

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



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 Jose 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 1st floor bicycle parking. Items such as bicycle lockers or first floor bicycle parking on residential projects encourage use of bicycle as an alternate mode.

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 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 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