

MOTION

On March 1, 2011 the Council adopted the 2010 Bicycle Plan (Council File No. 10-2385-S2). This plan was developed after years of meeting with communities Citywide. The 2010 Bicycle Plan was the City's most ambitious bicycle plan, following two previous plans from 1977 and 1996. Today, the Bicycle Plan has been adopted into the City's Mobility Plan 2035.

The Mobility Plan 2035 (Council File No. 15-0719-S15) is an element of the City's General Plan that was adopted by the Council on January 20, 2016. It updates the City's 1999 Transportation Element and integrates the 2010 Bicycle Plan. The goals, objectives, policies and programs of the 2010 Bicycle Plan are incorporated into Mobility Plan 2035, which lays the policy foundation necessary for the City to plan, design, and operate streets that accommodate all users including pedestrians, bicyclists, transit riders, and motorists.

The Mobility Plan prioritizes bicycle travel on approximately 1,200 miles of streets and other rights-of-way part of the City's Bicycle Network. The Bicycle Network is comprised of the Bicycle Enhanced Network (BEN) and the Bicycle Lane Network. The Bicycle Enhanced Network consists of Bicycle Paths, Protected Bicycle Lanes (Cycle Tracks), and Priority Neighborhood Enhanced Network connections, while the Bicycle Lane Network is made up of Bicycle Lanes.

Community stakeholders are seeking to expand the Bicycle Enhanced Network in two segments of Downtown that are on the 'High Injury Network (HIN),' a network of streets that has a higher incidence of severe and fatal collisions. The HIN is comprised of approximately 386 corridors that represent 6% of the City's street miles. 65% of all deaths and severe injuries involving people walking and biking occur on these 6% of streets.

I THEREFORE MOVE that the Council instruct the Planning Department, with the assistance of the Department of Transportation, and Bureau of Engineering, and in consultation with the City Attorney, to prepare a report on the feasibility of including 5th and 6th Street from Central to Broadway, as part of the Mobility Plan 2035 Bicycle Enhanced Network (BEN), a network of streets that prioritize bicyclists, inasmuch as these two segments of Downtown are on the 'High Injury Network', a network of streets that has a higher incidence of severe and fatal collisions involving people walking and biking.

PRESENTED BY: [Signature]
JOSÉ HUIZAR
Councilmember, 14th District

SECONDED BY: [Signature]

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