

## Bike Facility Types

Cities generally follow California Department of Transportation (Caltrans) definitions when describing bike facilities. Understanding and correctly using these terms is essential when communicating about bike planning.

**Bikeway** is the generic term that covers all types of facilities for bicycles. There are three basic types of bikeways, known under Caltrans standards as Class I, II, and III bike facilities.

**Trail or Path** (Class I Bikeway) is a facility totally separate from the roadway with dedicated space for bikes, where cars are prohibited. They are often multi-use facilities for bicyclists and pedestrians, such as Los Gatos Creek Trail.

**Bike Lane** (Class II Bikeway) is an on-street facility with dedicated space for bicyclists, usually near the right-side of the street. Bike Lanes are designated by roadway striping and signage.

**Bike Route** (Class III Bikeway) is an on-street facility that shares space with cars. It's usually the right shoulder of the far-right travel lane, with occasional signs.

For [pictures](#) of each bikeway type, see Chapter 2 sidebar, page 2-1.

# Plan Outline

**Introduction & Policies (Chapter 1)** Achieving the vision of *Bike Plan 2020* first requires understanding the context and history of San José bike planning. Chapter 1 summarizes previous bike planning efforts, discusses the policy context, and defines the process behind development of *Bike Plan 2020*.

**Bikeway Network (Chapter 2)** Creating a bicycle-friendly city begins with a bikeway network where it's convenient and safe to ride. *Bike Plan 2020* creates a 500 mile network, providing a bikeway within a half mile of every resident. The network includes a backbone of Primary cross-town bikeways connected by a web of Secondary facilities. The bikeway network also includes a system of signs guiding users along Primary bikeways and to common destinations. The network incorporates facilities to safely traverse major obstacles - such as freeway interchanges, bridges, and underpasses - that have traditionally been barriers to bicycling. The network incorporates bicycle-friendly signal detection and pavement markings. The bikeway network includes a regular maintenance program to address obstacles such as potholes and broken glass.

**Bike Parking & Support Facilities (Chapter 3)** As with car trips, every bike trip ends with the need for parking facilities. *Bike Plan 2020* recommends 5,000 new bike parking spaces throughout the city. These include a full spectrum of facilities from simple bike racks outside neighborhood shops to large bike parking facilities at major transit and employment centers. To support regular commuting bicyclists, the plan recommends strengthening the city's existing requirements for showers in new building development. Finally, *Bike Plan 2020* recommends development of a public Bike Share system that allows individuals to conveniently rent and return bicycles at common origins and destinations.

**Bikes and Transit (Chapter 4)** Combining bicycling and public transit significantly increases the range and convenience of bicycling, and many bicyclists regularly combine the two modes. *Bike Plan 2020* recommends bikeways *to* transit stations, with emphasis on connecting bikeways the last mile to main transit stops. The plan also recommends increased bike parking *at* transit stations and *on-board* transit.

**Education, Encouragement & Enforcement (Chapter 5)** Educating and encouraging bicyclists and motorists to move safely and share the road are critical to creating a bike-friendly community. *Bike Plan 2020* recommends a curriculum of bicycling skills classes for children and adults, a promotional program encouraging and rewarding bicycling, and an enforcement program modeled after "traffic school" systems widely used with motorists.

**Best Practices (Chapter 6)** This chapter highlights best practices of some of the most bike-friendly cities in the United States: Portland, Boulder, San Francisco, Seattle, and Madison. These cities have implemented innovative programs and facilities to increase bike mode share up to ten times the national rate.

**Conclusion (Chapter 7)** This short chapter summarizes and encapsulates the vision and goals of *Bike Plan 2020*.