THE CITY OF SAN DIEGO

# REPORT TO THE CITY COUNCIL

DATE ISSUED: May 13, 2013 REPORT NO: 13-042

ATTENTION:

SUBJECT: City of San Diego Bike Program

REQUESTED ACTION: Information only

STAFF RECOMMENDATION: None, Information only

SUMMARY:

The Transportation & Storm Water Department (T&SW) is actively engaged in new programs that will expand and enhance bicycling options and conditions throughout the City. Through the Transportation Engineering Operations Division (TEO) the department is implementing a Bike Program that will:

- Improve safety for bicyclists and motorists alike,
- Identify projects and facilities that can improve bicycling options in the City,
- Evaluate bicycling conditions in advance of and following the implementation of projects within the public right of way, and
- Coordinate public education, outreach and community participation in encouraging bicycling as an alternative mode of transportation.

All of these efforts are being conducted under the comprehensive San Diego Bicycle Master Plan now being updated and scheduled for consideration and adoption by Council in June, 2013.

BACKGROUND:

Prior to 2002, planning for bicycle infrastructure was incorporated into the development of local community plans. In 2002, bicycle planning guidance and the components of a comprehensive bicycle program were consolidated into one document as the San Diego Bicycle Master Plan (BMP). The BMP was created to integrate and expand the bicycle infrastructure created over many years.

In 2011, the City completed a comprehensive update of the Bicycle Master Plan. In accordance with the California Environmental Quality Act (CEQA), the BMP update is currently moving through a Program Environmental Impact Report (PEIR) process. TEO anticipates that the City Council will be presented with the updated BMP and associated PEIR in early June. We expect that Council will adopt the updated BMP and certify the PEIR in advance of the new fiscal year.

Prior to 2012, the coordination of bicycling programming and infrastructure development in the City was traditionally the responsibility of a part-time "Bicycle Coordinator." In the latter part of 2012, the TEO Division reorganized to form a new Multi-Modal Section that included a specific focus on the City's Bike Program.

The creation of the Multi-Modal Section has allowed TEO to streamline the design and creation of bicycle infrastructure while also implementing other components of the BMP at a faster rate. Beginning in January of 2013, TEO added an additional position specifically assigned to research the best practices in bicycle policy, bicycle planning, as well as to conduct public outreach and promotion of bicycling efforts. This position, a Bicycle Program Manager, is included in the Mayor's FY14 budget for the T&SW Department.

DISCUSSION:
The TEO Division seeks to to implement the City's Bike Program and BMP through:

1. Improved striping, signing, and markings,
2. Newly designed green bike lanes,
3. Pedestrian hybrid beacon and detection equipment,
4. Bike infrastructure, and
5. Public outreach and encouragement for bicycling as an alternative mode of transportation

Striping, Signing, and Markings
The striping, signing, and markings on roadways provide regulatory, warning, and guidance information for all modes of travel, including bicycling. Bicycling facilities in the BMP are classified into four types or categories;

- Class I Bikeways *are bike paths, also known as shared-use paths and multi-use paths that are separated from the roadway and allowed use is by pedestrians and bicyclists only.*
- Class II Bikeways *are bike lanes within the roadway controlled by striping, signage, and markings for exclusive use by bicyclists.*
- Class III Bikeways *are bike routes on roadways intended for shared use with motor vehicles. Bike routes are generally on roadways that do not have enough width to accommodate bike lanes but are the preferred route for bicyclists where there are no bike lanes.*
- Shared Roadways *are all other roadways that do not have a bikeway designation and do not prohibit bicyclists.*

As one of its high priorities, the Multi-Modal Section in the TEO Division is currently reviewing opportunities for creating new bike lanes and improving existing bike lanes with striping, signing, and markings. The Section is exploring where these changes can be made with minimal or no impact to adjacent businesses and property owners (i.e. minimal or no loss of parking).

Priority for reviewing opportunities to create new or to improve existing bike lanes is given to streets that are planned to be resurfaced as part of the City's Pavement Maintenance Program, the Public Works Water and Sewer Projects, and streets included in the Utilities Undergrounding

Program. Other streets will be considered but only after these priority streets are addressed. Over the next three years the City is planning to resurface approximately 300 miles of its streets. This resurfacing effort will provide opportunities for restriping consistent with the BMP guidance and with TEO's effort to improve bicycle safety. Each street section scheduled for resurfacing will be carefully scrutinized by TEO staff for enhanced bike lane markings.

In order to create new bike lanes or to improve existing bike lanes that provide a better bicycling experience, the Multi-Modal Section is reviewing striping conditions on roadways to assess if motor vehicle travel lane widths can be reduced, giving the extra width to new or wider bike lanes. Reducing lane widths is often referred to as "lane diets". These "lane diets" allow the installation of buffer zones created with striping and serve as a visual message to motorists to steer away from the bike lane facility. This helps to create a space between a bicyclist and motor vehicles. The buffers created by striping improve bicycle safety without limiting or prohibiting access by motorists to abutting vehicle lanes.

In addition to assessing streets for additional bike safety striping options, the Multi-Modal Section is increasing the use of shared lane markings known as "sharrows." Sharrows are typically used on bike routes and other shared use lanes where the roadway width does not allow for the accommodation of separate bike lanes. The sharrows are placed in the travel lane intended to be shared by motorists and bicyclists. Sharrow markings emphasize to motorists that bicyclists may be encountered and they provide way-finding for bicyclists. This will also help motorists understand that the street is a bike route to be shared with bicyclists.

Green Bike Lanes

Green bike lanes are another element of the City's plan to enhance bicycle safety. The lanes, painted a vibrant green color, help alert bicyclists and motorists to areas where potential conflicts between bikes and motor vehicles may occur. Current studies show that using green pavement markings in these conflict zones increases awareness of traffic patterns and conditions for motorists and bicyclists. While green bike lanes are still considered experimental by the Federal Highway Administration (FHWA), they have been successfully deployed under interim approval in Los Angeles, New York, Portland, San Francisco, Chicago and Washington D.C. The City of San Diego, under the same interim approval, will be using green lanes as part of its safety enhancement effort.

The Multi-Modal Section has been researching green paint material alternatives and identifying appropriate locations that can be evaluated for their effectiveness. Six test site locations will receive green bike lane treatments at their conflict zones: Nimitz Boulevard at Lowell Street, Harbor Drive at Park Boulevard, 54th Street at University Avenue, Genesee Avenue at Balboa Avenue, Palm Avenue at Dennery Road, and Montezuma Road at Collwood Boulevard. In addition to safety evaluations, each of the six test site locations will be tested for material durability and motor vehicle tire wear patterns.

Pedestrian Hybrid Beacon and Detection Equipment

Improving pedestrian and bike crossings and detection of bicyclists is part of the Multi-Modal Section improvement effort as well. A new type of pedestrian and bike crossing signal will be

constructed at three San Diego River Multi-Use Path street crossings; one on Mission Center Road, and two on Camino del Este. This device is called a pedestrian hybrid beacon, also known as a High intensity Activated crossWalK or "HAWK".

The HAWK provides controlled street crossings for pedestrians and bicyclists while minimizing delay to motorists. All three of the HAWK locations were chosen to provide safe bicycle /pedestrian crossings for the San Diego River path system and are being installed with funds acquired through competitive grants; Mission Center Road is funded by an Active Transportation Grant through SANDAG and the two on Camino del Este are being funded through federal High Priority Demonstration (HPLU) funds.

Bicycle detection is another area that will improve bikeway facility conditions. Although bike detection is required for all new and modified traffic signals, some bicyclists can go undetected by standard "loop detectors" because their bikes do not have enough metal components to trigger the sensors underlying the detector system.

A new type of bicycle detection called the "Intersector", uses microwave technology that can distinguish bicycles from motor vehicles, thus allowing the traffic signal to be actuated and the signal green time to be extended for slower moving bicyclists approaching an intersection. Eight test sites have been proposed for the Intersector detectors and TEO will study their effectiveness. The test site locations are Sorrento Valley Boulevard and Vista Sorrento Parkway, Regents Road and Genessee Avenue, Regents Road and La Jolla Boulevard, Pacific Highway and Sea World Drive, Park Boulevard and El Cajon Boulevard, University Avenue and 58th Street, Park Boulevard and Robinson Street, and Ash Street and Pacific Highway.

Bike Infrastructure

Improving the safety of bicyclists is the most important aspect of the Bike Program and is a central feature of the BMP and its PEIR. While the majority of safety enhancements will be within roadways, there are also other projects planned to help bicyclists better use and enjoy City streets and sidewalks. These include the proposed installation of more bike racks, bike corrals, and bike stations throughout San Diego.

Bike racks are usually installed in the public right-of-way at locations requested by citizens and Business Improvement Districts. Each location requested is evaluated for physical conditions, such as sidewalk width and utility conflicts, as well as abutting property owner/business owner approval for installation. In the last twelve months, the City evaluated and installed 150 bike racks at various locations. One hundred bicycle shaped bike racks are currently being ordered for new installations in the coming year. In addition, the Multi-Modal Section is working with Civic San Diego for 200 new bike rack installations in the downtown area.

Bike corrals are created as a grouping of bike racks in one location. They are typically installed within the street next to the curb at a destination point with a high expectation for bike use, such as cafes and business districts. Like bike rack requests, bike corrals have to be evaluated and supported by the abutting property owner/business owner. In addition, the installation of bike corrals typically requires the removal of one or more motor vehicle parking spaces, which in turn requires support by the Business Improvement District (BID). The BID also purchases the racks

for the corrals and provides maintenance and cleaning. Currently, there are four existing corral locations. In addition, two other locations are in-progress of being installed, and two that are pending work orders. The existing corrals are located at 2223 El Cajon Boulevard, 3900 5th Street, 3882 Richmond Street, and 3794 30th Avenue. The locations that are in progress/ pending will be located at 4026 30th Street, 3417 30th Street, 1030 Garnet Avenue and 4343 Ocean Boulevard.

Bike sharing is yet another opportunity to enhance and expand the City's bicycle infrastructure as a means of promoting bicycling. The intent of a bike sharing program is to allow members an active transportation mode choice for short trips. Bike sharing stations will be conveniently located throughout the City, creating a network for those who do not have a bike and for visitors wanting to bike ride. Locations for bike sharing stations will be determined when a program vendor is selected. This program will only be successful with close coordination between the City, the vendor and community being served.

Public Outreach and Encouragement

Public outreach and encouragement are non-structural enhancement efforts supporting the Bike Program and BMP. The TEO Division intends to step-up these efforts through planned events such as Ride Along with the Mayor, Bike to Work Day, and CicloSDias.

As envisioned, CicloSDias will be an open street event designed to connect local communities and encourage non-motorized mobility. CicloSDias, like CicLAvia in the City of Los Angeles, is modeled after the original event held in Bogota, Columbia more than 30 years ago. For CicloSDias, sections of streets will be closed to car traffic along a route from 30th Street in Logan Heights, through South Park and North Park, to Cherokee Point Elementary School in City Heights. Activities along the route will promote physical activity, music and fun. CicloSDias will be held on August 11th from 10 a.m. to 4 p.m. Three CicloSDias' Minis will be held prior to the main event on May 19th in Balboa Park, June 16th in Presidio Park, and July 21st in Golden Hill Park.

FISCAL CONSIDERATIONS:

This is for information only. There are no fiscal considerations related to this report.

PREVIOUS COUNCIL and/or COMMITTEE ACTION: None

COMMUNITY PARTICIPATION AND PUBLIC OUTREACH EFFORTS:

Fronting property owners and business owners are notified of proposed bike rack locations fronting their property. The BID's request bike corrals and work closely with the districts to identify bike rack locations. Locations of the bike sharing stations will be a collaborative effort between advocacy groups, Community Planning Groups and the Multimodal Section of the TEO Division. The vendor will be responsible for the public outreach for the bike sharing program.

As noted in this report, TEO now has a dedicated staff member working on community participation and education. In addition, the Division also works closely with other Divisions to determine what promotional and outreach resources need to be retained.

KEY STAKEHOLDERS AND PROJECTED IMPACTS:

The stakeholders are cyclists, pedestrians, business owners, and residents throughout the City.

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