

TO: Branham Lane Residents

FROM: Paul Smith

**SUBJECT: STATUS OF BIKE LANE
PROJECT ON BRANHAM LANE**

DATE: August 20, 2015

As part of the City of San Jose Department of Transportation's (DOT) 2015 Pavement Maintenance Program, Branham Lane is being repaved between Almaden Expressway and Dent Avenue. Along with repaving, existing bike lanes between Almaden and Cherry Avenue will be improved, and new bike lanes will be added between Cherry and Dent.

The benefits of this project include an improved road surface and dedicated space for bicyclists, including a buffer from moving traffic and clear space from parked cars. The impacts of this project include the removal of parallel parking on the city street in front of 17 homes that face directly onto Branham, as described below.

BACKGROUND

This project is consistent with and supports implementation of:

- the City Council-adopted *Envision San Jose 2040* General Plan, which calls for a balanced transportation network including 15% of trips made by bicycle by the year 2040;
- the City Council-adopted *Bike Plan 2020*, which calls for a 400-mile on-street bicycle network - including Branham Lane - by 2020; and
- the City Council-adopted *Vision Zero San Jose*, which aims to eliminate traffic fatalities in San Jose, with a significant focus on the most vulnerable road users (pedestrians and cyclists).

Branham Lane is designated as a "primary bikeway" running east-west in the area between Curtner Avenue and Coleman Road/Santa Teresa Blvd. The current project connects to Branham High School and the Dent Avenue overpass of State Route 85.

On April 29th, DOT presented draft plans to the community for bike lanes requiring the removal of all on-street parking on Branham between Cherry and Dent, including parking in front of 115 homes. At the meeting, concerns were raised about the amount of on-street parking to be removed.

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ANALYSIS

Following the first public meeting, the DOT revised the plan to minimize the parking impact while providing a reasonably acceptable bicycle facility. A revised set of plans was presented on July 22nd that preserved much of the parking on Branham in front of homes, with only 17 homes impacted by the revised design. Removal of parking in front of 17 single-family homes on Branham provides space for quality bike lanes that are safe for the user and prevent gaps in the bike lane which can present hazards to bicyclists from moving traffic and opening doors of parked cars. When balancing the needs of all roadway users – both motorized traffic and bicyclists – with the need for on-street parking, DOT analyzed parking use and demand at various times during the day and week, the type of housing (single-family vs. multi-family), block length (how far one would need to walk to access available parking on a side street), and availability of side street parking. The areas where parking will be removed have off-street driveways and garages, and are a short walk to side streets with space for parking. Available side street parking in this analysis is on the same side of Branham as impacted homes and does not require one to cross Branham on foot.

The DOT is implementing the revised lane markings and signing as presented to the public on July 22, 2015, with some minor modifications in the buffer treatments along the bike lanes.

/s/

Paul Smith

Deputy Director of Transportation