Rapidly implementing a network of better bikeways will be transformative for San Jose’s streets, elevating their role as public spaces and allowing hundreds of thousands of residents to bike for their daily transportation needs. San Jose is uniquely positioned to benefit from a rapid rollout of protected bike lanes and bike-friendly calm streets, as downtown grows as a destination, bikeshare expands to a planned 83 stations, and new transit connects to San Jose. Over the next two years, building a better bikeway network that connects downtown with its surrounding neighborhoods, on both sides of the freeway ring, will provide the basis for a citywide network of all-ages bikeways.

Central San Jose has more people in less space than other cities that have successfully increased bicycling by improving their bike networks. With about half of San Jose’s residents and jobs located within a 4-mile distance – less than a 30-minute bike trip – of City Hall, Central San Jose is an ideal setting for bicycling infrastructure as a transportation investment.

### BETTER BIKEWAYS

#### PROTECTED BIKE LAINES

Protected bike lanes are physically separated from both motor vehicle traffic and from the sidewalk, providing a trail-like level of comfort and safety on urban streets.

#### CALM STREETS / BIKE-FRIENDLY LOCAL STREET

Calm streets are designed to have very little motor vehicle traffic and low speeds, and give priority to people bicycling and walking at intersections, to create comfortable riding conditions for people of all ages and abilities without separate bike lanes.
**BENEFITS OF BETTER BIKEWAYS**

**MOBILITY AND RIDERSHIP**
Protected bike lane networks increase bike ridership. A 2014 study of Austin, Chicago, Portland, San Francisco, and Washington DC found that adding protected bike lanes on a street increased ridership by 21% to 171%, and Denver’s first downtown protected bike lanes increased ridership by 130%. In Calgary, where a downtown protected bike lane network was implemented rapidly, weekday bike trips increased by 95% in the three months after implementation. A 2016 NACTO analysis of seven major US cities found that bicycle ridership doubled in the same period that these cities expanded their bike network mileage by 50%.

![Graph showing cycling risk vs. lane miles]

**COMFORT & BIKE SHARE SUCCESS**
About 60% of adults are interested in bicycling but concerned about safety. Of these, 81% are comfortable riding in protected bike lanes, but less than half would ride in conventional bike lanes. Bikeshare riders vote with their pedals for protected bike lanes: in New York, 32% of protected bike lane users are on bikeshare, compared with 18% for streets without bike lanes.

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<thead>
<tr>
<th></th>
<th>Fearless</th>
<th>Enthusiased</th>
<th>Interested But Concerned</th>
<th>Not Currently Interested</th>
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</thead>
<tbody>
<tr>
<td>7%</td>
<td>5%</td>
<td>51%</td>
<td>37%</td>
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**SAFETY AND HEALTH**
Protected bike lanes are documented to reduce speeding, a leading cause of pedestrian and motorist injuries. With expansions of better bikeway networks, bicycle ridership has increased and serious bicyclist injuries decrease – with a risk reduction of about 50% per rider. The benefits extend to people walking and driving: New York City documented a 22% reduction in pedestrian injuries and a 25% reduction in motor vehicle occupant injuries across its large network of protected bike lanes.
This is a DRAFT map and timeline, intended to continue to solicit input and start conversations. For one-way street couplets, such as 3rd St. & 4th St. and 10th St. & 11th St., both streets are shown to illustrate the inclusion of both directions of travel. Both directions of bike travel may be accommodated on one street.
Public Space and Public Life

Comfortable bike lanes make streets into better public spaces by providing welcoming and inclusive places to ride side-by-side, by making room for small public spaces, and by buffering sidewalks from motorized traffic. Like walking on a sidewalk, riding in a wide protected bike lane lets people have conversations; this principle is reflected in the bikeways of Copenhagen and other cities with broad public support for bicycling infrastructure. San Jose residents turn out by the tens of thousands for VivaCalleSJ, showing the thirst for comfortable on-street cycling.

Implementation

San Jose can build the spine of a better bikeway network in the next two years, using a toolkit already available for streets: separating bikes and traffic using inexpensive, traffic-tested materials, switching the position of parking lanes and bike lanes during resurfacing projects to let parked cars do the work of protecting the bikeway. By coordinating with planned pavement maintenance work, SJDOT has the potential to build more than a dozen miles of protected bike lanes, extended by a network of low-stress neighborhood streets, in less time than a typical capital project for one street would take.

As the better bike network is established and downtown continues to grow, opportunities for capital investment and reconstruction work can be used to upgrade the visual and material appeal of the entire street, potentially adding even more public space.

Planning for Better Bikeways in Central San José

- SPUR talk and NACTO visit in Spring 2017
- NACTO Roadshow in August 2017 with experts from Chicago, Atlanta, and Vancouver, public input on network and bikeway design, and the 4th Street Pop-Up Protected Bike Lane demonstration.
- SJDOT feasibility review and draft network map in late 2017
- Project-by-project planning and public review (Winter/Spring 2018)
- Data collection in Spring 2018 to benchmark future impacts on bicycle use.
- Coordination with pavement maintenance, prioritizing streets to shape a 2-year implementation timeline.
- Rapid implementation by SJDOT with cost-effective quick-build materials, starting in 2018.
- Future upgrades to bikeways to enhance visual appeal and expand placemaking potential with capital investments.

Pop-Up Bikeway on 4th Street, San Jose (Aug 2017)

Chicago, IL

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