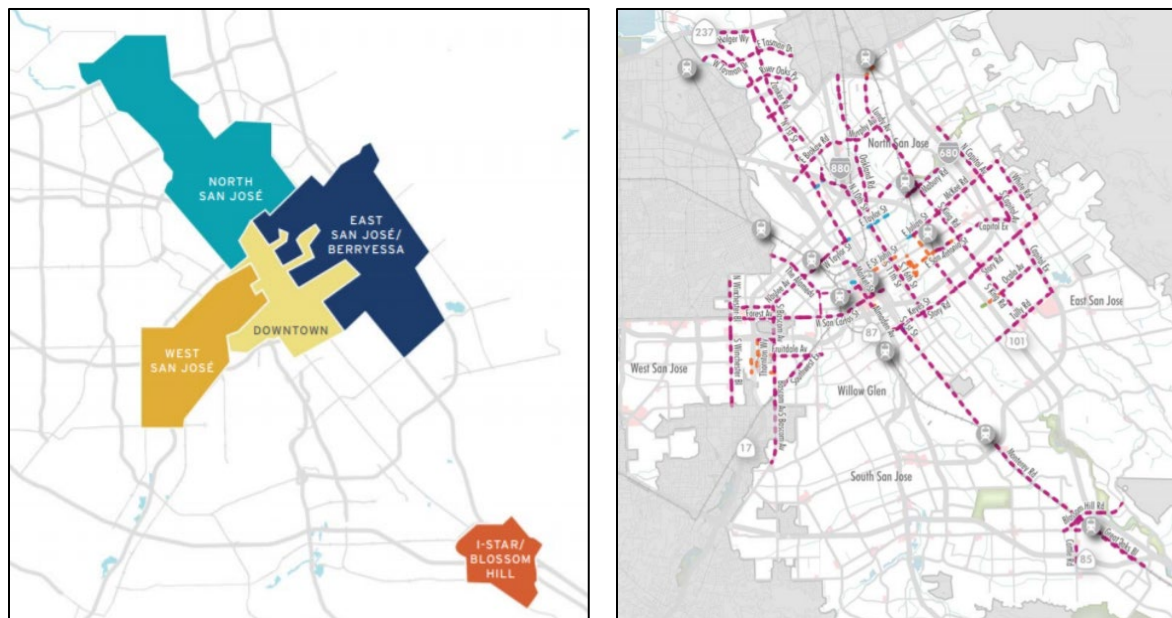
### **Better Bike Plan Funding**

*Better Bike Plan 2025* seeks to complete a 557-mile, low-stress, all-ages-and-abilities, on-street bike network. It emphasizes implementation via coordination with other plans and programs as well as the use of quick-build construction strategies. Quick-build techniques can result in a permanent complete street environment and can use a variety of materials. To capture the variety of options, a low and high range of implementation costs is provided.

	<b>Cost Range (\$M)</b>
<b>Total On-Street Network</b>	\$263 – 370
<b>Focus Areas</b>	\$121 – 162
<b>5 Year Priority Projects</b>	\$70 – 94

*Figure 5: Better Bike Plan 2025 Buildout Costs*

The Total Network costs will provide for investments on the 557-mile on-street bike network. The Focus Areas represent five geographic areas of the city where the plan's three goals (safety, mode shift, equity) have the greatest opportunity or need. The 5 Year Priority Projects defines an implementation plan for the first five years of the plan, focusing on opportunities for coordination with other city plans, programs, and projects. The Focus Areas and 5 Year Priority Projects are highlighted in Figure 6.



*Figure 6: Focus Areas (left); 5 Year Priority Projects (right)*

At this time, funding had not been identified for full implementation of the 5 Year Priority Projects which would require an annual funding range of between \$14 M - \$19 M. Aggressive pursuit of grant funding opportunities is expected to provide \$3 M - \$5 M per year, leaving a significant shortfall. Successful implementation of *Better Bike Plan 2025* will require identification of additional funding.

### **Trail Network Funding**

Estimated costs for build-out of the remaining segments of the Trail Network range from \$300 M - \$400 M. This estimate assumes a per-mile cost of \$4 M and includes studies, master plans, environmental work, design, construction, and project management. The 2016 Trail Program Strategic Plan confirms that there is not defined funding to build the remaining network. Build-out of the Trail Network to date has mostly been accomplished by aligning and leveraging local resources to competitive grants, but is not enough to keep pace with the previous goal of 100 miles of trails by 2022 in the prior Green Vision or to align with the *Better Bike Plan* five-year implementation schedule. Current staffing will continue pursuit of local and external resources.

### **D. GRANT: FY2021/22 TRANSPORTATION DEVELOPMENT ACT, ARTICLE III**

As shown below, the guaranteed annual grant for bike and pedestrian projects will provide the City with \$1,149,152 for FY 2021-22. DOT will bring recommended projects to the City's Bicycle & Pedestrian Advisory Committee in April 2021 and to City Council for approval in May 2021.

**2021/22 Transportation Development Act, Article III**

	<b>Recommended Projects</b>	<b>Amount</b>
1.	Citywide Bikeway Implementation <i>Design, conduct outreach, prepare environmental analysis, and install bikeways throughout the City.</i>	\$849,152
2.	Pedestrian Safety Improvements <i>Construct sidewalk gap closures and safety improvements citywide</i>	\$200,000
3.	Citywide Bicycle Safety/Education <i>Support Vision Zero safety program pedestrian and bike efforts.</i>	\$100,000
	<b>Total</b>	<b>\$1,149,152</b>

**EVALUATION AND FOLLOW-UP**

DOT will continue implementation of its work plan, pursue additional funding opportunities, and report back to the T&E Committee in spring 2022 with an annual progress report.

**COORDINATION**

This report has been coordinated with the City Attorney's Office.

/s/

JOHN RISTOW  
Director of Transportation

/s/

JON CICIRELLI  
Director of Parks, Recreation and  
Neighborhood Services

For questions please contact John Brazil, DOT Active Transportation Program, and Liz Sewell, PRNS.