

San José Bike Plan 2020



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Acknowledgements

Mayor

Chuck Reed

City Council

Judy Chirco, Vice Mayor, District 9

Pete Constant, District 1

Ash Kalra, District 2

Sam Liccardo, District 3

Kansen Chu, District 4

Nora Campos, District 5

Pierluigi Oliverio, District 6

Madison P. Nguyen, District 7

Rose Herrera, District 8

Nancy Pyle, District 10

Bicycle & Pedestrian Advisory Committee

Jim Bell, Chair

Amy King, Vice-chair

Janel Astor

Marylou Avanzino

Carlos Babcock

Jill Boone

Bob Halem

Nicole Hervol

Jocelyn Lau

Kimberly Mladenik

Jana Zavala

City Staff

John Brazil, Bicyclist & Pedestrian Program, Department of Transportation

Titus Raceles, Department of Transportation

Anjali Athavale, Department of Transportation

Yves Zsutty, Trail Program, Parks, Recreation & Neighborhood Services

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Executive Summary

Bike Plan 2020 defines the City of San José's vision to make bicycling an integral part of daily life in San José. The plan recommends policies, projects, and programs to realize this vision and create a San José community where bicycling is convenient, safe, and commonplace. To achieve this vision in the next eleven years, *Bike Plan 2020* identifies five broad Goals as well as several Strategies and specific Actions.

Vision → Goals → Strategies → Actions → Performance Measures

Bike Plan 2020 defines a 500 mile network of bikeways. While this network includes both on-street and off-street bikeways, its primary focus is the on-street network and connections to the off-street network. The off-street (trail) network is summarized here and defined in greater detail by San José's Trails Master Plan.

Vision

- **Become a city where bicycling is safe, convenient, and commonplace**

Goals

- **Bikeway Network** - Complete the 500 mile the Bikeway Network by 2020
- **Mode Share** - Achieve 5% of all trips taken by Bike by 2020
- **Safety** - Reduce bike collision rate by 50% by 2020
- **Parking** - Add 5000 bike parking spaces by 2020
- **Validation** - Achieve gold-level Bicycle Friendly Community status by 2020

Strategies

Each chapter begins by identifying the Goals it addresses. Strategies are then proposed to accomplish these Goals.

Actions

Individual Actions are recommended to implement Strategies.

Performance Measures

- **Bikeway Network** – Complete 25 miles of new bikeways each year
- **Mode Share** – Increase bike mode share by 1% from baseline every two years
- **Safety** – Reduce bike collision rate by 5% from baseline each year
- **Parking** – Install 500 new bike parking spaces each year
- **Validation** – Achieve silver-level Bicycle Friendly Community status by 2013 and gold-level by 2020.

City Service Areas & Green Vision

Bike Plan 2020 aligns with the following Transportation City Service Area (CSA) Outcomes

- Provide viable transportation choices to promote a strong economy
- Provide a transportation system that enhances community livability
- Create a positive, reliable, and efficient experience for travelers
- Provide safe and secure transportation systems

Bike Plan 2020 aligns with the following City Green Vision Goals

- Create 100 miles of interconnected trails
- Reduce per capita energy use by 50%
- Ensure that 100% of public fleet vehicles run on alternative fuels
- Adopt a Green Plan with measurable standards for sustainable development

Bike Facility Types

Cities generally follow California Department of Transportation (Caltrans) definitions when describing bike facilities. Understanding and correctly using these terms is essential when communicating about bike planning.

Bikeway is the generic term that covers all types of facilities for bicycles. There are three basic types of bikeways, known under Caltrans standards as Class I, II, and III bike facilities.

Trail or Path (Class I Bikeway) is a facility totally separate from the roadway with dedicated space for bikes, where cars are prohibited. They are often multi-use facilities for bicyclists and pedestrians, such as Los Gatos Creek Trail.

Bike Lane (Class II Bikeway) is an on-street facility with dedicated space for bicyclists, usually near the right-side of the street. Bike Lanes are designated by roadway striping and signage.

Bike Route (Class III Bikeway) is an on-street facility that shares space with cars. It's usually the right shoulder of the far-right travel lane, with occasional signs.

For [pictures](#) of each bikeway type, see Chapter 2 sidebar, page 2-1.

Plan Outline

Introduction & Policies (Chapter 1) Achieving the vision of *Bike Plan 2020* first requires understanding the context and history of San José bike planning. Chapter 1 summarizes previous bike planning efforts, discusses the policy context, and defines the process behind development of *Bike Plan 2020*.

Bikeway Network (Chapter 2) Creating a bicycle-friendly city begins with a bikeway network where it's convenient and safe to ride. *Bike Plan 2020* creates a 500 mile network, providing a bikeway within a half mile of every resident. The network includes a backbone of Primary cross-town bikeways connected by a web of Secondary facilities. The bikeway network also includes a system of signs guiding users along Primary bikeways and to common destinations. The network incorporates facilities to safely traverse major obstacles - such as freeway interchanges, bridges, and underpasses - that have traditionally been barriers to bicycling. The network incorporates bicycle-friendly signal detection and pavement markings. The bikeway network includes a regular maintenance program to address obstacles such as potholes and broken glass.

Bike Parking & Support Facilities (Chapter 3) As with car trips, every bike trip ends with the need for parking facilities. *Bike Plan 2020* recommends 5,000 new bike parking spaces throughout the city. These include a full spectrum of facilities from simple bike racks outside neighborhood shops to large bike parking facilities at major transit and employment centers. To support regular commuting bicyclists, the plan recommends strengthening the city's existing requirements for showers in new building development. Finally, *Bike Plan 2020* recommends development of a public Bike Share system that allows individuals to conveniently rent and return bicycles at common origins and destinations.

Bikes and Transit (Chapter 4) Combining bicycling and public transit significantly increases the range and convenience of bicycling, and many bicyclists regularly combine the two modes. *Bike Plan 2020* recommends bikeways *to* transit stations, with emphasis on connecting bikeways the last mile to main transit stops. The plan also recommends increased bike parking *at* transit stations and *on-board* transit.

Education, Encouragement & Enforcement (Chapter 5) Educating and encouraging bicyclists and motorists to move safely and share the road are critical to creating a bike-friendly community. *Bike Plan 2020* recommends a curriculum of bicycling skills classes for children and adults, a promotional program encouraging and rewarding bicycling, and an enforcement program modeled after "traffic school" systems widely used with motorists.

Best Practices (Chapter 6) This chapter highlights best practices of some of the most bike-friendly cities in the United States: Portland, Boulder, San Francisco, Seattle, and Madison. These cities have implemented innovative programs and facilities to increase bike mode share up to ten times the national rate.

Conclusion (Chapter 7) This short chapter summarizes and encapsulates the vision and goals of *Bike Plan 2020*.

Goals of Bike Plan 2020

1. Complete 500 miles of bikeways
2. Achieve 5% bike mode share
3. Reduce bike collisions by 50%
4. Add 5000 bike parking spaces
5. Achieve Gold-level Bicycle Friendly Community status



Chapter 1 – Introduction & Policy Considerations

Bicycling would seem to have a lot going for it. The cost of a bike is about one twentieth that of a car. Bikes don't require any gas or insurance. San José's weather and topography - very little rain, no snow, and mostly flat roadways - seem ideal for bicycling. Nearly half of all trips are three miles or less¹, a distance well-suited for bicycling. Riding a bike is a great way to exercise and avoid health issues such as obesity and Diabetes. With half of the south bay's carbon emissions coming from transportation, bicycling helps fight global warming.

With all these benefits to bicycling, why are only about 1% of trips in San José made by bike? Ask anyone who *doesn't* ride a bike and you're likely to get two responses: it's not safe, and it's not convenient. Achieving the vision of *Bike Plan 2020* requires addressing these two perceptions of safety and convenience. Each Goal and Strategy in this plan addresses these perceptions of safety and convenience, with the intent of making San José a city where bicycling is safe, convenient, and commonplace.

Addressing safety and convenience is sometimes defined in terms of Vulnerable Road Users. This concept highlights the increased exposure of bicycling and walking (versus driving a car) and then implements changes to reduce that increased exposure. For example, if struck by a car, a bicyclist is more likely to be injured than is a motorist. So planning to reduce this risk for bicyclists is a high priority. Vulnerable Roadway User policies establish safety as a top priority to be addressed by Engineering, Encouragement, Education, and Enforcement. For more on Vulnerable Roadway Users, see the sidebar on page 1-2.

Previous Planning Efforts

Bike planning in San José dates to the early 1970's when the city began installing bike lanes on city streets. In 1978, after state law officially defined bike lanes, San José city council passed its first bike lane resolution grandfathering existing bike lanes under the law. Since that time, 20 city council resolutions have passed approving new bike lanes, and nearly 200 miles of bikeways have been constructed.

In 1992, Wilbur Smith Associates and Transmetrics created a *Transportation Bicycle Plan* for the City of San José. In 1999, Fehr & Peers prepared a *San Jose Commuter Bicycle Corridor Study*. In 2000, the city added a *Transportation Bicycle Network* to its general plan, defining current and planned bikeways. Also in 2000, the city adopted *San Jose Greenprint*, a strategic plan which includes a goal of "Creat[ing] a citywide trail network that encourages alternative transportation modes..."

Policy Context

The City of San José's General Plan identifies several policies that encourage the development of a bicycle network.² These existing policies include a recommended Bikeway Network totaling approximately 350 miles of bikeways. About 250 miles of this network have been completed. Policies in the General Plan use broad language to

encourage, though not require, effective bicycle accommodation throughout the city. San José's Municipal Code includes requirements for bike parking and showers in new development.³ Chapter 3 recommends specific improvements to these provisions.

County, regional, state and federal governments each have policies that encourage or require bicycle accommodation.⁴

Bike Plan 2020 Development Process and Outreach

Development of *Bike Plan 2020* began in 2008 with staff collection and review of existing city bicycle planning and accommodation documents. Staff then reviewed best practices of bike-friendly cities in the U.S. and abroad. Next, a draft *Bike Plan 2020* outline was prepared, including an updated Bikeway Network. The draft outline and network were shared at four public workshops.⁵ Through these workshops, staff received 135 public comments and suggestions which were incorporated into the analysis. The draft *Bike Plan 2020* was posted to DOT's Bike/Ped Program web page for public access and review. Notice of the public workshops and web information was distributed to bike shops and bike clubs including Silicon Valley Bicycle Coalition. San Jose's Bicycle & Pedestrian Advisory Committee received a presentation on *Bike Plan 2020* and provided input. Information on the draft Plan was also distributed to multiple public agencies.⁶

Strategy 1.1

Revise City policies to improve bicyclist accommodation

While San Jose's existing policies form a good foundation for bicycling, the following opportunities to strengthen bike policies should be implemented. Each will contribute to an improved environment for bicycling.

Action 1.1.1 – Adopt and implement a Complete Streets policy.

In 2007, California passed AB 1358, the Complete Streets Bill. This new law requires cities, when updating the circulation element of a general plan after 2010, to plan for a balanced, multimodal transportation network that meets the needs of all users including bicyclists. As part of the San Jose General Plan Update, San Jose should incorporate Complete Streets best practices.

Action 1.1.2 – Continue implementation of the Transportation Impact Policy element of the City Level of Service Policies. The Transportation Impact policy allows funds paid by new development for transportation impacts to be used for bicycle, pedestrian, and transit improvements. This policy facilitates multi-modal transportation improvements, rather than roadway expansions benefitting only the automobile. It is an important tool in building a bicycle friendly community.

Action 1.1.3 – Appropriately regulate power-assist bicycles.

Increasing gas prices, finite car parking facilities, and a growing awareness of climate change issues have all heightened interest in alternatives to the automobile. As this interest grows, power-assist bicycles will become an increasingly attractive part of the solution. Power-assist bicycles usually consist of a bicycle with an electric-assist

Complete Streets

The Complete Streets national organization formed to provide transportation facilities that enable safe access and use for all users. This movement builds upon and expands the Context Sensitive Solutions concept by focusing on transportation facilities (not only buildings), and by including a broader audience (not limited to planners). Complete Streets include bikeways, where appropriate, to improve mobility. For more on Complete Streets, go to completestreets.org



A related concept, known as Most Vulnerable Users, seeks safe facilities for all transportation modes, including bicycling. This reduces the disparity between bicycle mode share and bicyclist injuries and fatalities. While bicyclists account for only 1% of trips, they represent 3% of roadway fatalities and 4% of roadway injuries.

Complete Streets will help address the Most Vulnerable User challenge by providing safe and convenient places to ride a bike.

Counting bikes

One of the five *Bike Plan 2020* goals calls for increasing bike mode share to 5%. Mode share represents the percent of trips made by a type or “mode” of transportation. The most recent annual Census update indicates about 1.2% of commute trips are made by bike in San José. Not only does this compare well to the national rate of 0.5%, but it represents a tripling of the San José rate over the last two years (from 0.4% to 1.2%).



San José Bike Commuters	
Current	1.2%
2020 Goal	5.0%

Locally, San José conducts bicyclist counts at several locations throughout the city. These include on-street counts conducted by the Department of Transportation and off-street (trail) counts conducted by the Department of Parks, Recreation & Neighborhood Services. Some locations see bike counts exceeding 1400 bikes per day.

motor. The bicycle can be pedaled or the electric-assist can be used. The City of San Jose should appropriately define and regulate power-assist bicycles. Generally, power-assist bicycles should be allowed on bicycle facilities (versus being required to use motor vehicle travel lanes) only if they have characteristics similar to a bicycle (i.e. electric/zero-emissions, low maximum speed, and small size to fit in bike facilities).

Strategy 1.2

Pursue long-term actions to exceed *Bike Plan 2020* Goals

World-class bicycling cities have bike mode shares as high as 40%. Because achieving such high rates of bicycling will take longer than the ten-year time horizon of *Bike Plan 2020*, San José must establish long-term goals now and begin working toward them. The following actions should be pursued now with a goal of completion in a 25-30 year time frame.

By encouraging bicycling, each of these actions builds a more livable community – one with less car traffic, less smog, and fewer roadway collisions. *Bike Plan 2020* promotes active transportation that reduces reliance on cars. By doing so, the plan also addresses two of society's greatest challenges: climate change from CO₂ emissions and public health problems from sedentary life styles.

Action 1.2.1 – Install bicycle facilities on most busier streets.

Most people do not feel comfortable bicycling on busy streets. Without bicycle facilities, streets with higher traffic speeds and volumes discourage bicycling. To create a truly bike-friendly community where anyone can ride, bike facilities must be provided on all but the calmest streets. Most streets with one or more of the following features should have a bicycle facility of some type: (a) more than one lane of traffic in one or both directions; (b) posted speeds higher than 25 mph; or (c) streets with Average Daily Traffic (ADT) greater than 5,000.

Action 1.2.2 – Provide two-way bike facilities on both sides of busy streets that have longer blocks. Longer blocks on busy streets create a barrier for bicyclists. Traffic law and safety require bicyclists to travel in the same direction as motorists. But it's difficult for bicyclist to cross busy streets to reach the correct side. And with long blocks, bicyclists may be required to travel a long distance in the opposite direction to reach a safe crossing. The solution is a two-way bicycle facility on both sides of the street. This should be pursued on busy arterials with longer blocks.

Action 1.2.3 – Zone existing and future neighborhoods for mixed use. Creating neighborhoods that include nearby jobs, housing, shopping, and schools reduces the distance of daily trips. Shorter trips become more viable by bicycle. When a neighborhood market is six blocks (not six miles) away, the trip can easily be made by bike. When a job is 3 miles (not 15 miles) from housing, bicycling to work becomes a reasonable option. Zoning for mixed use supports bicycling.

¹ 2001 National Personal Transportation Survey.

² See Transportation Policies 51-57, Chapter 4; Map 15 & Appendix I, Chapter 5.

³ See SJMC 20.90.300 et seq.

⁴ See the following documents described in Exhibit F: VTA's Countywide Bike Plan and Bicycle Technical Guidelines; MTC's Regional Bike Plan and Routine Accommodation policy; California's Deputy Directive 64; California's Complete Streets legislation AB1358; California ACR 211; and FHWA's Joint Statement, *Accommodating Bicycle and Pedestrian Travel*.

⁵ See Table 2. Workshops: (1) Downtown San Jose Public Workshop, December 15, 2008; (2) East San Jose Public Workshop, January 14, 2009; (3) South San Jose Public Workshop, January 20, 2009; and (5) San José City Hall Workshop August 6, 2009.

⁶ Cities of Campbell, Cupertino, Fremont, Los Gatos, Milpitas, Monte Sereno, Morgan Hill, Santa Clara, Saratoga, Sunnyvale; County of Santa Clara; Valley Transportation Authority; Alameda County Transportation Authority; Metropolitan Transportation Commission; Caltrain; and BART.

Chapter 2 - Bikeway Network

A comprehensive network of bikeways provides safe and convenient corridors for bicyclists to travel. While bicyclists may legally ride on any city street, many streets don't provide a friendly bicycling environment. Streets with high volumes of faster traffic can be intimidating - particularly when no roadway space or bikeways are provided for bicyclists. Disconnected and incomplete facilities can suddenly strand bicyclists before they reach their destinations. Bikeways must also connect across city borders to neighboring cities. Completing a connected cohesive citywide bikeway network will create a truly bicycle friendly community.

Strategy 2.1 Expand and connect the citywide Bikeway Network

Exhibit A defines an expanded 500 mile network of on-street and off-street bikeways. *Bike Plan 2020* focuses on implementing the 400 mile *on-street* portion of the 500 mile network so that it integrates with and connects to the 100 mile *off-street* network in the City of San José's Trails Master Plan.

	Existing	Planned	Total Bikeways
Bike Lanes & Bike Routes (On-street Bikeways)	197	203	400
Trails (Off-street Bikeways)	53	47	100
Total	250	250	500 miles

Action 2.1.1 - Complete a network of Primary Bikeways. Just as motorists use a backbone of freeways and expressways to travel, bicyclists need a system of enhanced cross-town bikeways collectively called Primary Bikeways. Primary Bikeways serve as key crosstown facilities and support higher numbers of bicyclists of various skill levels. Primary Bikeways include Trails and Enhanced on-street treatments (see page 2-2 sidebar) such as bike boulevards, colored bike lanes, sharrow, urban trails and physically separated bike lanes. Bike boulevards use less busy, calmer streets and prioritize bike traffic using features such as signs, pavement markings, and motor vehicle traffic diversion. Where feasible, streets with lower traffic volumes, lower traffic speeds, and fewer travel lanes are preferred. Primary Bikeways also better accommodate bicyclists of different skill levels (see Action 2.1.5). Primary Bikeways are identified in Map 2.

Action 2.1.2 - Connect on-street and off-street bikeways. While many bicyclists prefer riding on trails, nearly all trips require bicycling on-street for at least part of the trip. To provide a functional bikeway network, on-street and off-street bikeways must connect. Providing on-street bikeway connections to off-street bikeways is critical. On-street connections to off-street bikeways can include bike lanes as well as the supplemental treatments referenced in Strategy 2.6. Where the connection requires traversing a curb or sidewalk, bike-specific ramps should be provided.

Action 2.1.3 - Provide bikeways at least every half mile. To make bicycling convenient, bikeways must be available throughout the city. Spacing bikeways no more than a half mile apart will insure an accessible route from any location. See Maps 1 and 2.

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Bikeways

For definitions see *Plan Outline* sidebar, page i.



Trail or Path
(Class I Bikeway)



Bike Lane
(Class II Bikeway)



Bike Route
(Class III Bikeway)

Action 2.1.4 – Implement a sign system that provides direction and distance information to common destinations. Bicyclists need a consistent signage system guiding them to common destinations such as job centers, transit centers, and shopping. Signs inform bicyclists which way to turn and how far to travel to common destinations. Signs also help implement Action 2.1.2 (Connect on-street and off-street bikeways.) by telling bicyclist which way to turn when a trail ends at a road.

Action 2.1.5 - Include Bikeways for bicyclists of different skills. Not all bicyclists feel comfortable riding on busy streets with higher traffic speeds and volumes. Bikeways on calmer side streets must be part of the Bikeway Network. See also Action 2.1.1

Action 2.1.6 – Use innovative designs to expand and enhance the bikeway network. Where roadway constraints or other circumstances render traditional design inadequate, use innovative designs to accommodate bicyclists. Additionally, where enhancements are desired beyond traditional basic bikeways (such as on Primary Bikeways in Action 2.1.1), innovate designs are appropriate. See right column on this page and Chapter 6 for images of innovative designs.

Action 2.1.7 – Install bike lanes at locations not identified in this plan. Opportunities may exist for bike lanes beyond those identified in this plan. Where appropriate, install properly located and designed bike lanes that will serve the needs of bicyclists.

Strategy 2.2

Eliminate barriers and remove gaps for bicyclists

To accomplish the Bike Plan 2020 Vision of becoming a city where bicycling is safe, convenient, and commonplace, barriers to bicycling and network gaps must be addressed. These barriers often exist in the first or last mile of a trip: for example, getting from home to a creek trail (first mile) and from a creek trail to work (last mile).

Action 2.2.1 - Provide bike/pedestrian grade-separated freeway crossings every two miles. Freeways create major barriers for bicyclists. They require bicyclists to take significant detours to find a crossing. Once a freeway crossing is reached, most include free-merging, high-speed on- and off-ramps that are extremely difficult to navigate by bike. These issues contribute to the two main reasons people don't bicycle – it's inconvenient and unsafe. To address these concerns, provide grade-separated, bicycle/pedestrian overcrossings of freeways every two miles.

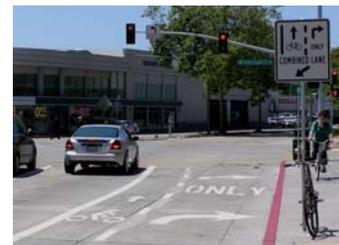
Action 2.2.2 - Improve signing and striping at Right-Turn-Only-Lanes and freeway on/off ramps. Streets with right-turn-only-lanes and freeway on/off ramps present major challenges to bicyclists traveling straight. The weaving and merging motorist movements create conflicts and hazards for bicyclists. To help bicyclists navigate these areas, install bike lane markings and signage on streets approaching and through freeway interchanges. If space is insufficient for full bike lanes, use innovative treatments such as shared bike-straight/car-turn lanes (see photo at left).

Action 2.2.3 - Improve private development standards to accommodate bicycles. Trips by bike often include bicycling on private property such as shopping centers and multi-family housing developments. Where speed bumps are included, use gradually rising and falling (i.e.

Bikeway Enhancements & Innovations



Bike Box



Shared right-turn-only bike-thru lane



Buffered, colored bike lane



Multi-use wide sidewalk



Separated bikeway

Bike-Friendly Storm Inlets

San Jose streets include more than 29,800 storm inlets. While newer inlets incorporate bike-friendly features that prevent a bike tire from getting caught, many older models can pose a safety risk. Additional resources should be identified to retrofit old inlets.



Old storm inlet

Bike-Friendly Signal Detection

Bike-friendly signal detection is one of the top three bike-facility requests San Jose receives. It allows bikes to be recognized by signals and receive a green. Detection devices, pavement markings and signs are cost-effective solutions to inform bicyclists where to stop to be detected.



sinusoidal) versions, which are called speed *humps*. This avoids the problem of abrupt speed bumps jarring a bicyclist steering and cause him to lose control. Also, see Action 3.1.1 regarding recommended improvements to bike parking requirements.

Action 2.2.4 - Update requirements for yard waste, recycling, & refuse pickup to remove bicycling obstacles. Require yard waste, recycling, and refuse to be placed outside bike lanes and shoulders for regular pickup.

Action 2.2.5 - Revise traffic calming standards to improve bicyclist accommodation. Insure that bulb outs are bike-friendly by either incorporating bike lanes or installing only on streets with posted speeds 25 mph or less (so bicyclists can merge with traffic where lane narrows)

Action 2.2.6 – Retrofit non-compliant storm grates. San José uses appropriate bike-friendly modern storm grates for new installations. However, older storm grates may create obstacles for bicyclists. They may have significant gaps or rises that can catch or damage a bicycle wheel, potentially causing a crash. Address this legacy by retrofitting older storm grates with new ones meeting current safety standards.

Strategy 2.3

Provide bicycle-friendly signals and pavement markings

Bicyclists must legally follow the same rules of the road as motorists. This obligation includes the duty to heed traffic signals. Most traffic signals must detect a vehicle before they will turn green (i.e. a “traffic actuated signal”). Signal detection devices easily detect cars (either by video or in-pavement metal detectors). However, because a bicycle is a much smaller object, most signal detection devices have difficulty detecting bicycles. In these instances, when no car is present, bicyclists will not receive a green. This significantly affects both the safety and convenience of bicycling in San Jose.

To address this issue statewide, California recently passed Assembly Bill 1581 (Fuller). This new law requires cities to make all new and modified signals bicycle-friendly. Bicycle-friendly signals will include both a signal device that detects bicycles and a pavement marking informing bicyclist where to stop to be detected. Caltrans is developing standards to guide cities on implementation. Education and outreach resources should be allocated to inform bicyclists how to appropriately use these devices.

Action 2.3.1 – Proactively retrofit existing signal detectors along identified Bikeways. All bikeways identified in this plan (versus streets without bikeways) serve as the principal bicycle corridors and attract the most bicyclists in San Jose. Traffic actuated signals along these corridors must receive first priority and will be upgraded proactively, rather than waiting for signal upgrades for other purposes.

Action 2.3.2 - Install Bike Friendly signal detection at New Signals. When new traffic actuated signals are installed, include bicycle friendly signal detection and pavement markings.

Action 2.3.3 – When upgrading existing signals, install Bike Friendly signal detection. When existing traffic actuated signals are upgraded, include bicycle friendly signal detection and pavement markings.

Strategy 2.4 Maintain bikeways

Bicyclists often encounter obstacles such as broken glass, potholes, faded striping, and missing signs. These may seem trivial hindrances to motorists. But to a bicyclist on a 25 pound bike surrounded by fast-moving 4000 pound cars, these obstacles act as a disincentive to bicycling.

Action 2.4.1 - Improve signing and striping maintenance and repairs. Increase funding for city sign and striping maintenance programs. Improve dissemination of city contact information for bicyclist to request signing or striping repairs.

Action 2.4.2 - Improve pothole repair and street sweeping. Increase funding for city pothole repair and street sweeping programs. Improve dissemination of city contact information for bicyclist to request pothole repair and street sweeping.

Action 2.4.3 – Accommodate Bicyclists in Construction Zones. Both public and private construction can impact bicyclist mobility. When a construction project closes a bike lane or narrows a wide outside travel lane, bicyclists are forced to merge with other roadway traffic. This can be particularly difficult when roadway traffic is heavy and traveling at higher speeds. To address this issue, provide a temporary bike facility with temporary signage to accommodate bicyclists through the construction zone. If a temporary bike facility is not feasible on-street, include a wide outside travel lane so that motorists and bicyclists may ride side-by-side. Where neither a temporary bike facility nor a wide outside lane is feasible and a detour is required, post temporary signs to guide bicyclists in both directions through the detour.

Bikes in Construction Zones



Construction zones often require the narrowing or closing of bike lanes or outside lanes where bicyclists ride. To help guide bicyclists through these challenging areas, temporary signs like the example above should be used.

Sharrows



Shared Roadway Bicycle Markings (aka Sharrows) may be used on bike routes (Class III Bikeways) to remind motorists and bicyclists that the lane is too narrow to ride side-by-side. Bicyclists should ride clear of parked car doors. Motorists should yield and leave space when passing bicyclists.

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Bike Parking 101

Bike parking may be categorized into two types by duration of use: short-term and long-term.

Short-term bike parking provides a bike rack to lock a bike for a few minutes to a few hours. Common examples include bike racks in front of a retail store or restaurant.

Short-term bike parking emphasizes convenience over security: racks must be near destinations such as storefronts. Because these locations often are space-constrained, the smaller footprint of short-term bike parking (versus long-term) is appropriate.

Chapter 3 - Bike Parking & Support Facilities

While bicycles require only about one-tenth the space of a car to park, bikes need secure bike parking facilities to prevent theft, a common occurrence. This can be as simple as an inverted-U rack or as advanced as a staffed bike station at a transit center. Bicyclists riding longer distances (or in hot weather) sometimes need a shower and changing area to clean up and change clothes. These support facilities are critical to building a bike-friendly community. San José laid strong groundwork a decade ago by enacting new development standards that require bike parking and showers. This chapter recommends strategies and actions to strengthen, improve, and expand these standards.

Strategy 3.1

Provide bike parking facilities and services

Secure, convenient bike parking at destinations is a pre-requisite to any bike trip. Just as motorists need a parking space at their destinations, bicyclists need a secure bike rack, locker, or other bike parking facility. In addition to bike parking, major destinations such as large transit centers should also include bike-related services such as bike repairs and supplies.

Action 3.1.1 - Update bike parking requirements for new development. Revise current city requirements for bike parking in new developments to clarify and strengthen the quantity, type, and location requirements for bike parking. Providing appropriate end-of-trip bike parking is critical to building a functional bike network. The kind of elements that should be required include showers, bicycle lockers, and first-floor bicycle parking. These features are particularly important in multi-family residential projects, which often do not have separate, enclosed garages to safely store bicycles.

Action 3.1.2 - Improve bike parking at transit stations. Linking bikes and transit is an effective commute option. Because all public transit has limited on-board bike capacity, the growth of multi-modal bike-plus-transit trips relies on expanding bike parking capacity at transit stations. Depending on transit mode and station specifics, a variety of solutions should be pursued: bike racks, bike lockers, bike cages, bike stations, etc.

Action 3.1.3 - Facilitate bike parking upgrades in older buildings. The majority of existing buildings in San Jose was constructed before the current bike parking standards were adopted. As a result, bicyclists commuting to these buildings often have no secure place to park. Create and fund a program to upgrade these existing buildings with appropriate bike parking. Consider enacting a Bicycle Access ordinance such as New York City did in 2009. It requires commercial buildings to allow bicyclists entry, provided there is space set aside by their respective employers to accommodate them.

Action 3.1.4 – Provide secure bike parking at larger special events. Provide secure public bike parking at special events such as public outdoor concerts, farmers markets, and film festivals. This can take the form of staffed valet bike parking or unstaffed secure areas. Special event bike

parking reduces traffic congestion and car parking demands while providing a family-oriented travel option.

Strategy 3.2 Provide shower and changing facilities

A top requests from bicyclists is for showers and changing facilities at their place of employment. This allows bicyclists to shower and change into work attire, when necessary. While some commuters biking a short distance may not require a shower or may feel comfortable bicycling in business clothes, many other bicyclists prefer to shower and change. This type of support facility is critical to making bicycling convenient and commonplace.

Action 3.2.1 - Update shower requirements for new development. Strengthen and clarify current city requirements for showers and changing facilities in new developments.

Strategy 3.3 Develop a public bike share program

Several international cities have successfully developed “city bike” public bike programs. These programs provide automated bike rental kiosks at various locations, allowing members of the public to easily rent a bike, ride it to a nearby destination, and park it at another kiosk. These systems reduce car-traffic congestion, auto emissions, and demand for car parking spaces. They also promote a more livable, healthy community. San Jose’s Bike & Pedestrian Program staff is part of a VTA Technical Advisory Committee developing a business plan for public-bikes at and around three Caltrain stations, including San Jose’s Diridon Station.

Action 3.3.1 – Implement a scalable public bike share program. Develop, fund and implement a scalable public-access bike program at various locations in San Jose. Focus on higher demand areas such as downtown San Jose, business districts, job centers, transit stations, convention centers, San Jose State University, and tourist destinations.



Paris’ Velib public bike system

Bike Parking 101 (continued)

When bicyclists need parking for more than just a few minutes or hours, long-term bike parking is required.



San Jose Bike Locker

Long-term bike parking provides a protected enclosure for a higher degree of security. Common examples include employee bike lockers, bike cages, bike stations at transit centers and dedicated indoor office space such as a secure storage room. Long-term bike parking often requires a larger foot print than short-term. Consequently, it’s often located slightly further from destinations than short-term parking. Users will travel the extra distance for the added security.



Long Beach Bikestation

Goals of Bike Plan 2020

1. Complete 500 miles of bikeways
2. Achieve 5% bike mode share
3. Reduce bike collisions by 50%
4. Add 5000 bike parking spaces
5. Achieve Gold-level Bicycle Friendly Community status



Bikes on Board – Both VTA (above) and Caltrain allow bikes on board buses, light rail cars, and trains.



Electronic Bike Lockers Caltrain and BART are implementing electronic bike lockers at transit stations. These lockers provide secure storage and can allow reservation online via credit card.

Chapter 4 - Bikes and Transit

Combining bicycling and public transportation offers a convenient, flexible, and cost-effective alternative to driving alone. While public transportation reaches many parts of the city, trip destinations are often about a mile from the nearest transit stop. Bicycles offer a convenient solution to this “first and last mile” dilemma: walking a mile would take 20 minutes or more, while bicycling the last mile requires only 5 minutes.

To effectively solve the first/last mile dilemma, the bicycle network must provide bikeways to transit stations, bike parking and public bike share systems at transit stations, and bike access on public transportation.

Addressing these needs will provide several additional benefits. Because ten secure bike parking spaces fit in the same area as one car parking space, improved bike accommodation will help address the car parking shortage at many transit stations: ten former drivers who bicycle to a transit station will free nine car parking spaces for others. Increased bike trips to transit stations will also reduce roadway traffic and congestion, thus improving travel times for those who do drive. Reduced car trips and car emissions will improve the quality of life for residents in adjacent neighborhoods and the community at large.

The recommendations in this chapter should be incorporated into BART and High Speed Rail station area planning for future San José stations.

Strategy 4.1 Provide bikeways to transit

Action 4.1.1 – Install bikeways connecting to transit stations and stops. Implement bikeways that connect transit stations with jobs, housing, shopping, schools, and recreation centers. Map 3 identifies transit stations and bikeways.

Strategy 4.2 Install bike parking facilities at transit stations

Caltrain, VTA and other south bay transit operators have been leaders in providing on-board bike capacity. While these efforts should be applauded, long-term increases in bike trips cannot be entirely accommodated on-board and will require station parking solutions.

Action 4.2.1 – Coordinate with transit station operators to improve bike parking. Work with transit operators such as VTA and Caltrain to expand station area bike parking capacity including electronic bike lockers and attended bike parking areas.

Strategy 4.3 Provide bike access on transit

All Caltrain lines, VTA bus lines, and VTA light rail lines allow bikes on board.

Action 4.3.1 – Coordinate with transit operators to increase on-board bike capacity. Work with transit operators such as VTA and Caltrain to expand on-board bike parking capacity.

Strategy 4.4

Offer public bike share systems at major transit stations

Public bike share systems allow transit users to conveniently rent a bike at either end of their transit trip. This reduces the demand for on-board bike parking which is reaching capacity on many busier trains and buses. See Strategy 3.3



Attended bike parking facilities at transit stations is one solution to limited on-board bike capacity of transit operators.



Bike Share Systems
Paris pioneered one of the largest automated bike share systems in the world.

Goals of Bike Plan 2020

1. Complete 500 miles of bikeways
2. Achieve 5% bike mode share
3. Reduce bike collisions by 50%
4. Add 5000 bike parking spaces
5. Achieve Gold-level Bicycle Friendly Community status



San José's award-winning Street Smarts program uses a public education media campaign to change driver, pedestrian and bicyclist behavior and reduce roadway collisions.



Each May, San José offers several events and programs during statewide Bike to Work Week. These activities include free *Get Back on Your Bike* classes, a community bike ride, and a Bike to Work Day rest stop supplied with free safety information, bicycle helmets, and breakfast snacks.



Chapter 5 - Education, Encouragement & Enforcement

To become a great bike-friendly city, San Jose's network of bikeways, bike parking, and bike-friendly transit must be supported by Education, Encouragement and Enforcement programs. These programs focus on bicyclists and motorists behavior.

Strategy 5.1 Expand bicyclist education programs

Education is a key element in increasing bicycling and safety. Many people think that bicycling in San Jose is unsafe, which keeps people from bicycling more, or at all. A key way to address this concern is through education for all age groups, whether cyclist, motorists, or pedestrian.

Action 5.1.1 - Expand existing Adult Bicycling Education programs. San José's existing adult Bike Skills Classes have been offered quarterly for the last five years. Expand the program to offer weekly classes that reach 1000 bicyclists per year. Provide classes for both new bicyclists and existing bicyclists.

Action 5.1.2 - Expand San José's existing School Safety Program. San José's successful School Safety Program visits 120 public schools and provides bicycling education programs to 21,000 children. Expand the program so that children receive training and education more frequently.

Action 5.1.3 – Expand San José's Bicycle Light & Helmet Program. San José's successful bike light and bike helmet giveaway programs should be expanded to reach more bicyclists. The San José Bike Program and School Safety Program fit and distribute helmets several times each year. Bike Lights are distributed each fall as daylight hours decrease. Expand these programs to reach more bicyclists.

Strategy 5.2 Offer bicyclist encouragement programs

Many people would like to try bicycling but don't know where to start. What type of bike should they ride? How do they choose a route? Where should they park? With a little help, these potential bicyclists would become actual bicyclists. Several bike-friendly cities have developed programs to reach potential bicyclists and provide them the resources they need to get started.

Action 5.2.1 – Develop a Bicycle Encouragement program. Develop and implement a program that reaches people interested in bicycling and provides them the resources to start. Provide customized route information, specific transit routes to link with bicycling, and other practical tips to get on started bicycling. For an example of a successful program, see Portland, Oregon's *Smart Trips* described in Chapter 6.

Action 5.2.2 - Implement a public Bike Share system. Public bike share systems allow transit users to conveniently rent a bike at common origins and destinations. In urban areas, Bike Share programs can eliminate the need for car trips and car parking spaces. For more information, see Strategy 3.3

Action 5.2.3 - Create a Bicycle Outreach Coordinator position. The Bicycling Outreach Coordinator will promote bicycling by presenting at corporate employee benefit fairs, public fairs, and other events; by working with retail and commercial business operators to encourage bicycling; and by assisting individuals getting started bicycling.

Action 5.2.4 – Develop an Adopt-A-Bikeway Program. A bikeway adoption program would identify local individuals or organizations interested in taking on maintenance responsibility for a specific facility. For example, a neighborhood group may be interested in maintaining a nearby trail; an employer may want to sponsor maintenance of a bikeway that provides a commute alternative for its employees; or a bike shop may want to maintain a recreational facility where its customers ride.

Action 5.2.5 – Expand Bike to Work Week Events. During statewide Bike to Work Week, San José offers free bike skills classes, free bike helmets, free bike rides, and Bike to Work Day rest stops. Expand these events and activities to attract more bicyclists during statewide Bike to Work Week.

Strategy 5.3

Increase bicyclist and motorist enforcement programs

Enforcement programs are an effective tool to improve bicyclist safety, comfort and convenience. Enforcement increases both motorist and bicyclist compliance with traffic laws, making roads a more inviting place to ride a bike.

Action 5.3.1 - Implement a Bicyclist Diversion Program. Develop a traffic school for bicyclists. Such programs target most dangerous behaviors and allow bicyclists to attend a free bike skills class rather than pay a traffic ticket. The County of Santa Clara's *Traffic Safety Communities Network* has successfully implemented such programs in other cities and offers a model to emulate.

Action 5.3.2 - Expand Targeted Motorist Enforcement. Expand the San José Police Department's existing *Operation Safe Passage* targeted police enforcement program. The current program, which covers routes to school, should be expanded to other areas of the city.

Strategy 5.4

Work with bicycle retailers to offer education and encouragement programs

Some communities have created bike incentive programs in conjunction with bike retailers. For example, fees on retail bike sales have been used to help fund bike education and encouragement programs. Bicycle retailers are supportive in these communities because they understand it would lead to more and safer bicyclists, as well as increased sales.

Action 5.4.1 – Conduct a bike retailer roundtable to identify opportunities to increase bicycling. The San José area includes more than a dozen bike shops that sell several thousand bicycles each year. These retailers have an interest in improving the bicycling environment. Meet with bike retailers and seek opportunities to collaborate on common goals that encourage bicycling.



The County of Santa Clara's *Traffic Safe Communities Network* (TSCN) includes a Bicycle & Pedestrian Safety Workgroup that successfully piloted bicycling programs such as bicycle safety rodeos similar to those offered by San José's *School Safety Program*.



One of the most successful TSCN programs is a Bike Diversion Program. Police ticket dangerous bicyclist behaviors and violating bicyclists may choose to either pay the ticket or take a free bike safety class with a parent.



Each October, the City of San José participates in International Walk and Bike to School week.

Chapter 6 – Best Practices

Goals of Bike Plan 2020

1. Complete 500 miles of bikeways
2. Achieve 5% bike mode share
3. Reduce bike collisions by 50%
4. Add 5000 bike parking spaces
5. Achieve Gold-level *Bicycle Friendly Community* status

Several cities in the United States have created world-class bicycle-friendly environments. These cities combine extensive, connected facilities with effective programs to create great places to live and bicycle. While the national average for trips by bike is one percent, these leading communities have bicycling rates as high as ten percent. This chapter summarizes best practices from top bicycling cities in the United States. Each city noted is one of only ten United States cities that have received gold- or platinum-level *Bicycle Friendly Community* awards from the League of American Bicyclists.

Portland

Platinum-level Bicycle Friendly Community (pop. 540,000)

Smart Trips Transportation Options

Portland offers “tools to help...residents, employees and students make good choices about how to get around.”

The program provides resources, encouragement, information, and activities to promote walking, biking, transit use, carpooling, and car-sharing. Resources include personalized bicycling routes, discounted transit passes, and free bike skills classes. Program participants have increased bicycling by 142%.



Bike Boxes & Colored Bike Lanes

At intersections on bikeway corridors where permissive right turns are allowed (i.e. no dedicated right-turn-only lane), colored bike boxes allow bicyclists to cue at red lights in front of motorists. This reduces risk of right-hook collisions, common in San Jose. Bike Lanes are also colored through intersections and other conflict zones to increase visibility.



Public Bike Parking Areas

In locations with higher bike parking demand, Portland provides on-street bike parking areas. This allows eight bikes to park in the space of one parallel on-street car parking space, increasing parking supply and reducing motor vehicle traffic.



Bus-Bike Only Lane

When Portland didn't have room for both a bus-only and a separate bike lane, they combined the two. Following the lead of other cities such as Paris, this solution can work well depending on frequency of bus stops and average bus speeds.



Boulder

Platinum-level Bicycle Friendly Community (pop. 102,000)

Bus Stops outside Bike Lanes

Like San Jose, Boulder has an extensive bus network with frequent stops. To prevent bus stops from blocking bike lanes, Boulder installed bus stop duck outs to the right of bike lanes. This allows bicyclists to proceed past stopped buses without merging into the traffic.



Multi-use Trails and Wide Sidewalks

Boulder has an extensive network of multi-use trails and wide sidewalks designed to be shared by bicyclists and pedestrians. Because many potential bicyclists feel uncomfortable bicycling on-street, this system creates a comfort level that successfully attracts new bicyclists. Common safety concerns are addressed by appropriate design and signage, creating clear lines of sight and reminding bicyclists and motorists to look out for each other.



San Francisco

Gold-level Bicycle Friendly Community (pop. 740,000)

Bike Signal Heads

It's often difficult for bicyclists to cross busy streets when getting on or off a trail. Normal traffic signals don't provide a separate phase for bicyclists. And because motorists are not allowed on trails, standard signals don't provide bicyclists a safe passage between street and trailhead. Bicycle signal heads address this problem and are appropriate where bicycle volumes are high and trailheads intersect busy streets.



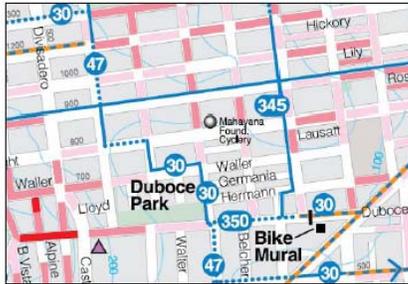
Sharrows – highlighting conflict zones; route finding

San Francisco pioneered the use of sharrows on streets with parking where there's insufficient space for a full bike lane. While sharrows successfully reduced the risk of bicyclists being doored from opening car doors, San Francisco is also finding sharrows useful in addressing two additional needs: (1) highlighting conflict zones such as busy intersections; and (2) providing directional guidance along bikeway corridors. European cities have used similar pavement markings for these purposes for several years.



Sharrows highlighting conflict zones (renderings).

Route Finding



➤ Helpful for guiding cyclists - “follow the bread crumbs”

➤ Place first marking on each block fairly close to intersection (10’ to 20’ away) - easier to see from cross streets (credit to Dave Snyder)

Sharrows provide directional guidance along bikeways.

Ciclovía

Modeled after Bogotá, Columbia’s wildly successful Ciclovía events, San Francisco’s *Sunday Streets* opens a city street for walking, bicycling, skating, and playing. Thousands of people come out for each event, with the location moving to a different neighborhood each month.



Seattle

Gold-level Bicycle Friendly Community (pop. 563,000)

Route Finding Signage

Seattle has implemented a ubiquitous signage system designed to guide bicyclists along designated bikeways to common destination. This signage system helps bicyclist find dedicated bikeways, rather than riding on streets without bicycle facilities.



Thru Sharrows in Turn-Only Lanes

Seattle uses creative solutions to accommodate bicyclists on narrow streets that are not wide enough to fit standard bicycle facilities. In this example, there was insufficient space for a standard thru bike lane next to a turn only lane. A sharrow in the turn lane is used to guide bikes going straight. Because turning motorists travel at slower speeds than motorists going straight, placing the sharrow in the turn lane has less impact on motorists and improves safety for bicyclists.



Sharrow + Bike Lane

This creative solution to a constrained street allows bikes traveling downhill (at higher speeds similar to motorists) to share the lane with other traffic while providing slower uphill bicyclists a full bike lane.



Transition from off-street Trail to on-street Bike Lane

Seattle uses delineators to guide and separate bicyclists transitioning from an off-street multi-use sidewalk to an on-street bike lane.



Bike-Only Contra-flow Lane

One way streets create barriers for bicyclists traveling the opposite direction. When converting the street to two-way traffic was not feasible, Seattle installed a contra-flow bike-only lane. This is a particularly effective when no reasonable alternative bicycling route exists and opposing traffic travels at medium to low speeds. For a similar treatment on a busier street, see Madison's Physically Separated Contra-flow Bike Lane below.



Colored Bikeways in Conflict Areas

Seattle colors bike lanes where turning motorists must transition across a bike lane going straight. Though bicycles going straight have the right of way, it can be intimidating and uncomfortable for bicyclists in this transition area. Colored pavement reminds motorists to yield and bicyclists to be cautious. Common in many European cities, this practice is being adopted by U.S. bike-friendly cities such as Seattle.



Madison

Gold-level Bicycle Friendly Community (pop. 222,000)



Transit Malls: Bus and Bike Only

Near the state capitol building, a transit mall allows only buses, bikes and delivery vehicles. This creates a pedestrian- and bicycle-friendly shopping and restaurant district that draws large crowds.

Bike Lane left of Bus Only Lane

Madison's bus-only lanes create an efficient transit network. Bike Lanes are placed to left of the bus-only lane to eliminate conflicts when buses pull into and out of bus stops.



Physically Separated Contra-flow Bike Lane

Similar to Seattle's Contra-flow bike-only lane (above), Madison implemented a creative solution on a busy multi-lane one-way corridor: a physically separated contra-flow Bike Lane (left side of picture). This is a particularly effective when no reasonable alternative bicycling route is available and opposing traffic volumes and speeds are higher.



Palo Alto

Gold-level Bicycle Friendly Community (pop. 59,000)

Bicycle Boulevard

Palo Alto's Bryant Avenue Bike Boulevard uses bike-only traffic signals, signs, striping and motor vehicle traffic diversion to create a bike-friendly cross-town bikeway.



Chapter 7 – Conclusion

San Jose has improved as a bicycling city since the Transportation Bicycle Network map was added to the city's general plan in 2000. A 250 mile network of trails, bike lanes, and bike routes has been constructed. More than 1,000 bike racks have been installed. A Bicyclist & Pedestrian Program with professional staff has been established in the city's Department of Transportation.

Bike Plan 2020 defines a new vision to reach beyond these achievements and become a truly bike-friendly city – a city where bicycling is safe, convenient, and commonplace. To achieve this vision, *Bike Plan 2020* defines five goals:

- Bikeway Network - Complete 500 miles of the Bikeway Network by 2020
- Mode Share - Achieve 5% of all trips taken by Bike by 2020
- Safety - Reduce bike collision rate by 50% by 2020
- Parking - Add 5000 bike parking spaces by 2020
- Validation - Achieve Gold-level Bicycle Friendly Community status by 2020

Bike Plan 2020 provides the strategies required to achieve this vision and become not only a great bicycling city, but a wonderful place to live and work.



Table 1 – BTA Compliance Checklist

To qualify for Caltrans Bicycle Transportation Account (BTA) grant funding, city bike plans must comply with California Streets & Highways Code (SHC) section 891.2. The following checklist confirms San José *Bike Plan 2020's* compliance with this requirement.

SHC § 891.2	Requirement	See
(a)	Estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from plan implementation	Page 1-3 (sidebar)
(b)	A map and description of existing and proposed land use and settlement patterns including locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers	Map 4
(c)	A map and description of existing and proposed bikeways	Maps 1 & 2
(d)	A map and description of existing and proposed end-of-trip bicycle parking facilities including parking at schools, shopping centers, public buildings, and major employment centers	Map 3
(e)	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes including parking facilities at transit stops, rail and transit terminals, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles	Map 3; Page 3-1 and 4-1
(f)	A map and description of existing and proposed facilities for changing and storing clothes and equipment including locker, restroom, and shower facilities near bicycle parking facilities	Map 3; Page 3-1, 3-2, 4-1
(g)	A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the California Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists	Pages 5-1 and 5-2
(h)	A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support	Page 1-2; Table 2
(i)	A description of how the bicycle plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including programs that provide incentives for bicycle commuting	Pages 1-1 and 1-2 Table 3
(j)	A description of the projects proposed in the plan and a listing of their priorities for implementation	Table 6
(k)	A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area	Table 4

Table 2 – Community Outreach

The City of San José’s Bicyclist & Pedestrian Program conducted the following community outreach during the development of *Bike Plan 2020*. Four public workshops were held, all of which were advertized in newspapers, as well as by electronic distribution to local bicycle clubs, bicycle advocacy organizations, and neighborhood groups. A draft *Bike Plan 2020* was posted to the web in advance of the final meeting. Comments were accepted for four weeks after the draft plan was posted. A total of 238 comments were received from the public workshops and by email. Six reports were provided to city committees.

Public Workshops

- | | |
|---------------------|-------------------|
| • Meeting 1 | December 15, 2009 |
| • Meeting 2 | January 14, 2009 |
| • Meeting 3 | January 20, 2009 |
| • Draft Plan Review | August 6, 2009 |

Reports to Committees & Council

- | | |
|---|--------------------|
| • Transportation & Environment Committee | August 28, 2008 |
| • Bicycle & Pedestrian Advisory Committee | January 12, 2009 |
| • Transportation & Environment Committee | April 6, 2009 |
| • Bicycle & Pedestrian Advisory Committee | August 10, 2009 |
| • Bicycle & Pedestrian Advisory Committee | September 14, 2009 |
| • Transportation & Environment Committee | November 2, 2009 |
| • City Council | November 17, 2009 |

Table 3 – VTA Bicycle Expenditure Plan, San José Projects

The Santa Clara Valley Transportation Authority (VTA) Valley Transportation Plan 2030 (VTP2030) includes projects identified in VTA's Countywide Bike Plan. These projects were projects prioritized by cities for future funding through the VTA Bicycle Expenditure Plan (BEP) funding. The BEP identifies \$160 million in countywide funding through 2035 to assist with funding these priority projects. The following San José projects with numbers in the "BEP" column are included in the VTA BEP for future funding. The projects listed as "Unfunded" were also submitted to VTA by San José and identified as future priorities for San José.

VTP2035 ID#	Project Title	BEP (\$x1000)	Status
30-B32	Los Gatos Creek Trail (Reach 4: Lincoln to Auzerais)	3,600	Complete
30-B28	Almaden Expressway Bike-Ped Over Crossing (BPOC) Near Coleman Rd	4,560	Planning
30-B29	Branham Lane/Hwy 101 Bike-Ped Over Crossing (BPOC)	4,000	Not Started
30-B30	Coyote Creek Trail (Hwy 237/Bay Trail to Story/Keyes)	4,880	Planning
30-B31	Guadalupe River Trail (Alviso to Montague)	4,080	Planning
30-B33A	Los Gatos Creek Trail (Reach 5: Park Av to Auzerais)	4,000	Planning
30-B33B	Los Gatos Creek Trail (Reach 5: Santa Clara St to Park Av)	1,120	Planning
B61	Blossom Hill - Calero Enhanced Bikeway	Unfunded	Not Started
B62	Brokaw-Coleman-Airport Enhanced Bikeway	Unfunded	Not Started
B63	Capitol Ave/Capitol Expwy Enhanced Bikeway	Unfunded	Not Started
B64	Charcot Enhanced Bikeway	Unfunded	Not Started
B65	Five Wounds Trail	Unfunded	Not Started
B66	Hedding St Enhanced Bikeway	Unfunded	Not Started
B67	Hwy 237 Bikeway On-street connections	Unfunded	Not Started
B68	Monroe Enhanced Bikeway	Unfunded	Not Started
B69	Newhall St Bike/Ped Over Crossing (BPOC) at Caltrain	Unfunded	Not Started
B70	Park Avenue/San Fernando/San Antonio Enhanced Bikeway	Unfunded	Planning
B71	Penitencia Creek Trail (Coyote Creek to King Rd)	Unfunded	Not Started
B72	Thompson Creek Trail (Tully to Yerba Buena)	Unfunded	Not Started
B73	Willow Glen Spur Trail (Los Gatos Creek to Hwy 87)	Unfunded	Not Started

Table 4 – Bicycle Facilities: Past Expenditures & Future Financial Needs

Past Expenditures (FY 2008-09)

<i>Description</i>	<i>Annual Amount</i>
Bike/Ped Program Management	\$ 300,000
Bike/Ped Facilities, Projects, Programs	\$ 750,000
Bike Parking Facilities	\$ 50,000
Trails	\$16,000,000
<i>Total</i>	<i>\$17,100,000</i>

Future Financial Needs (Annual amount, for FY 2010/11-FY2019/20)

<i>Description</i>	<i>Annual Amount</i>
Bike/Ped Program Management	\$ 600,000
Bike/Ped Facilities, Projects, Programs	\$ 4,500,000
Bike Parking Facilities	\$ 150,000
Trails	\$17,000,000
<i>Total</i>	<i>\$22,250,000</i>

Table 5 – Funding Sources

Federal

- Congestion Mitigation & Air Quality
- Recreational Trails Program
- Transportation, Community and System Preservation Program
- Federal Lands Highway Funds
- Land & Water Conservation Fund
- Rivers, Trails & Conservation Program
- Safe Routes to School (SRTS)
- Community Development Block Grants
- Highway Safety Improvement Program

State

- Bicycle Transportation Account
- Wildlife Conservation Board Public Access Program
- California Conservation Corps
- Safe Routes to School (SR2S)
- Environmental Justice: Context Sensitive Planning Grants
- Office of Traffic Safety
- Community Based Transportation Planning Demonstration
- Transportation Development Act, Article III

Regional

- Transportation Fund for Clean Air
- Transportation for Livable Communities
- Transportation Enhancement Program
- Regional Bicycle & Pedestrian Program
- Safe Routes to Transit
- Housing Incentive Program
- Lifeline Transportation Program

County

- Valley Transportation Authority Bicycle Expenditure Plan
- Valley Transportation Authority Community Design & Transportation

Table 6 – Proposed Bikeway Projects

Street/Corridor	From	To	Class	Priority for Implementation
17th St	E San Fernando St	E San Antonio St	II	1
Alma Ave	Hervey Ln	Senter Rd	II	1
Branham Ln	Ross Ave	Cherry Ave	II	1
Branham Ln	Discovery Av	Monterey Hwy	II	1
Brokaw Rd	Coleman Ave	West end	II	1
Browning Ave	White Oaks Ave	Holmes Ave	III	1
Calero Ave	Snell Ave	Holgate Ave	III	1
Capitol Ex	Jackson Av	Quimby Rd	II	1
Charcot Ave	Orchard Pkwy	Otoole Av	II	1
Charmeran Ave	Wyrick Av	Jacksol Dr	III	1
Coleman Ave	Brokaw Rd	Airport Blvd	II	1
Daniel Wy	Ori Ave	Westfield Ave	III	1
Downing Ave	Tolworth Dr	Longshore Dr	III	1
Gates Dr	Lencar Way	Nelson Way	III	1
Glen Eyrie Ave	Willow St	Lincoln Ave	III	1
Hedding St	Winchester Bl	17th St	II	1
Holmes Ave	Browning Ave	Kilmer Ave	III	1
Jacksol Dr	Charmeran Ave	Sunrise Dr	III	1
Kilmer Ave	Holmes Ave	Longfellow Ave	III	1
La Strada Dr	Pala Mesa	Primrose Dr	II	1
Leigh Ave	Curtner Ave	Stokes St	II	1
Lencar Way	Camden Ave	Gates Dr	III	1
Lincoln Ave	Savaker St	Glen Eyrie Ave	II	1
Los Esteros	Disk	Zanker	I	1
Monroe St	Newhall	Tisch	II	1
Monroe St	Moorpark Ave	Ori Ave	III	1
Nelson Way	Gates Dr	Wyrick Av	III	1
Orchard Pkwy	Charcot Av	Component Dr	II	1
Ori Ave	S Daniel Wy	S Monroe Ave	III	1
Park Ave	Sunol St	Market St	II	1
Primrose Dr/ Palmia Dr	La Strada Dr	Cottle Rd	III	1
San Antonio St	S 17th St	S King Rd	II	1
San Fernando St	S 10th St	S 17th St	II	1
Spreckles Ave	Grand Blvd	State St	II	1
Spruance St	Tolworth Dr	Stokes St	III	1
Stokes St	Southwest Exp	Leigh Ave	II	1
Sunrise Dr	Jacksol Dr	Twilight Dr	III	1
Tolworth Dr	Downing Ave	Spruance St	III	1
Twilight Dr	Sunrise Dr	White Oaks Ave	III	1
White Oaks Ave	Browning Ave	White Oaks Ave	III	1
Williams Rd	S Winchester Bl	S Daniel Wy	III	1
Wyrick Av	Charmeran Ave	Nelson Way	III	1
10th St	Taylor St	Tully Rd	II	2
12th St	Keyes St	Hwy 280	III	2
12th St	Margaret St	E Virginia St	III	2
13th St	E Hedding st	E Santa Clara St	II	2

Street/Corridor	From	To	Class	Priority for Implementation
13th St	E Reed St	E Santa Clara St	III	2
14th St	E Reed St	E William St	III	2
1st St	Grand	EB 237 off ramp	II	2
1st St	Brokaw	???	II	2
1st St	Reed St	Keyes St	III	2
24th St	E Julian St	E William St	III	2
3rd St	E Mission St	Jackson St	II	2
3rd St	E Julian St	Keyes St	III	2
4th St	Old Bayshore	Jackson St	II	2
4th St	E Julian St	E Reed St	II	2
Aborn Rd	Altamara Ave	Murillo Ave (.1 mi past)	II	2
Aborn Rd	E Capitol Exp	Stallion Wy	II	2
Allen Ave	Calero Ave	Blossom Hill Rd	III	2
Almaden Ave	Willow St	Balbach St	III	2
Almaden Blvd	W Santa Clara St	Willow St	II	2
Almaden Exp	Via Valiente	Almaden Rd	II	2
Almaden Rd	Almaden Exp	La Rossa Circle	II	2
Alum Rock	North side	South side	III	2
Alum Rock	crosswalk	parking lot 300' east	III	2
Alum Rock frontage rd	Cedar	E thru ped access to Alum Rock xwalk	III	2
Aram Ave	Spruance St	Stokes St	III	2
Arnold Way	Downing Ave	Aram Ave	III	2
Autumn St	W Santa Clara St	Cinnabar St	III	2
Autumn St	W Santa Clara St	Park Ave	II	2
Auzerais Av	Race St	Woz Way	II	2
Ayshire Dr	Blossom Hill Rd	Dentwood Dr	III	2
Bacchus Dr	McLaughlin Ave	Summer Blossom Av	III	2
Bailey Ave	IBM Silicon Valley Lab	Metcalf Rd	II	2
Balbach St/Woz Wy	Locus St	S Market St	II	2
Balsa Av	Custer	Dumbarton	III	2
Bascom Ave	Camden Ave	Hamilton Ave	II	2
Bellerose Dr	McDaniel Ave	Stevens Creek	III	2
Bernal Rd	Heaton Moor Dr	Hellyer Ave	II	2
Berryessa Rd	Capitol Ave	Morrill Ave	II	2
Bird Ave	Minnesota Ave	Willow St	III	2
Blossom Hill Rd	Almaden Exp	Stephanie Ln	II	2
Blossom Hill Rd	Snell Ave	Monterey Hwy	II	2
Borchers Dr	Vivian	New Jersey	III	2
Boynton Ave	Moorpark Ave	Payne Ave	II	2
Branham Ln	Union Ave	Ross Ave	II	2
Brenda Lee Dr	Coleen Dr	Snell Ave	III	2
Briarwood Dr	Husted	Husted	III	2
Briarwood Dr	Husted	Husted	III	2

Street/Corridor	From	To	Class	Priority for Implementation
Bryan Av	Jarvis	Almaden Exp	III	2
Cahalan Ave	Santa Teresa Blvd	Coleen Dr	II	2
Camden Ave	Curtner Ave	McAbee Rd	II	2
Camden Ave	Almaden Exp	Harry Rd	II	2
Camino Ramon	Willow St	Minnesota Ave	III	2
Campbell Ave	Newhall St	El Camino 82	III	2
Cedar Ln	Gay Ave	Alum Rock frontage road	III	2
Challenger Av	McKee	Warm Springs	III	2
Cherry Ave	Curtner Ave	Glen Eyrie Ave	III	2
Chynoweth Ave	Pearl Ave	Barron Park Dr	II	2
Chynoweth Ave	Colony Field Dr	Monterey Hwy	II	2
Cinderella Ln	McCreery Ave	Peter Pan Ave	II	2
Clark Wy	Cottle	Newport	III	2
Clayton Rd	Mt Pleasant Rd	Story Rd	II	2
Coe Av	Lincoln	Bird	III	2
Coleen Dr	Brenda Lee Dr	Cahalan Ave	III	2
College Dr	Moorpark Ave	Leigh Ave	III	2
Commerce Dr	Qume Dr	Lundy	II	2
Commercial St	Oakland Rd	Berryessa Rd	II	2
Concourse Dr	Ringwood Ave	Qume Dr	II	2
Continental Dr	Serenade Way	Coyote Rd	III	2
Cottle Rd	Poughkeepsie Rd	Monterey Hwy	II	2
Coyote Rd	Continental Dr	500' East of 101 Overpass	III	2
Coyote Rd	500 E of 101 overpass	Silver Creek Valley Rd	II	2
Cragmont Ave	E Hills Dr	McKee Rd	III	2
Creek Dr	Pine Ave	Willow Glen Wy	III	2
Cropley Ave	Capitol Ave	Camargo Dr	II	2
Cropley Ave	Camargo Dr	Morrill Ave	III	2
Curie Dr	Snell Ave	San Ignacio Av	III	2
Curtner Ave	Leigh Ave	Camden Ave	II	2
Custer Dr	Potrero	Balsa	III	2
Cypress Ave	Stevens Creek Blvd	Adra Ave	II	2
Cypress Ave	Adra Ave	Constance	III	2
Cypress Ave	Moorpark Ave	Williams Rd	II	2
Danby Ave	Tulare Dr	Mattos Ave	III	2
Daniel Maloney Dr	Silver Creek Rd	Nieman Bl	III	2
Darryl Ave	Payne Ave	W Hamilton Ave	II	2
DeAnza Blvd	Rainbow Dr	Prospect Rd	II	2
DeLaCruz Blvd	Hwy 101	Reed St	II	2
Dentwood Dr	Ayshire Dr	Dentwood	III	2
Discovery Ave	Gray Ghost Ave	Branham Ln	III	2
Dobern Av	Jackson	Penrod	III	2
Doris Av	Westboro	Highwood	III	2
Douglas St	S Willard Ave	Meridian Ave	III	2
Dove Hill Rd	Hellyer Av	Hessler Pkwy	III	2
Dry Creek Rd	Cottle	Union Ave	III	2

Street/Corridor	From	To	Class	Priority for Implementation
East Hills Dr	Fleming Ave	Lyndale Ave	III	2
Edenvale Ave	Chynoweth Ave	Saddle Brook Dr	II	2
El Cajon Dr	Sebastian Wy	Seven Trees Bl	III	2
Empire St	N First St	N 22nd St	II	2
Enborg Ln	Thornton Way	S Bascom Ave	III	2
Endicott Blvd	Cottle Rd	Perimeter Rd	II	2
Evergreen Village Squ	Ruby Ave	Ruby Ave	III	2
Ewer Dr	Camden Ave	Ross Ave	III	2
Excalibur Dr	Pendragon	Capitol	III	2
Farnsworth Dr	Silver Creek ValleyRd	San Felipe Rd	II	2
Fenian/Harriet	Bucknall Rd	Westmont Ave	II	2
Fenton St	Golf Dr	McKee Rd	III	2
First St	Brokaw Rd	Gish Rd	II	2
Fisk Ave	Bird Ave	Willis Av	III	2
Fleming Ave	Story Rd	Alum Rock Ave	III	2
Flickinger Ave	Poetry Dr	Hostetter Rd	III	2
Florence	Lyndale Av	S Capitol Ave	III	2
Florence Av	Lyndale	Lyndale	III	2
Forrestal Ave	W Gish Rd	Sonora Ave	III	2
Fortune Dr	Ringwood Ave	Qume E end	II	2
Fox Ln	Fox Dr	Oakland Rd	II	2
Foxworthy Av	Union	Vivian	II	2
Foxworthy Av	Lantz	Union	III	2
Foxworthy Av	Bascom	Lantz	II	2
Foxworthy Ave	Hillsdale Ave	Almaden Exp	II	2
Francis Dr	Patt	McKee	III	2
Fruitdale Ave	Southwest Exp	Race St	II	2
Fruitdale Ave	Race St	Northrup St	III	2
Garden Dr	Hedding St	McDaniel Av	III	2
Gay Av	Minidoka	Cedar	III	2
Gay Ave	Capitol Ave	White Rd	III	2
Gish Rd	Old Bayshore	Oakland Rd	II	2
Gish Rd	Forrestal Ave	N 4th St	III	2
Golf Dr	N White Rd	Fenton St	III	2
Goodyear St	Graham Ave	S First St	II	2
Graham Ave	Willow St	Goodyear St	II	2
Grand Blvd	First	Disk	II	2
Grant St	Palm St	S Almaden Ave	III	2
Gray Ghost Ave	Roeder Rd	Discovery Ave	III	2
Greenbriar Ave	Westfield Ave	Payne Ave	III	2
Gridley st	Golf Dr	Penitencia Creek	III	2
Hanchett Ave	Park Ave	The Alameda	III	2
Harry Rd	Almaden Rd	Camden Ave	II	2
Harwood Rd	Michon Dr	Merrill Dr	II	2
Hassler Pkwy	Dove Hill Rd	Silver Creek Valley Rd	II	2
Havana Dr	Midfield Av	S King Rd	III	2
Hawthorne Way	N San Pedro St	N First St	III	2

Street/Corridor	From	To	Class	Priority for Implementation
Heaton Moor Dr	Curie Dr	Bernal Rd	III	2
Hellyer Ave	Dove Hill Rd	Senter Rd	III	2
Highwood Dr	Doris	Lyndale	III	2
Highwood Dr	S Capitol Ave	Lyndale Ave	III	2
Hillsdale Ave	Leigh Ave	Almaden Exp	II	2
Hillsdale Ave	Pearl Ave	Snell Ave	II	2
Holger Wy	First	Headquarters	II	2
Holger Wy	Headquarters	N First St	II	2
Holly Hill Dr	Courtney Ave	Kilchoan Wy	II	2
Hopkins Dr	Story Rd	Ocala Ave	II	2
Hostetter Rd	Capitol Ave	Morrill Ave	II	2
Husted Av	Dumbarton	Briarwood	III	2
Husted Ave	Lincoln Ave	Briarwood Dr	III	2
Isabel Dr	Meridian Ave	Willow St	III	2
Jackson Av	Capitol	Dobern	I	2
Jackson Ave	E Capitol Exp	Story Rd	II	2
Jacob Av	Kirk	Jarvis	III	2
Jarvis Av	Jacob	Bryan	III	2
Julian St	The Alameda	Cinnabar St	III	2
Julian St	Cinnabar St	N River St	II	2
Junction Ave	Zanker Rd	Rogers Ave	II	2
Kammerer Ave	S Jackson Ave	S King Rd	III	2
Karina Ct	O'Nel Dr	N First St	II	2
Keyes St	S First St	S Third St	II	2
King Rd	Aborn Rd	Barberry Ln	II	2
Kingman Ave	Leigh Ave	College Dr	III	2
Kirk Ave	Alum Rock Ave	McKee Rd	III	2
Kirk Rd	Milroy	Jacob	III	2
Landess Ave	Hwy 680	Paris Way	II	2
Lean Ave	Blossom Hill Rd	Curie Dr	III	2
Leigh Ave	Stokes St	San Carlos St	II	2
Lick Ave	W Alma Ave	Willow St	III	2
Lido Way	S King Rd	McCreery Ave	II	2
Lincoln Ave	Park Ave	Savaker St	II	2
Lincoln Ave	Glen Eyrie Ave	Malone Rd	II	2
Lincoln Ave	Curtner Ave	Almaden Rd	II	2
Little Branham Ln	Leigh Ave	Camden Ave	II	2
Lucretia Ave	Story Rd	Tully Rd	II	2
Lyndale Av	Rose	Florence	III	2
Lyndale Av	Florence	Doris	III	2
Lyndale Av	Highwood	Story	III	2
MacArthur Dr	Stevens Creek Blvd	Moorpark Ave	III	2
Madden Ave	N Jackson Ave	N Capitol Ave	III	2
Madeline Dr	White Rd	Kirk Ave	III	2
Malone	Newport	Lincoln	III	2
Market St	Balbach St	W William St	II	2
Martha St	S First St	S 12th St	III	2
Mattos Ave	Danby Ave	Mauna Kea Ln	III	2
Mauna Kea Ln	Mattos Ave	Ruskin Dr	III	2

Street/Corridor	From	To	Class	Priority for Implementation
McCreery Ave	Lido Way	Cinderella Ln	II	2
McDaniel Av	Garden Dr	Bellerose Dr	III	2
McKee Rd	Francis	Challenger	I	2
McLaughlin Ave	E Capitol Exp	Yerba Buena Rd	II	2
McLaughlin Ave	Tully Rd	Tekman Dr	III	2
Meadow Ln	Story Rd	E Hills Dr	III	2
Merrill Dr	Harwood Rd	Camden Ave	III	2
Messina Dr	Cropley Ave	Hostetter Rd	III	2
Michon Dr	Harwood Rd	Camden Ave	III	2
Milroy Pl	Rondeau	Kirk	III	2
Minidoka Av	Warm Springs	Gay	III	2
Minnesota Ave	Meridian Ave	Hervey Ln	II	2
Minuet Dr	Minuet Dr	Capitol Ave	III	2
Mitty Way	Lawrence Expwy	Moorpark Ave	III	2
Monroe Ave	Ori Ave	Moorpark Ave	III	2
Monterey Hwy/1st St	Tully Rd	W Humboldt St	II	2
Monterey Hwy	Metcalfe Rd	Bailey Ave	II	2
Moorpark Ave	Williams Rd	College Dr	II	2
Morrill Ave	Landess Ave	Cropley Ave	II	2
Morrill Ave	Hostetter Rd	Berryessa Rd	II	2
Mt Camel Dr	Trinidad Dr	Camden Ave	III	2
Mt Pleasant Rd	Kohler Rd	Clayton Rd	II	2
Murillo Ave	Aborn Rd	Tully Ct	II	2
Murillo Ave	Ruby Ave	Groesback Hill Dr	II	2
Narvaez Ave	New World Dr	Branham Ln	III	2
New Jersey Av	Borchers	Potrero	III	2
New World Dr	Chynoweth Ave	Narvaez Ave	III	2
Newhall Dr	Coleman Ave	Newhall S	III	2
Newhall St	Park	Elm St (RR track)	III	2
Newport Av	Clark	Malone	III	2
Northrup St	Fruitdale Ave	Paula St	III	2
Old Bayshore	Zanker	10th	II	2
Old Bayshore	N First St	N 4th St	III	2
Old Tully Rd	Tully Rd	Monterey Hwy	II	2
O'Nel Dr	Charcot Av	Karina Ct	II	2
Orchard Pkwy	Component Dr	First St	II	2
Otoole Av	Montague Exp	Brokaw Rd	II	2
Parking	Alum Rock	Rose	III	2
Parkmoor Ave	Bascom Ave	Meridian Ave	II	2
Patt Av	Francis	White	III	2
Paula St	Northrup St	Lincoln Ave	III	2
Payne Ave	Greenbriar Ave	S Winchester Bl	III	2
Pearl Ave	Chynoweth Ave	Branham Ln	II	2
Pendragon Ln	Dobern	Excalibur	III	2
Penrod Pl	Dobern	Pendragon	III	2
Phelan Ave	Monterey Hwy	Bevin Brook Dr	II	2
Phelan Ave	Roberts	McLaughlin Ave	II	2
Pine Ave	Hicks Ave	Creek Dr	III	2
Plumeria Dr	Orchard Pkwy	Montague Exp	II	2

Street/Corridor	From	To	Class	Priority for Implementation
Poetry Dr	Flickinger Ave	Minuet Dr	III	2
Potrero Dr	New Jersey	Custer	III	2
Poughkeepsie Rd	Blossom Hill Rd	Cottle Rd	II	2
Poughkeepsie Rd	Raleigh Rd	Perimeter Rd	III	2
Queens Ln	Rogers Ave	Old Bayshore	II	2
Quimby Rd	Ruby Ave	Tully Rd	II	2
Qume Dr	Fortune Dr	Commerce Dr	II	2
Race St	W San Carlos St	Fruitdale Ave	II	2
Race St	The Alameda	San Carlos St	III	2
Rancho Dr	Seven Trees Bl	Monterey Hwy	III	2
Reed St	S 1st St	S 11th St	II	2
Reed St	S 11th St	S 14th St	III	2
Reed St	S Almaden Ave	S 1st St	III	2
Ringwood Ave	Trade Zone Bl	Murphy Av	II	2
River Oaks Pl	Guadalupe River Trail	First	II	2
Roeder Rd	Monterey Hwy	Gray Ghost Ave	III	2
Rogers Ave	Junction Ave	Queens Ln	II	2
Rondeau Dr	Ewer	Milroy	III	2
Rose Av	Parking lot	Lyndale	III	2
Ross Ave	Branham Ln	Ewer Dr	III	2
Ruby Ave	Murillo Ave	Kohler Rd	II	2
Ruby Ave	Aborn Rd	Evergreen Village Sq	II	2
Ruby Ave	Evergreen Village Sq	Cortoda Dr	II	2
Ruby Ave	Cortoda Dr	Fowler	III	2
Ruby Ave	Delta Rd	Fowler	II	2
Ruby Ave	Delta Rd	Falls Creek Dr	III	2
Ruskin Dr	Mauna Kea Ln	Piedmont Rd	III	2
Russo Dr	Cherry Ave	Lansing dead-end	II	2
Ryland St	N Santa Teresa St	N San Pedro St	III	2
Samaritan Dr	Union Ave	Los Gatos Bl	II	2
Samaritan Pl	Samaritan Dr	Samaritan Pl	III	2
San Felipe Rd	Farnsworth Dr	The Villages Pkwy	II	2
San Felipe Rd	Yerba Buena Rd	Park Estates Way	II	2
San Ignacio Ave	Santa Teresa Blvd	Via del Oro	II	2
San Pedro St	Hawthorne Way	Ryland St	III	2
San Salvador St	S 7th St	S 16th St	III	2
San Tomas Aquino	Payne Ave	La Pradera	II	2
Santa Clara St	S 17th St	N 21st St	III	2
Santa Clara St	S Montgomery St	Almaden Blvd	II	2
Scott St	MacArthur Av	Willard Ave	III	2
Senter Rd	Serenade Wy	Sylvandale Ave	II	2
Senter Rd	Sebastian Wy	El Cajon Dr	III	2
Serenade Way	Senter Rd	Continental Dr	III	2
Seven Trees Bl	El Cajon Dr	Rancho Dr	III	2
Shasta Ave	W San Carlos St	Park Ave	III	2
Sierra Rd	Capitol Ave	Piedmont Rd	II	2
Sierra Rd	Flickinger Ave	Chessington Dr	II	2
Sierraville Ave	N Capitol Ave	Sierraville Ave	III	2

Street/Corridor	From	To	Class	Priority for Implementation
Silver Creek Rd	Yerba Buena Rd	Aborn Rd	II	2
Silver Creek Valley Rd	Yerba Buena Rd	Hillstone Dr	II	2
Snell Ave	Hillsdale Ave	Capitol Exp	II	2
Snell Ave/Snell Wy	Santa Teresa Blvd	Blossom Hill Rd	II	2
Snyder Ave	Willis Av	Warren Ave	III	2
St Elizabeth Dr	Leigh Ave	Fruitdale Ave	III	2
St John St	Autumn St	Guadalupe River Trail	II	2
St John St	Guadalupe River Trail	E side of Hwy 87 O.C.	I	2
St John St	E side of Hwy 87 Overcrossing	N 17th St	III	2
Stallion Wy	Aborn Rd	Barberry Ln	III	2
Steinbeck Dr	Allen Ave	Santa Teresa Blvd	II	2
Stockton Ave	W Taylor St	The Alameda	II	2
Stokes St	Spruance St	S Bascom Ave	III	2
Story Rd	Fleming Ave	Clayton Rd	III	2
Sunset Ave	Alum Rock Ave	Story Rd	III	2
Taylor St	Coleman Ave	The Alameda	II	2
Taylor St	N First St	N 21st St	II	2
Technology Dr	Airport Pkwy	Technology Dr	II	2
Thornton Way	Downing Ave	Enborg Ln	III	2
Tisch Way	Winchester Bl	Monroe Ave	II	2
Trimble Rd/Capewood Ln	E Capitol Ave	Morrill Ave	III	2
Trinidad Dr	Almaden Exp	Mt Camel Dr	III	2
Tuers Rd	Gassmann Dr	Umbarger Rd	III	2
Tulare Dr	Queen Crossing Dr	Danby Ave	III	2
Umbarger Rd	Senter Rd	Monterey Hwy	II	2
Via del Oro	San Ignacio Ave	Perimeter Rd	II	2
Virginia Av	Bird	Guadalupe River Trail W of Harlis Av	III	2
Vista Montana	W Tasman Dr	N First St	III	2
Vistapark Dr	Hillsdale Ave	W Capitol Exp	II	2
Vivian Ln	Foxworthy	Borchers	III	2
Warm Springs Dr	Challenger	Minidoka	III	2
Warren Ave	Snyder Ave	Willow St	III	2
Westboro Dr	Lyndale	Doris	III	2
Westfield Ave	S Daniel Wy	Greenbriar Ave	III	2
White Rd	Gay Ave	Madeline Dr	I	2
Willard Ave	Scott St	Douglas St	III	2
William St	S 24th St	S Market St	II	2
Willis Av	Fisk Av	Snyder Ave	III	2
Willow Glen Wy	Bird Ave	Almaden Rd	III	2
Willow St	Minnesota Ave	Lick Av	II	2
Willow St	Graham Ave	Lick Av	III	2
Winchester Bl	Moorpark Ave	Payne Ave	II	2
Yerba Buena Ave	San Felipe Rd	Greenleaf Ln	III	2
Yerba Buena Ave	Bergman Ct	Yerba Buena Rd	III	2

Street/Corridor	From	To	Class	Priority for Implementation
Yerba Buena Rd	Aborn Rd	Villa Vista Rd	II	2
Yerba Buena Rd	McLaughlin Ave	Regaby Pl Ct	II	2
Zanker Rd	Los Esteros	Holger	II	2

Map 1 - City of San Jose Primary Bikeway Network



Legend

Trails (Off-Street: Class I Bikeway)

- Existing (Paved)
- Existing (Unpaved)
- ⋯ Planned
- Existing Trail Access
- Planned Trail Access

Bike Lanes (On-Street: Class II Bikeway)

- Existing (Basic)
- ⋯ Planned

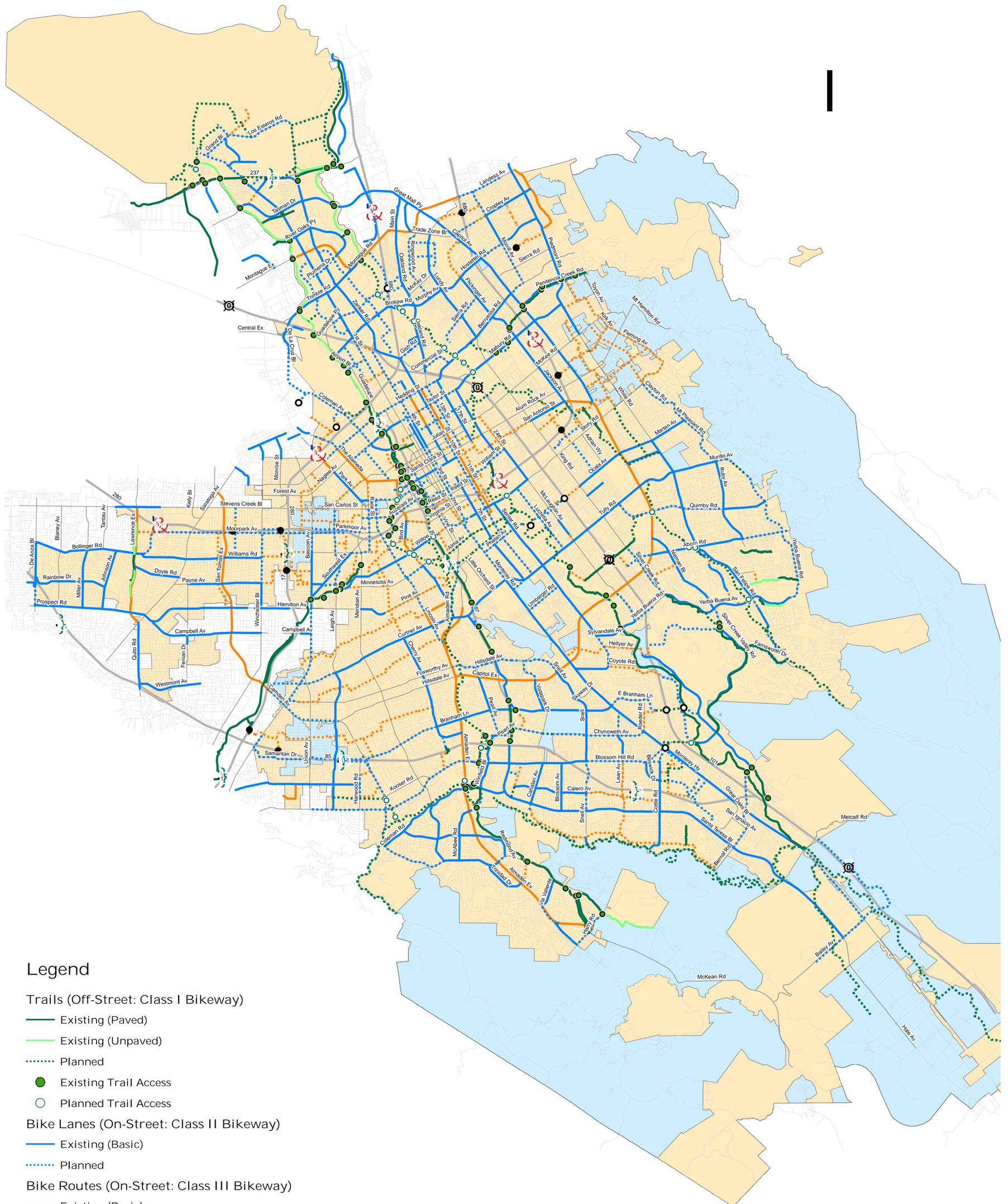
Bike Routes (On-Street: Class III Bikeway)

- Existing (Basic)
- ⋯ Planned

Bike Bridges (Pedestrian Over Crossing)

- Existing
- Planned

Map 2 - City of San Jose Bikeway Network



Legend

Trails (Off-Street: Class I Bikeway)

- Existing (Paved)
- Existing (Unpaved)
- ⋯ Planned
- Existing Trail Access
- Planned Trail Access

Bike Lanes (On-Street: Class II Bikeway)

- Existing (Basic)
- ⋯ Planned

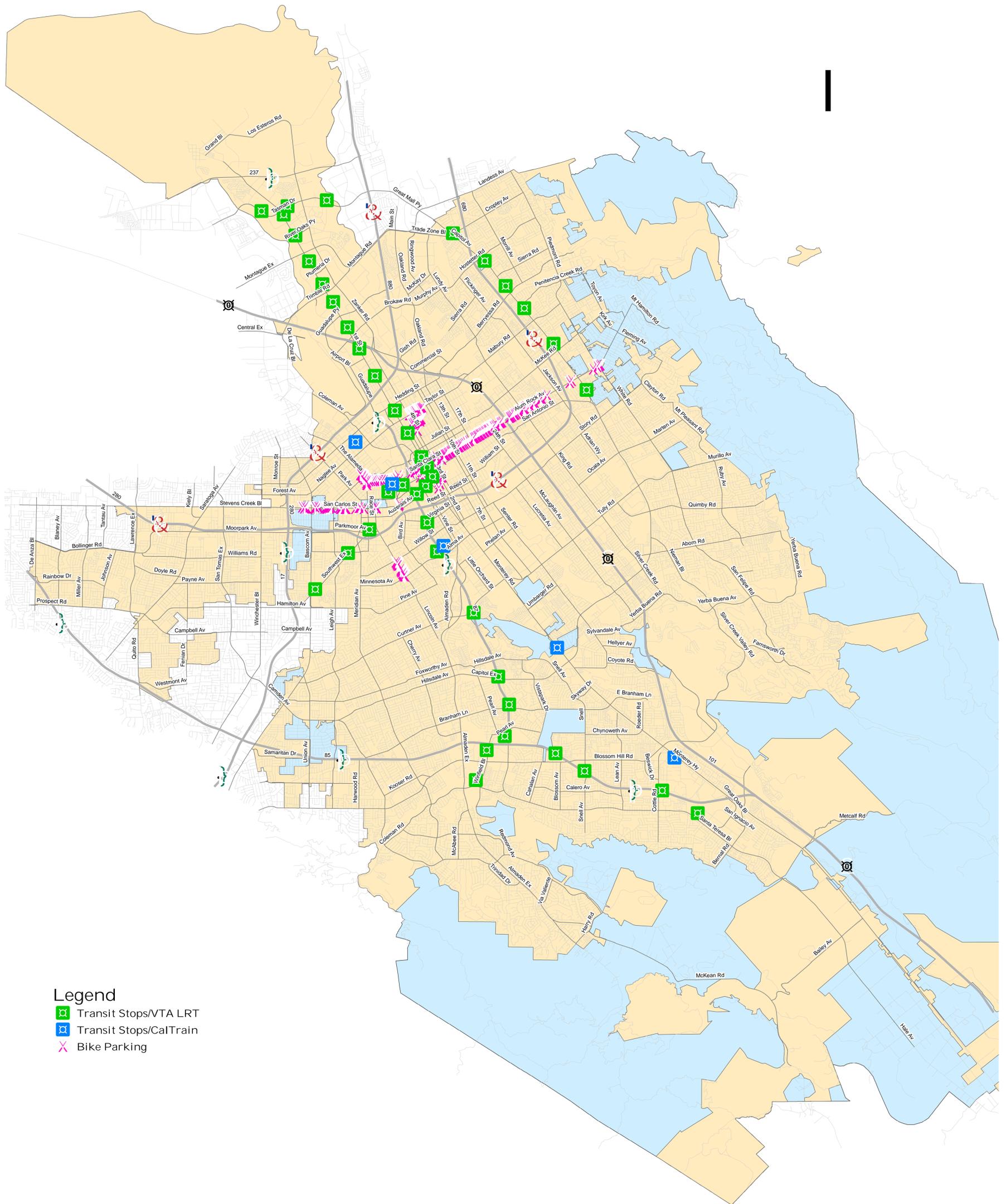
Bike Routes (On-Street: Class III Bikeway)

- Existing (Basic)
- ⋯ Planned

Bike Bridges (Pedestrian Over Crossing)

- Existing
- Planned

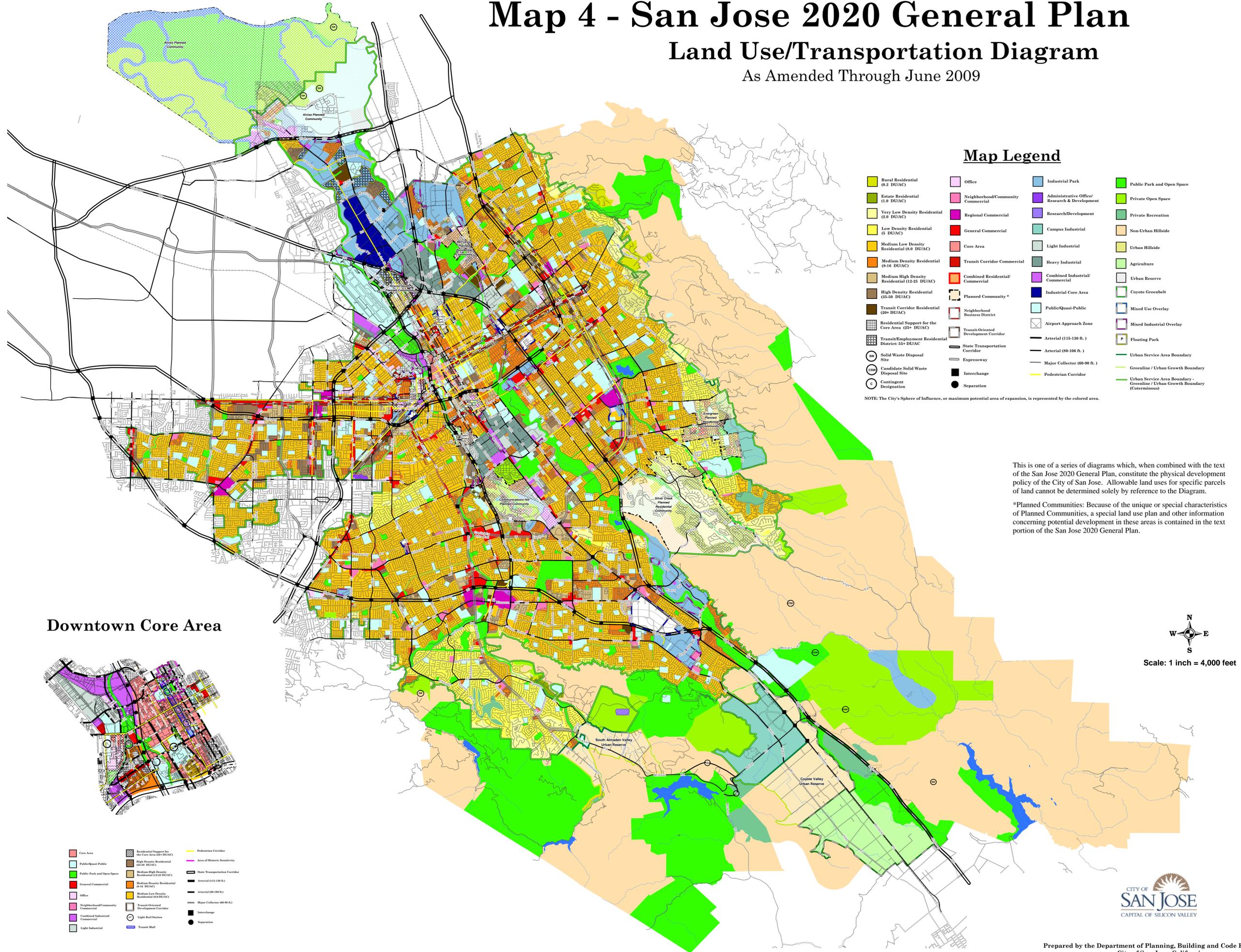
Map 3 - City of San Jose Bike Parking & Transit Stops



Map 4 - San Jose 2020 General Plan

Land Use/Transportation Diagram

As Amended Through June 2009



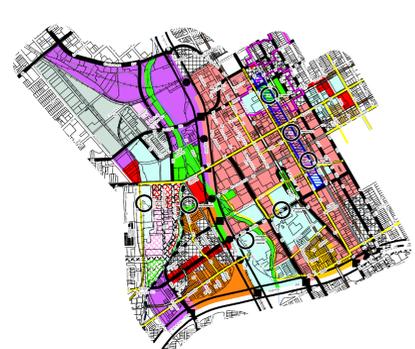
Map Legend

- | | | | |
|--|---------------------------------------|--|--|
| Rural Residential (0.2 DU/AC) | Office | Industrial Park | Public Park and Open Space |
| Estate Residential (1.0 DU/AC) | Neighborhood/Community Commercial | Administrative Office/Research & Development | Private Open Space |
| Very Low Density Residential (2.0 DU/AC) | Regional Commercial | Research/Development | Private Recreation |
| Low Density Residential (4 DU/AC) | General Commercial | Campus Industrial | Non-Urban Hillside |
| Medium Low Density Residential (8-16 DU/AC) | Core Area | Light Industrial | Urban Hillside |
| Medium Density Residential (12-25 DU/AC) | Transit Corridor Commercial | Heavy Industrial | Agriculture |
| Medium High Density Residential (25-50 DU/AC) | Combined Residential/Commercial | Combined Industrial/Commercial | Urban Reserve |
| High Density Residential (25-50 DU/AC) | Planned Community * | Industrial Core Area | Coyote Greenbelt |
| Transit Corridor Residential (25+ DU/AC) | Neighborhood Business District | Public/Quasi-Public | Mixed Use Overlay |
| Residential Support for the Core Area (25+ DU/AC) | Transit-Oriented Development Corridor | Airport Approach Zone | Mixed Industrial Overlay |
| Transit/Employment Residential District: 55+ DU/AC | State Transportation Corridor | Arterial (115-130 ft.) | Floating Park |
| Solid Waste Disposal Site | Expressway | Arterial (80-106 ft.) | Urban Service Area Boundary |
| Candidate Solid Waste Disposal Site | Interchange | Major Collector (60-90 ft.) | Greenline / Urban Growth Boundary |
| Contingent Designation | Separation | Pedestrian Corridor | Urban Service Area Boundary - Greenline / Urban Growth Boundary (Continuous) |
- NOTE: The City's Sphere of Influence, or maximum potential area of expansion, is represented by the colored area.

This is one of a series of diagrams which, when combined with the text of the San Jose 2020 General Plan, constitute the physical development policy of the City of San Jose. Allowable land uses for specific parcels of land cannot be determined solely by reference to the Diagram.

*Planned Communities: Because of the unique or special characteristics of Planned Communities, a special land use plan and other information concerning potential development in these areas is contained in the text portion of the San Jose 2020 General Plan.

Downtown Core Area



Scale: 1 inch = 4,000 feet

