Session 11: Pecha Kucha - Bikeway design

10th Annual Silicon Valley Bike Summit Aug 6 & 7, 2020
Bicycle Superhighway

Lauren Ledbetter Valley Transportation Authority
Guadalupe River Trail

San Tomas Expressway

Photos: Top: Google Street View; Bottom: Richard Masoner
My Vision for Biking in Santa Clara County is......

protected bikeways in SJ.

More Greenways or Bike Lanes.

More bridges over the creeks and trails.

More bike lanes.

Get rid of fumes and air pollution.

Every Street is legally a bike lane in California.

I contribute, shop, run, and ride by bike. It’s not a crime. In fact, it provides opportunities and access to the street. I want to make biking the quirk of the day.

Get rid of the fear of being hit.

A half of a mile from home is a great start. It’s just a matter of how we treat each other and the city as a whole. Let’s make it happen.

More sidewalks and bike lanes between the two nearby communities.

Drives me nuts一直 annoying and frustrating.

The bike lanes are not too bad at all. But is the ride boring. We need more routes.

More bike lanes between the two nearby communities.

Please!
Palo Alto – Ross Avenue Bicycle Boulevard

Photos: City of Palo Alto
Don Burnett Bike/Ped Bridge
Cupertino-Sunnyvale

Photos: Left: Jim Stallman; Right: Richard Masoner

Steven's Creek Trail – Mountain View
I love the new Peninsula Bikeway signs that recently went up in Mountain View. They’re friendly and helpful, whether or not you ride a bike, walk or drive.

- I Love Mountain View Blog
8th Grade Voluntary Transfer Program East Palo Alto Bike Audit
East Palo Alto & Palo Alto

Quails with little quail masks - Cupertino

Photos: Left: Palo Alto; Right: Lauren Ledbetter
Adobe Creek Bike/Ped Bridge – Palo Alto

Photo: Lauren Ledbetter Graphics: City of Palo Alto
101/Trimble Interchange
Santa Clara, County, San Jose

- Central Expressway
- Guadalupe River Trail
- Bike path 16 ft wide lighted
- San Jose Mineta Int’l Airport

Graphics: VTA
Think Regional, Act Local

Rachael Faye, Peninsula Open Space Trust
Think Regional, Act Local

Envisioning a Regional Trail Network and Developing its Component Parts

Rachael Faye, Peninsula Open Space Trust

8.7.20
A unified voice for a world-class, interconnected regional trail network throughout the Bay Area.
Power of Partnerships

- **Transportation agencies**: Metropolitan Transportation Commission, Valley Transportation Authority, Alameda CTC
- **Recreation/Open Space Agencies**: East Bay Regional Parks District, Mid-Pen Regional Open Space, POST, Golden Gate Nat’l Recreation Area, Golden Gate Parks Conservancy
- **Public Health agencies**: Santa Clara and Alameda County DPH
- **Non-profits**: San Francisco Bay Trail Project, Bay Area Ridge Trail Council, Bike East Bay, SVBC, MCBC, TOGETHER Bay Area
- **Private sector**: Alta Planning, Placeworks, Toole Design Group
Regional Benefits

- Protecting our Environment
- Creating Smart Active Transportation Options
- Improving Recreation, Health & Wellness
- Strengthening the Local & Regional Economy
- Promoting Social Equity
BATC Goals and Strategies

- Promoting the vision of a world class 2,500+ mile regional trail network
- Advocating for increased funding for trails
- Mapping and analyzing the regional trail network through GIS to demonstrate how a complete network promotes connectivity
- Working regionwide to advance 13 priority trail projects through technical assistance, advocacy and education
BATC’s Accomplishments

- In process of mapping first-ever Bay Area regional trail network
- Published Trails Count! Report: best practices for trail data, recommendations to MTC
- MTC developing regional bike/ped data portal and count protocols
- Partnered in successful campaigns to pass/increase funding for key trail programs (ATP, Prop 68, RM3, PDAs)
Advancing BATC’s Priority Trail Projects
Guadalupe River Trail
Richmond Greenway
Bay Skyway
East Bay Greenway
Bay-to-Sea Trail
SMART Pathway

Bay Area Trails Collaborative Priority Projects
1. Bay to Sea Trail
2. East Bay Greenway
3. Guadalupe River Trail
4. Highway 17 Regional Trail Crossing
5. Highway 37 Trail
6. Link to Gateway Park/Bay Bridge
7. Napa Valley Vine Trail
8. Richmond Greenway-Bay Trail Connector
9. Richmond-San Rafael Bridge Approach
10. SMART Pathway
11. South Vallejo Riverwalk and Bay Trail
12. Stevens Creek Trail
13. West Span of Bay Bridge Trail

Legend
- Existing
- Proposed

0 10 20 Miles
Vision

POST is creating a network of protected lands where people and nature connect and thrive. These lands are preserved forever so present and future generations benefit from the careful balance of rural and urban landscapes that makes our region extraordinary.
We are creating a connected network of regional trails and open spaces to be enjoyed by all.
PRIORITY TRAIL CORRIDORS

POST-PROTECTED LAND
OTHER PROTECTED LAND
PRIORITY TRAIL CORRIDORS

A. BAY TO SEA TRAIL
B. CALIFORNIA COASTAL TRAIL
C. LONG RIDGE TO POMPONIO TRAIL
D. BAY AREA RIDGE TRAIL
E. COYOTE CREEK TRAIL
PARTNERSHIPS
DUMBARTON RAIL CORRIDOR
STRATEGIC ADVOCACY
Building protected bikeways on El Camino Real

Ria Lo, City of Mountain View
BUILDING PROTECTED BIKEWAYS ON EL CAMINO REAL

Ria Hutabarat Lo, PhD
City of Mountain View Transportation Manager
Silicon Valley Bike Summit, August 7-8, 2020
Orphan parcels (displaced housing)

New travel lanes

Shallow front yards
SOLD!
$1,998,000 (2015)
Long-term Routes
**City Project Process**

*Each box requires a funding source and Council approval. Most boxes also require community and stakeholder engagement.*

Plan
- Analyze network
- Plan corridors

Design
- Study feasibility
- Design segments

Implement
- Construct projects
CLASS IV PROTECTED BIKEWAY
General Plan → ECR Precise Plan → ECR Streetscape Plan

Caltrans District 4 Bike Plan

Caltrans repaving
GETTING WITH THE (CAPITAL IMPROVEMENT) PROGRAM
EL CAMINO REAL PROCESS

General Plan → ECR Precise Plan → ECR Streetscape Plan → Design Bikeway Segment → Caltrans repaving

Vision Zero Analysis

Caltrans District 4 Bike Plan → Parking Analysis
Bikeway Segment 1

Parking Tradeoffs, Lane Striping Only
Quick Build during crisis

Vignesh Swaminathan, Crossroad Labs
Quick Build During a Crisis
Pushing Public Works to Make Action
We are Water Based, our System is Water based

Indus Valley Civilization ~2600 BCE

Lost City of Pompeii ~79 AD

Roman Empire ~150 AD

Tamilakam ~500 BCE
From Pop-Up to Permanent

- Demonstration: San Jose, CA (New Bart Station)
- Interim Design: Fremont, CA
- Pilot Project: Mountain View, CA
- Permanent Installation: Cupertino, CA
- Permanent Installation: Fremont, CA
City Structure

Projects Stem From

- Grants-CIP
- Operations
- Development
- Maintenance
- Environmental
- Sustainability
- Private Sector
- Advocacy
- Work Order

Plans

Specs ⇄ Estimate
Communication in Engineering

- ECONOMY
- TRAFFIC
- ENVIRONMENT
- EQUITY
- CIVIL
- PLANNING
- Plans
- Specs
- Estimate
- Exhibit
- Memo
- Cost
How Other Cities do it

- Paving
- Street Sweeping
- Stormwater
  - ADA

City of Cupertino Stormwater Fees ~$56 Annually

Storm Water Management Fee

2017 Storm Water Management Fee Ballot Measure Passes

In April 2017, Palo Alto property owners voted to approve a new Storm Water Management fee that will replace the City’s existing Storm Drainage fee. A typical homeowner will pay about $13.65 per month, effective June 1, 2017. The Storm Water Management fee will be included on the monthly utility bill and represents a 62 cent increase for a typical property. The fee was approved by approximately 64 percent of those submitted with 50 percent needed to pass.
Project Delivery Methods

Design-Bid-Build:
- City
  - Engineer
  - General Contractor
  - Sub Contractor
  - Community
  - Consultant

Design-Build:
- City
  - Engineer
  - Consultant
  - Sub Contractor

Integrated Project Delivery:
- Community
- City
- Engineer
- Consultant
- General Contractor
- Sub Contractor

100% Percent Design Complete When the Contractors are Engaged
Community Consensus

Seattle, WA

Palo Alto, CA
Protected Intersections
Two sets of solid double yellow lines spaced 2 feet or more apart are considered a barrier. Do not drive on or across this barrier, make a left turn, or a U-turn across it, except at designated openings (see diagram).

Solid white lines mark traffic lanes going in the same direction, such as on one-way streets.

Broken white lines separate traffic lanes on roads with two or more lanes in the same direction.

Double white lines are two solid white lines that indicate a lane barrier between a regular lane and a preferential use lane, such as a carpool/HEV. Never change lanes while in these lanes; wait until a single broken white line appears. You may also see these parallel lines in or near freeway on and off ramps.
Protected Intersection Modification

- Defines Edge of Travel with Engineering
- Allows space for future PBL or Art
- Write policy that this is Temporary
- Does not Affect Drainage
- Allows for the Trusting of users
- Requires Engineer in field to verify

Exhibit

Planner

Engineer

City Crew

Memo

Cost
Enable the Leaders and the Community

A lot can happen...
Seriously
Enable the Leaders and the Community

Cupertino, CA

Oakland, CA

Fremont, CA