

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



Bikes on Board – Both VTA (above) and Caltrain allow bikes on board buses, light rail cars, and trains.



Electronic Bike Lockers
Caltrain and BART are implementing electronic bike lockers at transit stations. These lockers provide secure storage and allow reservation online via credit card.

Chapter 4 - Bikes and Transit

Combining bicycling and public transportation offers a convenient, flexible, and cost-effective alternative to driving alone. While public transportation reaches many parts of the city, trip destinations are often about a mile from the nearest transit stop. Bicycles offer a convenient solution to this “first and last mile” dilemma: walking a mile would take 20 minutes or more, while bicycling the last mile requires only 5 minutes.

To effectively solve the first/last mile dilemma, the bicycle network must provide bikeways to transit stations, bike parking and public bike share systems at transit stations, and bike access on public transportation.

Addressing these needs will provide several additional benefits. Because ten secure bike parking spaces fit in the same area as one car parking space, improved bike accommodation will help address the car parking shortage at many transit stations: ten former drivers who bicycle to a transit station will free nine car parking spaces for others. Increased bike trips to transit stations will also reduce roadway traffic and congestion, thus improving travel times for those who do drive. Reduced car trips and car emissions will improve the quality of life for residents in adjacent neighborhoods and the community at large.

The recommendations in this chapter should be incorporated into BART station area planning for future San José stations.

Strategy 4.1 Provide bikeways to transit

Action 4.1.1 – Implement bikeways that connect transit stations with jobs, housing, shopping, schools, and recreation centers. Map 3 identifies transit stations and bikeways.

Strategy 4.2 Install bike parking facilities at transit stations

Caltrain, VTA and other south bay transit operators have been leaders in providing on-board bike capacity. While these efforts should be applauded, long-term increases in bike trips cannot be entirely accommodated on-board and will require station parking solutions.

Action 4.2.1 – Work with transit operators such as VTA and Caltrain to expand station area bike parking capacity including electronic bike lockers and attended bike parking areas.

Strategy 4.3 Provide bike access on transit

All Caltrain lines, VTA bus lines, and VTA light rail lines allow bikes on board.

Action 4.3.1 – Work with transit operators such as VTA and Caltrain to expand on-board bike parking capacity.

Strategy 4.4

Offer public bike share systems at major transit stations

Public bike share systems allow transit users to conveniently rent a bike at either end of their transit trip. This reduces the demand for on-board bike parking which is reaching capacity on many busier trains and buses. See Strategy 3.3



Attended bike parking facilities at transit stations is one solution to limited on-board bike capacity of transit operators.



Bike Share Systems
Paris pioneered one of the largest automated bike share systems in the world.