BETTER BIKEWAYS SJ
Explore your city.
Rapid Implementation of All-Ages & Abilities Network

- 2017: Project Launch
- 2018: 10 Miles
  - Protected (5 Miles)
  - Bike Boulevard (3 Miles)
  - Buffered Bike Lanes (2 Miles)
- 2019 & 2020: 12 Miles & Upgrades
- Connecting with Trails, Getting Across Barriers

sanjoseca.gov/betterbikeways
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#1: Complete Streets & Pavement Maintenance

Learning to walk before you run.
As of January 1, 2018

197 Miles

320 Miles

As of January 1, 2018

Bikeways installed before Bike Plan 2020 was passed by the City Council

Existing Bikeways
Programmed and Planned Bikeways

April 2018
What do you need?

- People (In-House, Consultants)
- Process
#2: Team

If you want to go fast, go alone; if you want to go far, go together.
Knight Foundation + NACTO = BETTER BIKEWAYS SJ
Explore your city.
BETTER BIKEWAY SJ
Explore your city.
This takes a lot of people – both inside and outside of the organization.

... Especially inside.
Peter Bennett

• Project Manager Extraordinaire

• 35+ Community Meetings/Events

• Keeping all the pieces together

• Dealing with me 😊
Vignesh Swaminathan

• CEO & President of Crossroad Lab

• Lead Designer hired by NACTO

• Drafting, re-drafting, creating, problem-solving, +++

• In the field, at community meetings, in our office, with our Fire Department, +++
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• In the field, at community meetings, in our office, with our Fire Department, +++
• Sustainable Mobility – Peter, John, Nick, Ryan, Devin, Laura, Evan
• Planning & Data Analytics – Connie, Wilson, Reena, Ramses, Doug
• Geometric Design – Shu, Zahi, Majeed, Mark, Gabby, Hien
• Signals – Kyle, Anthony, Josh, Hassan, Tan, Anie
• Traffic Management Center – Renee, Abdul
• Pavement Maintenance – Octavio, Frank, Emil, Rick
• Signs & Markings – Eric, Jesse, Brian, Tomas
• Heavy Equipment – Kenny, Joe
• Parking – Tommy, Brian, Heather, Steve, Arian
• Neighborhood Traffic Management – Jim, Larry, Kevin
• Pedestrian Safety – Jason
• Communication – Colin
• Downtown Council Office – David

• More than 100 people (out of 450) in SJ DOT
#3: Leadership
#4: Network
Central San José: Best Place to Start

<table>
<thead>
<tr>
<th>City</th>
<th>Population</th>
<th>Density (residents per mi.²)</th>
<th>Area (mi.²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Jose</td>
<td>1,025,000</td>
<td>5,750</td>
<td>176</td>
</tr>
<tr>
<td>Portland, OR</td>
<td>619,000</td>
<td>4,640</td>
<td>133</td>
</tr>
<tr>
<td>Central San Jose</td>
<td>427,500</td>
<td>8,725</td>
<td>49</td>
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<tr>
<td>Minneapolis, MN</td>
<td>407,000</td>
<td>7,545</td>
<td>54</td>
</tr>
</tbody>
</table>
Central San José: Worst Place to Start

- Transit
- Parking
  - On-Street (Smart Meters, Permit Parking)
  - Garage Entrances/Exits
- Events
- Passenger Loading (Inc. Disabled)
- Deliveries/Goods Loading
- Street Art & Placemaking
- Dumpsters (!!!!)
- Visibility
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:

- Hosted or attended 31 community and civic meetings...
- ...and spoken with over 1,500 people.
- 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.
- 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.

#5: Outreach
Do it. Document it.
BETTER BIKEWAYS: SAN FERNANDO AND ST. JOHN STREETS COMMUNITY MEETING

Join the City of San Jose Department of Transportation to learn more about the Better Bikeways network and share your ideas. On San Fernando Street, this project will fill the parking and bike lanes to calm traffic, improve safety, and make walking and biking easier. On St. John Street, safety improvements will create a calm street for walking and biking.

Where: Better Bikeways, San Jose
San Fernando and St. John Streets Community Meeting
When: February 27, 2018, 6:30 to 8:30 pm
Where: 23rd Street Library
23rd St./San Fernando St., San Jose, CA 95112
Learn more: www.sanjose腳.gov/bikeways

For questions, email bikefeed@sanjose.foot or call 408-296-1610

Take a survey! Mail it back!

City of San Jose
Capital of Silicon Valley
#6: Design

So new. So much to learn.
Build a Menu of Options

PAINTED CURB EXTENSION - DETAIL X
N.T.S.

PARKING AREA WITHOUT TIP LINE - DETAIL OPTION 01
N.T.S.

BIKE BLVD MARKING
DETAIL S1
N.T.S.

BIKE REFUGE ONE DIRECTION - DETAIL U1
N.T.S.

DRIVEWAY RADIUS OFFSET - DETAIL T2
N.T.S.
Pave Intersecting Streets
Put the Pencils Down (& Pick Them Back Up)
#7: Procurement

Build in flexibility and order as early as you can.
#8: Implement & Communicate

Carefully choreography installation and decide how and what to communicate.
How to use the new street

Drive
Stay in the lane. Do not drive in the bike lane.

Park
Park in the marked parking space to the left of the buffer and bike lane.

Load
Use the bike lane to get to parked cars. Look for opening car doors.
Bike
Ride in the new bicycle lanes. Watch for crossing pedestrians.
Walk
Look for approaching bicyclists when crossing the bike lane.

SAN SALVADOR STREET
Better Bikeways San Jose upgrades streets to support safety, placemaking, and local business. Visit sanjose.ca.gov/betterbikeways for more information.

How to make a right turn in a protected intersection

Turn around the corner island. Yield to bicyclists and pedestrians.

Don't turn through the crosswalk & crossbike.
**New Curbide Bike Lanes Baffle Drivers Trying to Park in Downtown San Jose**

The city of San Jose is overhauling downtown streets to create protected bicycle lanes, but locals say it’s the new parking spaces — offset from the curb — which have many drivers scratching their heads and, in some cases, shaking their fists.

The new bike lanes are next to the curbs and parking spots are placed between the bike lanes and vehicle traffic, creating backups downtown as cars try to park in traffic.

That it drivers can even figure out where to park, it’s not always obvious.

"It was confusing," said Jose McCannell. "I thought it was the bicycle lane but then I saw cars parked in it so I wasn't quite sure whether I could park there or not."

At Third and Santa Clara streets, the bike lane next to the curb is painted green but a few steps away there is one hour parking signs and meters, fooling some drivers into thinking they can park in the lane instead of the painted spaces next to the vehicle traffic lanes.

Rosaana Lora lives downtown and says drivers are getting used to it.

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**Bike Lanes**

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

Cars are parked side by side on North Third Street as drivers try to figure out where they should be as a result of new lane configurations in downtown San Jose. (KTVU/KGO TV)

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.

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7. City of San Jose: bike lane changes in works
8. City of San Jose: bike lane changes in works
9. City of San Jose: bike lane changes in works
10. City of San Jose: bike lane changes in works
#9: Evaluate

Report on pre- and post-project performance – people walking, bicycling, riding transit, driving, shopping, and otherwise enjoying the street.
#10: Enjoy

Expose people to the network, encourage them to use it.

Exit the “Political Valley” as soon as possible.
Everyday (Riding Home from School)