

NOTICE OF PUBLIC MEETINGS ON FUTURE BICYCLE PROJECTS

The City of San José Department of Transportation (DOT) will host public meetings to discuss proposed bicycle-related street improvements in two areas generally east and west of downtown San Jose. The meetings will be held at the following times and places:

- **Wednesday, August 6, 2014, 6:00 PM**, Mayfair Community Center, 2039 Kammerer Ave
- **Wednesday, August 13, 2014, 6:00 PM**, Gardner Community Center, 520 W. Virginia St

The following projects will be discussed:

East Side (August 6)

- Sunset-Hopkins: add Shared Lane pavement markings between San Antonio Street and Ocala Avenue
- Jackson Avenue: add Bicycle Lanes and Shared Lane pavement markings between McKee Road and Alum Rock Avenue
- Ocala Avenue: add Enhanced Bicycle Lanes between King Road and Capitol Expressway
- Madden Avenue: add Shared Lane pavement markings between Jackson Avenue and Capitol Avenue

West Side (August 13)

- Stockton Avenue: add Bicycle Lanes between The Alameda and Emory Street
- Julian Street: add Bicycle Lanes between The Alameda and Guadalupe River Trail
- Park Avenue: add new and improve existing Bicycle Lanes from Market Street to the Santa Clara city limits
- Lincoln Avenue: add Bicycle Lanes between Willow Street and San Carlos Street
add Shared Lane pavement markings and signing between San Carlos Street and Park Avenue
- Scott-Auzerais: add Shared Roadway pavement markings between MacArthur Avenue and Los Gatos Creek Trail

Notes:

1. Bicycle lanes are on-street areas for bicycle use designated by painted lane stripes, bicycle pavement markings and signs.
2. Enhanced bicycle lanes may include green color and a buffer space between bikes and cars.
3. Shared lanes are designated by Shared Lane pavement markings (sharrows) in the travel lane, and by signs. Bicyclists and motorists share the same space.
4. Traffic-actuated traffic signals that do not currently detect bicycles along project corridors will be modified to add bicycle detection.

For additional information, contact John Brazil 408-975-3206 john.brazil@sanjoseca.gov

AVISO DE JUNTAS PUBLICAS SOBRE PROYECTOS DE BICICLETA

El Departamento de Transporte de la Ciudad de San José tendrá juntas para hablar de las propuestas de mejorías de las calles relacionadas con carriles de bicicletas en dos áreas de la ciudad ubicadas al este y oeste del centro de San José. Estas juntas se llevarán a cabo en las siguientes fechas, lugares y horarios:

- Miércoles, 6 de agosto de 2014, 6:00 pm, Mayfair Community Center, 2039 Kammerer Avenue.
- Miércoles, 13 de agosto de 2014, 6:00 pm, Gardner Community Center, 520 W. Virginia Street.

Los proyectos a tratar son los siguientes:

Lado Este (6 de agosto)

- Sunset-Hopkins: Agregar marcas en el pavimento que señalan “compartir el carril” entre San Antonio Street y Ocala Avenue.
- Jackson Avenue: Agregar carriles de bicicleta y marcas en el pavimento que señalan “compartir el carril” entre McKee Road y Alum Rock Avenue.
- Ocala Avenue: Mejorar los carriles de bicicletas entre King Road y Capitol Expressway.
- Madden Avenue: Agregar marcas en el pavimento de “compartir el carril” entre Jackson Avenue y Capitol Avenue.

Lado Oeste (13 de agosto)

- Stockton Avenue: Agregar carriles de bicicleta entre The Alameda y Emory Street.
- Julian Street: Agregar carriles de bicicleta entre The Alameda y Guadalupe River Trail.
- Park Avenue: Agregar nuevos carriles de bicicleta y mejorar los carriles existentes desde Market Street hasta los límites de la ciudad de Santa Clara.
- Lincoln Avenue: Agregar un carril de bicicleta entre Willow Street y San Carlos Street.
Agregar marcas en el pavimento que señalan “compartir el carril” y señales de tránsito entre San Carlos Street y Park Avenue.
- Scott-Auzerais: Agregar marcas en el pavimento que señalan “compartir el carril” entre MacArthur Avenue y Los Gatos Creek Trail.

Notas:

1. Los carriles de bicicletas son áreas señaladas en la calle por marcas en el pavimento y por señales de tránsito.
2. Las mejorías para los carriles de bicicletas pueden incluir color verde y una separación marcada por franjas diagonales entre los automóviles y bicicletas.
3. Los carriles que serán compartidos entre ciclistas y conductores de automóviles estarán señalados por marcas en el pavimento que indican “compartir el carril” a lo largo de la vía y también por señales de tránsito.
4. Los semáforos ubicados en las calles a lo largo de estos proyectos que actualmente no cuentan con detección para bicicletas serán modificados para detectarlas automáticamente.

Para más información, favor de contactar a John Brazil en el número de teléfono (408) 975-3206 o por correo electrónico en john.brazil@sanjoseca.gov

Detailed Description of Future Bicycle Projects

This handout provides detailed descriptions of the nine bicycle transportation improvement projects, which will be discussed at public meetings on August 6 and 13, 2014.

These projects are intended to improve mobility and safety for bicyclists and are critical segments of a citywide network of bicycle routes and facilities. The City of San Jose desires to provide a safe, efficient, fiscally, economically, and environmentally-sensitive transportation system that balances the needs of bicyclists, pedestrians, and public transit riders with those of automobiles and trucks.¹

WEST SIDE

Stockton Avenue

Description

The project will include installation of Bike Lanes on Stockton Avenue from Emory Street to The Alameda/Santa Clara Street. This work will include installation of signal detection for bicycles, as well as Bike Lane signage and pavement markings. This project will connect with existing Bike Lanes on Santa Clara Street, and planned Bike Lanes on Julian Street.

Benefits

- Improves bicycle access to the Alameda business district, SAP Center, and Downtown San Jose
- Improves access to the San Jose Diridon Transit Center
- Improves access to Bellarmine High School

Impacts/Changes

- None

Julian Street

Description

The project will include installation of Bike Lanes on Julian Street from The Alameda to Almaden Blvd. Work will include installation of signal detection for bicycles, as well as Bike Lane pavement markings and signage. This project will connect with the existing Guadalupe River Trail as well as planned bikeways on Stockton Avenue and Almaden Blvd.

Benefits

- Improves bicycle access to Downtown San Jose, the SAP Center, the Alameda business district, and the Guadalupe River Trail

Impacts/Changes

- Removal of eastbound left turn lane at Cinnabar St/Keeble Ave.
- Removal of center two-way left turn lane between Cinnabar St/Keeble Ave and Rhodes Ct.
- Removal of eastbound right turn lane at Stockton Ave

¹ *Envision San Jose 2040 General Plan*, San Jose City Council

Based on our analysis, none of these changes should have significant effects on traffic operations.

Scott-Auzerais

Description

The project will include Shared Roadway pavement markings (sharrows) and signing between MacArthur Avenue and Los Gatos Creek Trail and adding sidewalk and ADA compliant curb ramps on the south side of Auzerais between Lincoln and Sunol. In a subsequent phase, the City will install a traffic signal on Meridian Avenue at Douglas Street.

Benefits

- Creates a bikeway alternative to San Carlos Street through the Burbank, Buena Vista, Del Monte, and Midtown neighborhoods
- Improves bicycle access to the Los Gatos Creek Trail

Impacts/Changes

None

Lincoln Avenue

Description

The project will include installation of Bike Lanes on Lincoln Avenue from San Carlos Street to Willow Street. This work will include installation of signal detection for bicycles, as well as Bike Lane signage and pavement markings.

Benefits

- Provides major bikeway connection between Willow Glen and Midtown/Downtown
- Provides bicycle access to Willow Glen businesses
- Connects gap in the Los Gatos Creek Trail
- Improves bicycle access to River Glen School

Impacts/Changes

- Loss of on-street parking on Lincoln near the Auzerais Street intersection (approx. 20 spaces). Parking studies show utilization rates of 35% to 48% in the affected area.
- Loss of on-street parking along west side of Lincoln Avenue (southbound, approx. 30 spaces) between Glen Eyrie and Willow. Parking studies show utilization rates of 61% to 70% in the affected area. Approximately 381 parking spaces are provided off-street in the area.

Based on our analysis, none of these changes should have significant effects on traffic operations. Alternatives are provided to offset the loss of parking, including existing off-street commercial and residential parking, parking on side streets within 200 feet of Lincoln Avenue and remaining on-street parking on Lincoln Avenue.

Park Ave

Description

The project will include the installation of buffered and standard Bike Lanes on Park Avenue from Market Street to Newhall Street, the modification of signals at Park-Sunol and Park-Meridian, ADA² compliant curb ramps at intersections between Sunol and Hedding, street light improvements, and pavement repair. This project will support a follow-on storm water treatment project consisting of permeable pavers and bio-retention basins.

Benefits

- Creates a direct bikeway connection between Santa Clara University, the Rose Garden neighborhood, Shasta-Hanchett Park, Midtown, and Downtown San Jose
- Provides bicycle access to the San Jose Diridon Transit Center and the Guadalupe River Trail
- Improves bicycle access to Trace Elementary School, Hoover Middle School, Lincoln High School, Rose Garden Library and Egyptian Museum
- Park Avenue is a Primary Bikeway in the City's *Bike Plan 2020*

Impacts/Changes

- Removal of a free right turn on northbound Sunol Street
- Removal of a right turn pocket on eastbound Park Avenue at Woz Way
- Shortening of the right turn pocket from eastbound Park Avenue onto Almaden Boulevard.
- Loss of on-street parking on Park Avenue between Market Street and Sunol Street (approx 21 spaces). Parking studies show utilization rates of 68% to 85% in the affected area. Approximately 358 parking spaces are provided off-street in the area.
- Loss of on-street parking on Park Avenue between Sunol Street and Race Street (approx 35 spaces). Parking studies show utilization rates of 70% to 76% in the affected area. Approximately 132 parking spaces are provided off-street in the area.
- Loss of on-street parking on Park Avenue between Race Street and McDaniel Avenue (approx 100 spaces). Parking studies show utilization rates of 35% to 39% in the affected area. Approximately 435 parking spaces are provided off-street in the area.
- Loss of on-street parking on Park Avenue between McDaniel Avenue and Newhall Street (approx 12 spaces). Parking studies show utilization rates of 64% to 76% in the affected area. Approximately 261 parking spaces are provided off-street in the area.

Based on our analysis, none of these changes should have significant effects on traffic operations. Alternatives are provided to offset the loss of parking, including existing off-street commercial and residential parking, parking on side streets within 200 feet of Park Avenue and remaining on-street parking on Park Avenue.

² Americans with Disabilities Act

EAST SIDE

Sunset-Hopkins

Description

The project will include installation of Shared Roadway pavement markings (sharrows) and signing connecting the existing San Antonio Street Bike Lanes with the existing bicycle and pedestrian bridge over Route 280 at Sunset Avenue and continuing south on Hopkins Drive to the existing Bike Lanes on Ocala Avenue. The project will include installation of signal detection for bicycles, pavement markings (sharrows) and signage and an enhanced bicycle and pedestrian crossing at Story Road.

Benefits

- Improves access to the existing Bicycle/Pedestrian crossing on Sunset Ave over I-280
- Improves access to several schools, including Arbuckle Elementary, Cesar Chavez Elementary, Meyer Elementary, Lee Mathson Middle, Fischer Middle, and Overfelt High
- Creates a parallel bikeway alternative to King Road

Impacts/Changes

- None

Jackson Avenue

Description

The project will extend the existing Jackson Avenue Bike Lanes north from Alum Rock to Madden Avenue providing a continuous bikeway connection to Madden Avenue bikeway (see below). Work will include installation of two new traffic signals with detection for bicycles, Bike Lane pavement markings and signage, and ADA compliant curb ramps.

Benefits

- Provides a bikeway on Jackson Avenue, a high travel-demand corridor
- Improves bicycle access to the existing Bicycle/Pedestrian crossing on Madden Avenue over I-680
- Increases access to Regional Medical Center and future Bus Rapid Transit

Impacts/Changes

- None

Madden Avenue

Description

The project will add Shared Roadway pavement markings (sharrows) and signing the entire length of Madden Avenue. This project will provide a continuous bikeway connection from the San Antonio Primary Bikeway (via Jackson Avenue above) to the Madden Avenue bike and pedestrian bridge over Route 680. Work will include installation of signal detection for bicycles, as well as pavement markings (sharrows) and signage.

Benefits

- Improves access to the existing Bicycle/Pedestrian crossing on Madden Avenue over Highway I-680
- Creates a parallel route to Alum Rock and McKee to cross Highway I-680

Impacts/Changes

- None

Ocala**Description**

Project improvements include constructing sidewalk to close existing gaps on the south side of Ocala Avenue, installing a new traffic signal at Adrian Way, and constructing raised median islands between Daytona and Capitol Expressway.

Benefits

- Improves bicycle access to Meyer Elementary School, Fischer Middle School, Overfelt High School, and Hillview Library
- Improves access to Lower Silver Creek Trail
- Completes gaps in existing sidewalks and bike lanes along Ocala Avenue
- Ocala Avenue is a Primary Bikeway in the City's *Bike Plan 2020*

Impacts/Changes

- The raised median will eliminate left turns into and also out of Karl Street. Traffic is expected to shift to Adrian Way where the new traffic signal will be built.