

# **Memorandum from the San Jose Bicycle Pedestrian Advisory Committee.**

## **RE: 2001 Summary.**

The Committee's efforts should be in shaping the goals, programs, and policies that effect bicycling and walking. The General Plan provides the development policies that the Department of Transportation follows for the design and development of new bicycle and pedestrian facilities.

Added bike lanes on portions of Park and Bascom. The Park Ave bike lanes were unique because they were funded by the DOT and were a result of requests from the community. Bascom represented a new type of bike lane working with the community to accommodate diverse interests on the street.

Hired a program manager and lost a coordinator. John Brazil was hired to pull together all the departmental efforts in San Jose into a coherent program. John came in under the new planning division of DOT. Jo-Ann Collins, for the past ten years the voice of San Jose cycling, transferred to Public Works.

Obtained traffic lights at San Fernando and 9<sup>th</sup>, and Meridian at Los Gatos Creek Trail. The light at Meridian was unfortunately offset from where users exit the creek trail.

Took Congressman Mike Honda on Bike Honchos to Work Day with a bicycle escort from San Jose PD. Mike agreed to work on securing federal funding for bike projects in San Jose. Hans Larsen attended.

Started tracking fatalities for bikes and peds with various data points. The expectation is that the data will provide some useful decision making tools after about a year.

Requested that VTA bicycle technical guidelines override Caltrans design specs for all projects in San Jose including Caltrans projects.

Got VTA to provide access through the Pennitentia construction zone for local student pedestrians.

Provided a format for the San Jose BPAC web site on the DOT web site.

Provided input to the Traffic Calming Education component contract guidelines.

Completed Crosswalk Guidelines and Traffic Calming Policy.

Provided comments and action items for the Guadalupe project.

Ongoing- Downtown Access Committee.

Completed the Pedestrian Element of the General Plan. The General Plan strengthens policies regarding pedestrian facilities and pedestrian-oriented design. For example, the General Plan now states:

"All streets should provide for pedestrian safety, convenience and accessibility. Streets with high pedestrian volumes may require physical enhancements, such as medians, bulb outs, or other features, which narrow the crossing distance for pedestrians."

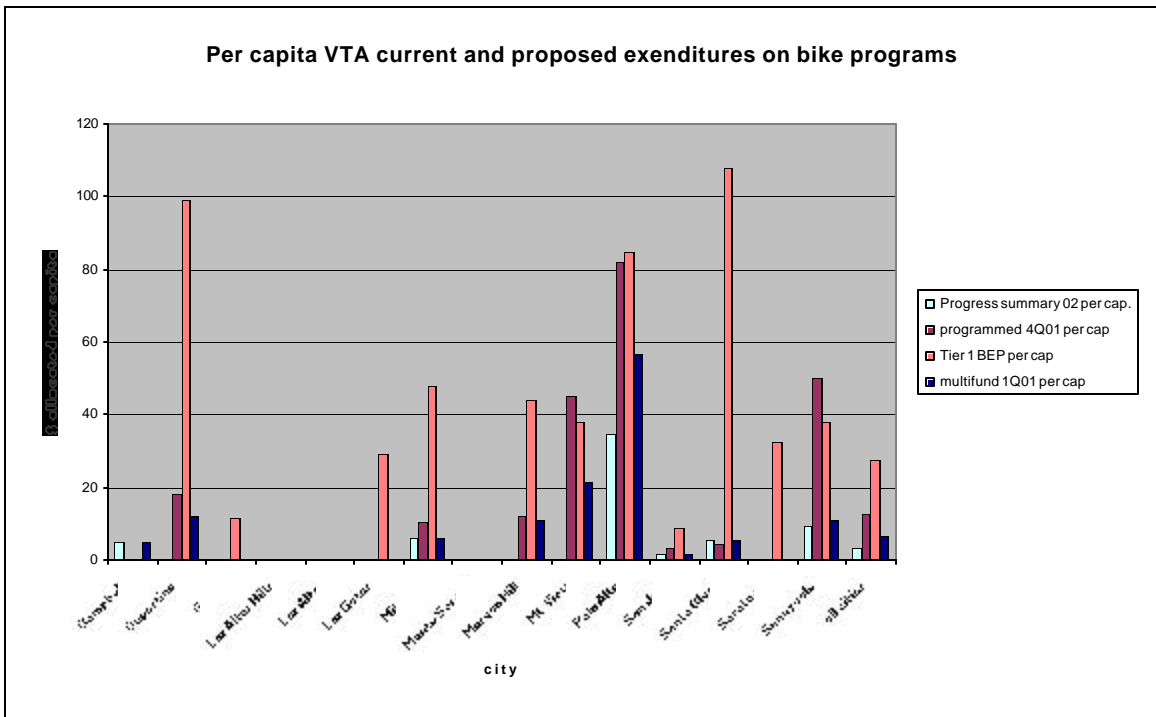
And, "New development should increase neighborhood connectivity by providing access across natural . . . and man-made barriers."

Most significantly, the amendment explicitly states the following Transportation Goal: "Each decade, double the percentage of transit, bicycling, and walking trips as determined by Census data." This addition goes further than any previous Plan language to weight the scale in favor of more bike lanes, more crosswalks, more creek trails, slower speed limits, and more walkable parks, libraries and community facilities.

Another new Transportation Goal is to "Develop a continuous, safe, accessible, interconnected high quality pedestrian environment that promotes walking as a desirable mode of transportation." Importantly, the Plan also designates "pedestrian priority zones" throughout the city, which could become the focus of grant funding for ped/bike improvements and where pedestrian-oriented design is a must.

We thank Walk San Jose, Henry Servin, Harry Freitas, Manuel Pineda, and Laurel Prevetti of DOT, Walk San Jose, and Planning for their outstanding work on this element.

The BPAC has worked with the Council and DOT to obtain a program manager for San Jose. The objective was to pull together the efforts of the disparate departments working for the City Manager under the guidelines of the General Plan. The program manager would develop shelf ready projects from those under the jurisdiction of the departments that would qualify for the various grant programs available. The chart below shows how some cities in the Silicon Valley area have successfully put together such a program and the challenges faced by San Jose. Palo Alto, Cupertino, and Sunnyvale have developed means of obtaining most of the grant funding. Campbell, Gilroy and San Jose have struggling programs.



**SJB PAC Open items. Please note that many of these items were left unfinished by DOT because of a lack of staff.**

**Time Restricted Parking Bike Lane.** In March 2002 the Committee must review the one-year test of time-restricted parking to help provide additional on-street parking for 1610 Park Avenue. Jim Helmer, Deputy Director of the Department of Transportation, reported that Councilmember Yeager requested that Department staff evaluate the possibility of a time-restricted parking prohibition on the east side of Park Avenue from Sandringham Way to Fremont Street to help satisfy the need for on-street parking during non-commute hours.

**Planning by order of priority-**

**1- Design Review Process Inadequacy And The General Plan.** DOT needs to assign staff to the DRC to report and develop the bicycle and pedestrian components of the General Plan. Walk San Jose has pointed to various problems with this process such as lack of access to the Creek trail in the Ricochet project, the absence of a response to the neighborhood plan for Heading, medians curb cuts for San Carlos per ADA, and non adherence to the neighborhood plan for San Fernando. The loss of Holger Way, a component of the city's bicycle network, through a deal between Planning and 3COM, was supposed to be solved by sending Larry Moore to attend the Design Review Committee meetings and monitor impacts to the GP. Holger Way process improvement involving the DRC turned out to be disaster. With respect to the bicycle network 237 changes at present show that this temporary fix doesn't work.

DOT has been unable to monitor and control development that impacts the General Plan. The City of San Jose must prevent the disruption and interruption of the bike service on its facilities **such as the paths along 237**. DOT must be cognizant of the 237 EIR dictates and the responsibility of San Jose to keep its pathways operational like Santa Clara and Sunnyvale do. The following examples demonstrate unacceptable conditions from DRC which need to be addressed immediately-

The Bike Path on the north side east of Zanker has development going in along it. We cannot get a firm answer from Caltran or VTA if bike access will be a casualty of the development. It appears like bikes will be left with an inadequate parking lot maze to replace the present direct path. DRC was supposed to prevent problems like this.

The Bike Path along the Cerone Yard is posted closed due to some missing pavement . The path needs to be fixed not closed. **Repairs or upgrades cannot take away the public right of way without adequate compensation.**

San Fernando at 3<sup>rd</sup>, a crucial component of the both the bike and pedestrian plans, was unnecessary widened recently. The extra capacity does not come or

go anywhere and neighborhood opposition makes it unlikely that the street expansion can continue. Pedestrians are unnecessarily endangered by this poorly thought out project.

All changes or builds which impact the pedestrian and bicycle components of the General Plan need to come through the committee or the bike/ped program managers office. **DOT needs staff to monitor and develop the pedestrian and bicycle components of the General Plan at the DRC at the crucial design review phase.**

## **2- Develop an LOS policy for pedestrians.**

Pedestrian design criteria is secondary to automobiles when streets are constructed, repaired, or modified by DOT. Many examples of ongoing local disasters are available: San Fernando at 3<sup>rd</sup>, First at Karina Ct., First under 101 to the Brokaw intersection, major sections of Blossom Hill, Zanker, Charcot, etc. The BPAC has requested an LOS for pedestrian which designs in SHAPE- Safe, Healthy, Accessible, Pleasant, and Efficient facilities. There appears to be no progress on this issue.

**3- Bike lanes on all Arterials and Collectors.** Simplify the Bicycle Master Plan.

## **4- A) Prioritize a cross county Corridors grid.**

**North South:** Lawrence, Winchester/San Thomas Expressway/Central/Bowers, Lafayette/Bascom/Los Gatos Blvd, Dela Cruz/Coleman/Bird/Curtner/Cherry, Monterey/First, 10th/11th/Zanker, McLaughlin, King, Capitol/Nieman Blvd/ Silver Creek, White/Piedmont/Evans/N Milpitas/ Warm Springs/San Felipe

**East West:** Blossom Hill, Santa Teresa/Meridian/Branham, Prospect/Hamilton/Willow/Story, Tully/Curtner/San Thomas/Winchester/hacienda/Filbert/Westmont/ Quito/Cox, Alumrock/San Fernando/SanCarlos/ Stevens Creek, Berryessa/Hedding/Pruneridge/ Homestead/Foothill, Hosttetter/Murphy/Brokaw/Airport/ CentralExp/Alma/SanHill/Canada/Tom Sawyer/Junipero Sierra, Landess/Trimble/ Montague, 237

**Rivers:** Coyote, Guadalupe, Los Gatos/San Fernando, San Thomas, Pennitencia, Silver

**B) GAP analysis for a system based on the existing facilities.** The bike portion is daunting because of the size but do able. The goal is to have a system similar to the freeways - connected throughout and convenient. The ped system analysis is not possible with the present staff. In addition the criteria for ped facility development, proposed by the BPAC in May 2000, (Shape: safe, healthy, accessible, pleasant, and efficient) has not been integrated into the DOT design criteria. See for example the last project in District 6 –Addendum II.

Why?

<http://www.cdc.gov/nccdphp/dnpa/obesity/trend/maps/slide/001.htm>

### **5- General Plan Bike and Ped Alignment with VTA Rapid Transit Corridor.**

Santa Clara Valley Transportation Authority (VTA) is seeking residents to participate in a community working group for the proposed BART extension. These groups will provide input on alignments, stations and environmental considerations. DOT must leverage this major construction project to complete critical components of the General Plan for Districts two through six.

Staff needs to report-

1. Where will the stations be located? (Eastridge? Lake Cunningham? Others?)
2. Can we establish secure key bike corrals or a Bike Station. What percentage of bike parking will the stations have to adhere to? Is cashout an option? Shared parking like Mountainview? Corporate shuttle and taxi lots? East west bus/taxi/bike only lanes on the major transit corridor?
3. Will stations be underground, ground level, or above ground?
4. What kind of pedestrian and bike access? POCs? Neighborhood connectivity? Day care? Will streets be downgraded for automobile access to transit?
5. What are the plans for landscaping around stations? Security?
6. Will the light rail help congested traffic on 101 at Tully and Capitol/Yerba Buena? Etc.
7. Concerns about construction, noise, traffic, safety, duration of the project, etc. including design in the facility
8. At Capitol will there be links to Route 87 trail, Coyote, Eastridge and Lake Cunningham along Umbarger established as part of this project?
9. Safe route to school planned into the design?
10. Linking bike routes.
11. Provide neighborhood connectivity to transit.
12. Day care? As part of MTC livable communities effort we can get more parents riding to work.

For the Community Working Group for the Hostetter/Alum Rock area, please contact Debra Johnson, Community Working Group Liaison, VTA, at (408) 952-8959.

**Comprehensive County Expressway Planning Study-** BPAC recommendation need to be incorporated. Specifically the committee agreed on the following recommendations to the Working Group:

1. Install bike corridor signs
2. Enhance bicycle access at freeway ramps
3. Close all existing driveways and prohibit parking along expressways

4. Install signs that inform motorists of left turn movements by bikes where sight distance is an issue
5. Send all recommendations that effect bicycle and pedestrian access and movement to the VTA BPAC for review
6. Remove Pedestrian Prohibited signs from Expressways.
7. Cut back shrubbery at intersection areas to enable shoulder and/or bus stop access by pedestrians, where no sidewalk exists.
8. Reduce curb radius for intersection between apartments and schools or shopping.
9. Add Share the Road signs on all Expressways overpasses.

## **Projects**

### **1- FY 2002-03 Bicycle Capital Improvement Program**

**2- SPI:** Skyport/87 Interchange, Taylor Street/ 87 Interchange. Our understanding from Ray Salvano is that he would be developing a pedestrian and bicycle design for this interchange and Skyport and bring that back to the Committee in May.

1. All allowable left turn traffic-actuate, non- recall movements for bikes must have bike sensitive loops and detectors.
2. All traffic-actuate, non- recall through movements can be bike push button-activated and will not require an accompanying bike loop.
3. We are also requesting that staff review pedestrian circulation issues for Taylor/87 interchange to insure that ramp traffic onto Taylor street be slowed perhaps with the use of speed tables at the pedestrian crossings across the off-ramps onto Taylor Street. We also suggested that three push buttons for peds to cross the intersection is too many, even with safe havens.

### **3- Autumn Street to Coleman**

Bike lanes on both sides of a 25 mph Street..

### **4- Heading Street.**

3/4 Conversion per Jim Helmer and the NA with Bike Lanes and Traffic Calming. I Community leader Colleen Tralongo asked for this project.

[colleen.tralongo@endwave.com](mailto:colleen.tralongo@endwave.com) Ken Yeager's district 6 office is aware of this commitment.

### **5- Airport Master Plan Recommendations and City Council directives.**

- 1- The Airport is located within the city of San Jose including being a connector route between districts three, four and five.
- 2- Transportation alternatives and access must be maintained for San Jose citizens seeking to connect with their jobs and their residences.
- 3- The trail projects are not complete, are part of a 50 year plan, and do not connect east and west.
- 4- The FAA security guidelines point to the dangers of cars not bicycles and pedestrians.
- 5- Airport Boulevard enhancements as a bike ped boulevard need to be finished with the Guadalupe project or before it.
- 6- Secure bike parking should be provided in the Airport garages at the same ratio as recommended in the North San Jose General Plan.
- 7- The Airport and DOT should work with Santa Clara to obtain a POC of the UP tracks from the Santa Clara Train Station over to Brokaw and add pedestrian enhancements on Brokaw to the Airport shuttle.

**6- Rest in red and red on speed trial-** Recommended Naglee at Park and Naglee at the Alameda for the pilot program. Amos Rendler, from SJDOT Signals, reported that it was possible to provide advanced loops to obtain rest in red during non peak hours. He was unclear as to exactly what specific technology would work best, or if it was possible to switch the signal to red on detecting an approaching automobile as speeding. Staff indicated that there were a great many hurdles to installing these type of signals throughout San Jose.

**7- Bike lanes on Bascom** nb before Southwest Expressway need to have the automobiles parking removed or the lane moved over. Three spots are involved.

**8- Extend Park Bike lanes.** Requested completion of bike lanes on Park into downtown San Jose and Santa Clara. Shasta-Hanscett

**9- Bike map.**

- 1- Produced an updated bike map every six months. If an update is not available print the existing map.
- 2- Link Bike Map to the Official Visitors Guide, CSJ Parks, Recreation, and Neighborhood Services map booklet, and Sharks promo.
- 3- Provide a preferably interactive bike map on the city DOT web site.

**10- Route 87 trail.** From Tamien Station south the trail still has a significant grade differential (> 1/2 foot) running for a block or so. This is left over from the highway sinkages that have occurred there. This grade differential still leaves (I think) adequate room to negotiate the trail unless there are multiple trail users in the area. CalTrans was supposed to fix it. This was reported to the committee about a year and a half ago.

**11- Ongoing project list.** CIP and work plan should be reviewed by the Department and commented on by the committee when the projects will coincide. Included in that work plan will be the completion of 24.8 miles of new bicycle facilities. The status of these developments needs to be reported to committee monthly.

**12- Bike Parking throughout San Jose-** Identify existing parking in the downtown area and show it on the map. Develop a schedule of adding parking around the city including secure bike corals in areas like the Tamien light rail station, Movie complexes, and the Oakridge shopping center. Example delivered was of Sunnyvale where upto \$300/- in city matching money is provided to the requesting business. Palo Alto requirements and program was also provided. *The one project identified for parking at the court building on Julian has not been done.*

**13- “Bikes allowed full use of lane” signs.**

- Bascom north of Renova nb where the mental clinic parking narrows the travel lane.

- San Carlos bridge over the UP tracks.

- Almaden and Vine Streets between 280 and Alma

- Lincoln Ave. between Willow and Minnesota

- First St. between Bassett and Hensley

- San Antonio St. between 19th and 28th

- E. Santa Clara St. between 20th and 101

- All freeway overpasses

- SJDOT to inventory locations for these signs on major collectors and larger streets which have a curb lane width less than the standards described in the VTA Bicycle Technical Guidelines.

**14- Airport Blvd** nb needs an edge of road stripe after the Skyport overpass and before Brokaw.

**15- Couplets.** BPAC requested that they be converted to neighborhood two way streets with bike lanes and pedestrian bulbouts at major intersections..

**16- Bascom corridor.** As. Dir. Of DOT, Jim Helmer recommended that (Jo-Ann Collins) constitute a multi-jurisdictional taskforce to look at turning making Bascom into a bike corridor.

**17- Curtner/Camden/San Thomas/17 intersection and Camden.** Needs significant improvements. San Thomas, Montague to Capitol Expressway via Camden and Hillsdale is a significant bike loop. This is the big missing element.

**18- Education from Traffic Calming.** Day promos (BTWD, WTSD, CFD) and Share the Road Campaign from Marin were two suggestions of the committee.

Share the Road Campaign- We haven't received notification of any meetings with the City since the interview with advertising firms for the education campaign contract. My understanding is that a copy of the Marin program went to the City's staff member responsible for this program but I don't know the status of it. We should discuss these issues at the next BPAC meeting.

<http://www.malcolmfoster.com/Sharetheroad/index.html>

[http://www.malcolmfoster.com/Sharetheroad/MSTR\\_PolicePhotos.htm](http://www.malcolmfoster.com/Sharetheroad/MSTR_PolicePhotos.htm)

**19- Caltrans report sent to John Brazil.** Upcoming projects identified for immediate attention were Brokaw/880, Trimble 101, and the SPIs on 87. See Addendum III attached.

## **20- Taylor Street Bike Lanes**

Identified as the most important project in the new bicycle CIP.

## **21- Auto Speeds and Pedestrians in the Downtown Area.**

The downtown area should be a pedestrian friendly zone as outlined in the recent changes to the General Plan. The BPAC recommends:

- Level sidewalks are a good way to control speeds especially in the curb lane. Rather than having a curb cut in the side walk with an imbedded turn radius, autos would drive up onto the sidewalk, across the sidewalk and down the other side if they are entering underground parking. These can be retrofitted with a city program as part of a deficiency plan.
- Raised intersections. Level sidewalks should connect between major destinations such as transit stops on Santa Clara and San Jose State via raised intersection and the downtown parking lots to Cesar Chavez Park.
- Mid block crosswalks in heavily used pedestrian areas especially south of Cesar Chavez Park.
- On demand push buttons to cross the street throughout the downtown core around the higher density housing.
- Bus/Taxi/Bike only travel lanes on the larger transit routes with particular attention paid to east west routes (similar to the Bus Only Lanes on First and Second.) Issues with curb side parking need to be resolved here.
- Trees planted in the medians rather than Palms to decrease visibility for drivers.
- Signal timing to account for elderly and children walk time.
- Destination based signage.
- Replace the last parking spot before the intersection with a protected bulbout containing ribbon bike parking and benches, which would function to direct pedestrian traffic into the crosswalks, slow right turning traffic, and enhance the downtown experience.
- Corporate shuttle stops and bike stations at the transit centers.
- 25 mph maximum speed limits.
- Convert San Fernando into a neighborhood boulevard between Los Gatos Creek and Coyote Creek.
- Convert the couplets and add bike lanes.
- Close of Second Street through the park to automobiles
- Close of Park from the Alameda to Cesar Chavez Park to automobiles.
- Close Market around Cesar Chavez Park. Business' around the park have parking access of the side streets.

Where should one start? The Walk San Jose list is a good place. A sampling of suggestions received by Walk San Jose for pedestrian and bicycle infrastructure improvements in the Downtown area follows. Persons interested in the complete list may contact [jill@walksanjose.org](mailto:jill@walksanjose.org).

(1) Park Avenue and Almaden Blvd. Intersection Mini-highway design of inhuman

scale. Invites cut-through traffic. Intersection capacity vastly exceeds actual volumes at almost all times of day. Intimidating intersection defeats a key connection to Guadalupe River Park, and now planned housing developments. Remove unnecessary right-turn porkchops; shorten crossing distances (which decreases signal cycle time--decreasing auto congestion), increase tree planting. Add on-street parking where possible.

(2) Park Avenue and Market Street intersection

A rather obvious improvement is to construct curb bulb-outs in front of The Tech and Park Center (Note that the City striped a painted bulb-out in front of the Tech!). Bulb-outs can also reach from Plaza de Cesar Chavez. This would reduce crossing time, reduce the signal timing cycle, and vastly improve safety and aesthetics. Add trees.

(3) Almaden and San Carlos intersection

Another excellent candidate for moderate bulb-outs.

(4) Market Street at the Fairmont and Park Avenue Obvious need for more responsive (5 or 10 seconds, instead of 45 -120 seconds) ped. signal times.

(5) Mid-block Crosswalks

Improve visibility of mid-block crosswalks at First, Second, and Third Streets. Add mid-block crosswalk to connect Guadalupe River Park across Park Avenue.

(6) On-street Parking

Place on-street parking on 2 blocks of Almaden Blvd.

Place on-street parking on Woz Way

Place on-street parking on West San Fernando Street

Place on-street parking on West Santa Clara Street, up to the Arena

Remove one excess traveling lane and place on-street parking on Park Avenue (diagonal parking also a possibility)

(7) Bicycle Routes

Create safe bicycle routes and lanes from all Downtown neighborhoods into Downtown. Modify one-way couplets to contain bike lanes.

(8) East San Fernando Street

Do a 4-lane to 3-lane conversion (two traffic lanes and a two-way left turn lane, with bike lanes and parking) of East San Fernando Street. Construct curb bulbs at East San Fernando intersections, from Downtown to Civic Center. Major effort needed to replace crosswalks on San Fernando and other area streets such as San Salvador.

(9) Street Furniture and Trees

Tree planting on Almaden, near Convention Center. Placement of street furniture in the "Corona of Palms" park in front of the Museum

(10) West San Carlos, Between Market and First Street

Double the width of currently too-small sidewalk on the north side of the street,(expand inward, toward the parking lots) and plant lots of big shade trees.

(11) Route to Caltrain Station

Need major tree planting, curb-extension plan to enhance pedestrian route from Downtown to the Caltrain station.

(12) Bicycle Parking

More bicycle parking needed throughout Downtown.

## **Policy**

### **Policy on Installation of Bicycle Loop Detector Symbols**

**Shelf Ready Projects for grants.** This is John Brazil's primary responsibility. The BPAC list from the last three years would be a starting point. Its is appended by district following this report. The neighborhood list from 2000 is also attached. The first project to put on the shelf is the San Pedro at grade crossing.

Trying to find the bucks for your bike project? The draft Guide to Bicycle Project and Program Funding in California might help (Note: It's a large, 323k pdf file): <http://www.calbike.org/pdfs/primary%20funding%20sources.pdf>

### **City Policy on Bicycle and Pedestrian Access Through Construction Zones**

#### **Report on policy Trail Pavement Markings and Signs.**

**Cultural Services.** Require valet bike parking at large city events. ATT jazz festival, Tapestry and Talent, etc.

**MTC/VTA signage system.** Asked for a destination based signage system similar to the one used in San Francisco. San Jose should implement the San Francisco system lacking any input from VTA. **In general we could use much better signage. For example the Guadalupe River Trail from Willow south is very sparsely and inconsistently marked. A lot more bicycle traffic could use the trail if they knew how to find it.**

**Northside deficiency plan.** Require bike parking at 5% of auto stalls, showers in the building and trained inspectors for compliance. Require secure bike parking of 1%. Develop a Parking Cashout system similar to Pleasanton.

## **Addendum I- Neighborhood Project Requests**

### **SPARTAN KEYES AREA:**

- 1) Designate Martha Street as a neighborhood pedestrian Corridor, with appropriate pedestrian and traffic calming improvements to encourage non motorized circulation through the community. This street traverses 11 different bus routes between 11th and 1st, and provides access to the Bibliotecha Latina. It is also the site of several existing and future medium and high density housing developments, and will eventually provide access to the Coyote Creek Trail.
- 2) Safe crosswalks (see #4) should be installed at S. 11th & Martha, S. 10th & Martha, and S. 7th & Martha streets to provide access to bus stops at those locations. They should be illuminated by pedestrian actuation if necessary to provide safe crossing.
- 3) Crosswalks should also be added at S. 11th & Bestor, S. 10th & Bestor, S. 2nd & Martha, and S. 3rd & Martha streets to provide safe pedestrian circulation in the Spartan Keyes Neighborhood.
- 4) "Bulbouts", curb extensions, and / or pedestrian islands should be added at above crosswalks to facilitate safe crossing, and provide traffic calming on S. 7th, S. 10th, and S. 11th streets.
- 5) Lane restrictors, mini circles, partial closures, or other measures should be used to mitigate cut through traffic on S. 6th, S. 8th, S. 9th, and S. 12th streets between E. Humboldt Street and Hwy. 280.
- 6) Bicycle lanes should be added to S. 10th, S. 11th, S. 2nd, and S. 3rd Streets (one way couplets), to provide safe access for bicyclists, and to remove bicycles from the sidewalks, which pose hazards to pedestrians.
- 7) Complete the 1/2 mile Coyote Creek trail link between Olinder Park and Kelley Park.

### **NORTHSIDE AREA:**

- 1) Designate Jackson St. between 1st St. and Watson Park as a neighborhood pedestrian corridor, with appropriate pedestrian and traffic calming improvements to encourage non motorized circulation through the community. This street goes right through Japantown, past Grant School/Empire Library, Backesto Park and on to Watson Park.
- 2) Provide landscaped median islands on Jackson St. from 6th St. to Watson Park, with landscaped traffic circles (ala Shasta Hanchett except smaller) on the intersections of 21st, 19th, 17th, 15th, 13th, 11th and 10th Sts. This will have the effect of integrating the wonderful array of things on this street, in effect

connecting the Coyote Creek Trail with Japantown in an Olmsted-esque manner, beautifying the street, and via the circles calming traffic on some important thoroughfares which cross Jackson, primarily the 10th and 11th couplets, the 13th St. business district, and 17th St. (a major bus line).

#### HENSLEY HISTORIC DISTRICT

1) Convert North and Fourth from Julian to Jackson, back to two way streets. This was recommended by council in 1994, but was stalled due to "lack of funds". This section was also a prime candidate for conversion in last year's study by Public Works. There are now funds being used to install new signals at Third and Fourth at Empire, which the neighborhood does not want. They would rather see the money being spent on conversion.

#### SOUTH UNIVERSITY NEIGHBORHOOD

1) Designate Reed Street between 1st and 14th as a neighborhood pedestrian Corridor, with appropriate pedestrian and traffic calming improvements to encourage non motorized circulation through the community. This corridor will ultimately provide access to the Coyote Creek Greenbelt.

2) Install bulbouts, and raised textured crosswalks at every intersection on Reed Street between 1st and 14th.

3) Install landscaped traffic island at 6th and Reed.

#### NORTH OF SJSU (SAN FERNANDO STREET)

1) Designate San Fernando Street as a neighborhood pedestrian Corridor, with appropriate pedestrian and traffic calming improvements to encourage non motorized circulation through the community. This is a prime pedestrian corridor used by students, faculty, staff, and the surrounding community.

2) Convert San Fernando from 4 lane to 3 lane, with bike lanes, pedestrian islands, bulbouts, and raised, textured crosswalks at every intersection on San Fernando between 1st and 11th.

#### WASHINGTON GUADALUPE NEIGHBORHOOD

1) Install bike lanes on Almaden and Vine.

2) Install bulbouts and crosswalks at every residential intersection on Almaden and Vine.

#### ONE WAY COUPLETS IN GENERAL

1) Install bike lanes on all one way couplets.

2) Reduce speed limit from 30 to 25 mph in residential areas.

3) Install bulbouts and crosswalks, with necessary enhancements at all residential intersections on one way couplets.

Julian St James Neighborhood:

1) Designate St. John street as a neighborhood pedestrian Corridor, with appropriate pedestrian and traffic calming improvements to encourage non motorized circulation through the community. This route would eventually provide access to the Coyote Creek Greenbelt for Julian St. James residents.

SHPNA's pending bike lane requests are as follows, with the proviso that we would probably only strongly support installation of lanes that would require only minimal parking removal.

--Race Street, from The Alameda to 280

--Julian Street, from The Alameda to Market Street

--Park Avenue, from Race to downtown

--Meridian, from Park to Fruitdale

--Naglee Avenue (all) and Taylor Street, through Guadalupe River Park [my dream is to see Naglee converted to a 3-lane street with bike lanes (and center turn lane)]

-- Stockton Street, in light of all the Lenzen development. There is plenty of room there. At one point years ago The Alameda was slated to receive bike lanes, but for some reason it didn't happen. Also, West San Carlos was studied at one point years ago, but I don't know what came of it.

-- San Fernando Convert to a neighborhood boulevard between Los Gatos Creek and Coyotee Creek.

## Addendum II- SVBC Project Requests

Please note from Jo-Ann's old files that when these POCs were proposed they cost \$1.5M to build during the days of ISTE!A!

**Easy projects are in italics.**

Develop a Bike Ambassadors program similar to Chicago.

Involve major corporations in Bike To Work Day especially Agilent, Cisco, GE, Ebay, the hospitals, and HP. Ask them to provide a table and coordinate Rides material with them. Provide funding for staff time and PR to participate in annual events including but not limited to A) Bike to Work Week B) Earth Day C) Carfree day 9/21 D) Walk to School Day.

*Parking cash-out demonstration program, modeled after the City of Pleasanton program now in operation, for county agencies. County \$0 JS*

*Signed routes similar to San Francisco \$70k*

*Enforcement of city code for bike locker/shower installation in new development. Set locker installation at 5% of new parking spots like Palo Alto. \$0*

*Bike parking for Schools \$1M JS*

*Bike Transportation Map for the South Bay similar to the East Bay maps. San Jose/County \$50K*

PROJECTS:

**District 1                      Linda Lezotte**

POC west of Lawrence Exp connecting Mitty Way in San Jose to neighborhood street in Cupertino across Calabazas Creek. 6M

*Bike lanes going east west on San Carlos connecting up with Cupertino bike lanes. San Jose \$600k*

**District 2                      David Cortese                      277-4282**

Bike lanes going east west on Blossom Hill Rd is important for the Coyotee Creek employment area. San Jose \$4M JS

Multituse path along UP Track from Lewis to downtown. KA

At Grade crossing of Up track at Monterey and Lewis

Bike lanes on Lewis from Senter to Lone (linking up with the cities bike lanes on Senter.)

*A multiuse path across Senter Park. from Lone to Coyote Creek.*

*A multiuse bridge across Coyote Creek linking up with the Coyote Creek Trail*

*A multiuse path across Coyote open space from Senter Park to Umbarger Road.*

*A bike lane from Umbarger Road at Tuers to Plumas*

*A POC from Plumas to Barberry Ct. across 101*

*A Bike path on Barberry Ct from the POC to Silver Creek*

*A bike path on Barberry Lane from Silver Creek to Corda Dr.*

*A multiuse path across Meadowfair Park and the RDA TBD open space from Corda Dr to the proposed light rail station on Capitol Expressway between Quimby and Aborn including a POC across Capitol linked to the multiuse path and*

Convert the transit center into a transit station with a police sub station, bike lockers, a community day care, coffee shop, meeting room, and waiting area.

Bike lane to Thompson Creek from the POC

*Multiuse path along Thompson Creek from the POC bike lane to Lake Cunningham with underpasses/poc of Quimby road and Tully road.*

*Connection to lower silver creek.*

Connection to Coyote.

**District 3**

**Cindy Chavez**

**277-5231**

Coleman/880 interchange : This is scheduled for redesign and reconstruction. There is a great opportunity to improve bike and ped conditions at this interchange ... if we can get our opinions heard during the design stage.

*A class one bicycle or multi use path connecting 21<sup>st</sup> St @ Julian St south to Bulldog Blvd at San Jose H. S. 50k*

*Class I Bike Path for Guadalupe River under crossing of 101, and associated levees connecting the Airport/Metro Drive area with Trimble Road (HP and businesses along Orchard Parkway). San Jose/SCVWD \$200k JS*

Class I Bike Path for Guadalupe River from the Guadalupe River Park of Heading PGE substation to the 101 under crossing.

Connect the Guadalupe Trail from the New Ranger station to the southern PGE Substation with a Class 1 trail. \$700k San Jose/Caltrans/County

***Priority 1:*** *San Pedro crossing at Ryland Park. Prefer at grade. Connects city hall, Police, Technology Drive, to downtown. \$50k.*

Bike lanes going east west on Santa Clara/Alum Rock. Remove parking. Add a Bus lane and a bike lane. And a Transit center to the new city hall San Jose \$2.5M

**POC for Zanker over 101 in San Jose/Caltrans \$1.4M JS San Jose/ Caltrans/ County**

**Hwy 87 Class I connector from Trimble to where the path ends downtown at Willow street (funded by any 87 extension or future work). County, San Jose, Caltrans \$10M JS**

*Taylor St @ HW 87 be sure to design to accommodate bicycles and ped NO SPUI*

*Bicycle lanes on Taylor St from HW 101 to HW 87*

*Bike lanes on Taylor St from HW 87 to Winchester Bl (note E Taylor St/ Naglee St / Forest Av)*

*Re construction of UP railroad bridge over Coyote Creek at Keyes St & Senter Rd for bikes and peds only on both sides.*

San Antonio St. from 17th east to Jackson : this is a much better way to access downtown SJ from the eastside neighborhoods compared to E Santa Clara St. This may require some parking removal if lanes are to be added. At minimum, this should be on our bike network general plan.

**District 4                      Chuck Reed                      277-5320**

Trimble/101 interchange : This is scheduled for redesign and reconstruction. There is a great opportunity to improve bike and ped conditions at this interchange ... if we can get our opinions heard during the design stage.

*Class I bike path connecting Seaboard and Airport Bike Path under 101. San Jose \$80k JS*

*At the confluence of Coyote Creek and Silver Creek , a connection to Watson Park and trail on the banks of both creeks to allow cyclists to avoid Mabury crossing of HW 101*

*Class I bike path connecting O'Toole to Ridder Part Drive under 880 along Coyote Creek. San Jose \$80k JS*

POC connecting North Fourth St to Zanker Rd across HW 101 at Old Bayshore HW. JS San Jose/Caltrans/County \$5M/-

POC or under crossing of HW 101 north of San Jose Airport extending the Guadalupe River trail past the airport from Airport Bl . \$5M

*Class I bike path connecting Seaboard and Airport Bike Path under 101. San Jose \$80k JS*

Connect the Guadalupe Trail from Trimble to the Bay trail with a Class 1 trail. \$5M San Jose/Caltrans/County

POC (Pedestrian Overcrossing) across 880 between the current 237 interchange and Dixon Landing interchange. Milpitas/San Jose/Caltrans \$1.4M JS

*At grade crossing of RR tracks connecting Brokaw Rd west of Coleman to Benton St in Santa Clara Or a POC. And ped improvements to the long term parking lot shuttle along Brokaw and Martin including bulbouts and ped activated timing at the major intersections. Please note: If you have to use alternatives such as De la Cruz or Lafayette, the roads are dangerous and unpleasant. "I can tell you that this stretch of road is the ugliest I've been on in the whole county."*  
Matt Hiller

*POC on Sierra Rd over HW 680 and class one bicycle path through the gap on Sierra Rd east*

*Caltrans widen Brokaw with bicycle access. Provide connection to Coyote Cr*

*Sidewalk on south end of San Jose Airport from where the sidewalk stops +/- 150 east of Coleman to the P G & E substation at Guadalupe River.*

*Traffic calming on Piedmont*

**District 5**

**Nora Campos**

**277-5157**

Bike lanes going east west on Santa Clara/Alum Rock Remove parking. Add a Bus lane and a bike lane. And a Transit center to the new city hall San Jose  
\$2.5M District 3 and 5

*Traffic Calming and ped enhancements around Story and King including bike lanes along Story connecting to Willow per the recently completed General Plan.*

McLaughlin bike lanes connected along 24<sup>th</sup> to Mckee.

**District 6 Ken Yeager 277-5166**

Hedding St bridge re construction to add bike path on both sides on outrigger

*Bike lane and lane removal- Remove a car lane and add bike lanes on Pruneridge/ Heading (from Winchester) to Capitol (via existing bike lanes on Berryessa) . San Jose \$200k*

Lanes on that stretch of Hedding is a great idea. Pruneridge/Hedding is a great route from the West Valley to the Civic Center. I have used it to attend many meetings there. San Jose Mayor Susan Hammer lives on Hedding. She might like the idea of traffic calming in front of her house. Don Burnett, Roberto Perelman.

Frank Fiscallini's long term dream- Connecting the Los Gatos Creek trail from Lexington to the Guadalupe Trail San Jose \$10M Presently the trail ends after Meridian on Willow and then continues after Cox and Lincoln. Property concern along the creek make continuation prohibitive and there are no good ways to connect them along surface streets.

*Connection ped/bike only Cherry across Dry Creek Rd. Dry Creek is obstructed at Cherry St. due to a single private block of Dry Creek. Fortunately the current situation allows bike/ped access although the property owners could probably seal it off if they wanted.*

*POC over 280 from Cherry Av connection to Race St over Los Gatos Cr*

San Carlos Bridge at the Del Monte property. Re construct bridge to meet ADA and provide bike lanes. Or take away a lane and convert to bike/bus/taxi lane. The second option is important because it supports transit (23), San Jose State, and the city's goal of a walkable downtown. DOT is likely to go the either way.

*Bike lane and lane removal- Remove a car lane and add bike lanes on Pruneridge/ Heading (from Winchester) to Capitol. San Jose \$200k*

Bike/ped Bridge for Cherry Street San Jose \$100k JS Over Los Gatos Cr at Glen Eyrie

*Moorpark Parkmore problem San Jose \$100k JS*

*Bike lanes going east west on San Carlos connecting up with Cupertino bike lanes. San Jose \$600k*

*Connecting the Los Gatos Creek trail from Lexington to the Guadalupe Trail. San Jose \$10M*

Priority II- Fill the gap in an east-west route across Hwy 17. This connects the planned bike lanes on Fruitdale to the existing bike lanes on Williams and Payne. The route east to west is :

Fruitdale/Bascom -> Enborg -> Thornton -> Downing -> POC over 17 -> Westfield -> Daniel -> Williams

the route can also branch at the POC to reach the existing Payne bike lanes :  
....POC over 17 -> Westfield -> Central -> Payne

This route is important because the POC over 17 is the only sane way to cross 17 for the two mile span of the freeway between Moorpark and Campbell Ave. Simply marking the route would be a huge improvement. With the destination signage system proposed this gap filler would be great.

**District 8                      Forest Williams**

Monterey Hwy facility from Buena Vista to Thomas Rd. (nothing planned)

**District 9                      John DiAquisto      277-5275**

This route is important because the POC over 17 is the only sane way to cross 17 for the two mile span of the freeway between Moorpark and Campbell Ave. Simply marking the route would be a huge improvement.

Bike lane on Camden. Lane removal or Lane narrowing to 9ft on Camden from Hillsdale to San Thomas. San Jose \$200k - \$150k

Flyover on Camden Ave under 17 to the Los Gatos Creek Trail and over connecting to San Thomas. San Jose/Caltrans/County -\$3M  
There is presently a loop in San Jose that is connected by San Thomas, Montague, Capitol to Hillsdale. and Camden. The missing link in this greater loop is Hillsdale and Camden and the hairy intersection of Camden, 17, and San Thomas. A lesser loop is more complete from San Thomas, Montague, Capitol, Tully, Curtner to Camden with only the hairy intersection of Camden, 17, and San Thomas incomplete.

Problems that need to be resolved at this intersection is how to get across two

lanes of freeway-on-ramp traffic, and how to link to the Los Gatos Creek Trail that crosses underneath.

Almaden cleanup San Jose, Santa Clara County \$100k JS

*Turn Bascom into a ns cross county corridor.*

**District 10                  Pat Dando                  277-5251**

Bike lanes going east west on Blossom Hill Rd is important for the Coyote Creek employment area. San Jose \$4M JS          District 2 and 10

**County /Other:**

Proposal to the County for bike lane improvements along the Expressways. The small loop in San Jose (San Thomas, Montague, Capitol, Curtner) is 75% along expressways. We do not want what happened at Lawrence to be repeated and we want Lawrence fixed.

Bike Racks for streets. County \$1M JS

Bike racks for all Transit Malls and LRT stations VTA \$50k JS

Bike parking for Community Colleges County \$200k JS

**Santa Clara**

Class I bike path along east side of De La Cruz from Airport Bike Path to Martin (Sub Reg Route 6) San Jose \$600k JS

Overpass or At Grade crossing of the train tracks from the Alameda to Brokaw at the College Park Train Station across from Santa Clara University \$700k Link the airport and Santa Clara University through Martin

Signed routes similar to San Francisco \$50k

At grade crossing from Coleman to the Alameda at Newhall. \$100k

**Water**

Guadalupe Creek to Alviso Bay Trail from Route 87 Trail. This is currently in small pieces and needs various connections. Project for the Water District and Public Works. From Airport to downtown needs to happen first.

Guadalupe Creek Access from First Street. For example on the north side of Charcot under the overpass to the creek with a bridge over to the Green lot. 100k. Should be part of any large business development such as the Sun Development that just went in at Bonaventura.

- Guadalupe River Park Trail across 280 to 87 Bike Path

- Coyote Creek From Tennant Ave to the Bay Trail

Route 85 trail from Los Gatos Creek Trail by Winchester to Hellyer Velodrome.  
Being promoted by ALTRANS.

Silver Creek Trail from Yerba Buena Road to Coyote Creek Trail at Fred Watson Park with Yerba Buena Road lane from Sylvandale, Coyote Creek with access across 101. Project for the Water District and Public Works. Ped facilities on here need expansion.

Pennitencia Creek Trail from Alum Rock Park to Coyote Creek Trail at Berryessa. Project for the Water District and Public Works. Bike facilities on here are crumbling.

Los Gatos Creek Trail connection to downtown (partially planned)

Addendum III- Memorandum from the San Jose Bicycle Pedestrian Advisory Committee. 01/03/02

RE: Caltrans project review and call for full, safe, and convenient facilities designed into the intersection for pedestrians and bicyclists.

Pending Project	Desired	Comments
Route 87 interchanges at Taylor and Skyport	Bike lanes with marked detector loops. Adequate signal timing to cross on a state green and/or countdown timers. Signage for automobiles advising to watch out for bikes and peds. Pedestrian movement across the intersection connected with one button or speeds set at 15 mph. Level pedestrian crossing surface functioning like a speed table with safety bollards.	Avoid problems similar to Maude at 237. Use bulbouts, bollards, and speed tables to control automobile speeds.
237 Bike lane	Continuous and seamless like the Los Gatos Creek Trail. Sound barrier along the freeway. Connected between Milpitas and Sunnyvale.	See attachment below on present conditions by Bob Eggers. Until 10 years ago this was an excellent country highway bike route.
Brokaw at 880	Bike lanes under the overpass connected to existing street facilities on Trimble and De la Cruz. Connection to the future Coyote Creek Trail.	
Trimble at 101	Bike lanes over 101 connected to existing facilities. Bike lanes directly to the right of the rightmost through lane. Safety signage at the offramps. Level sidewalks across ramps to existing facilities.	
Montague at 880	Bike lanes directly to the right of the rightmost through lane.. Safety signage at the offramps. Level sidewalks across ramps to existing facilities. Left turn onto Trimble design approved by the BPAC. Northbound bikes on O'Toole turning right onto Montague should	This is tricky because it may require a double right turn lane from O'Toole to Montague to avoid a weave with auto traffic attempting to access the 880 southbound on-ramp. This situation is

	be able to safely negotiate access to the through bike lane.	similar to the arrangement at Salmar/Hamilton/17. Right now cyclists have to take the leftmost right turn lane to negotiate this safely.
Almaden Expressway at 85	Bike lanes directly to the right of the rightmost through lane. Safety signage at the offramps. Level sidewalks across ramps to existing facilities. Pedestrian connection to shopping and neighborhoods.	
Coleman at 880	Bike lanes over 101 connected to existing facilities. Bike lanes directly to the right of the rightmost through lane.. Safety signage at the offramps. Level sidewalks across ramps to existing facilities.	
District 4 standardized signage	Similar to San Francisco.	Propose a route signing system with MTC. San Jose proposed erecting numbered route signs in 2000. Need to get the VTABAC to move on this issue.

Existing projects	Solution description	
Hamilton eastbound at 880 third lane	Bike lane needs to be stripped through the intersection directly to the right of the rightmost through lane.	Note the problem is on the Campbell side.
Almaden Ave and I280 interchange	Bike lane needs to be stripped through the intersection directly to the right of the rightmost through lane. Add a bike lane under the freeway.	
Coleman Ave. / Guadalupe Parkway	Bike lane needs to be stripped through the intersection directly to the right of the rightmost through lane.	
Capitol Expressway / Monterey Highway interchange	Bike lane needs to be stripped through the intersection directly to the right of the rightmost through lane.	
Story Rd. and Highway	Bike lane needs to be stripped through	

101 interchange	the intersection directly to the right of the rightmost through lane.	
Tully Rd. and Highway 101 interchange	Bike lane needs to be stripped through the intersection directly to the right of the rightmost through lane.	
De la Cruz / Trimble / 101 interchange	Bike lane needs to be stripped through the intersection directly to the right of the rightmost through lane.	
Montague / San Thomas / 101 interchange	Bike lane needs to be stripped through the intersection directly to the right of the rightmost through lane.	
Bowers / Great America / 101 interchange	Bike lane needs to be stripped through the intersection directly to the right of the rightmost through lane.	
Lawrence / 101 interchange	Bike lane needs to be stripped through the intersection directly to the right of the rightmost through lane.	
Fair Oaks / 101 interchange	Bike lane needs to be stripped through the intersection directly to the right of the rightmost through lane.	
Mathilda / 101 interchange	Bike lane needs to be stripped through the intersection directly to the right of the rightmost through lane.	
Curtner/Camden/San Thomas/Los Gatos Creek/ 880	Worst Intersection in San Jose. Need Creek access from Curtner and bike lane striping under the overpass to San Thomas. Off San Thomas needs a continuous link to the creek trail.	Curb cuts needed from creek side north bound to the San Thomas NB
Meridian/280 McKee/680 Montague/680 Berreyessa/680 Capitol/Monterey San Carlos/Stevens Creek/880/17 (Valley Fair)	Bike lane needs to be stripped through the intersection directly to the right of the rightmost through lane.	

237 report from Bob Eggers.

Rode the trail on Monday, Dec. 24. Rode both directions between Sunnyvale Baylands Park and McCarthy Shopping Center.

Starting at Baylands Park.

Exiting the trail at Great America, there is no sign indicating which way to turn. Yerba Buena will probably be the preferred route but a left turn on Great America to Lafayette works. Yerba Buena is presently closed but is due to open in early January.

Exiting trail at First St. there is no direction sign for route. Rider must go south on First to Holger. Don't remember if there is a directional sign there for the bike route but I think the turn is obvious.

Trail closed by VTA at Zanker. Sign says to use Tasman as alternate which is ridiculous. A left turn takes you over to the North trail, Alviso/Milpitas Rd., to McCarthy. The sign at VTA says the trail will be open summer of 2002.

Starting at McCarthy.

At McCarthy Blvd and Alviso/Milpitas Rd. where the route begins, there is a bike route detour sign but it points North on McCarthy. If a rider was looking for a trail and not a road, that sign would be most confusing.

At Zanker there no sign indicating which way to turn.

At Holger there is no turn sign to indicate the bike route.

At First St. there is no sign indicating which way to turn.

At First St. where the trail begins there is no trail sign.

At Lafayette exiting trail there is no directional sign. When Yerba Buena is opened, the route may be obvious. Right now, you turn right and cross under 237.

At Yerba Buena and Great America I didn't see a route direction sign. The route crosses under 237 if you come off Yerba Buena.

Bay Lands Trail entrance at Great America is not marked.

In general the trail is in pretty good shape. The trail between Zanker and McCarthy is quite dirty due to vehicles entering the road from muddy fields. All the directional route signs I have mentioned may not be necessary as some turns may be obvious. But, there are many turns that are not obvious to one who does not know the route.

Bob Eggers

WSJ Priority projects for this new year.

- The Bicycle Capital Improvement Program
- Development of a Ped/Bike Plan for Taylor Street/87
- Development of a plan for Skyport
- Ensure that any development of Autumn Street from Julian to Coleman include bike lanes, and slow speeds
- Study of a 4 to 3 lane conversion of portions of Hedding Street
- "Rest in Red" and "Red on Speed" trial, for Naglee and Park and at The Alameda
- Finish portions of Bascom Avenue bike lanes; "Bikes Allowed Full Use of Lane" sign on Bascom
- Modification of One Way Couplets to include bike lanes and improved crosswalks
- Extend Park Avenue bike lanes into Downtown
- Revise Bike Map
- Route 87 trail improvements
- Bike Parking throughout San Jose
- Ped and Bike Improvements to Jackson Street
- Completion of Coyote Creek trail between Olinder and Kelley Park
- Conversion of one-way couplets through the Hensley neighborhood into two-way streets
- Ped/bike improvements to Reed Street between 1st and 14th Street
- Designation of San Fernando Street as a neighborhood pedestrian corridor, with bike lanes, pedestrian bulbouts
- Bike lanes and improved crosswalks on Almaden and Vine
- Reduce speed limits on all one way couplets to 25 mph
- Designate St. John as a neighborhood pedestrian corridor

Thanks to the BPAC for its diligent attention to these issues.

**Paul Metz priorities-**

- 1- Design Review Process Inadequacy And The General Plan.**
- 2- Bike lanes on all Arterials and Collectors**
- 3 - Prioritize a cross county Corridors grid.**
- 4 - GAP analysis for a system based on the existing facilities.**
- 5 - Improvements to Guadalupe Bike Path / Airport Bike Path (grade differential, extensions)**
- 6 - Improvements to Coyote Creek Trail**
- 7 - (Not in your list) Bike Lanes on Silver Creek Valley Road (from Blossom Hill to Farnsworth). Popular hill in our bike club, but cars hug the edge of the road on blind curves at high speeds.**
- 8 - Bike Lanes on Taylor or Hedding.**
- 9 - HW 237 Bike Path**
- 10 -POC over 280 from Cherry Av connection to Race St over Los Gatos Cr.**