TO: TRANSPORTATION AND ENVIRONMENT COMMITTEE

SUBJECT: BIKE PLAN 2020 ANNUAL REPORT

FROM: Jim Ortbal

DATE: March 13, 2017

RECOMMENDATION

Accept the Bike Plan 2020 Annual Report.

BACKGROUND

In the Envision San José 2040 General Plan and Bike Plan 2020, the City of San José adopted ambitious goals to complete a 500-mile Citywide bikeway network to increase bicycling trips and safety, reducing auto dependence, traffic congestion and greenhouse gas emissions. Implementation of the City's bikeway network is a collaborative effort of the Departments of Transportation (DOT) and Parks, Recreation and Neighborhood Services (PRNS), with each department taking a lead role - DOT for on-street bikeways and PRNS for trails. This report provides an update of DOT's efforts toward completing the on-street bicycle network.

Bike Plan 2020

On November 17, 2009, the City Council unanimously adopted Bike Plan 2020, the City's 10-year plan to make bicycling an integral part of daily life in San Jose. Bike Plan 2020 established a vision to become one of the best cities in the country for bike riding, where bicycling is safe, convenient, and a common part of daily life in San José.

The Plan identified a 500-mile bikeway network including 400 miles of on-street bikeways and 100 miles of off-street trails (See Appendix A). The network includes a functional designation of "primary" (130 miles) and "secondary" (370 miles) bikeways. The primary network is a Citywide system of major bicycle corridors having a high standard of design that accommodates people of all ages and abilities. Examples of "primary" bikeways include trails along the Guadalupe River and the Coyote and Los Gatos Creeks, and on-street protected bike lanes along 4th Street, and "buffered or green lanes" on Hedding Street and San Fernando Street. Bike Plan 2020 established a 5% bicycle mode share goal for 2020, and the General Plan has a 15% bicycle mode share goal for 2040.
In May 2016, the PRNS Trail Program completed the “Trail Program Strategic Plan”.

ANALYSIS

The analysis section of the report includes the following subsections:

A. Bicycle Facilities Status
B. Bike Plan Update – Strategies to Achieve our Vision and Goals
C. Planning and Policy Alignment
D. Encouragement Programs
E. Funding & Programming

A. BICYCLE FACILITIES STATUS

In 2016, DOT continued to make solid progress toward the Bike Plan 2020 goals by:

- Installing 26 miles of new on-street bikeways
- Enhancing 10 miles of existing bikeways
- Installing 646 bicycle parking spaces

As a result, the City currently has approximately 285 miles of on-street bikeways and 2,550 bicycle parking spaces (DOT installed). Combined with 57 miles of existing off-street trails, these facilities serve as the backbone of the City’s vision to build a transportation system that serves people and promotes a livable community by providing safe and convenient opportunities for people to bike ride within the City. Appendix B lists the bikeways completed in 2016.

Bikeways Inventory

Table 1 shows the City’s progress toward our Bike Plan 2020 goal of completing a 400 mile on-street bikeway network by January 1, 2020. As shown, the City installed 26 miles of new bikeways in 2016, and is projected to install approximately 81 miles of bikeways in 2017, of which 37 miles will be completed through our Annual Pavement Maintenance Program, and 44 miles will be completed through a Federal grant that DOT secured.

| Table 1: On-street Bikeway Miles by Year (as of January 1) |
|-----------------|-----------------|
| 2015            | 238             |
| 2016            | 259             |
| 2017            | 285             |
| 2018            | 366             |
| 2019            | 383             |
| 2020            | 400             |
In planning the bicycle network, City staff evaluate design options and treatments to ensure the final roadway configuration provides safe and convenient travel options for all roadway users. This approach has led to a variety of design solutions and treatments being added to the City’s expanding bicycle network as shown in Figure 1.

**Figure 1 – Typical Bikeway Treatments in San Jose**

- Bike Route with Sharrows (Foxworthy Av)
- Basic Bike Lane (White Rd)
- Buffered Bike Lane (Tully Rd)
- Green Bike Lane (Silver Creek Valley Rd)
- Parking Protected Bike Lane (4th St)
- Off-Street (Guadalupe River Trail)
Table 2 below shows bicycle facilities (including off-street trails) installed as of January 1, 2016 and 2017, and the projected inventory as of January 1, 2018.

<table>
<thead>
<tr>
<th></th>
<th>Actual (Jan 2016)</th>
<th>Actual (Jan 2017)</th>
<th>Projected (Jan 2018)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike Routes (Sharrows)</td>
<td>25</td>
<td>39</td>
<td>90</td>
</tr>
<tr>
<td>Basic Bike Lanes*</td>
<td>197</td>
<td>194</td>
<td>193</td>
</tr>
<tr>
<td>Enhanced Bike Lanes (buffered, green, protected)</td>
<td>37</td>
<td>52</td>
<td>83</td>
</tr>
<tr>
<td>Off-street Trails</td>
<td>57</td>
<td>57</td>
<td>60</td>
</tr>
<tr>
<td><strong>Total Bikeway &amp; Trail Miles</strong></td>
<td><strong>316</strong></td>
<td><strong>342</strong></td>
<td><strong>426</strong></td>
</tr>
<tr>
<td>Bike Parking Spaces</td>
<td>1,904</td>
<td>2,550</td>
<td>3,150</td>
</tr>
<tr>
<td>Bike Share Stations</td>
<td>16</td>
<td>20</td>
<td>29</td>
</tr>
</tbody>
</table>

* Enhancing existing “basic bike lanes” decreases mileage in this category, and increases miles of “enhanced bike lanes”.

**Leveraging Pavement Maintenance Activities to Build Complete Streets**

Through the first five years of Bike Plan 2020 (2010-2014), the City installed 41 miles of bike lanes. Beginning in 2015, DOT implemented a strategic change by closely coordinating bicycle planning and facility installation activities with the annual Pavement Maintenance Program (PMP) to expedite our ability to implement complete streets projects. This strategy enables DOT to more holistically assess roadway corridors from a planning, operations, and maintenance perspective. It also allows the City to apply limited transportation funds in a way that maximizes safety for all users, balances transportation uses, and enhances infrastructure conditions.

In 2016, 26 miles of new bikeways were installed, and 10 miles of existing bikeways were enhanced through this coordinated approach (See Appendix B). In 2017, 37 miles of new bikeways are planned to be installed and 20 miles of existing bikeways are planned to be enhanced through coordination with the PMP. In addition to 37 miles of new bikeways to be installed under the PMP, 44 miles will be installed as part of the East San Jose Bikeways project, and 3 miles will be installed on off-street trails, bringing the total new lanes installed in 2017 to 84 miles.

DOT’s creative implementation strategy was recently highlighted in Silicon Valley Bike Vision, a report produced by Joint Venture Silicon Valley and the Silicon Valley Bicycle Coalition, in partnership with Facebook, Google, and Stanford University (See Appendix C).

**East San Jose Bikeways**

This federally grant funded project will begin construction in 2017 with the goal to develop a user-friendly connected bikeways network by providing bike routes (sharrows and sings) and
some bike lanes on approximately 44 miles of mostly residential streets in East San Jose. Although, this project is largely focused in Council District 5, it will provide connections to surrounding Council Districts 3, 4, and 8 to create connected bikeway network. This grant-funded project is the City’s first effort to apply the “Bicycle Level of Traffic Stress (BLTS)” model in planning bikeways. The BLTS model encourages bicycling by implementing facilities that reduce the level of stress people feel while riding a bike. The significance of this model and how it will be applied within the City is discussed in greater detail later within this report.

**Completing the Bike Plan 2020 Network**

With completion of 2017 bikeway projects, the bikeway network is expected to well surpass 300 miles of on-street bikeways. However, completing the remainder of the network is likely to present greater challenges as simpler, less-complex bikeway projects have largely been implemented, leaving more challenging stretches to complete. Additionally, the City would like to ensure the remaining miles of the system are built and designed to minimize the level of stress experienced by people on bikes riding along the network. This will require addressing network connectivity, system gaps and providing alternatives to existing high stress locations. As a result, several of the remaining projects will likely consist of challenging roadway segments that may necessitate travel lane reductions and/or parking reallocation as we strive to deliver complete streets projects. This will require additional resources to address complex design issues, conduct more detailed analysis and thorough community outreach, and balance needs for traffic flow, parking and safety.

The Lincoln Avenue Complete Streets project, completed in 2016, provides an extreme example of the complexities in completing these more challenging projects. That project involved extensive public outreach including public workshops, mailers to residents, and dialogue with businesses. Detailed “Before” and “After” data collection was conducted to determine changes in vehicular traffic speeds, travel times, roadway Level of Service, cut-through traffic counts, collisions (automobile, bike and pedestrian), and traffic volumes (automobile, bike and pedestrian). Staff implemented significant signal modifications to maximize traffic flow and safety. Additional post-construction roadway striping and signage modifications were implemented in response to community feedback and staff analysis.

**Bicycle Parking**

In 2016, 646 public bicycle parking spaces were installed at various locations throughout the City, bringing the total number of public bike parking spaces in San Jose to 2,550. The City has plans to add an additional 600 public bicycle parking spaces annually through 2020 to support meeting the Bike Plan 2020 goal of having 5,000 bike parking spaces within the City. The Bike Plan goal of 5,000 parking spaces includes publicly available bicycle parking facilities provided by the City or other private entities.
Bike Share Program

In 2016, the City received four new bike share stations. New stations were installed on 5th Street south of San Salvador St (near San Jose State University), on Market Street north of Park Avenue (west of Plaza de Cesar Chavez), at Cahill Park (west of Diridon Transit Center), and on The Alameda between Wilson Avenue and Bush Street (near Whole Foods Market).

The City currently has 20 Public bike share stations that allow individuals to rent a bike at an automated public station, ride it for short trips, and return it at any other automated station. In summer 2017, the City will add nine more stations to its system for a total of 29 stations. Two more phases of expansion will occur in late 2017 and 2018, bringing the total number of stations to approximately 80 and 1,000 bicycles. This expansion will broaden the existing system service area from the downtown core to the greater downtown area, Willow Glen and the Berryessa BART station area. During 2017, the owner-operator, Motivate, is conducting outreach to identify appropriate expansion sites and to promote system usage.

B. BIKE PLAN UPDATE – STRATEGIES TO ACHIEVE OUR VISION AND GOALS

Bike Plan 2020 called for a 400 mile on-street network, and a 5% mode shift goal by 2020. Although, the City is well on its way to achieving the 400 mile on-street network by 2020, much work is needed to attain the desired mode split. DOT understands that building a safe, connected network is only the first step toward achieving our vision. To date, bicycling trips Citywide have only increased from 0.8% to 1.0% per Census data, over the past five years. Currently, about 4% of commute trips downtown and 1% of commute trips citywide are made by bike. To achieve our bicycling vision, the City is embarking on a host of strategies, anchored by an update of the Bike Plan that will build upon the City’s existing bicycle network.

Bicycle Rider Level of Stress (BLTS) – Next Generation Bike Network

Since the City approved Bike Plan 2020 in 2009, new studies focusing on the bike riders user experience indicate that most people will avoid riding their bike if any part of their commute has challenges that creates an uncomfortable level of stress related to their safety. The BLTS model introduces a paradigm shift that suggest that the most challenging section of a bikeway corridor (e.g., freeway or railroad crossing) determines whether it will be used. Therefore, barriers such as system gaps, freeway crossings, or busy streets with high traffic volume or speeds result in an undesired level of stress, and become weak links that deter the typical person from riding their bike.
BLTS reinforces the fact that a continuous, comfortable, connected network of bikeways is critical to increasing trips by bike and achieving the City's vision for bicycling. Focusing on low-stress bikeways also acknowledges that bikeways should accommodate people of all ages and skill levels.

The BLTS model defines four Levels of Traffic Stress to identify the amount of traffic stress different types of bicyclists will tolerate:

<table>
<thead>
<tr>
<th>Level of Traffic Stress</th>
<th>Characteristics</th>
<th>Suitable for</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Lowest stress: trails (off-street) and separated/protected bikeways (on-street)</td>
<td>Everyone including children</td>
</tr>
<tr>
<td>2</td>
<td>Lower stress: buffered, green bike lanes, Bike routes with traffic calming</td>
<td>People Interested in cycling but Concerned about safety</td>
</tr>
<tr>
<td>3</td>
<td>Medium stress: basic bike lanes</td>
<td>People Enthusiastic &amp; Confident about bicycling</td>
</tr>
<tr>
<td>4</td>
<td>High Stress: bike route or no bike facility along roads with high speed or volumes</td>
<td>Strong &amp; Fearless bicyclists</td>
</tr>
</tbody>
</table>

Examples of Low Stress bike facilities include Bike Boulevards on calm neighborhood streets and Protected Bike Lanes on busier streets (installing physical separation - such as curbs, delineators or parked cars - between travel lanes and bike lanes).

To achieve desired and significant increases in bicycling, the City must focus on a Next Generation Bike Network that emphasizes Low Stress bike facilities. Moving forward, this will be a priority and BLTS analysis will be incorporated into our Annual Bikeways Work Plan and in the Bike Plan 2025 update.

**Bike Plan 2025 Update**

The City's current bike plan, *Bike Plan 2020*, was approved by City Council in 2009. DOT recently obtained grant funding to update this plan. A request for proposals will be released in summer 2017, with work scheduled to begin on the 18 month update process starting fall 2017. This update will allow the City to:

- Incorporate current City planning and policies (e.g., Envision San Jose 2040 General Plan, Urban Village Planning, Vision Zero San Jose, etc.)
- Changes in our transportation system (e.g., BART, VTA Bus and Light Rail Network)
- Bicycle Level of Traffic Stress planning and analysis for Next Generation Bike Network
- Current community priorities (e.g., neighborhood associations, and private development)

Bike Plan 2025 will better position the City to achieve its Mode Shift and Safety goals.
Greater Downtown Protected Bikeway Network

In March 2017, the Knight Foundation funded a City effort to accelerate the implementation of a downtown protected bikeway network. This funding allows DOT to lead a six month effort in partnership with the National Association of City Transportation Officials (NACTO). The project will kick off on March 29, 2017 with a visit by NACTO that will include a morning mobile workshop, a lunch hour public presentation hosted by SPUR San Jose, and an afternoon conceptual planning session. The goals of the project are to develop plans for near-term implementation of a greater downtown protected bikeway network that increases bicycling within downtown by providing low stress bicycling opportunities that eliminate barriers and encourage greater usage. The project will include development of an initial pilot project for implementation in 2018 and inform the Bike Plan 2025 update.

C. PLANNING AND POLICY ALIGNMENT

The City envisions a more robust public environment, with quality urban development connected by sustainable, safe, healthy, equitable, and enjoyable transportation options. This pursuit is captured in the City’s Envision 2040 General Plan, which outlines numerous interrelated goals, including that 15% of trips in San Jose be made by bicycle in 2040. To achieve this vision, the City requires a bicycle network that works for people of all ages and abilities, connecting people to places they want to go via a network of user-friendly low-stress bikeways that include separated bikeways, trails, and public spaces.

To this end, DOT will continue to expand the bicycle network within the City, while simultaneously embarking on a host of other exciting planning and policy activities to support the City’s vision to encourage bicycling and to ensure travelers not only arrive at their destinations safely, but that they enjoy the journey as well.

Transportation Impact Analysis Reform

The DOT, Department of Public Works (DPW), and Planning, Building, and Code Enforcement (PBCE) are working to update the City’s California Environmental Quality Act (CEQA) traffic impact analysis and methods. This project will bring the City’s CEQA Transportation process in-line with State law (SB 743) and the goals of the City’s Envision General Plan. The project will propose policy changes to the threshold for significant impacts to transportation under CEQA from an auto focused Level of Service (LOS) model, to a multi-modal focused on Vehicle Miles Traveled (VMT) model.

This change is expected to broaden transportation investments from private developments into multi-modal projects. By changing the CEQA Transportation threshold from LOS to VMT, the types of mitigations that would offset significant impacts would change from exclusively enhancing automobile capacity to enhancing mobility for all users. To reduce a project’s VMT, projects will need to improve the accessibility of their site for non-auto travel modes.
Investments in pedestrian, bicycling and transit facilities are key ways to reduce VMT. Just as mitigations based on LOS have helped to build out our auto network, mitigations based on VMT will help to further build out our multi-modal network.

**Bay Area Rapid Transit (BART) Planning**

BART and bicycling have a synergistic relationship: according to BART’s 2015 Station Profile Study, roughly 6% of current BART riders bike to/from stations, with that rate rising as high as 15% in some locations. With BART opening in San Jose at Berryessa, San Jose is working with partners to plan for and implement better bicycling options for BART passengers which would include:

- Bike access and amenities at the Berryessa BART Station facilitated via green and/or buffered bike lanes along Hedding Street/Berryessa Road,
- Future trail connection along Coyote Creek under 101 from Watson Park to Berryessa Station (grant secured and project design underway),
- Expansion of the existing downtown Bike Share system to Berryessa Station,
- On-site Berryessa BART station area bicycle paths and an indoor bicycle storage room,
- Completion of portions of the Upper Penitencia Creek Trail.

BART phase II access planning (including bikeways to and from BART Stations at 28th/Ash Rock, Downtown and Diridon) is expected to begin in earnest in fall 2017.

**Land Use Coordination (Urban Village Design)**

In 2016, DOT, DPW and PBCE coordinated with the west San Jose community to develop draft plans for three Urban Villages: Winchester Boulevard, Santana Row / Valley Fair, and Stevens Creek Boulevard. This work included 22 advisory group meetings and two community workshops. Final draft Urban Village plans were developed for the South Bascom and West San Carlos Street Urban Villages prior to 2016. In west San Jose, traffic is a significant concern that the Urban Village planning processes seeks to address in ways that are consistent with prevailing community values and goals. Urban Village planning is premised on placemaking, and Urban Villages are intended to be comprised of dense mixes of complementary land uses that enable great walkable, bikeable, and transit friendly places. New development is expected to bring more vibrancy and people to west San Jose, and new jobs in the area to help improve the jobs to housing balance that may help manage traffic congestion during peak times.

This work is expected to continue in 2017 and will include two community open houses, a few more advisory group meetings, and development of neighborhood traffic management plans, and an area multimodal transportation improvement plan (MTIP), an area development policy.
Vision Zero – Transportation Safety

In May 2015, San Jose became the fourth city in the nation to formally adopt a Vision Zero transportation safety initiative, which aims to eliminate fatalities and reduce severe injuries caused by traffic collisions. The plan identified 14 major streets in San Jose that have the highest incidence of fatal and severe injury crashes (“Priority Safety Corridors”). The City’s Bicycle and Pedestrian Facilities team coordinates its annual bikeways work plan to prioritize safety enhancements on these 14 corridors along with other major roadways in the City. In 2016, the City installed bikeways on two Priority Safety Corridors (Branham Lane and King Road). Future annual bikeways work plans will continue to pursue improvements on other Priority Safety Corridors.

DOT has aggressively pursued grant funding to implement safety improvements along Vision Zero corridors. As a result, the City has received funding to implement transportation safety measures along McKee Road, McLaughlin Avenue, Senter Road, Tully Road, and White Road. DOT is currently evaluating safety concerns and determining appropriate traffic safety countermeasures to implement along these corridors.

D. ENCOURAGEMENT PROGRAMS

To achieve the City’s goal of increasing travel by bike and reducing single auto trips, the City must develop a connected, comprehensive, low stress bike network. In addition, the City must implement programs and partnerships to change the culture from a default of driving to a culture where biking, walking and taking transit are convenient, safe, and viable options. To this end, the City and its partners have developed initiatives and events to encourage the use of all transportation options.

Leading by Example

In the last two years, the City has expanded its employee commute program to “lead by example” to help achieve San Jose’s mode shift and VMT goals. Increasing the number of trips made by bicycle is central to that effort, given our great weather, fairly flat terrain, and the relative proximity of many work trips. Bicycling to and from a transit line can bridge the first/last mile gap, while extending the distance bicyclists can commute. Every year, on Bike to Work Day, the City of San Jose hosts an Energizer Station (rest stop) and participates in the Silicon Valley Bicycle Coalition’s (SVBC) “Bike Away from Work Bash”. The City times its annual Green Commute Challenge to coincide with Bike to Work month. The interdepartmental event challenges City departments to see which can log the greatest number of “green” trips relative to their size. Fifteen percent of all green trips logged during the 2016 Challenge were by bike. Prior to and during the 2016 Challenge, the City offered bike safety clinics, a “how-to”
class on using the City Hall Bike Fleet, and lunch-time outings by bike. Similar encouragement efforts are planned for 2017.

**Smart Moves San Jose**

This spring, DOT will launch the public outreach element of “Smart Moves San Jose”, a community-based social marketing program to encourage people to decrease their drive-alone trips and increase trips by transit, walking, bicycling, and carpooling. The grant-funded program will focus initially on downtown residents and downtown employees and expand (in 2018) to the Greater Downtown. DOT chose to locate the program in the City’s downtown core due to its rich array of transportation infrastructure and services currently available and planned. Those options include pedestrian-friendly paseos, local and regional transit service, and a sizeable and growing network of bikeways, including enhanced bikeways. These physical improvements are essential to encouraging more people to bike. According to a random sample survey conducted in Fall 2016, the number one barrier that downtown residents say keeps them from commuting to work by bike is the perception that riding a bike in traffic is dangerous. That was closely followed by a fear of bike theft and insufficient numbers of bike lanes. The survey created a baseline against which DOT can measure its progress of increasing the percentage of residents who commute by an alternative to driving alone.

**Viva CalleSJ**

In 2016, San Jose held its second annual open streets event, Viva CalleSJ. The event activated public spaces, engaged communities, and encouraged healthy lifestyles. Lead by PRNS, with support from DOT and other departments, the event temporarily closed six miles of streets to motorized traffic and opened them to walking, bicycling, skating, and other forms of active transportation. The City and community organizations activated the corridors by providing booths with family-oriented activities and entertainment. Approximately 100,000 people participated in the 2016 event, which linked Japantown to Willow Glen and West San Carlos. In 2017, City will hold an event of similar scale and scope.

**Walk n Roll**
The City's grant funded "Walk n' Roll" program is currently actively engaged with approximately 30,000 students at 46 elementary and middle schools to encourage walking and bicycling - with a goal of increasing the number of children who get to school on their own power by at least 20%.

To ensure the safety of children who walk and bike, nearly 38,000 children received traffic safety education through bicycle rodeos, safety presentations, and resource fairs. This includes approximately 1,400 children who received and were fitted with free bicycle helmets through DOT's Safety Education Program. Through the grant-funded Walk n Roll program, DOT ensures children are aware of the social, health and environmental impacts and benefits of their travel choices, which helps foster a generation that puts a priority on making healthy, active and sustainable transportation choices as adults who live and work in our community.

Other Programs and Partners

DOT recognizes that when it comes to implementing bikeways and encouraging people to use them, we cannot and should not do it alone. In 2016, our partners organized and hosted several exciting bike events such as San Jose Bike Party's monthly rides, Ride ESSJ events, the San Jose Public Library's Gira de Libro bike tour, Silicon Valley De-Bug's Mural Bike Ride, and the annual Silicon Valley Bikes! Festival. Additionally, the Silicon Valley Bicycle Coalition programs complement and support the City's efforts to increase bicycling. These include Bike Safety Classes, Special Event Valet Bike Parking, Route Scout services, Bike Friendly Work Place designations, and a local team of volunteers.

E. FUNDING AND PROGRAMMING

To maximize City's ability to deliver projects, DOT will continue to leverage City investments with local, state and federal funding sources.

Measure B
The recent passage of the Countywide Measure B Transportation Sales Tax is projected to provide $250 million in funding toward completion of bicycle and pedestrian projects of countywide significance and $1.2 billion in Local Streets and Roads projects that would include complete street elements within Santa Clara County over the next 30 years. As the largest City in the County with 54% of the total County population, the City will seek to secure approximately 50% of Measure B Bicycle and Pedestrian Program funding to fund bicycle and pedestrian projects and programs within the City. Measure B prioritizes projects that provide connections to transit, employment, and schools; close existing gaps in the bicycle and pedestrian networks; and improve the safety and convenience of bicyclist and pedestrians.

**Transportation Development Act, Article III**

As shown in Table 3, this guaranteed annual grant for bike and pedestrian projects will provide the City with $921,063 for the upcoming fiscal year. DOT will bring recommended projects to the City’s Bicycle & Pedestrian Advisory (BPAC) for input in March 2017 and to City Council for approval in May 2017.

| Table 3: 2017/18 Transportation Development Act, Article III, Recommended Projects |
|---------------------------------|----------------|
| 1. Citywide Bikeway Implementation – | $721,063 |
| *Design, conduct outreach, prepare environmental analysis and install bikeways throughout the City.* |
| 2. Citywide ADA Curb Ramps – | $100,000 |
| *Install ADA curb ramps on public sidewalks throughout the City.* |
| 3. Citywide Bike Parking – | $100,000 |
| *Install bicycle parking/storage facilities* |
| Total | $921,063 |

**EVALUATION AND FOLLOW-UP**

DOT’s Transportation Options Program will continue implementation of its work plan, pursue additional funding opportunities, and report back in spring 2018 with an annual progress report.
COORDINATION

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

/s/

JIM ORTBAL
Director of Transportation

For questions please contact John Brazil, Active Transportation Program, at 408-975-3206.

Attachments