

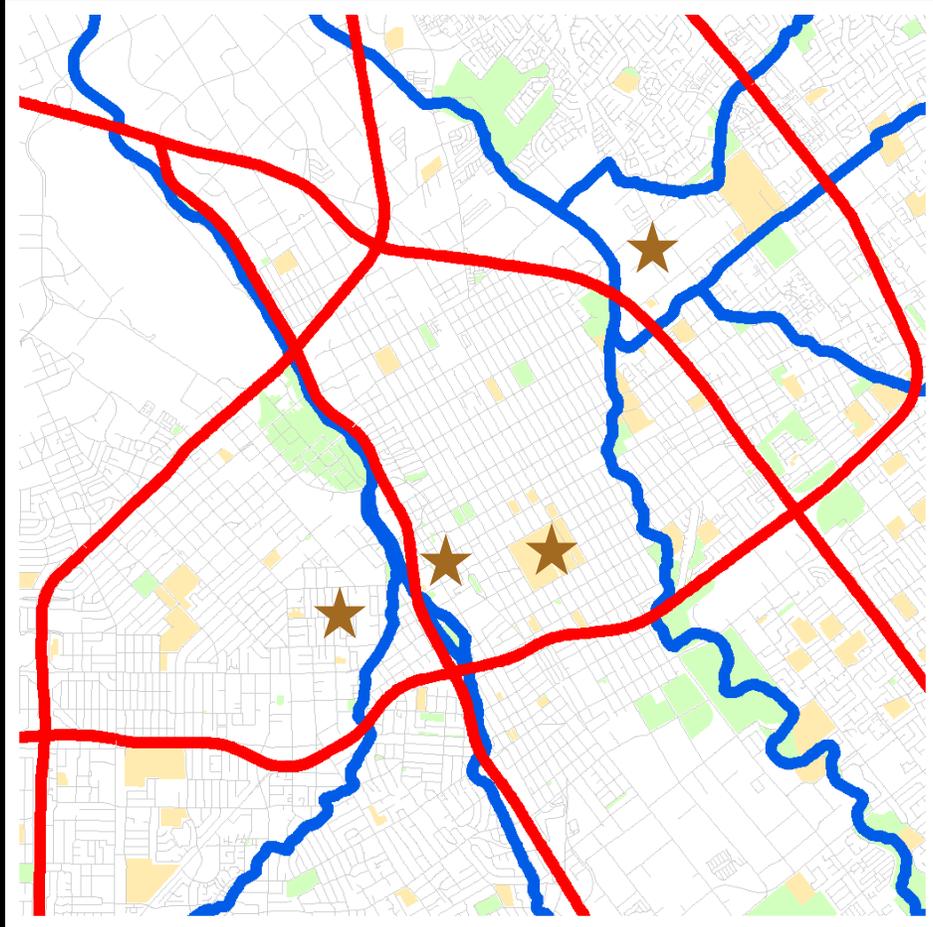


BETTER
BIKEWAYSSJ

Explore your city.



San José: History and Context



San José: History and Context



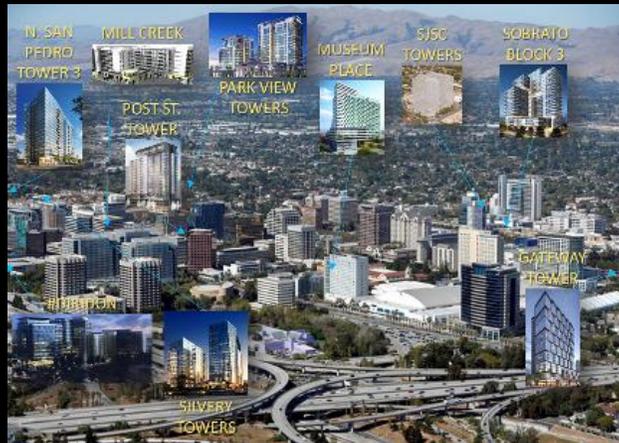
Historically Multimodal



Growing Up



Embracing Public Life

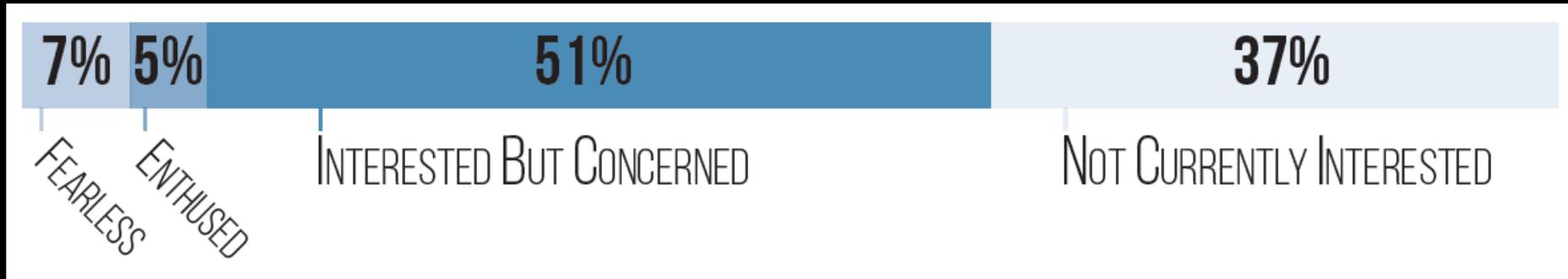
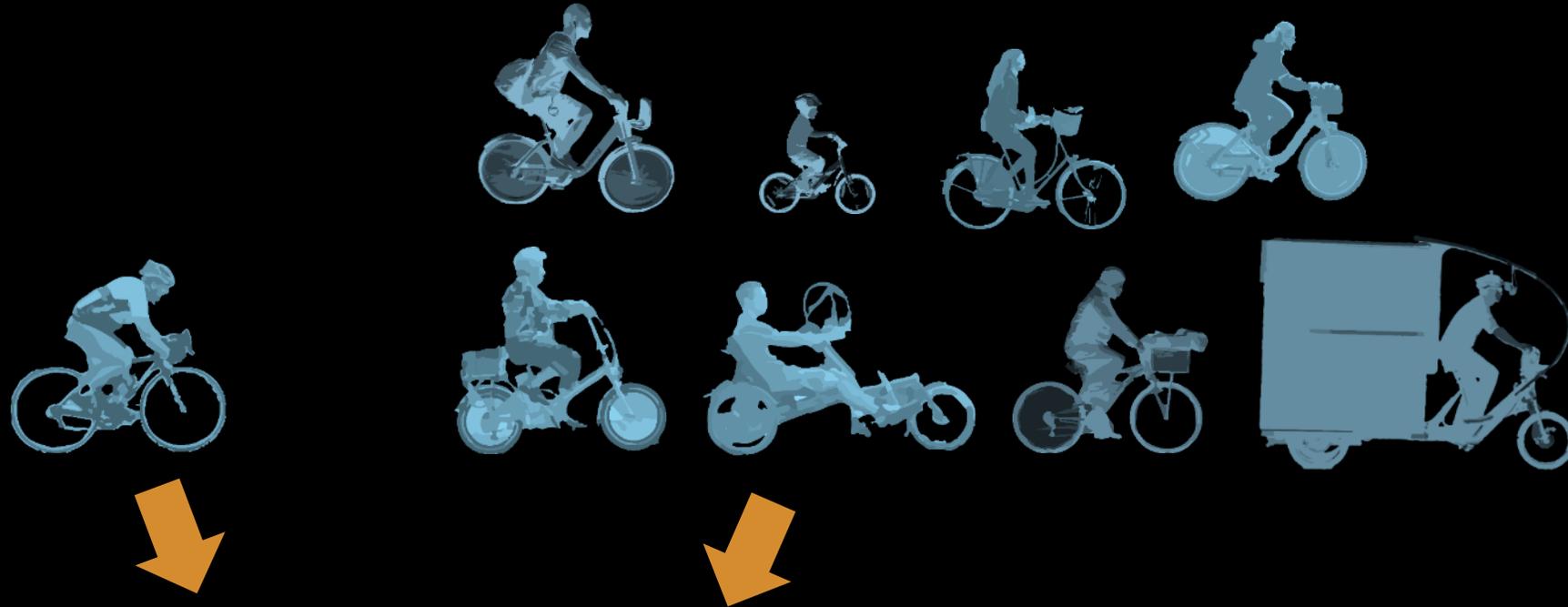


What is a Better Bikeway?

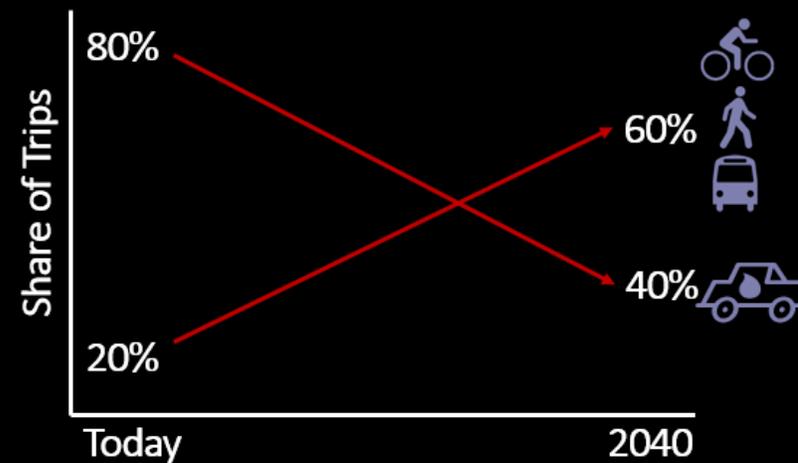
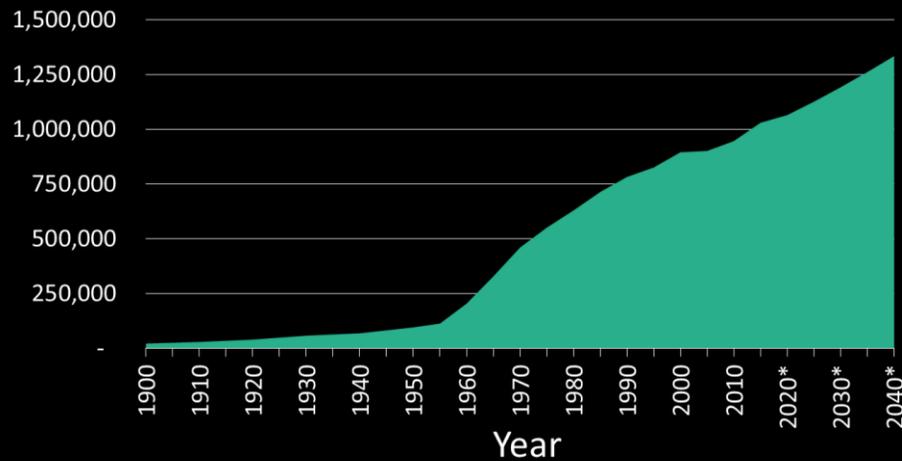
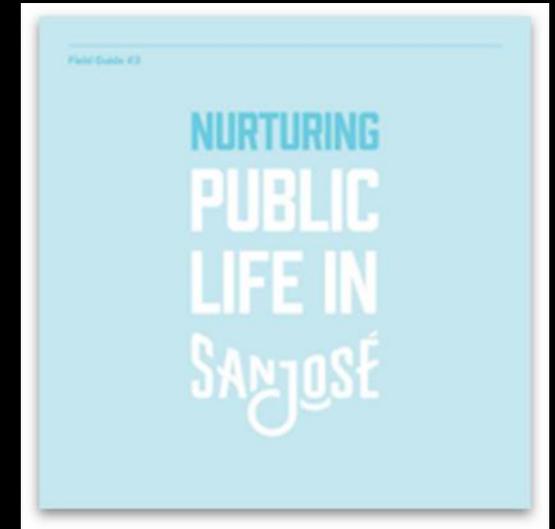
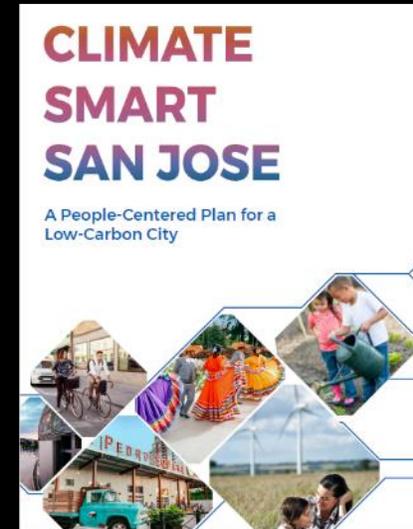
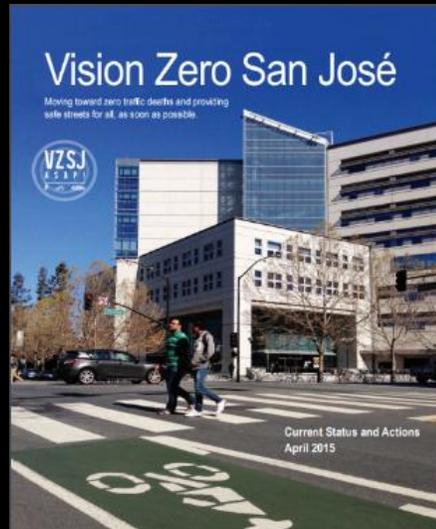
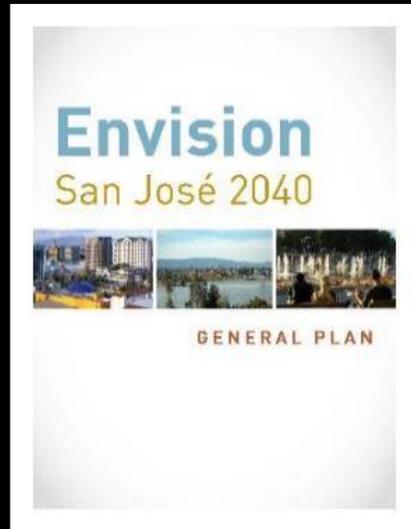
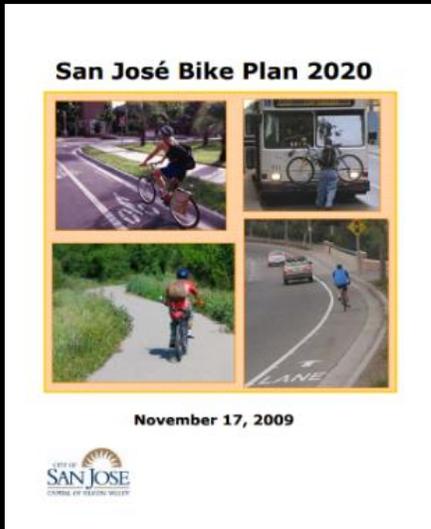


- Protected
- Calm
- All Ages and Abilities

Why Better Bikeways?



Policy Background



Support and Demand



Low Stress Network, Interim Design

You're in the network!


CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY


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sanjoseca.gov/betterbikeways



Planning and Outreach

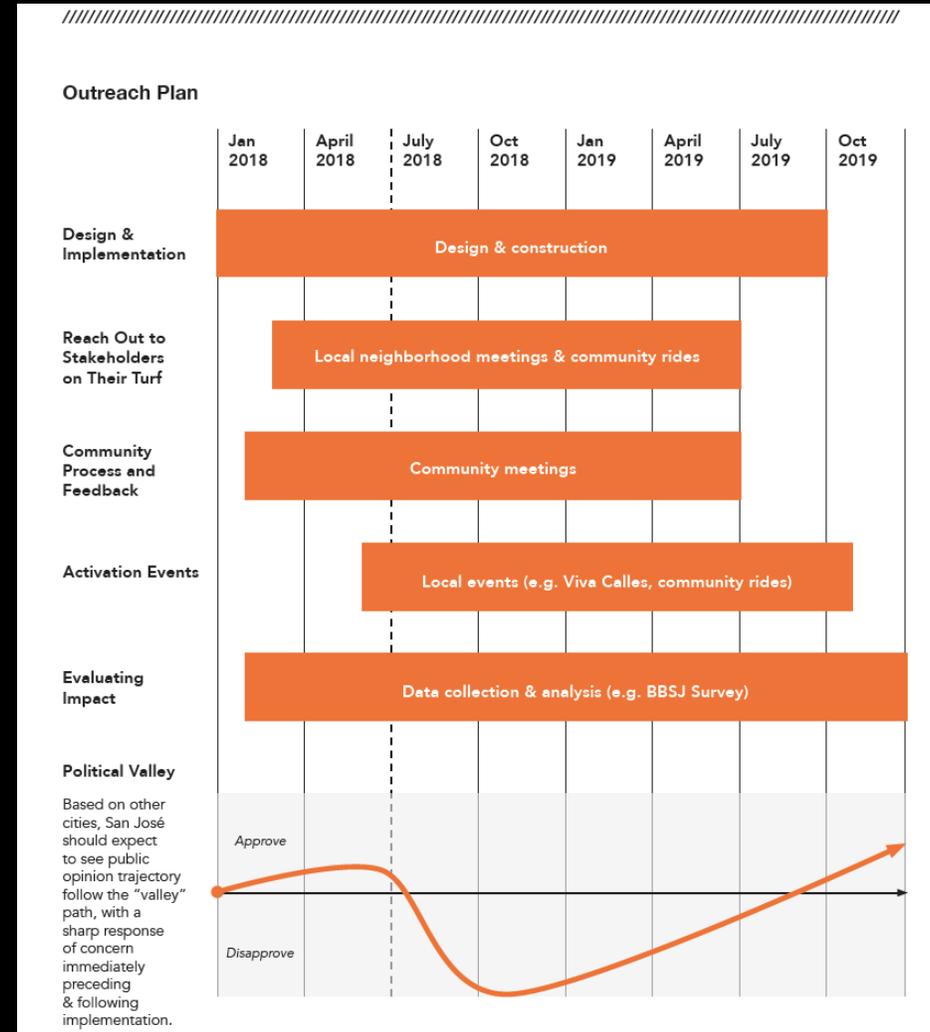
Many Methods of Outreach

Better Bikeways San José:

By the Numbers

Beginning with a week-long pop-up protected bike lane on 4th Street in July 2017, we've been pounding pavement to talk to the community and better understand what matters to you. In that time, we have:

- 31** Hosted or attended 31 community and civic meetings...
- ... and spoken with over **1,500** people.
- 270** Gone door-to-door and spoke with over 270 downtown San José businesses.
- Surveyed **140+** San José residents during our 4th Street Bike Lane Demonstration in July 2017.
- 600** Received over 600 responses to an online preferences survey co-hosted by the National Association of City Transportation Officials.
- Sent project updates and direct mailings to over **10,000** local residents and business owners.



Pop Up Bikeway



Downtown Organizations and City Departments



The Political Valley

New Curbside Bike Lanes Baffle Drivers Trying to Park in Downtown San Jose

September 15, 2018 at 12:19 pm
Filed Under: Better BikewaySJ, Bicycle Lanes, Bikeway, Cycling, Maria Medina, Parking, Parking Spaces, San Jose, Silicon Valley Bicycle Coalition, traffic



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MUSTANG MADNESS
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- 5 Small Radioactive Object Discovered At Controversial Hunters Point Development
- 6 BART Unveils Plans For Oakland Multi-Use

Roseanna Lavia lives downtown and says drivers are getting

News

Confused by downtown San Jose's new traffic lanes? You're not alone

23



Cars are parked side by side on North Third Street as drivers try to figure out just where they should be as a result of new lane configurations in downtown San Jose. (Sal Pizarro/Bay Area News Group)

By **SAL PIZARRO** | spizarro@bayareanewsgroup.com | Bay Area News Group
PUBLISHED: September 14, 2018 at 11:51 am | UPDATED: September 14, 2018 at 1:27 pm

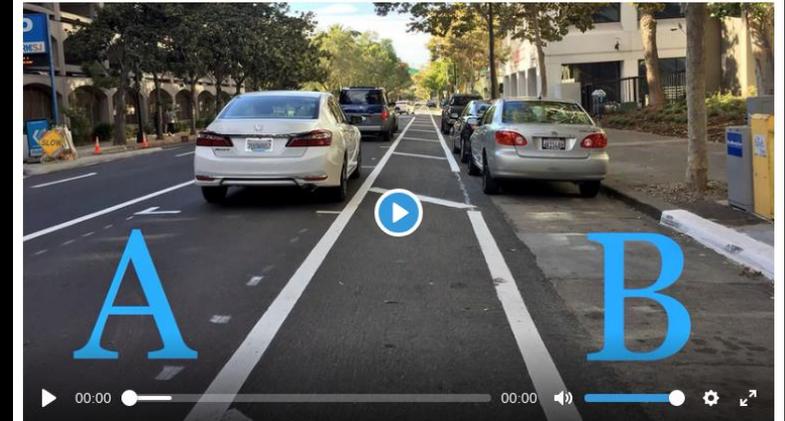
If you've been driving around downtown San Jose this week, you couldn't be blamed for thinking you'd stumbled onto an obstacle course or a graveyard of abandoned vehicles. Cars and trucks are parked side by side, bikes are zipping in and out of traffic and drivers are dodging workers who are busy painting crosswalks.

What in the Mad Max is going on here?

BIKE LANES

Where to park? Unfinished San Jose 'bikeway' project confuses drivers

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EMBED <-> MORE VIDEOS ▶

"Do we double park?" asked driver Bryan Ching. "What happens to cars that get stuck in the middle?" (Amanda del Castillo/KGO-TV)

Amanda del Castillo

Friday, September 14, 2018 11:26PM

SAN JOSE, Calif. (KGO) -- Along North Third Street in downtown San Jose, commuters are confused about where they should park and where they should ride their bicycles.

Adapt When Asked

- Scheduled two more meetings.
- Walk with a business owner.
- Walk with waste collection companies.
- Phone call with concerned local engineer.
- Meet with bus operators.
- Move around the bollards.
- Take what you learn and add it to the planning ahead.

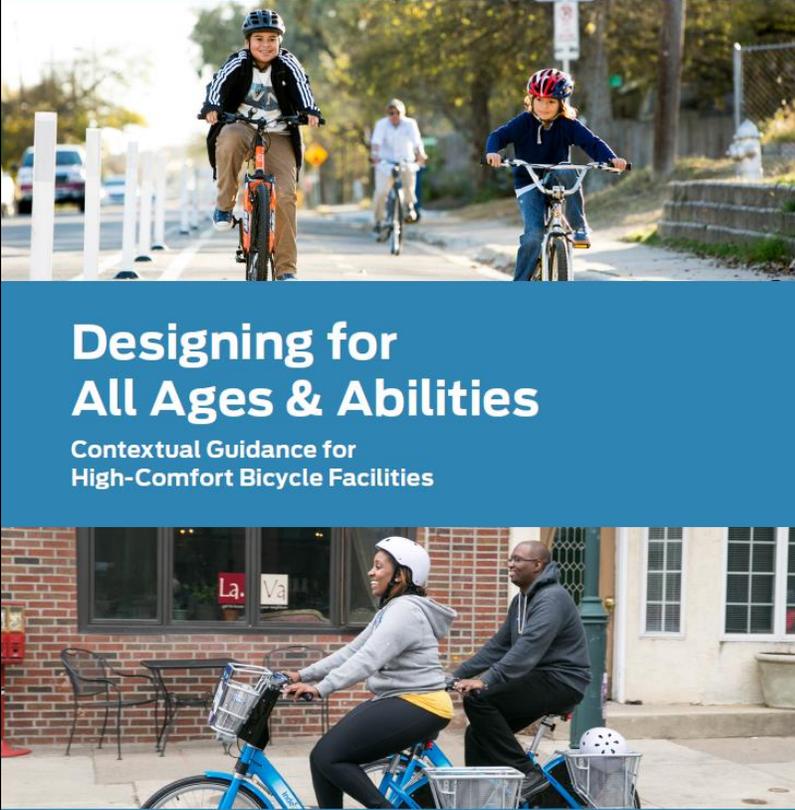


Bikeway Design

Some Criteria for Selecting Streets

- Existing and planned bike facilities.
- Motor vehicle traffic volumes and speeds.
- Route recommendations received at community outreach events.
- Feasibility of adding bike facilities into each corridor (considering things like street width, intersection design, transit, and curb zone uses).
- Crossings of barriers formed by freeways, railways, and waterways.
- Creation of direct routes and network density.

Designing for All Ages & Abilities



Designing for All Ages & Abilities
Contextual Guidance for High-Comfort Bicycle Facilities

NACTO National Association of City Transportation Officials
December 2017

Choosing an All Ages & Abilities Bicycle Facility

This chart provides guidance in choosing a bikeway design that can create an All Ages & Abilities bicycling environment, based on a street's basic design and motor vehicle traffic conditions such as vehicle speed and volume. This chart should be applied as part of a flexible, results-oriented design process on each street, alongside robust analysis of local bicycling conditions as discussed in the remainder of this document.

Users of this guidance should recognize that, in some cases, a bicycle facility may fall short of the All Ages & Abilities criteria but still substantively reduce traffic stress. Jurisdictions should not use an inability to meet the All Ages & Abilities criteria as reason to avoid implementing a bikeway, and should not prohibit the construction of facilities that do not meet the criteria.

Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed ¹	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts ²	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000 ≤ 500 – 1,500		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 1,500 – 3,000 ≤ 3,000 – 6,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane Buffered or Protected Bicycle Lane
	Greater than 6,000	Any		Protected Bicycle Lane
Greater than 26 mph ¹	≤ 6,000	Single lane each direction Multiple lanes per direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts	Any	Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

¹ While posted or 85th percentile motor vehicle speed are commonly used design speed targets, 95th percentile speed captures high-end speeding, which causes greater stress to bicyclists and more frequent passing events. Setting target speed based on this threshold results in a higher level of bicycling comfort for the full range of riders.

² Setting 25 mph as a motor vehicle speed threshold for providing protected bikeways is consistent with many cities' traffic safety and Vision Zero policies. However, some cities use a 30 mph posted speed as a threshold for protected bikeways, consistent with providing Level of Traffic Stress level 2 (LTS 2) that can effectively reduce stress and accommodate more types of riders.³

³ Operational factors that lead to bikeway conflicts are reasons to provide protected bike lanes regardless of motor vehicle speed and volume.

Context Helps Select Facilities

Protected Bike Lanes



Two Direction Cycletrack



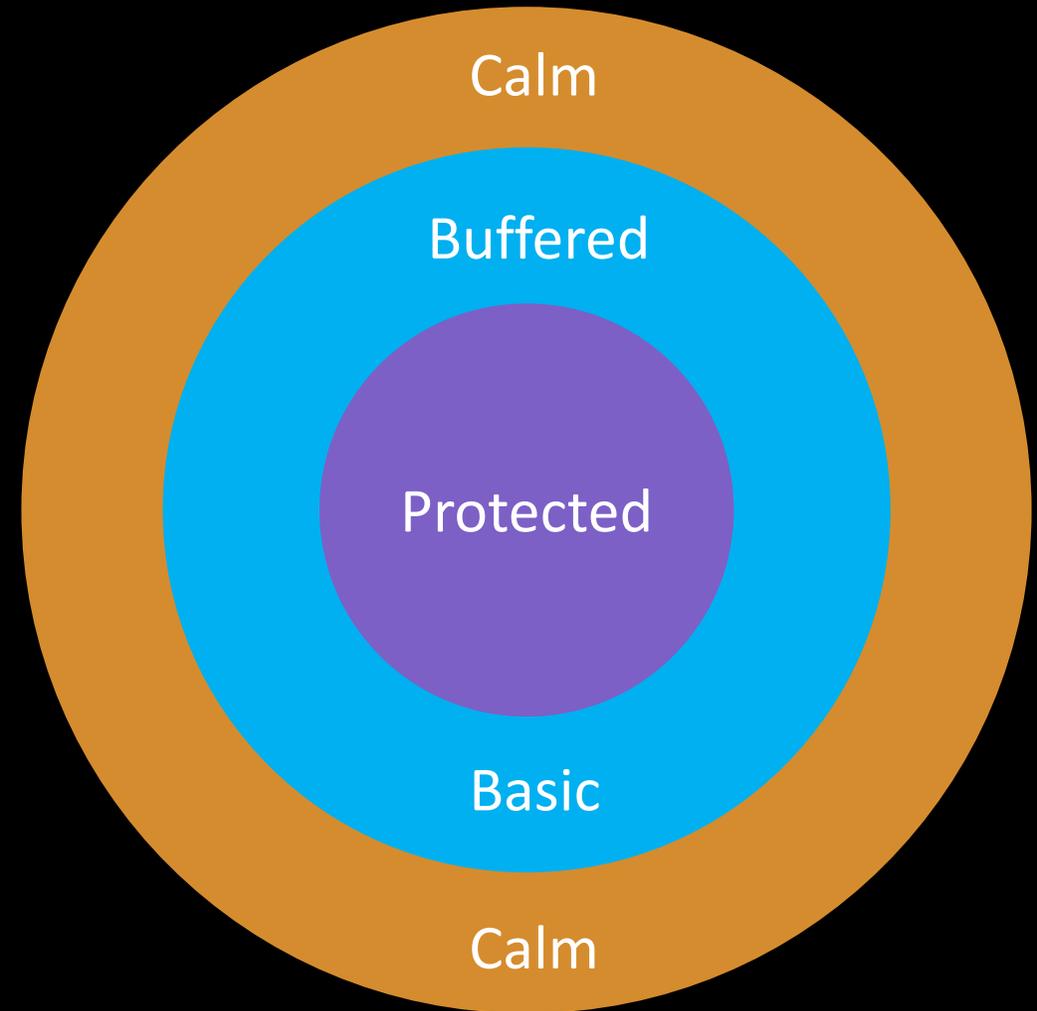
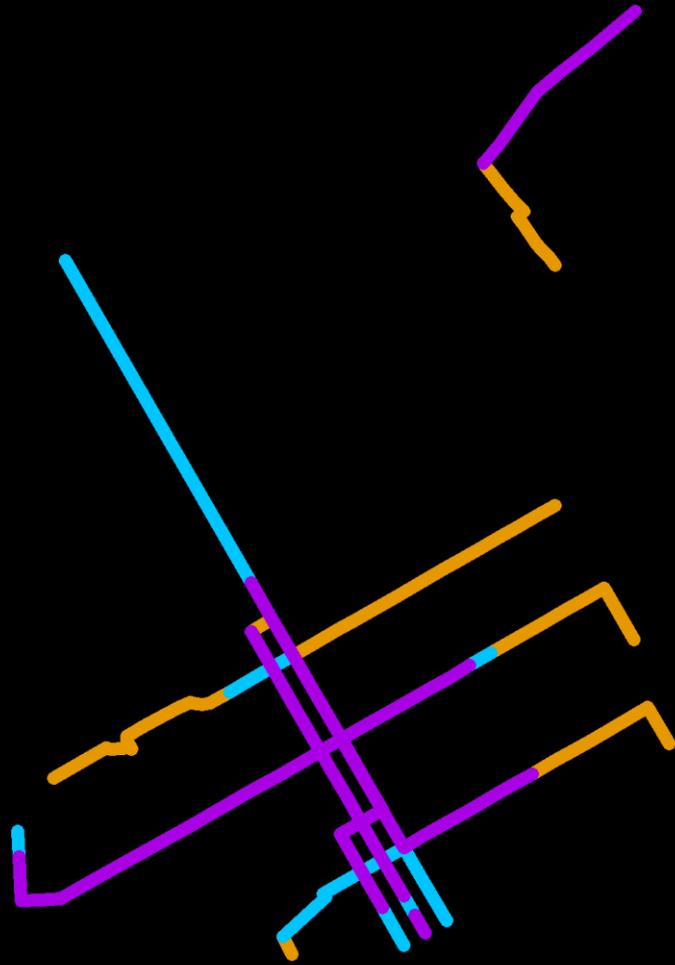
Traditional Bike Lanes



Calm Streets



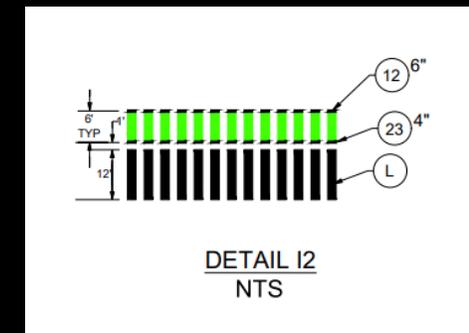
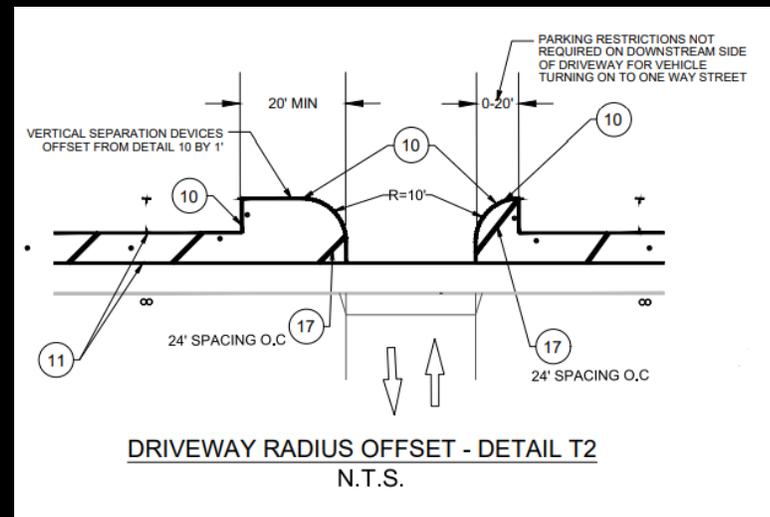
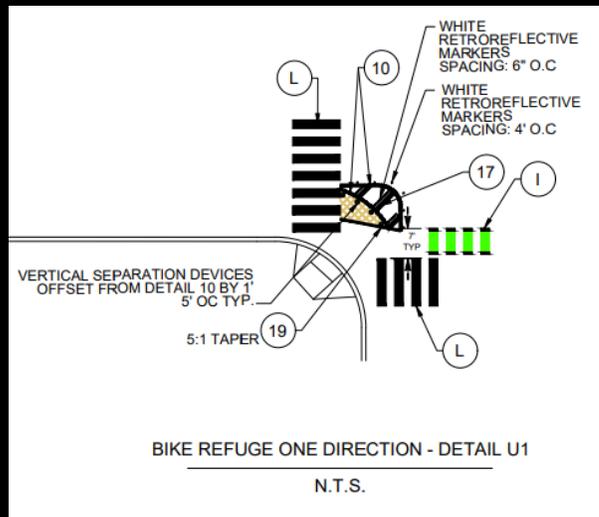
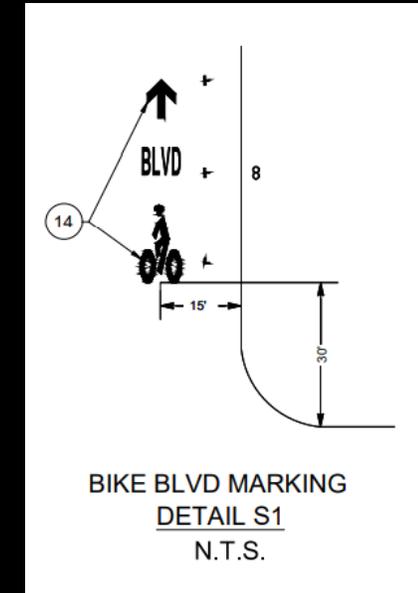
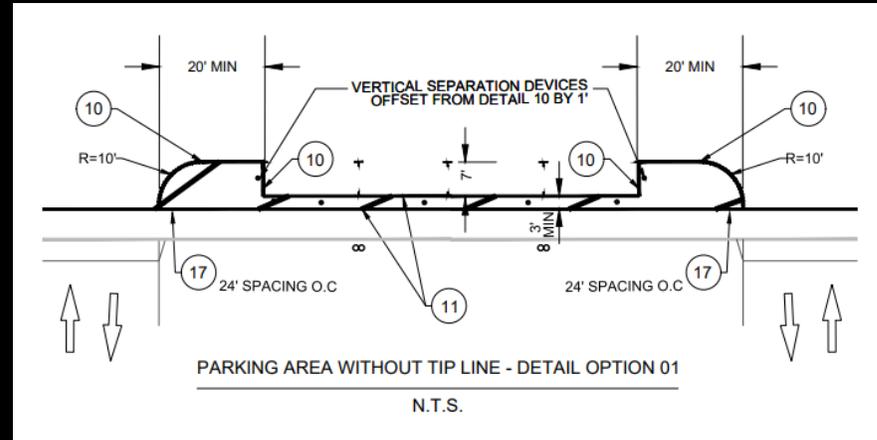
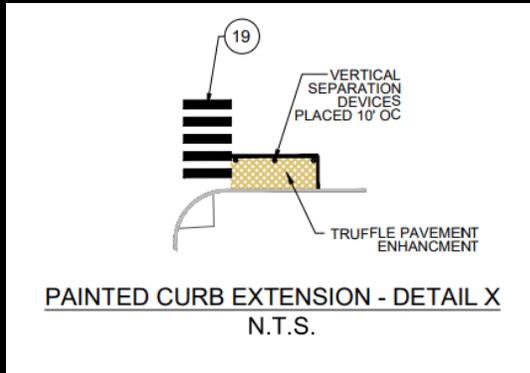
Context Helps Select Facilities



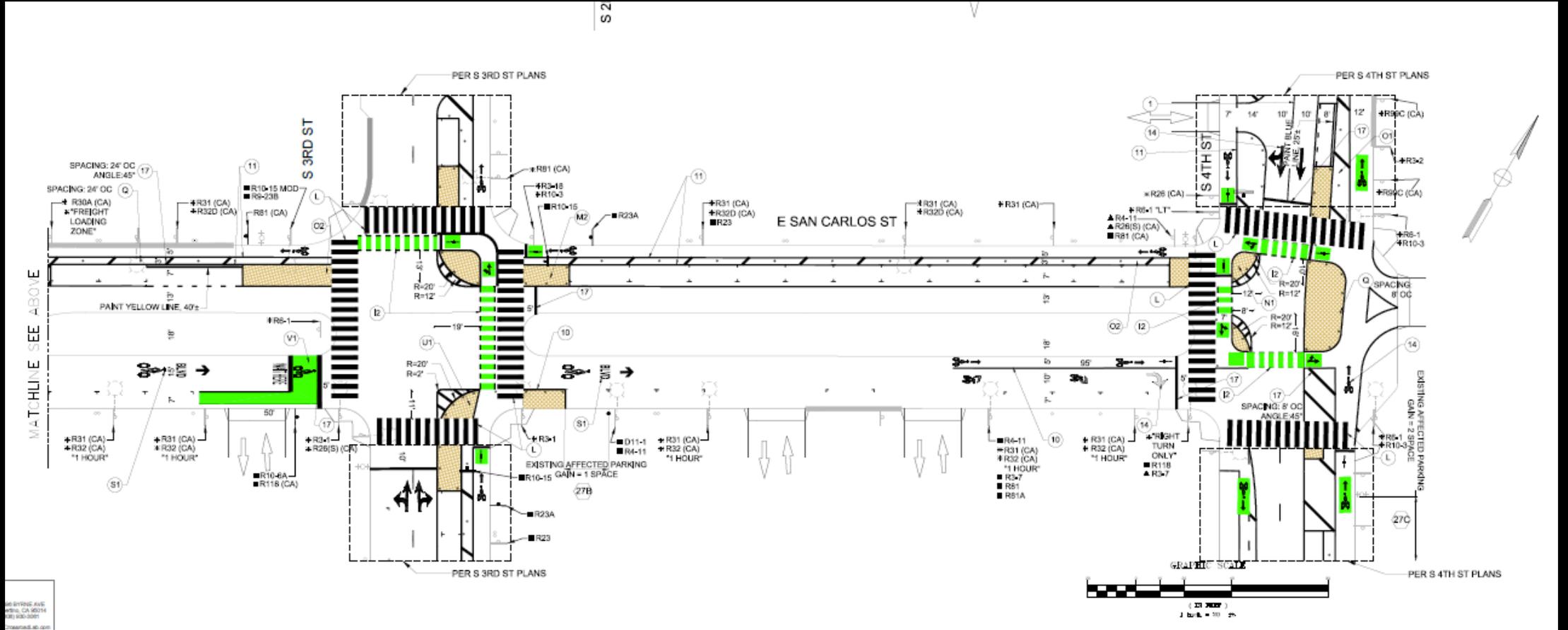
From Pop-Up to Permanent



Build a Menu of Options



Pave Intersecting Streets



Protected Intersections



Protected Intersections



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Protected Bikeways and Transit



Challenges:

- Bus has plugged bike lane.
- Where to drop protection? Even without on-street parking, this bus would not make it.
- Bus passenger loading isn't at curb.
- Back of bus remains in travel lane.

Modular Transit Boarding Islands

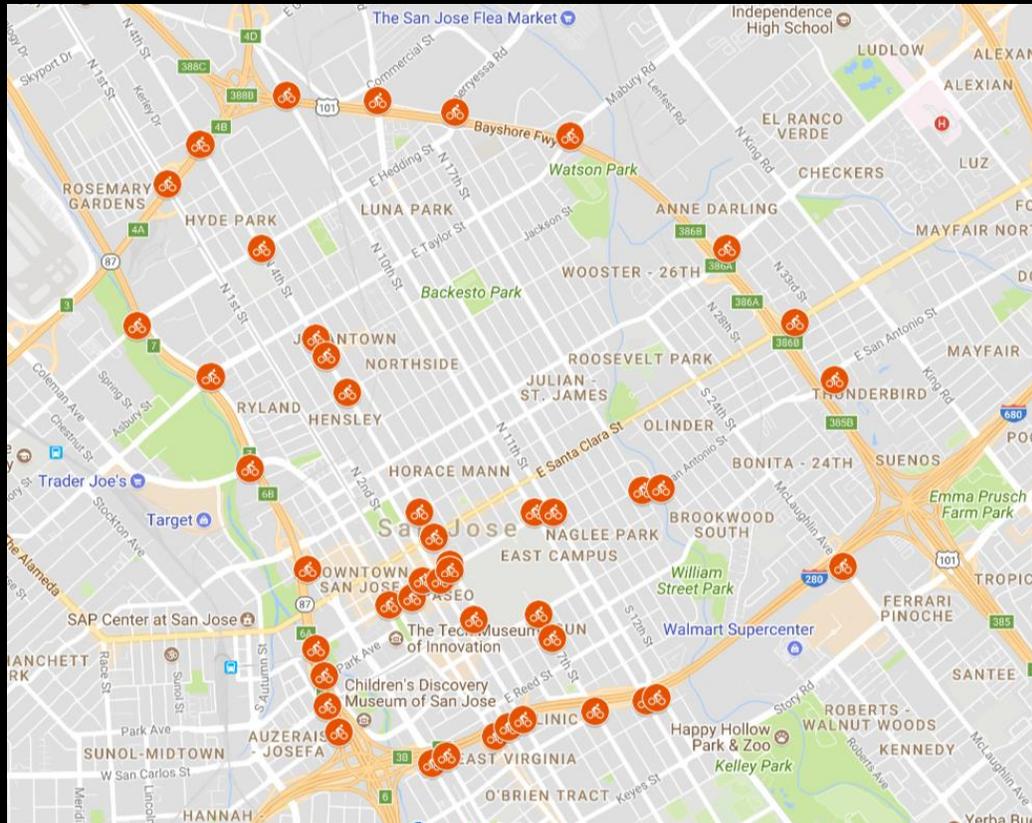


Dumpsters



Evaluation

Before and After Bike Counts



Location 17
San Fernando Street at 4th St.

★ Counter location - - - - Screenline ↑ NORTH

Other Measures

Other Transportation Data

- Bus Travel Time and On Time Performance
- Speed Surveys
- Vehicle Corridor Travel Time
- Queue Lengths at Intersections

Online Survey

Messaging Themes by Demographic Group

	Gender		Age		Race			Income			Commute				Last Trip				Live in SJ		
	Male	Female	Under 40	Over 40	White	Latinx	Asian	\$25 - \$75	\$75 - \$150	Over \$150k	Bike	Car	Transit	Multi	Bike	Car	Transit	Walk	Yes	No	
Highest Ranked	Safety	Safety	Safety	Safety	Safety	Safety	Safety	Safety	Safety	Safety	Safety	Envr.	Safety	Safety	Safety	Safety	Safety	Safety	Safety	Safety	Safety
	Time	Dest.	Time	Dest.	Time	Econ.	Econ.	Time	Econ.	Time	Time	Safety	Time	Econ.	Time	Econ.	Time	Time	Time	Econ.	
	Econ.	Time	Econ.	Time	Dest.	Time	Dest.	Dest.	Time	Econ.	Dest.	Time	Econ.	Time	Dest.	Dest.	Dest.	Envr.	Dest.	Time	
	Dest.	Envr.	Dest.	Envr.	Envr.	Dest.	Time	Cost	Dest.	Dest.	Health	Dest.	Dest.	Cost	Health	Envr.	Econ.	Dest.	Econ.	Dest.	
	Envr.	Health	Envr.	Health	Econ.	Health	Health	Health	Health	Envr.	Econ.	Health	Health	Dest.	Econ.	Health	Envr.	Health	Envr.	Envr.	
	Health	Econ.	Health	Econ.	Health	Cost	Envr.	Econ.	Envr.	Health	Envr.	Econ.	Envr.	Envr.	Envr.	Time	Cost	Econ.	Health	Health	
Lowest Ranked	Cost	Cost	Cost	Cost	Cost	Envr.	Cost	Envr.	Cost	Cost	Cost	Cost	Cost	Health	Cost	Cost	Health	Cost	Cost	Cost	

Legend:

Safety	Time Savings	Access to Destinations	Economic Savings
Health & Fitness	Environment Impact	Cost Savings	

Intercept Surveys



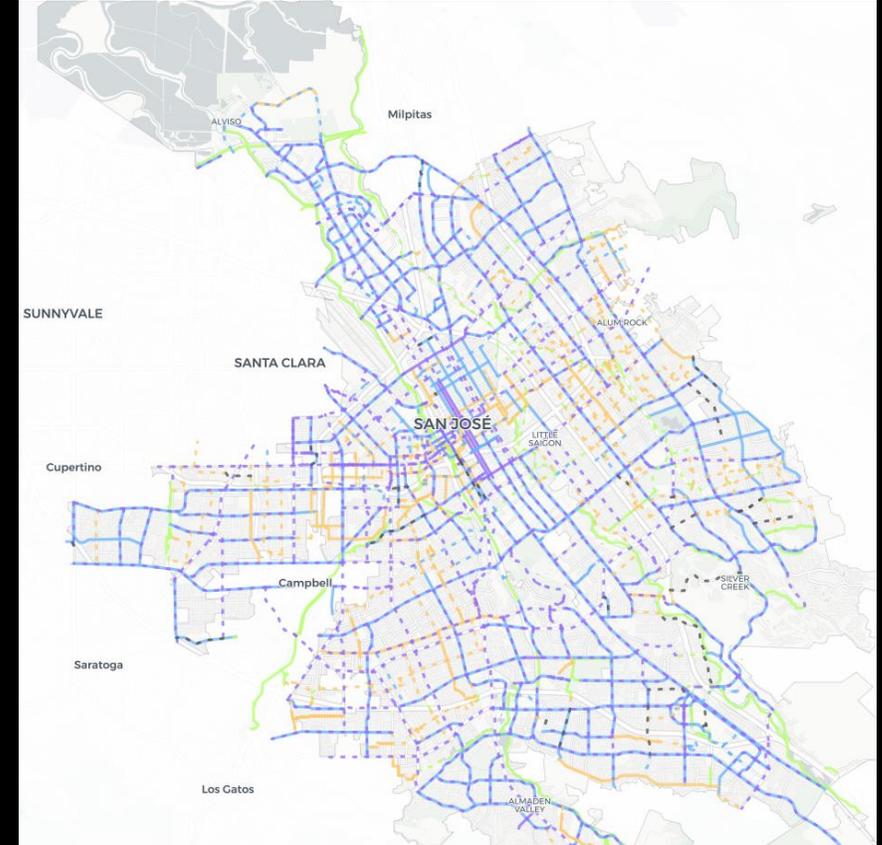
Better Bike Plan 2025

SAN JOSE BETTER BIKE PLAN 2025



TOOLE
DESIGN

www.bikesanjose.gov



www.bikesanjose.com



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Thank You!

Peter Bennett

San José Department of Transportation

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