



BETTER
BIKEWAYSSJ

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



You're in the network!

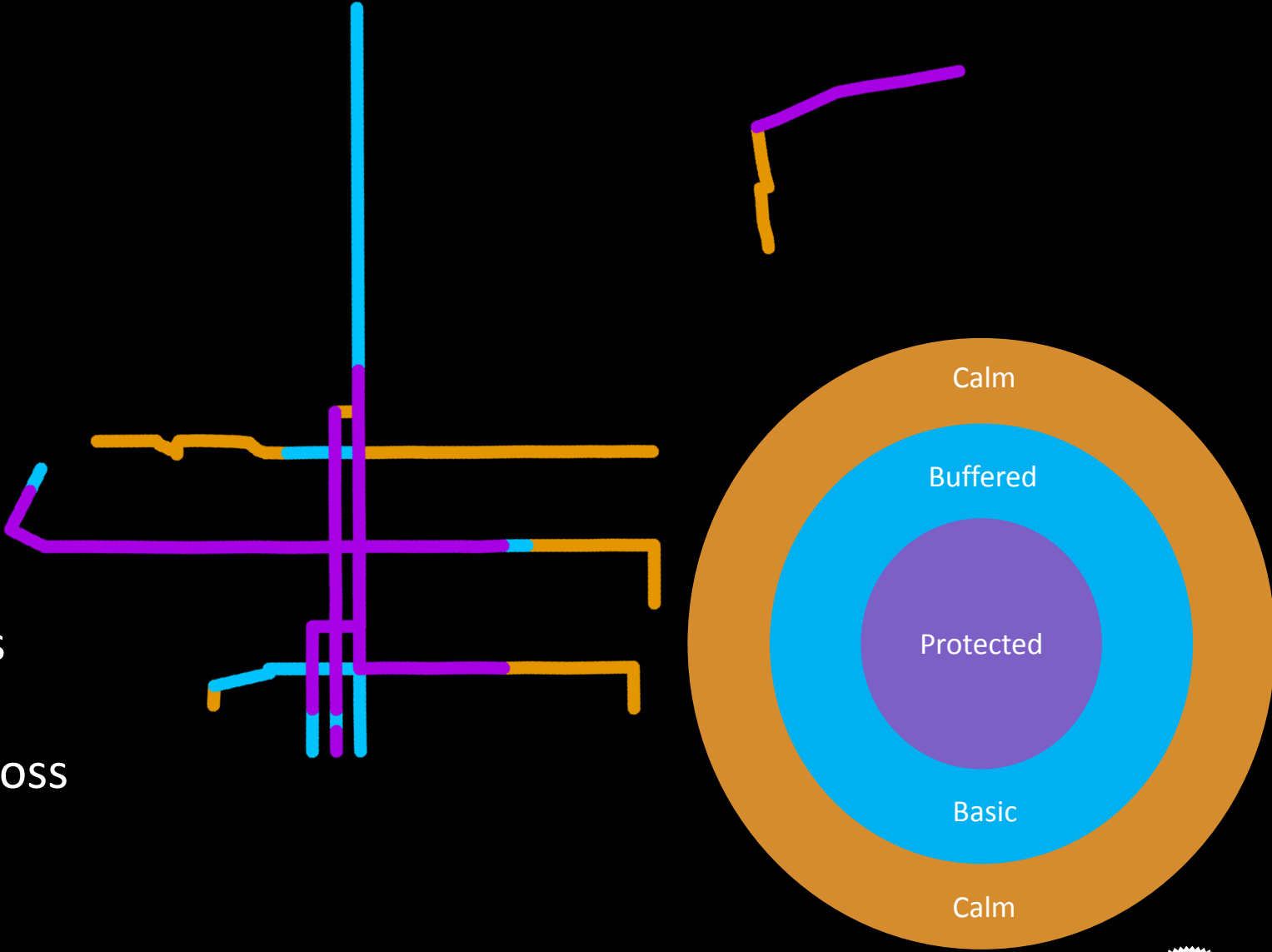


sanjoseca.gov/betterbikeways 



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#1: Complete Streets & Pavement Maintenance

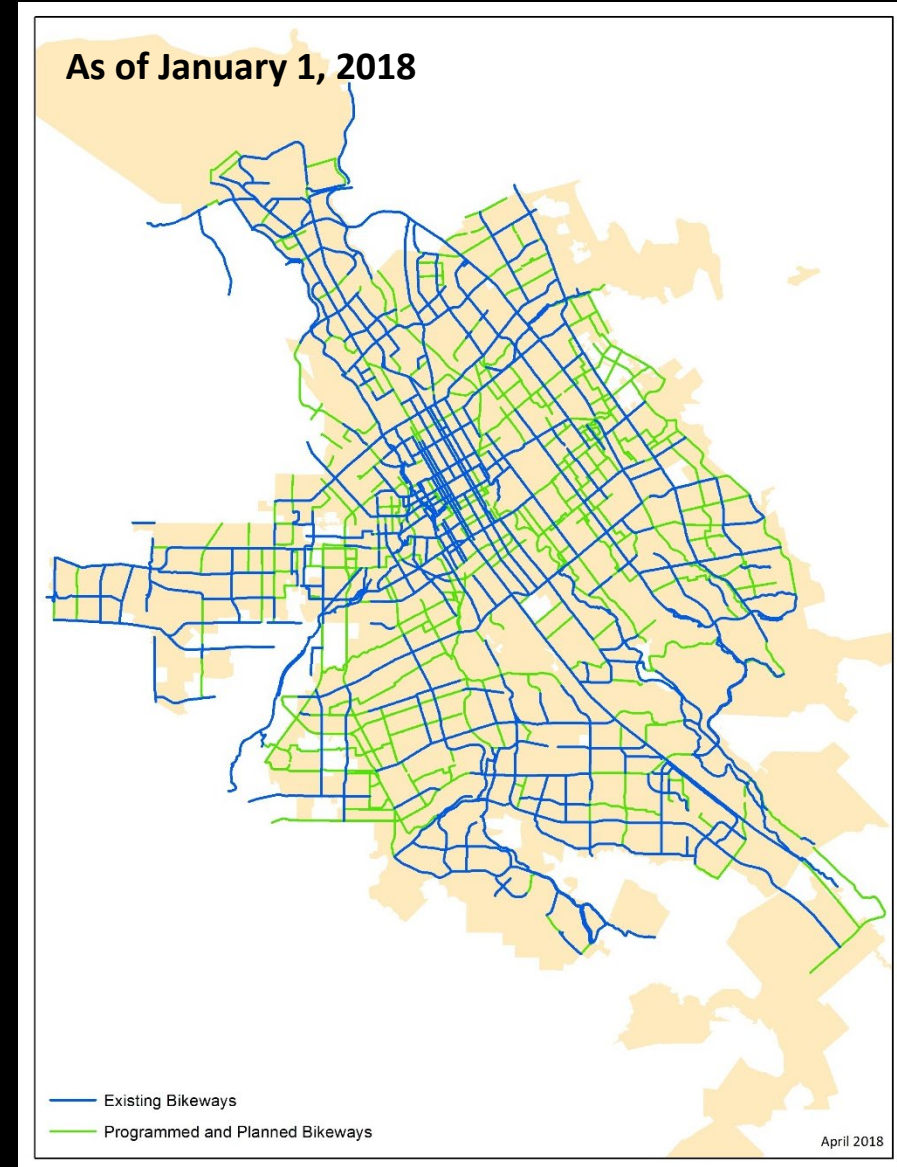
Learning to walk before you run.



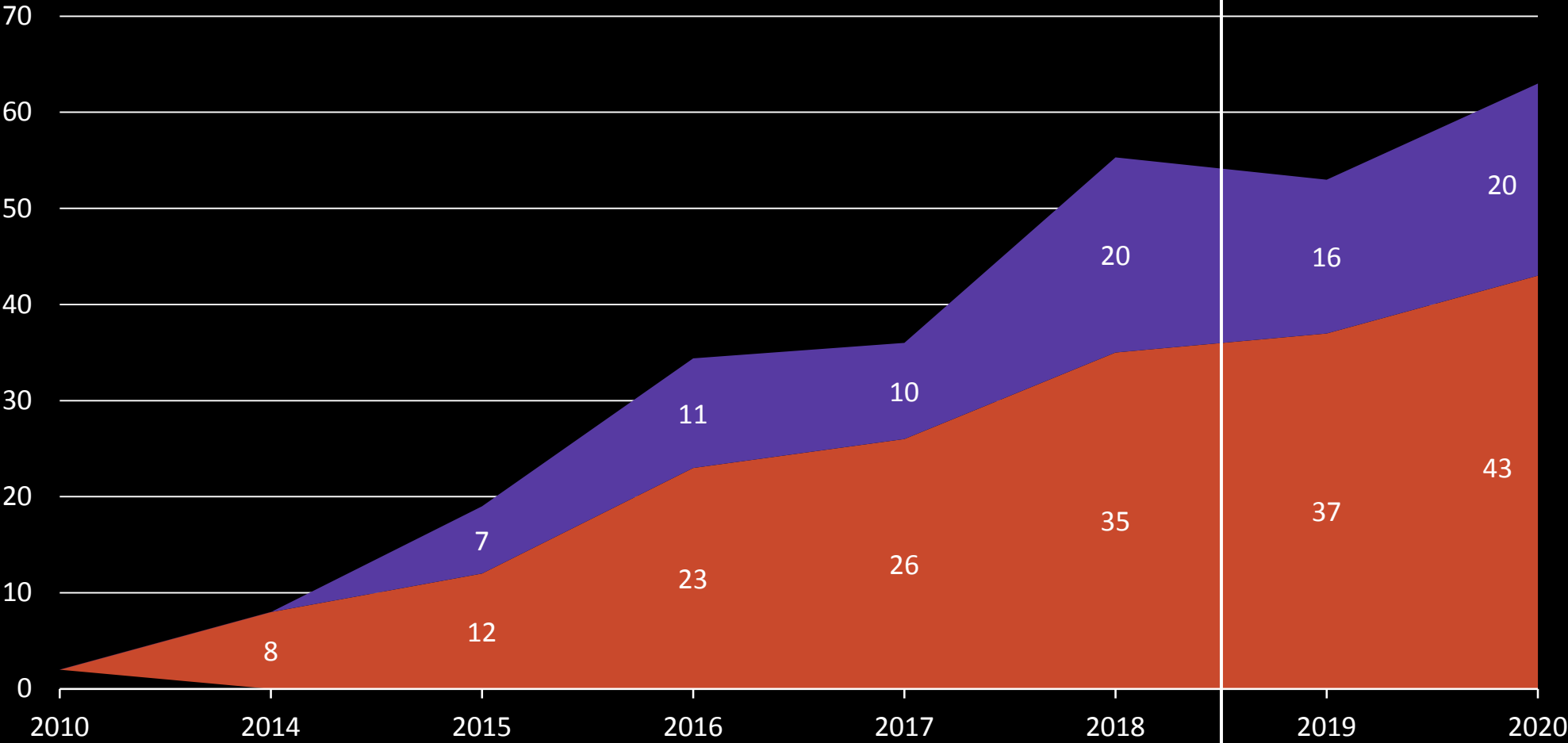
197 Miles



320 Miles



New & Enhanced Bikeways



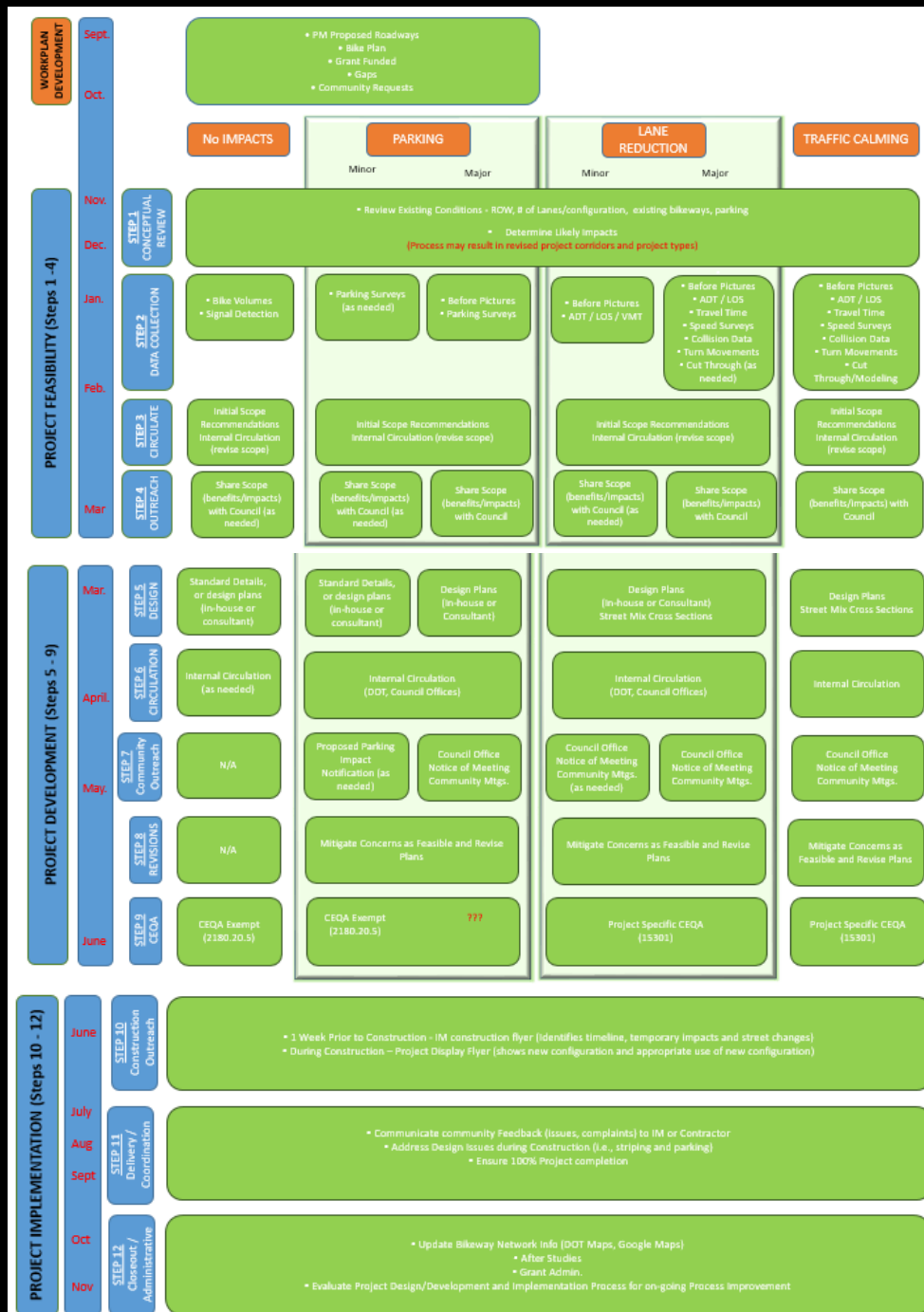
Before

After



What do you need?

- People (In-House, Consultants)
- Process



WORKPLAN DEVELOPMENT

Sept.
Oct.
Nov.
Dec.
Jan.
Feb.
Mar

PROJECT FEASIBILITY (Steps 1 -4)

STEP 1
CONCEPTUAL REVIEW

STEP 2
DATA COLLECTION

STEP 3
CIRCULATE

STEP 4
OUTREACH

- PM Proposed Roadways
 - Bike Plan
 - Grant Funded
 - Gaps
 - Community Requests

No IMPACTS

PARKING

Minor Major

LANE REDUCTION

Minor Major

TRAFFIC CALMING

• Review Existing Conditions - ROW, # of Lanes/configuration, existing bike-ways, parking

• Determine Likely Impacts

(Process may result in revised project corridors and project types)

- Bike Volumes
- Signal Detection

- Parking Surveys (as needed)

- Before Pictures
- Parking Surveys

- Before Pictures
- ADT / LOS / VMT

- Before Pictures
- ADT / LOS
- Travel Time
- Speed Surveys
- Collision Data
- Turn Movements
- Cut Through (as needed)

- Before Pictures
- ADT / LOS
- Travel Time
- Speed Surveys
- Collision Data
- Turn Movements
- Cut Through/Modeling

Initial Scope Recommendations Internal Circulation (revise scope)

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Share Scope (benefits/impacts) with Council (as needed)

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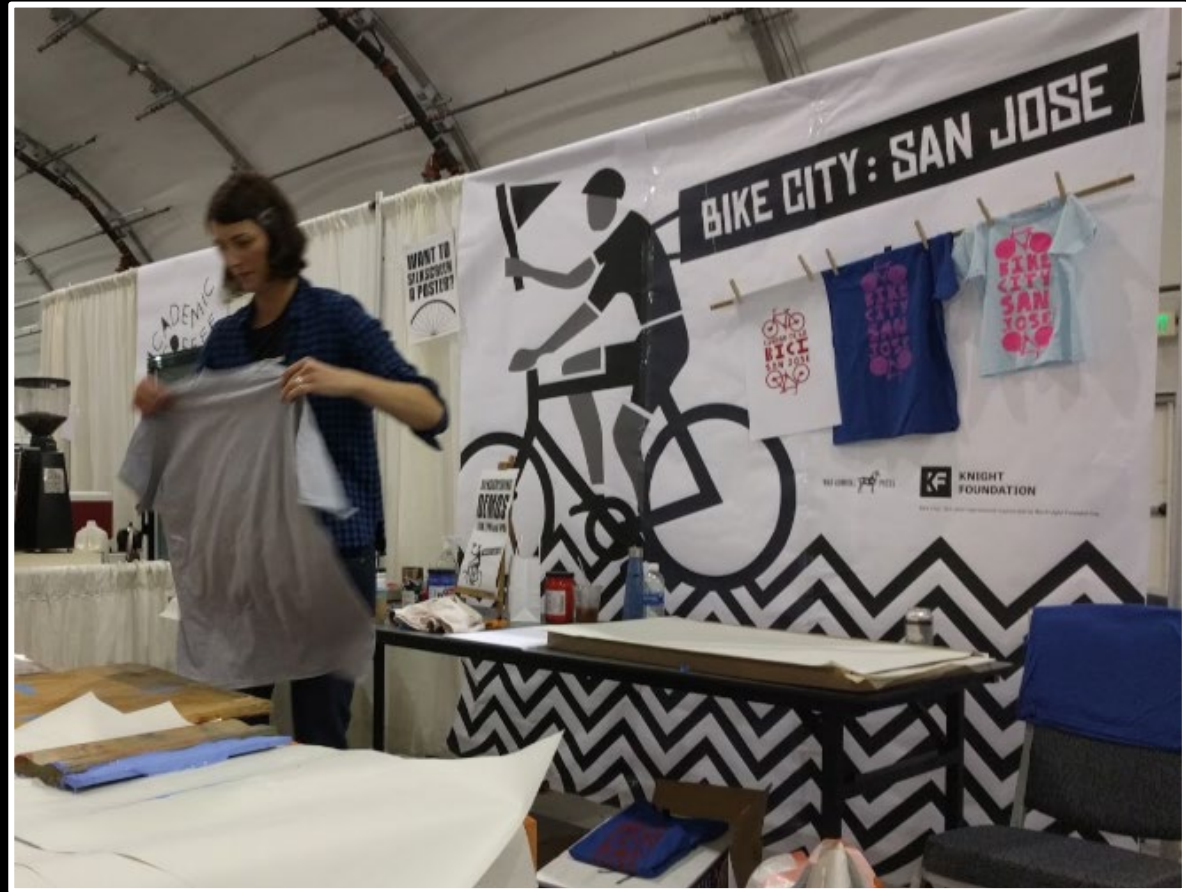
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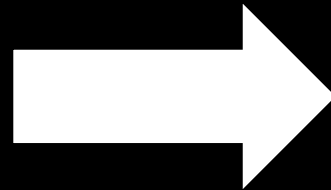
#2: Team

If you want to go fast, go alone; if you want to go far, go together.



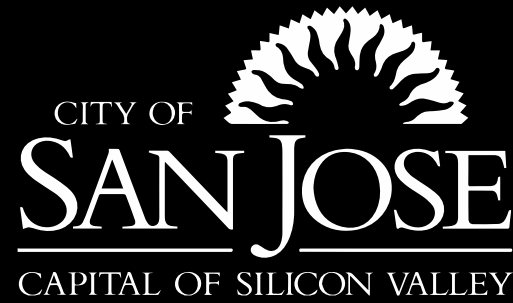
 Knight Foundation

+



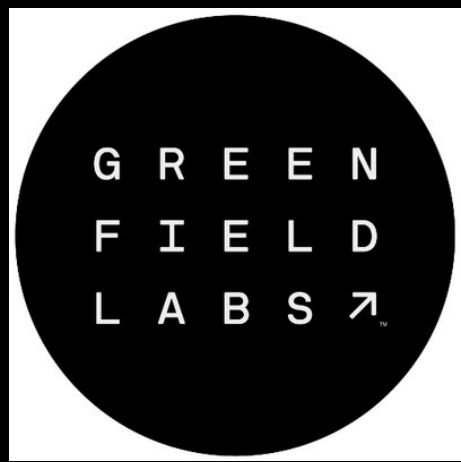
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Explore your city.

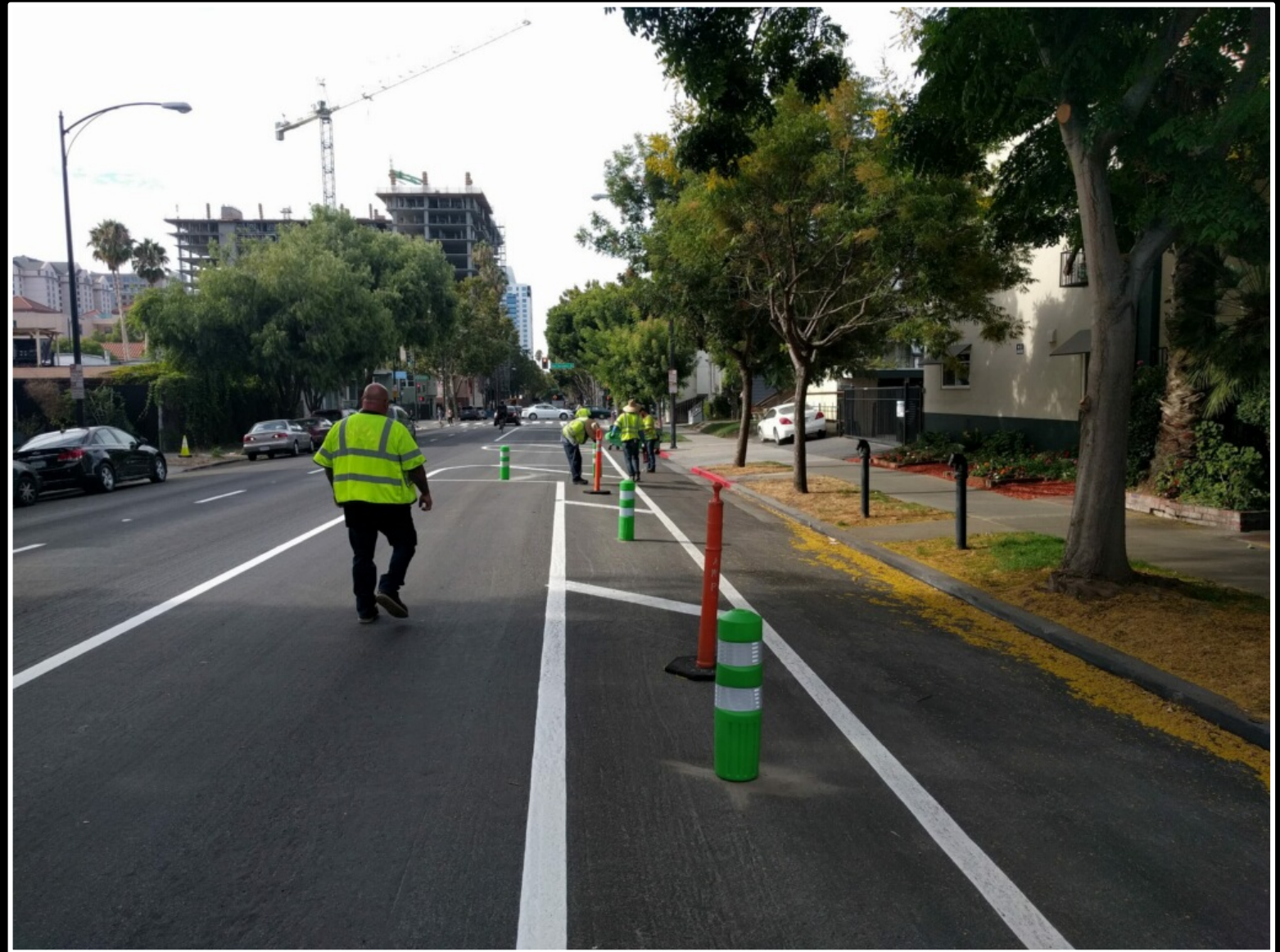


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Explore your city.



This takes a lot of people – both
inside and outside of the
organization.
... Especially inside.



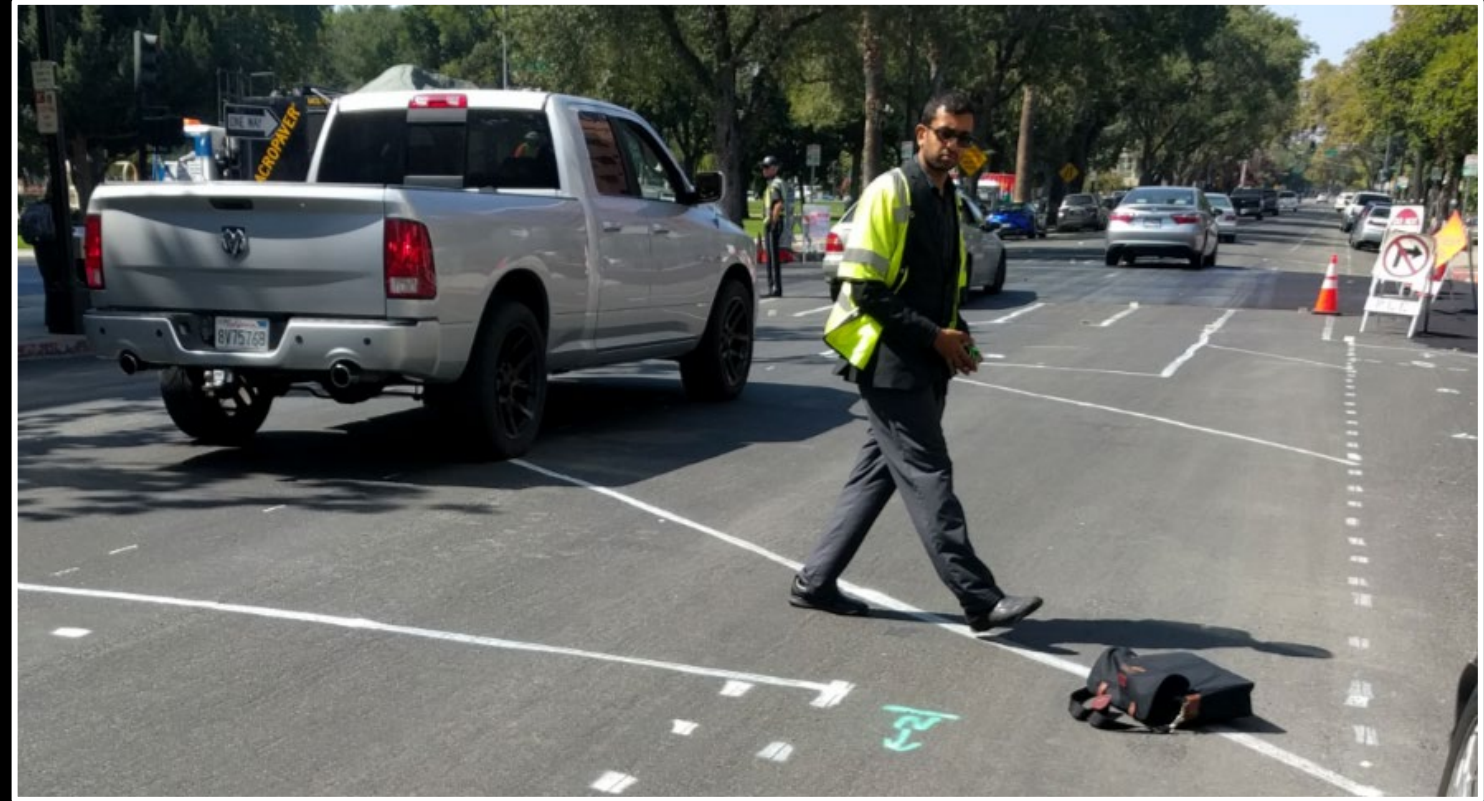
Peter Bennett

- Project Manager Extraordinaire
- 35+ Community Meetings/Events
- Keeping all the pieces together
- Dealing with me 😊



Vignesh Swaminathan

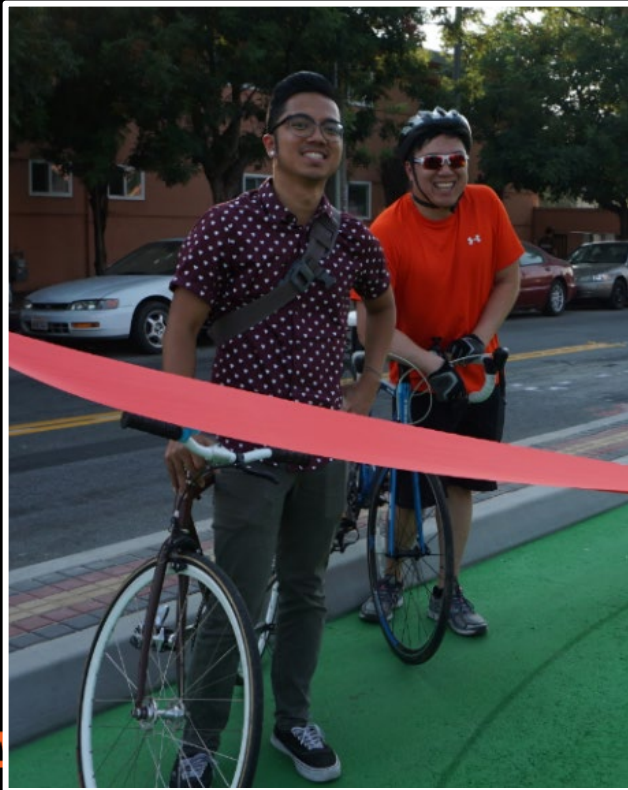
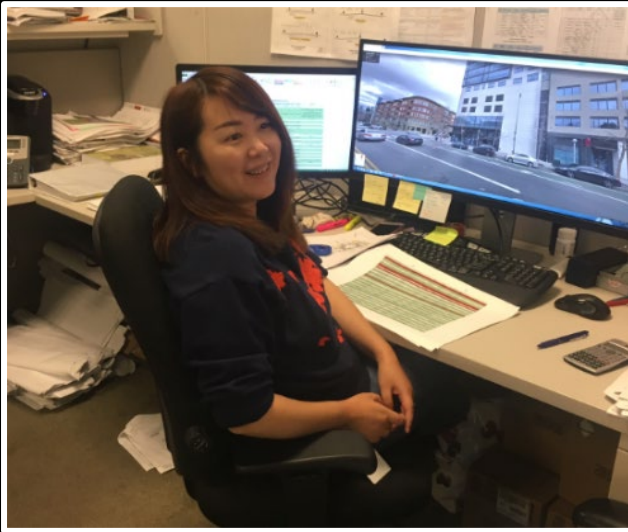
- CEO & President of Crossroad Lab
- Lead Designer hired by NACTO
- Drafting, re-drafting, creating, problem-solving, +++
- In the field, at community meetings, in our office, with our Fire Department, +++



Vignesh Swaminathan

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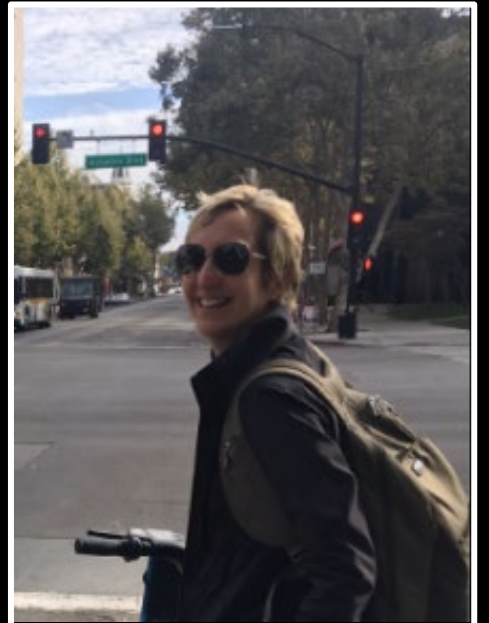


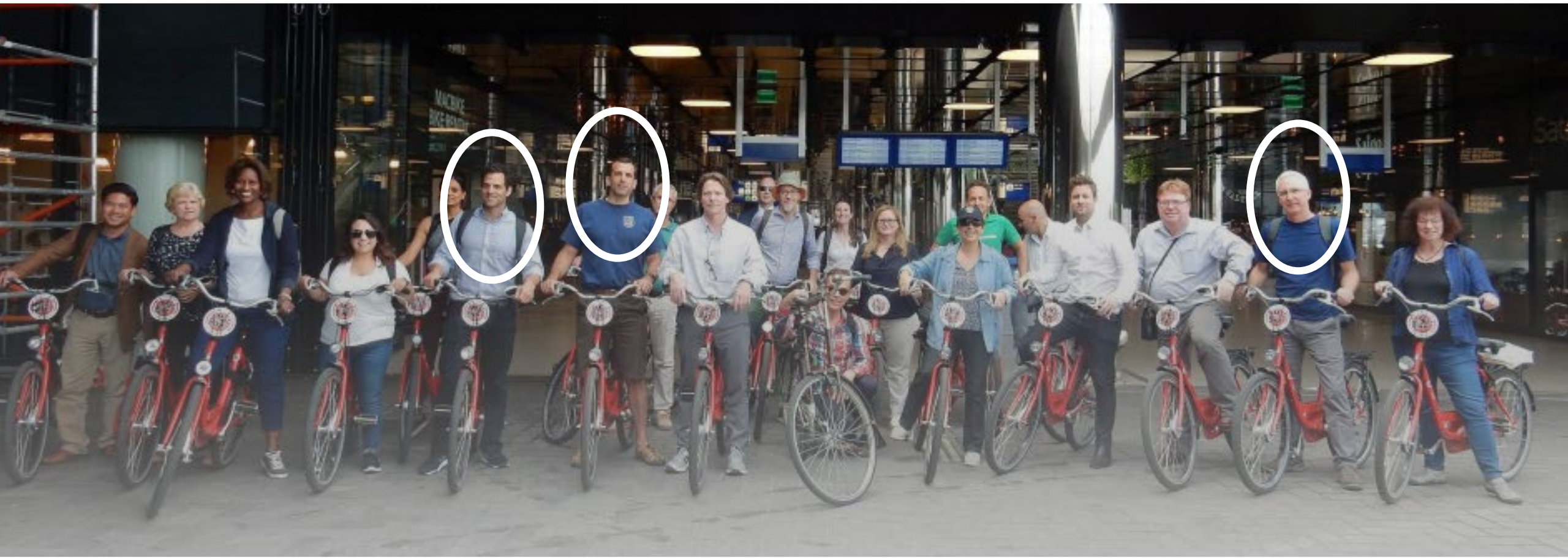


- Sustainable Mobility – Peter, John, Nick, Ryan, Devin, Laura, Evan
- Planning & Data Analytics – Connie, Wilson, Reena, Ramses, Doug
- Geometric Design – Shu, Zahi, Majeed, Mark, Gabby, Hien
- Signals – Kyle, Anthony, Josh, Hassan, Tan, Anie
- Traffic Management Center – Renee, Abdul
- Pavement Maintenance – 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







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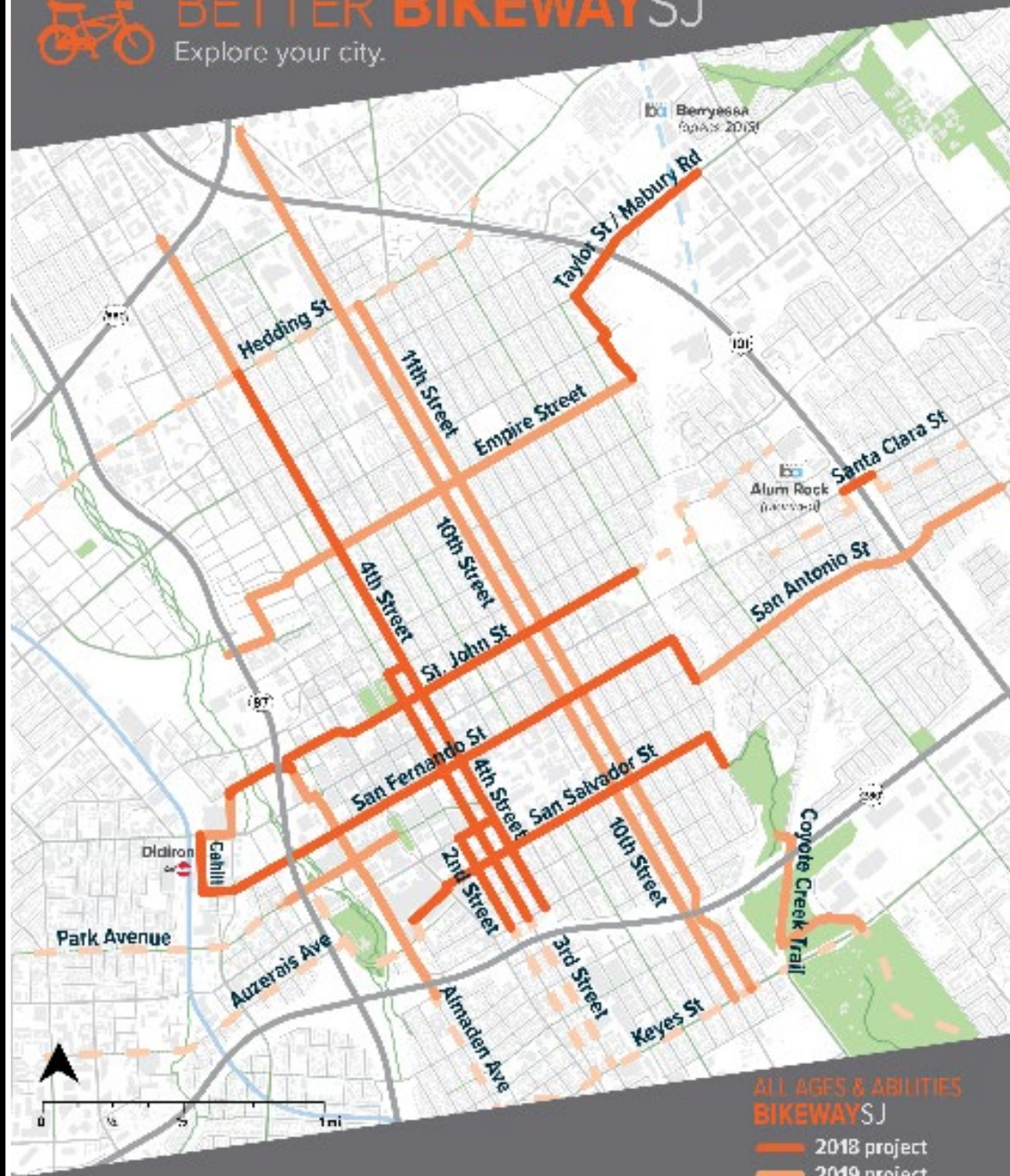
Explore your city.





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Explore your city.



ALL AGES & ABILITIES
BIKEWAYSJ

- 2018 project
- 2019 project
- - - Long-Term plan
- Existing Bike Routes



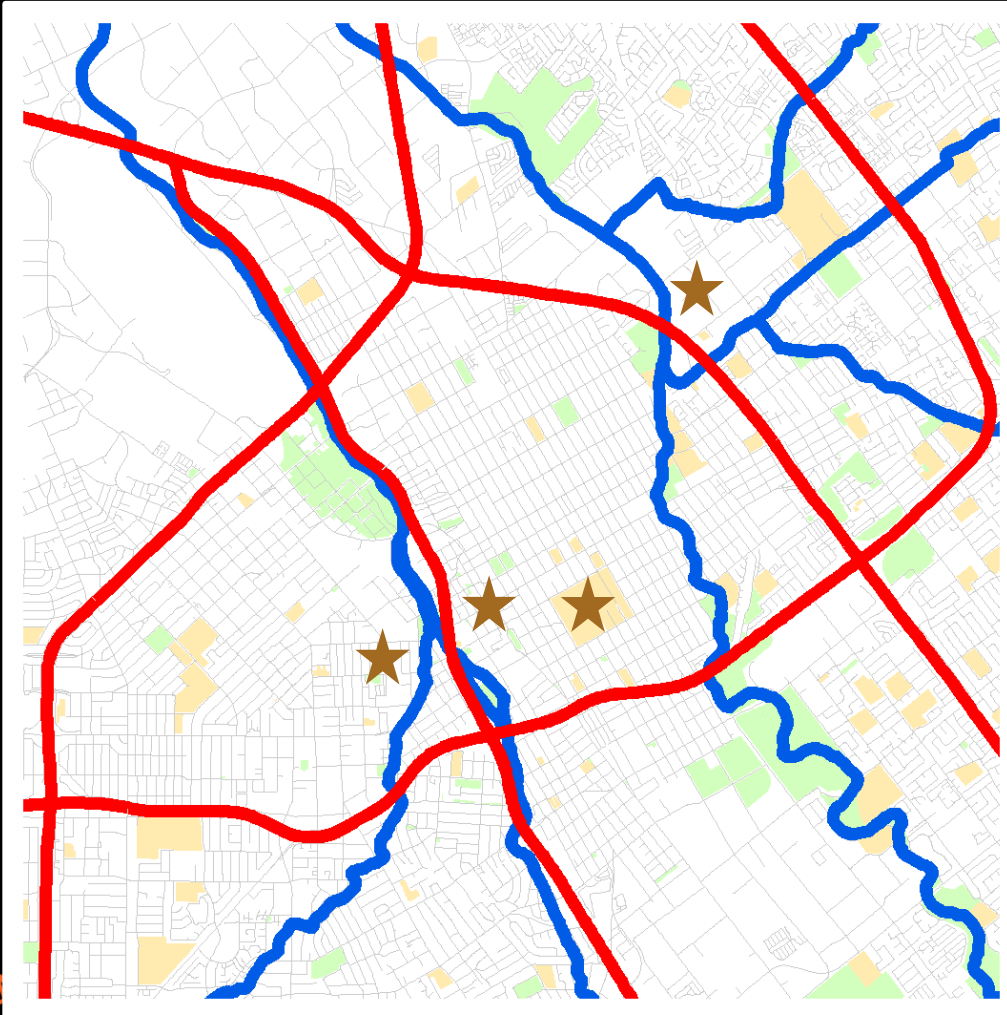
#4: Network



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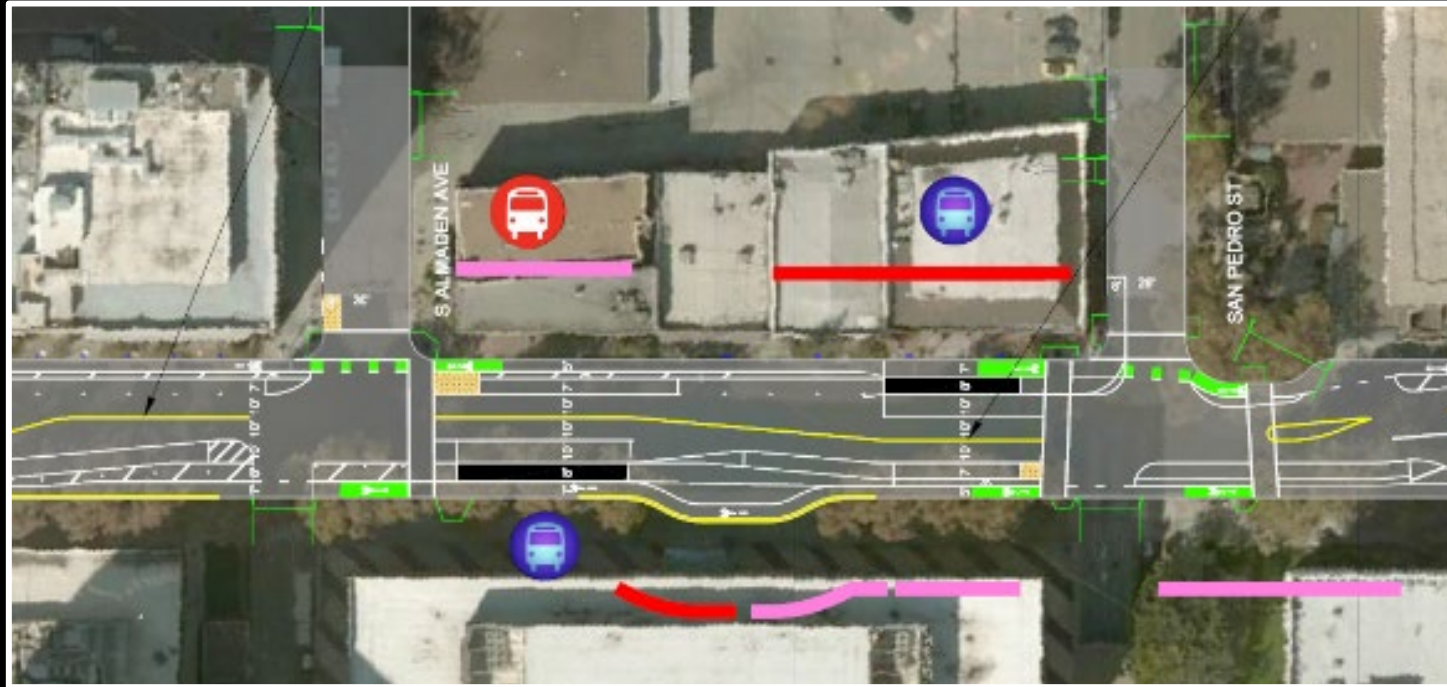
Central San José: Best Place to Start



	Population	Density (residents per mi. ²)	Area (mi. ²)
San Jose	1,025,000	5,750	176
Portland, OR	619,000	4,640	133
Central San Jose	427,500	8,725	49
Minneapolis, MN	407,000	7,545	54



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**

#5: Outreach

Do it. Document it.



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Better Bikeways San José:

By the Numbers

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

31 Hosted or attended **31** community and civic meetings...

... and spoken with over **1,500** people.

1,500

270 Gone door-to-door and spoke with over **270** downtown San José businesses.

Surveyed **140+** San José residents during our 4th Street Bike Lane Demonstration in July 2017.

140+

600 Received over **600** responses to an online preferences survey co-hosted by the National Association of City Transportation Officials.

Sent project updates and direct mailings to over **10,000** local residents and business owners.

10,000



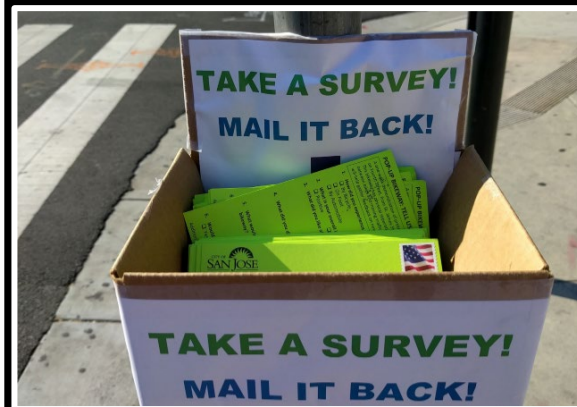
CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

BETTER BIKEWAYS: SAN FERNANDO AND ST. JOHN STREETS COMMUNITY MEETING

Join the City of San José Department of Transportation to learn more about the Better Bikeways network and share your ideas. On San Fernando Street, this project will flip 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.

- **What:** Better Bikeways: San Fernando and St. John Streets Community Meeting
 - **When:** February 27, 2018 - 6:30 to 8:00 pm
 - **Where:** Dr. Martin Luther King Jr. Library, 150 East San Fernando St., Room 255
 - **Learn more:** www.sanjoseca.gov/betterbikeways
-

FOR QUESTIONS, EMAIL BIKE.PED@SANJOSECA.GOV OR CALL (408) 795-1610



Knight Foundation
April 30 · 🌐

San Jose survey opportunity! The City of San Jose - City Gov't wants to make downtown more inviting & safe for bicyclists 🚲 & pedestrians 🚶 What do you think of the city's streets and bike routes?

SURVEYMONKEY.COM
Better BikewaySJ Survey
Web survey powered by SurveyMonkey.com. Create yo... [Learn More](#)

👍 Like 💬 Comment ➦ Share

👍 🗳️ 🙏 25

6 Shares

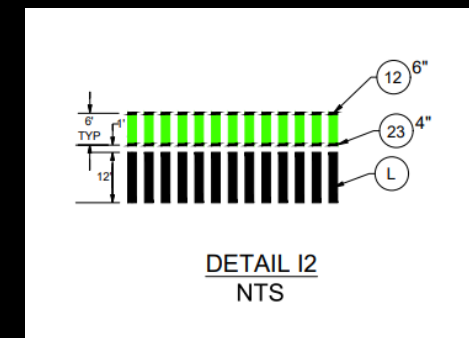
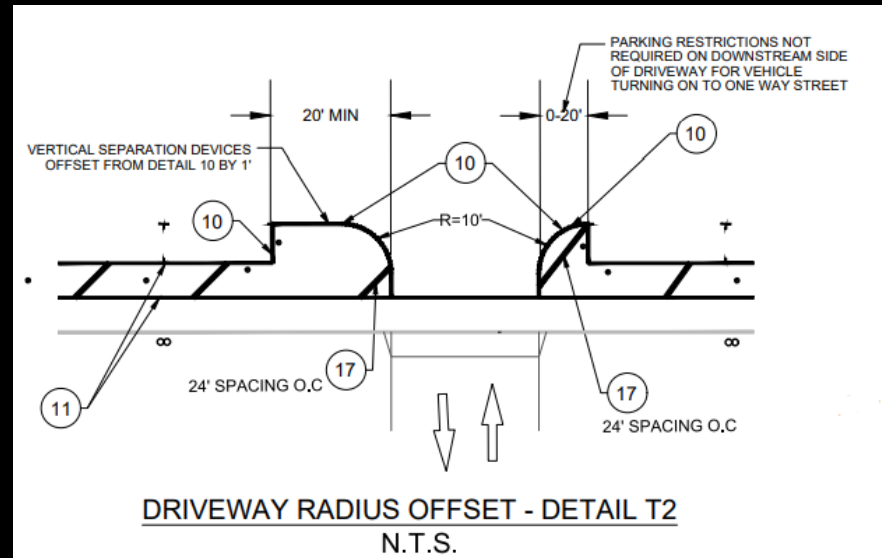
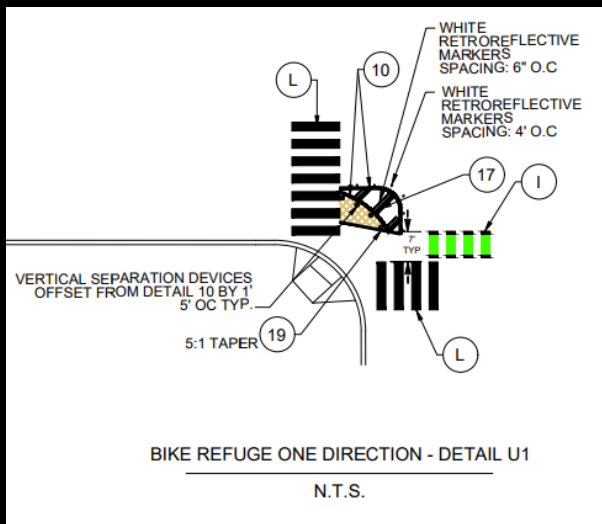
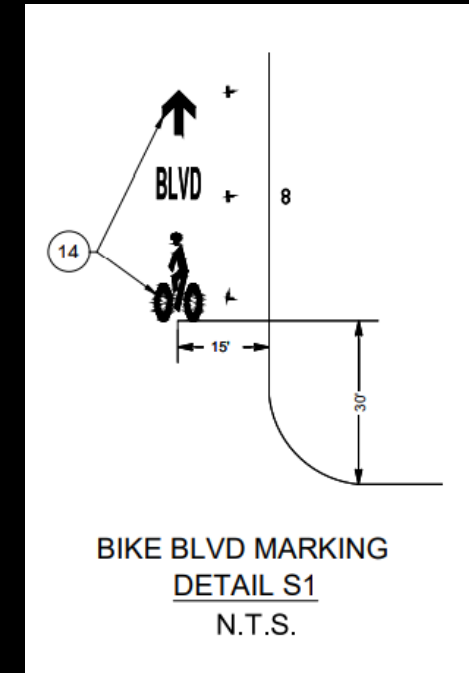
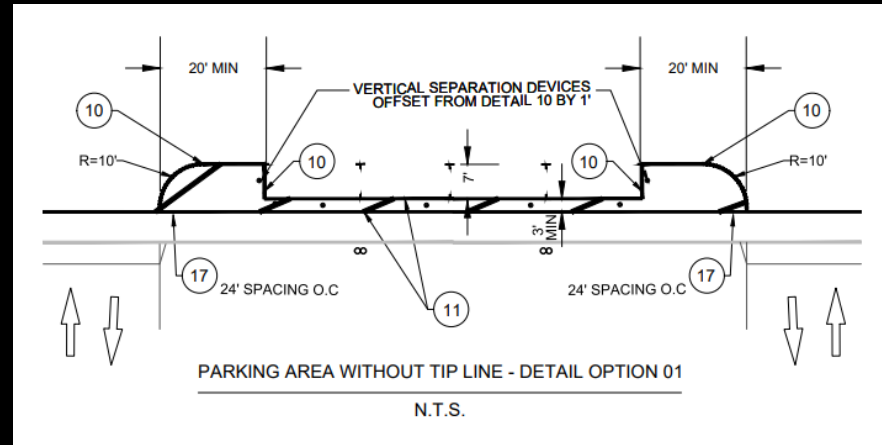
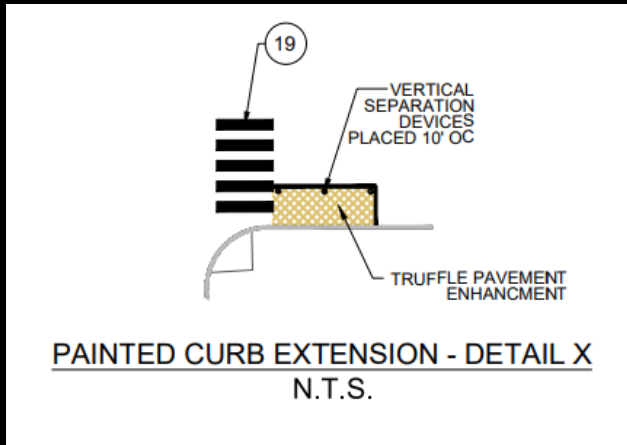
Write a comment...

#6: Design

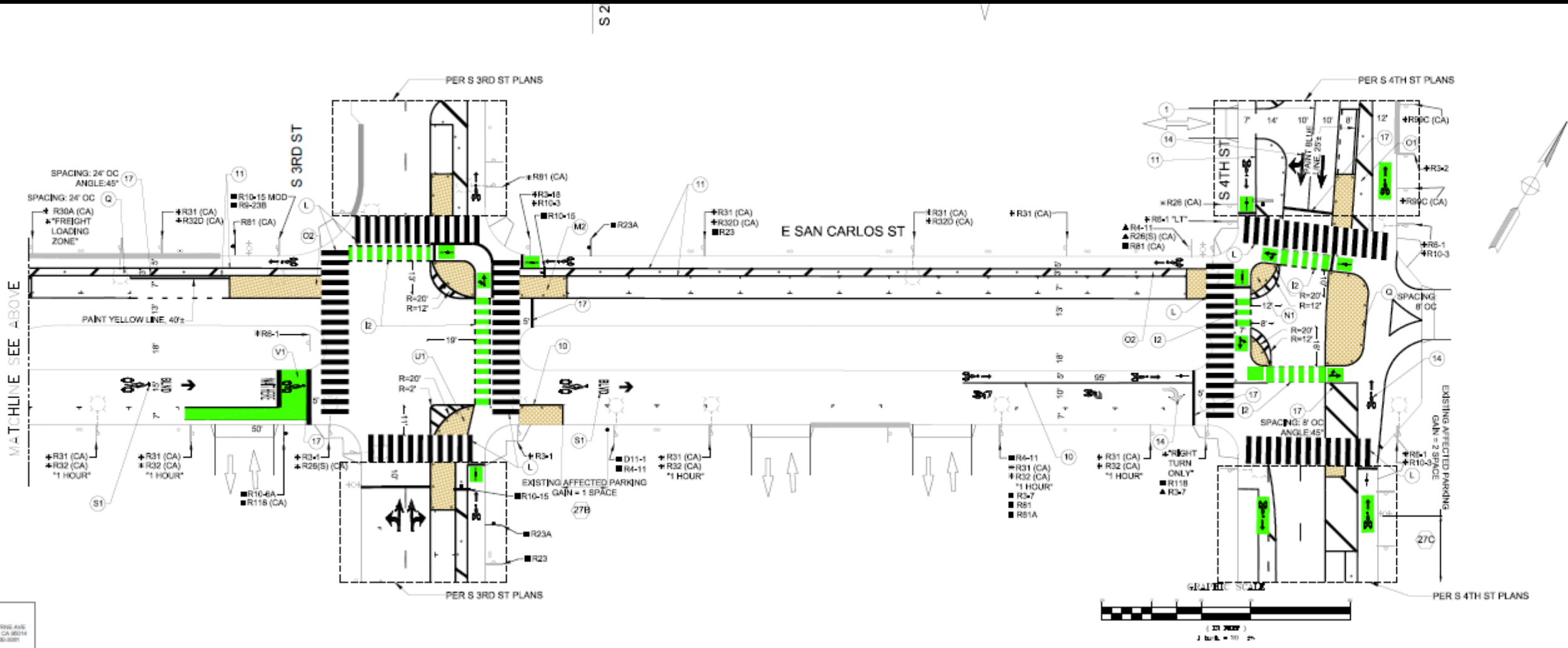
So new. So much to learn.



Build a Menu of Options



Pave Intersecting Streets



Put the Pencils Down (& Pick Them Back Up)



#7: Procurement

Build in flexibility and order as early as you can.





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#8: Implement & Communicate



Carefully choreography installation and decide how and what to communicate.

How to use the new street



Drive

Stay in the moving lane. Do not drive in parking lane or bicycle lane.

Park

Park your car in the marked parking stalls to the left of the buffer and bicycle lane.

Load

Use buffer zone to get to parked cars. Look for passing bikes when opening car doors.

Bike

Ride in the new bicycle lanes. Watch for crossing pedestrians.

Walk

Look for oncoming bicycles when crossing new bicycle lanes.



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SAN SALVADOR STREET

Better Bikeways San José upgrades streets to support safety, placemaking, and local business.

Visit sanjoseca.gov/betterbikeways for more information.



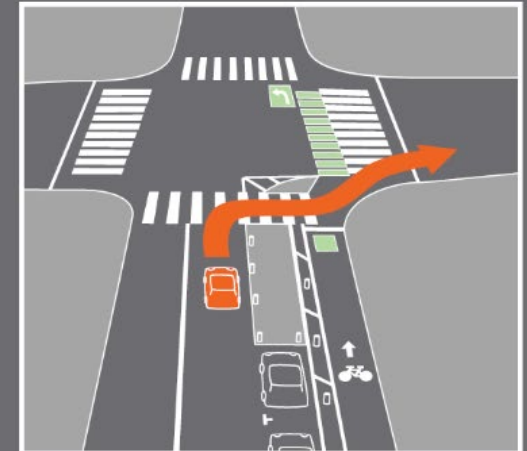
How to make a right turn in a protected intersection



sanjoseca.gov/betterbikeways



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



Don't turn through the crosswalk & crossbike.



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

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



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MUSTANG MADNESS
 FRIDAY, SEPTEMBER 28

\$390,000 BLAZING HOT
 \$100,000 CASH
 EVERY THURSDAY

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GRATON RESORT & CASINO

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 - 6 BART Unveils Plans For Oakland Multi-Use

f **t** **i** **y** **g** **+** **e**

SAN JOSE (KPIX) — 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 curb and parking spots are placed between the bikeways and vehicle traffic, creating backups downtown as cars try to park in traffic.

That's if drivers can even figure out where to park. It's not always obvious.

"It was confusing," said Jane 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 are one-hour parking signs and meters, fooling some drivers into thinking they can park in the bike lane instead of the painted spaces next to the vehicle traffic lanes.

Roseanna Lavia lives downtown and says drivers are getting

News

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

23



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

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

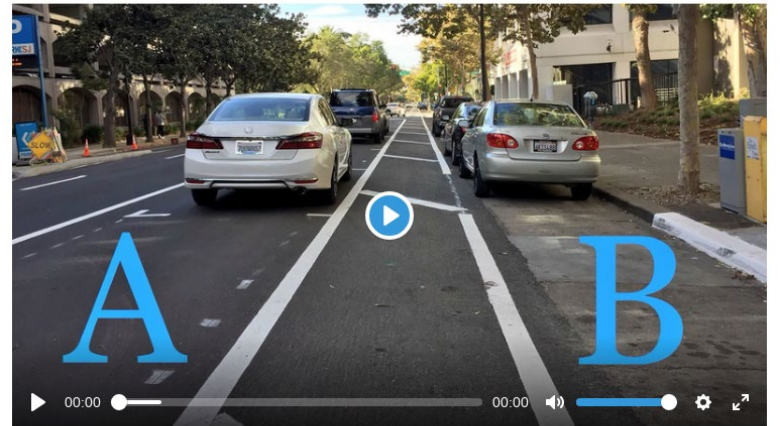
If you've been driving around downtown San Jose this week, you couldn't be blamed for thinking you'd stumbled onto an obstacle course or a graveyard of abandoned vehicles. Cars and trucks are parked side by side, bikes are zipping in and out of traffic and drivers are dodging workers who are busy painting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

What in the Med. May is going on here?

BIKE LANES

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

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EMBED <-> MORE VIDEOS ▶

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

abc7 Amanda del Castillo

Friday, September 14, 2018 11:26PM

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

#9: Evaluate



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



Before



After



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#10: Enjoy

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

Exit the “Political Valley” as soon as possible.



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Banners



Rides





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BIKEWAYSJ

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Everyday (Riding Home from School)

CITY OF
SAN JOSE
CAPITAL OF SILICON VALLEY

Jessica Zenk
San José Department of
Transportation
Jessica.Zenk@sanjoseca.gov