

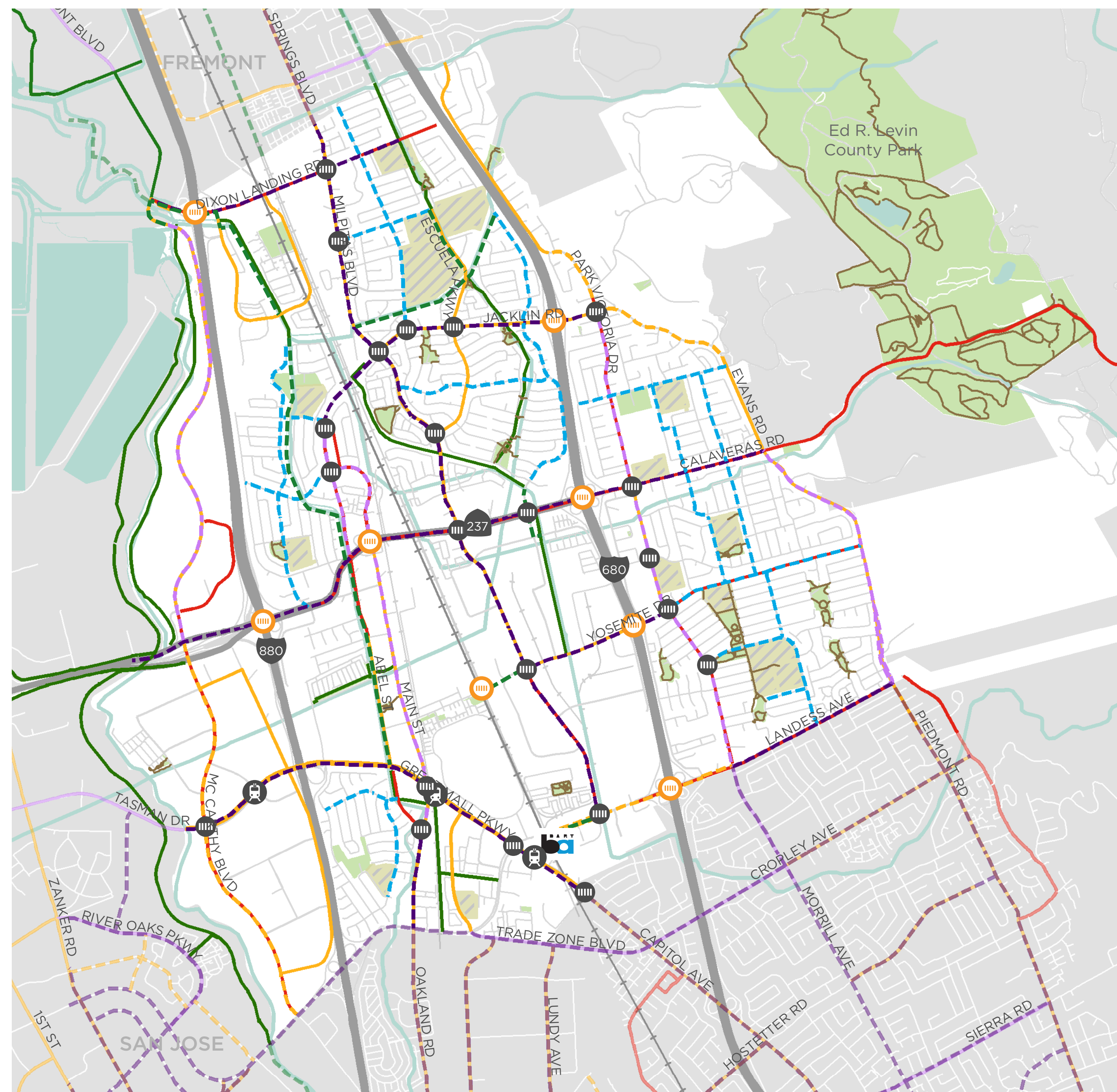
BIKE NETWORK RECOMMENDATIONS

WHY BIKE?

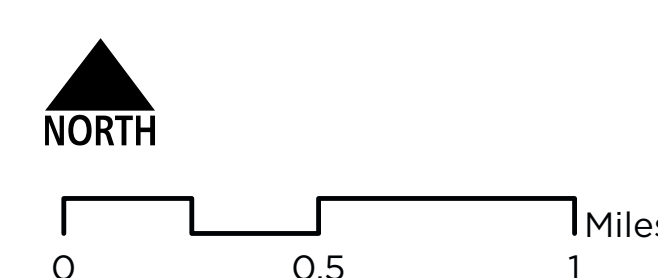
Bike network improvements support a better connected, more complete bike network in Milpitas. The identified improvements create safer routing options through a variety of on-street facilities and provide connections to transit, jobs, commercial centers, and educational opportunities. Neighborhood routes offer alternatives to high-speed roadways, while increased separation on key corridors support cross-town connections. The paved pathway network, displayed on the map below, is a vital component of a low-stress network; **for more details on proposed pathways and associated trail facilities, please see the Trail Recommendations boards.**

WHAT WE HEARD:

- Increase connections to destinations, including commercial centers, transit, and jobs
- Improve safety of on street network through increased separation, slower traffic speeds, and improved crossings
- Support low stress bikeways on neighborhood roadways
- Improve connections to trails



PROPOSED BICYCLE NETWORK



PROPOSED BIKE FACILITIES	EXISTING BIKE FACILITIES	BACKGROUND
Bike Lane Connectivity	Class I: Paved Shared Use Path	BART Station
Intersection Connectivity	Class II: Bike Lane	Light Rail Station
Class I: Paved Shared Use Path	Class IIB: Buffered Bike Lane	Schools
Class II: Bike Lane	Class III: Bike Route	Public Parks
Class IIB: Buffered Bike Lane	Unpaved Trails	Water
Class IIIIB: Bike Boulevard		
Class IV: Cycle Track		

BIKE FACILITY TYPES

CLASS I: PAVED SHARED USE PATH



- Completely separated from the roadway
- Typically shared with bicyclists and pedestrians
- Comfortable for people of all ages and abilities

CLASS II/IIB: BIKE LANE



- Dedicated lane for bicycle travel adjacent to traffic and in the right-of-way
- Class II bike lanes are separated from motor vehicles by a painted white line
- Class IIB buffered bike lanes are separated from motor vehicles by a painted buffer to provide additional comfort and operating space

CLASS IIIIB: BIKE BOULEVARD



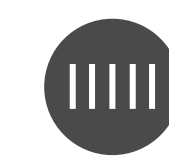
- Calm, local roadways that prioritize bicycle travel through traffic calming features such as traffic diverters and speed humps
- Comfortable for a wide range of ages and abilities

CLASS IV: CYCLE TRACK



- On-street bikeway separated from motor vehicles by a curb, median, planters, or other physical barrier

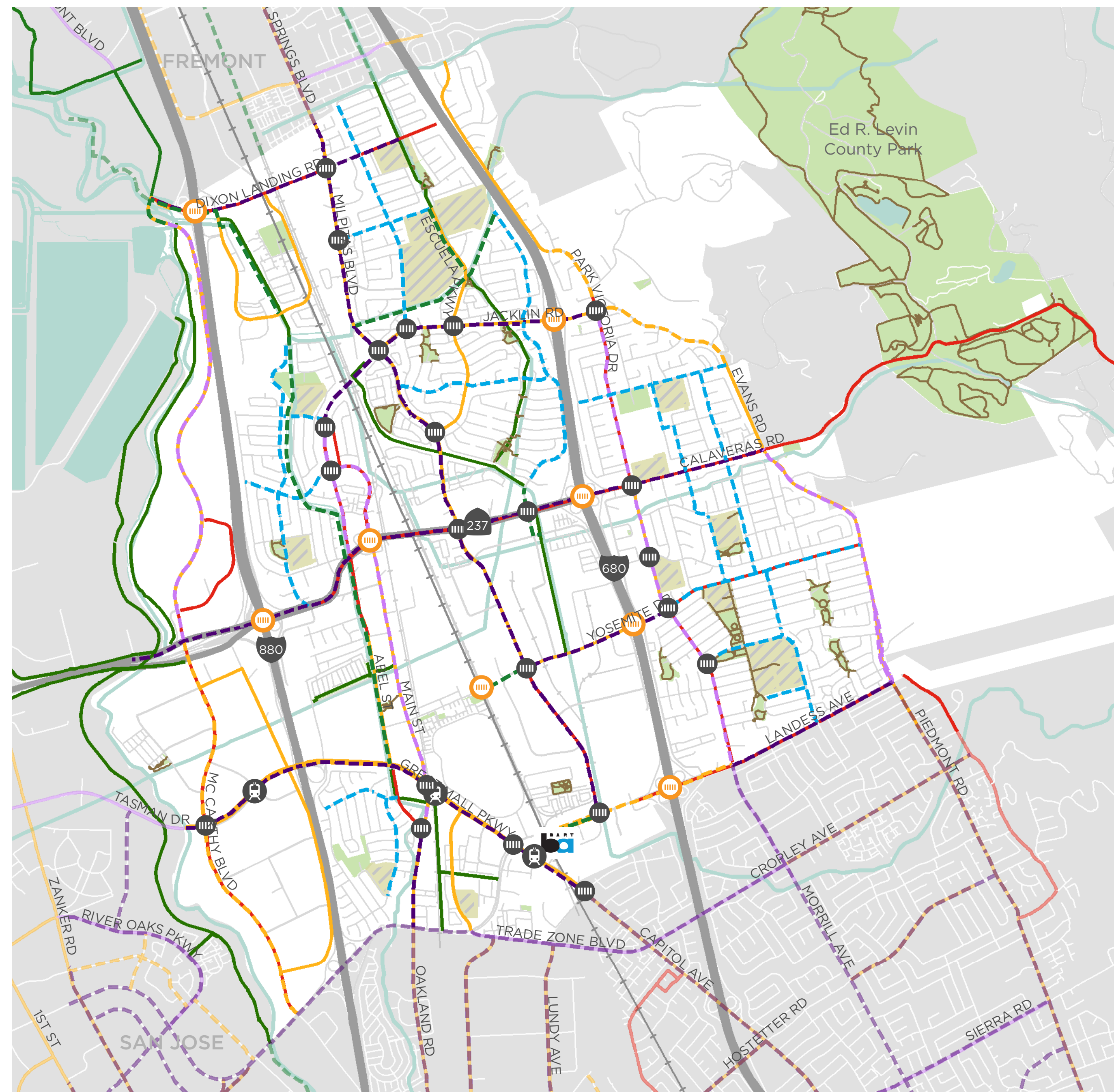
Roadway spot improvements help address challenges at specific locations that impede travel by foot or by bike or affect the comfort and safety of a route. Spot improvements support crossing of major roadways, help connect destinations and routes, and address existing gaps in the bicycle network. The locations and improvement types identified are based on results of the safety analysis, public engagement, and integrate the proposed bicycle and trails network. The two primary categories of improvements are described to the right.



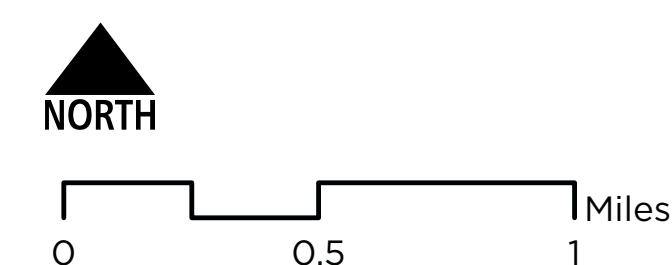
Near Term Bike Lane Safety: Existing bicycle lane striping typically drops as the lane approaches an intersection, creating increased opportunity to conflict. By continuing bike lane striping up to the intersection, the city can close critical gaps in the network and prioritize bicycle travel in the near-term.



Intersection + Connectivity Improvements: These locations are typically at intersections and along roadways where bicycle routes cross barriers or interact with complex highway on- and off-ramp configurations. The locations shown represent specific challenges to low-stress connectivity across the network and may require significant roadway reconstruction.



PROPOSED BICYCLE NETWORK



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|--------------------------------|--------------------------------|--------------------|
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| Class II: Bike Lane | Class III: Bike Route | Public Parks |
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| Class IIIB: Bike Boulevard | | |
| Class IV: Cycle Track | | |



BIKE SIGNAL
Bike signals provide a dedicated crossing signal that signifies when people on bicycles can cross. Typically they are used to separate the timing of bicycle and motor vehicle movements and can reduce opportunities for conflict in complex intersections.



TRANSIT INTEGRATION
Bikeway design should consider locations of bus and other transit stops to reduce conflict both between bus and bike and with pedestrians accessing the transit stop. Signage and separating the bikeway from the transit stop support these goals.



NO TURN ON RED
No turn on red restrictions prevent turns during the red signal to reduce motor vehicle conflicts with bicyclists and pedestrians. This restriction is commonly established at bicycle box installations, cycle tracks, and where bicycle signals are used to separate bicycle traffic from motor vehicles.



PROTECTED INTERSECTION
Protected intersections maintain physical separation between motor vehicles and people bicycling. Signals and positioning of the bike lane in the intersection limit opportunities for conflict between motor vehicles and bicycles.