

(D) 3. Bike Plan & Trail Network - Annual Update

Transportation & Environment Committee

April 7, 2025



Liz Sewell
Trails Program Manager
PRNS City of San José

Ryan Smith
Active Transportation Program Manager
DOT City of San José

Agenda

- Trail Network Implementation Status
- Bike Plan Implementation Status
- Questions



San Jose Trail Network

2001

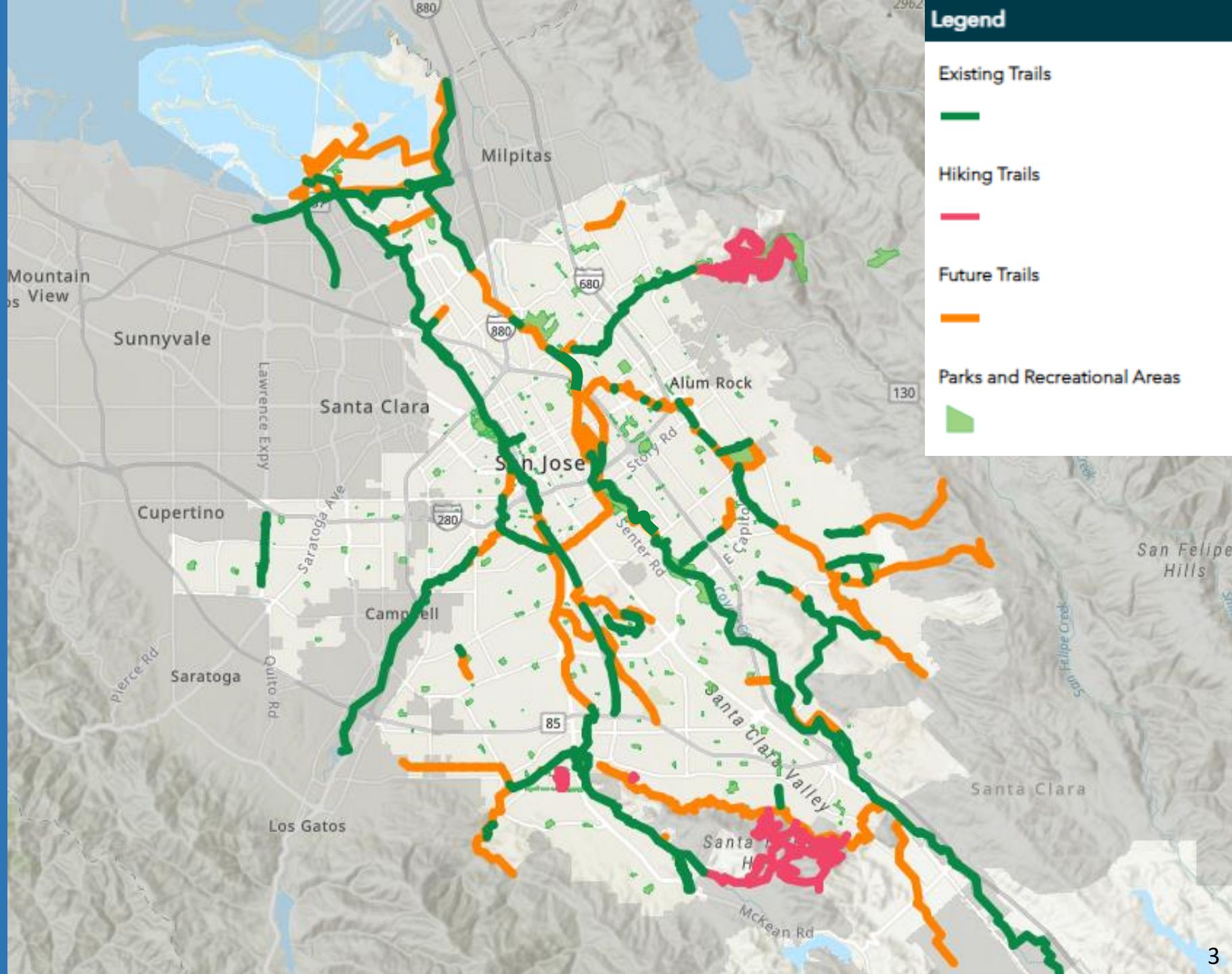
20 miles of urban trail

CURRENT

66 miles of urban trail

GOAL

100 miles urban trail



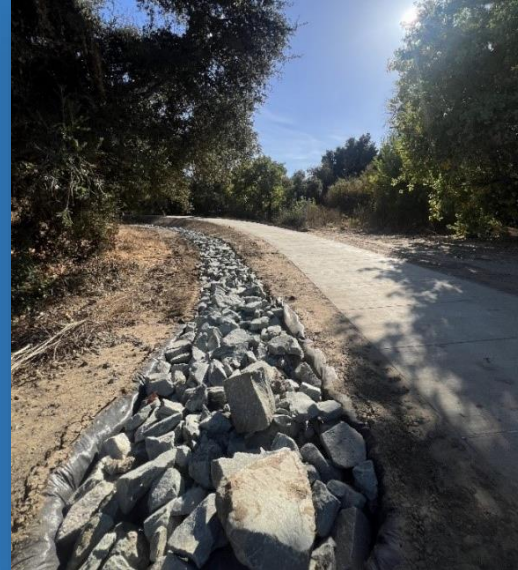
2025 Completed Trails

Coyote Creek Trail

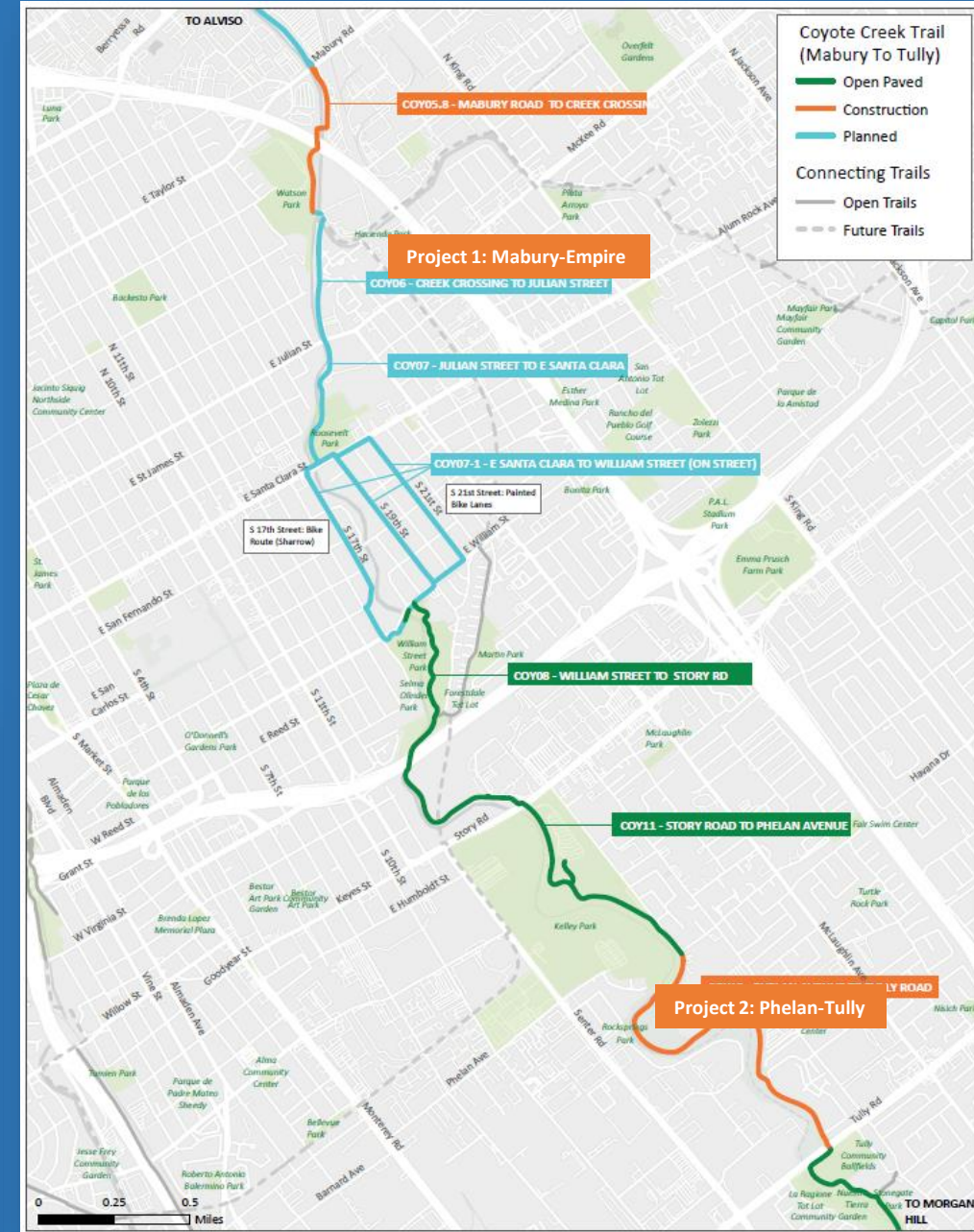
- District 3 & 4: Mabury Road to Empire Street
- District 7: Phelan Ave to Tully Road
- Total Length: 2 Miles
- Funding: Active Transportation Program & Affordable Housing & Sustainable Communities



Mabury Road to Empire Street



Phelan Ave to Tully Road



Coyote Creek Trail Status Map between Mabury and Tully

2025 Key Trail Projects

CD3

Design of Coyote Creek: Watson Park to Julian St
Funded Through: VTA Measure B

CD3 & 7

Master Plan of Five Wounds Trail: Santa Clara to Story
Funded Through: VTA Measure B

CD5

Design of Lower Silver Creek

CD9

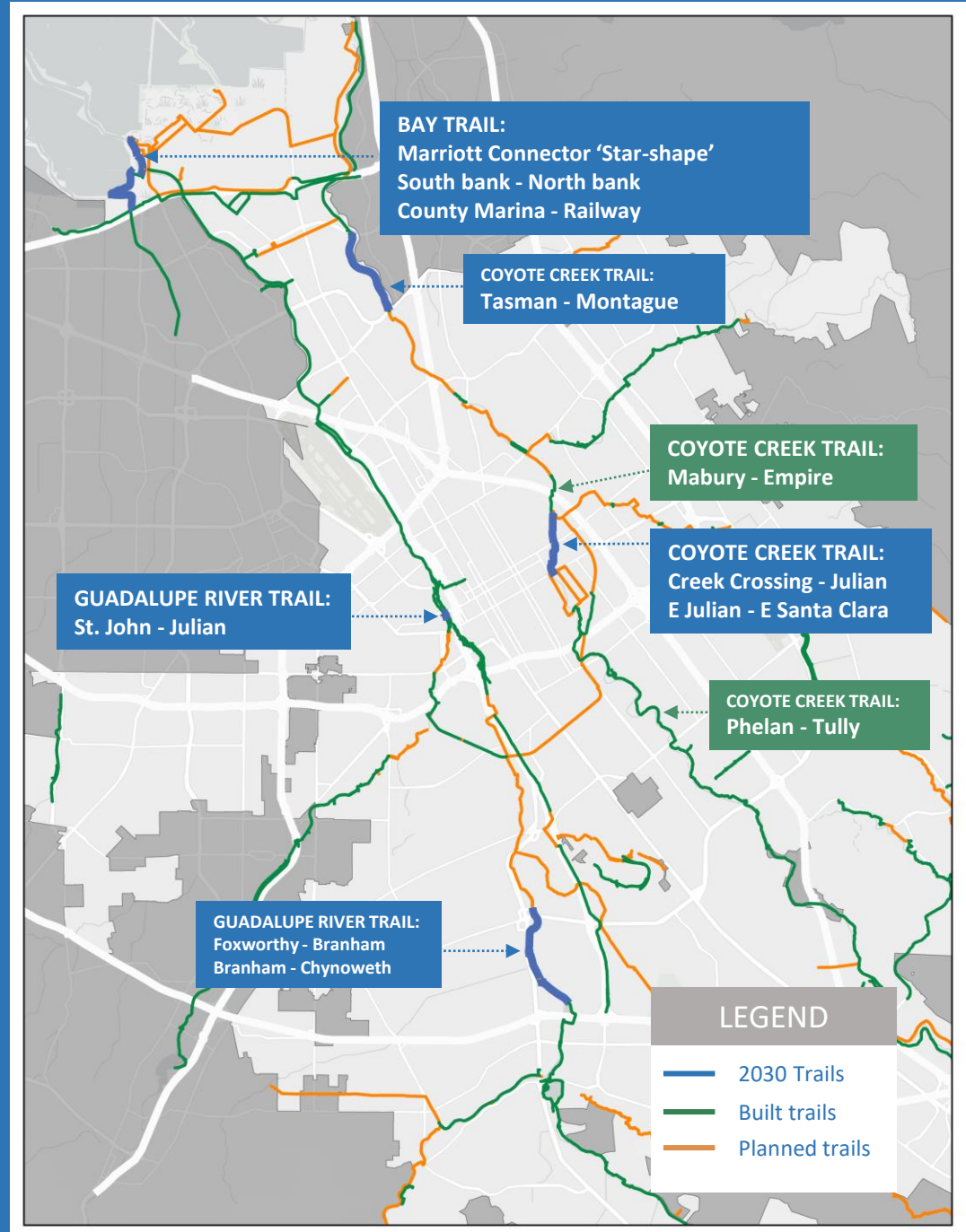
Design of Guadalupe River Trail: Branham to Chynoweth
Funded Through: VTA Measure B



CD9: Guadalupe River Trail Branham Lane to Chynoweth Ave

San Jose Trail Network POTENTIAL Construction by 2030

	TOTAL	PAVED	INTERIM
2020	59.61	50.74	8.87
2025	66.44	59.82	6.62
2030	68.83	63.71	5.12



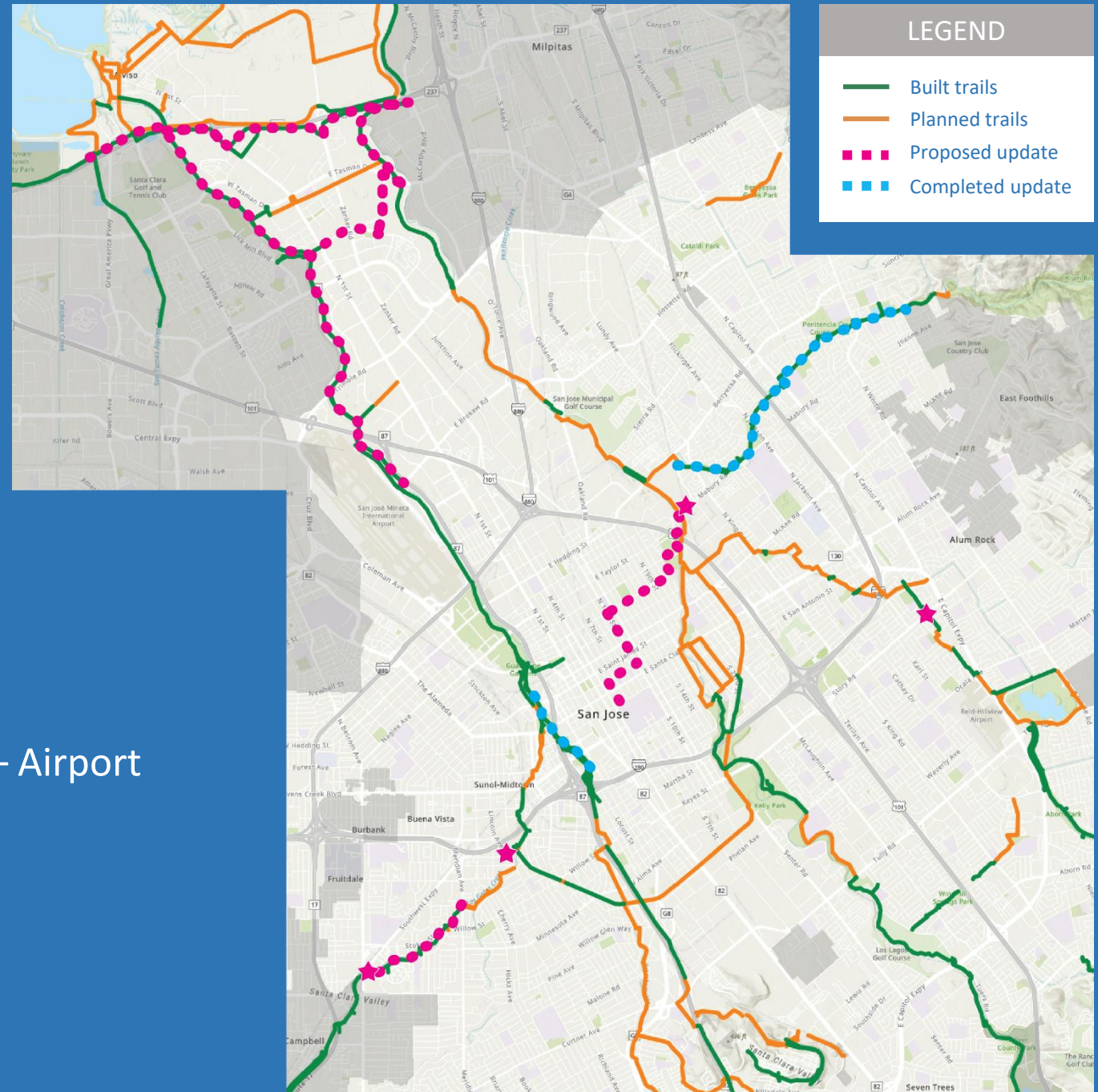
Trail Signage Improvement Projects:

Completed:

Guadalupe River Trail: Julian – Woz
Penitencia Creek Trail: BART – Noble

Proposed:

Guadalupe River and Coyote Creek: HWY 237 – Airport
Coyote Creek Trail: BART - Downtown



Better Bike Plan 2025



SAN JOSÉ
BETTER BIKE PLAN 2025



Vision:

- People of all ages, abilities and backgrounds feel safe and comfortable biking anywhere in San José

Plan Goals:

- Safety
- Equity
- Mode Shift

550-mile bikeways network, consisting primarily of protected bikeways and bike boulevards.

Protected Bikeways and Bike Boulevards



Protected Bikeway with "Quick Build" Separation



Bike Boulevard with Traffic Calming Elements



Protected Bikeway with "Hardscape" Separation



Bike Boulevard with Traffic Diversion

San José On-Street Bikeways Network

Existing Network

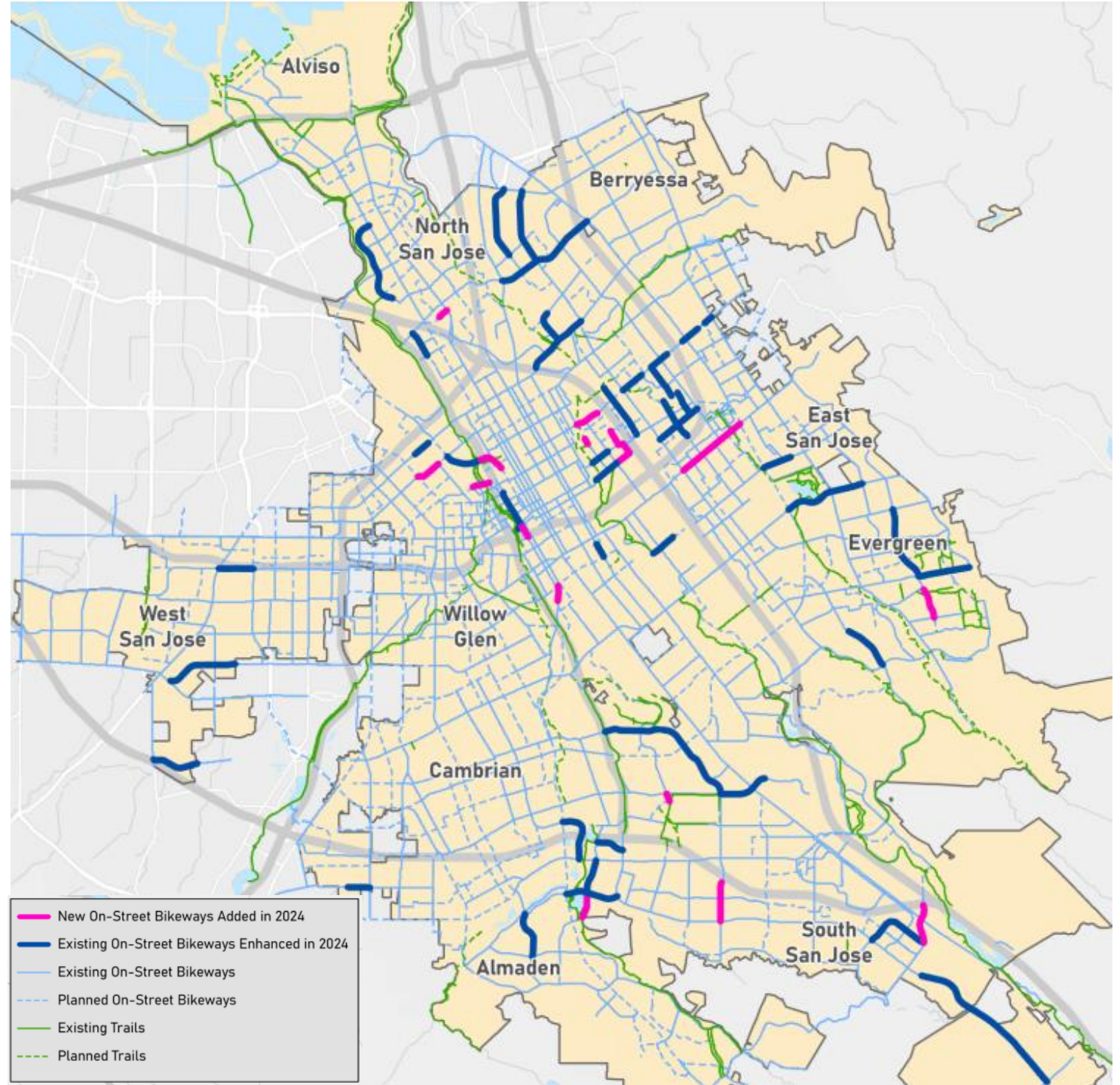
- 48 miles of Protected Bikeways
- 20 miles of Bike Boulevards
- 484 total miles

Planned Network

- 350 miles of Protected Bikeways
- 100 miles of Bike Boulevards
- 550 total miles (including "basic bikeways")

2024 Accomplishments

- 7.4 miles of New Bikeways
- 32.8 miles of Enhancements to Existing Bikeways
- 29.7 miles of Protected Bikeways
- 4.4 miles of Bike Boulevards



On-Street Bikeways Completed in 2024

Notable Achievements

- 11 bike boulevards as part of *En Movimiento San Jose*
- 29.7 miles of protected bikeways
- Six lane reductions for new and upgraded bikeways



Bike Boulevard on Kammerer Avenue.



Parking-Protected Bikeway on Almaden Bl.



Protected Bikeway on Murphy Av.



Lane Reduction on Taylor Street

Upcoming Projects: Better Bikeways – Phase II

- Upgrades to "Quick-Build" Bikeways in Downtown Core Using Permanent Materials
- Upgrades to "Quick-Build" Bikeways on Taylor/Mabury Connecting to Berryessa BART
- Upgrade of Bike Lanes on 2nd and 3rd South of Downtown to Bikeway Frontage Lanes



"Quick-Build" Protected Bikeways to be Upgraded with Permanent Materials



Before and After Examples of Bike Lane Frontage Lanes Downtown

Upcoming Projects

- Story-Keys
 - Complete Streets
 - Viva Calle 10th Anniversary, 4/13
- 2025 Pavement Maintenance Bikeways
- Planning Grants
 - East Story Road
 - Guadalupe River On-Street Connections
 - Bike Plan Update



Existing Conditions and Proposed Improvements on Keyes Street



Existing Conditions and Proposed Improvements on Story Road

Bike Plan Funding, Strategies, and Needs

Implementation Strategy

- Use "quick-build" materials
- Upgrade to permanent "hardscape" materials as funding becomes available
- Five-Year Projects: Focus where goals are most needed and are most likely to be achieved first

Funding Sources

- Guaranteed Funds – Approx. \$1m annually from TDA-3
- Competitive Grants
- Other City Programs – Paving, Vision Zero, Highway Projects
- Private Development Coordination

Cost Estimate

- \$236m - \$370m for Full Build-Out

Bikeways Operations and Maintenance Challenges

- Constrained right-of-way for competing roadway uses, including:
 - Parking demand
 - Driveway access
 - Waste and yard trimming collection
 - Bikeways
- Mechanisms for enforcement exist but have limited capacity
- DOT and ESD are coordinating solutions, including design changes and educational materials



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Community Perceptions and Facility Use

PRNS's 2024 Annual Trail Count & Survey and DOT's Community Bicycling Perception Survey show:

- One in Ten Residents Regularly Bikes for Transportation
- Protected Bikeways and Trails Increase Comfort Levels
- 52% of Residents Would Like to Bike More
- 29.3% Increase in Use on Guadalupe River Trail from 2023
- 140% Increase in Use on Thompson Creek Trail from 2023
- 60% of Residents Say Health is Primary Reason for Using Trails

