



Project Schedule

Design Criteria

- Facility and buffer desired widths
- Safety improvements at intersections
- Transit stop accommodations
- Driveway accommodations

Public and Stakeholder Engagement

- Review feasible concepts
- Identify things we missed



Data Collection and Field Review

- Review of existing infrastructure
- Traffic volumes and turning movements
- Existing signal timing
- Corridor walk

Preliminary Alternative Analysis

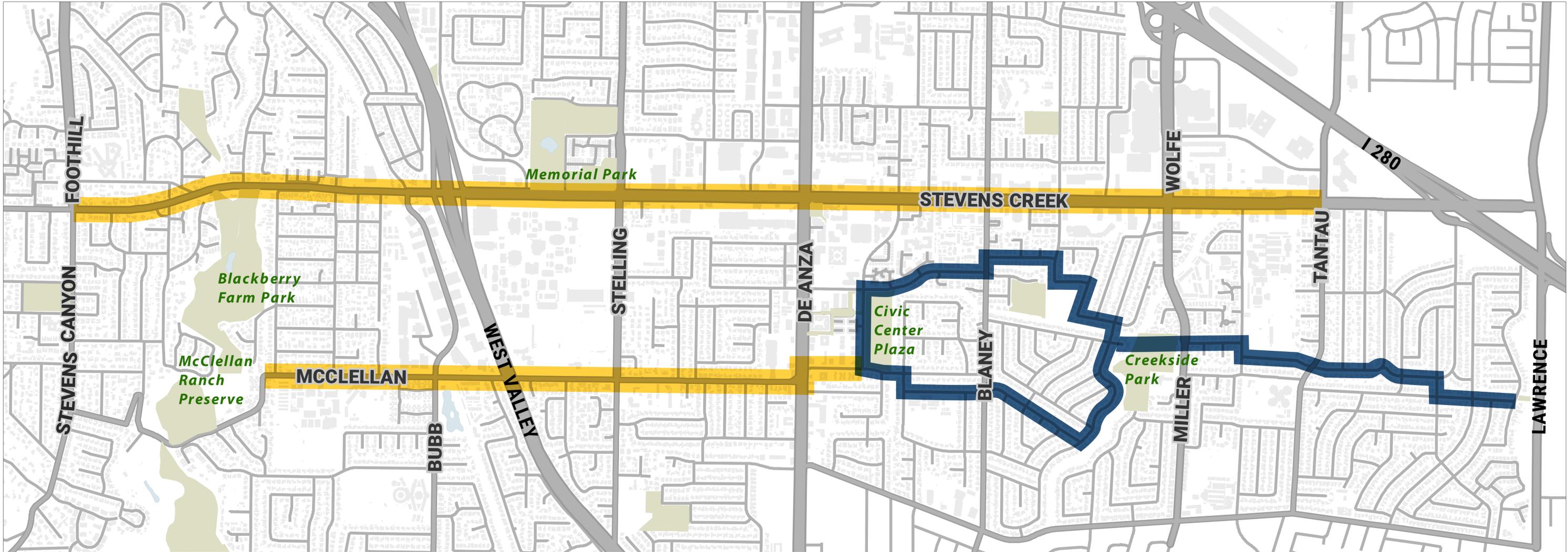
- Identify types of Class IV bikeways
- Separation buffer material options
- Analyze safety improvements at intersections
- Determine feasible alternative concepts

Design Documentation Assembly

- Assemble analysis, memos, and concept design, addressing comments received



Map of Area and Bikeway Locations



CLASS IV BIKEWAY AREA FOR FURTHER STUDY

WHAT IS A CLASS IV BIKEWAY?

A Class IV bikeway is an exclusive facility for bicyclists that is located within or directly adjacent to the roadway and is physically separated from motor vehicle traffic with a vertical element.

HOW DID WE CHOOSE THESE CORRIDORS?

The Class IV Protected Bikeway corridors were prioritized through the 2016 Bicycle Transportation Plan (BTP). Stevens Creek Boulevard and McClellan Road were both ranked Tier 1 projects and had the highest overall score.

WHAT ARE THE NEXT STEPS?

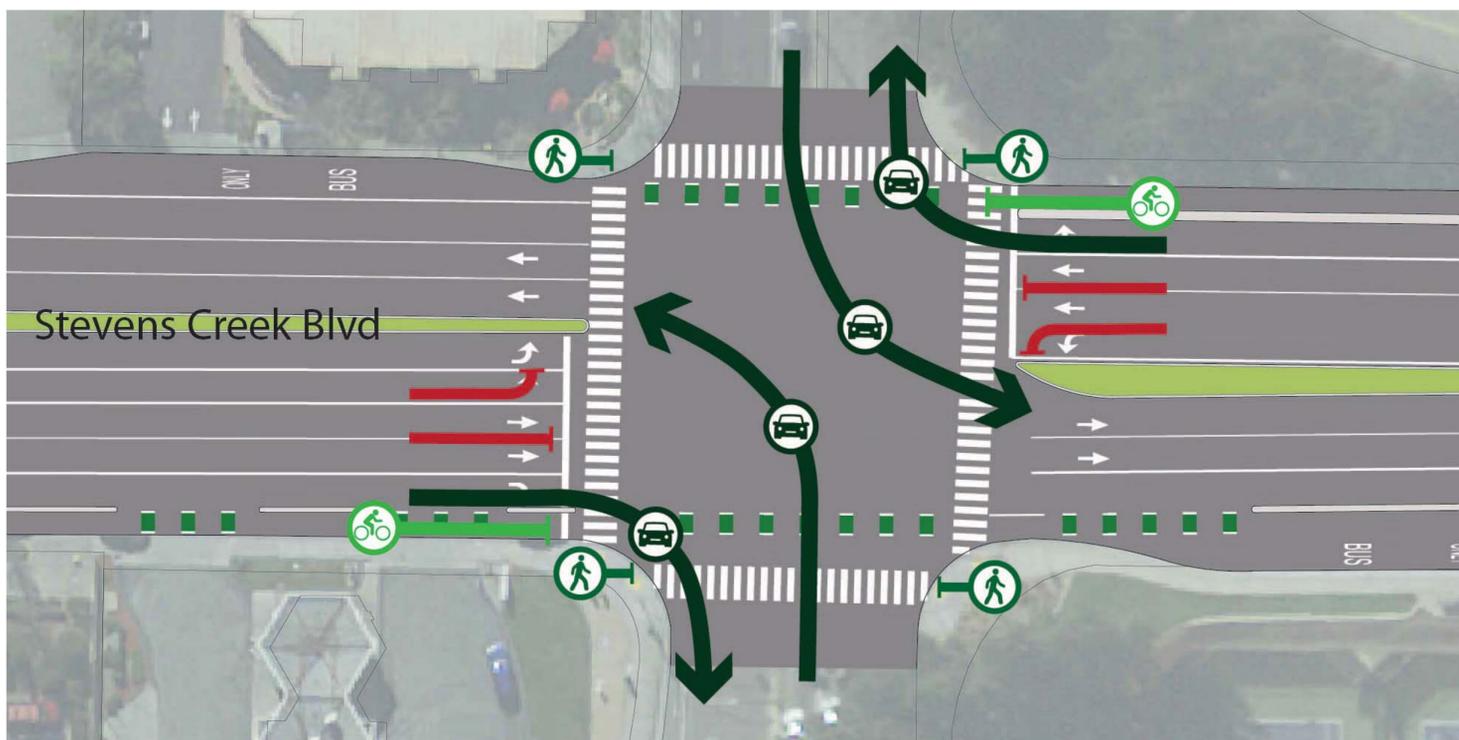
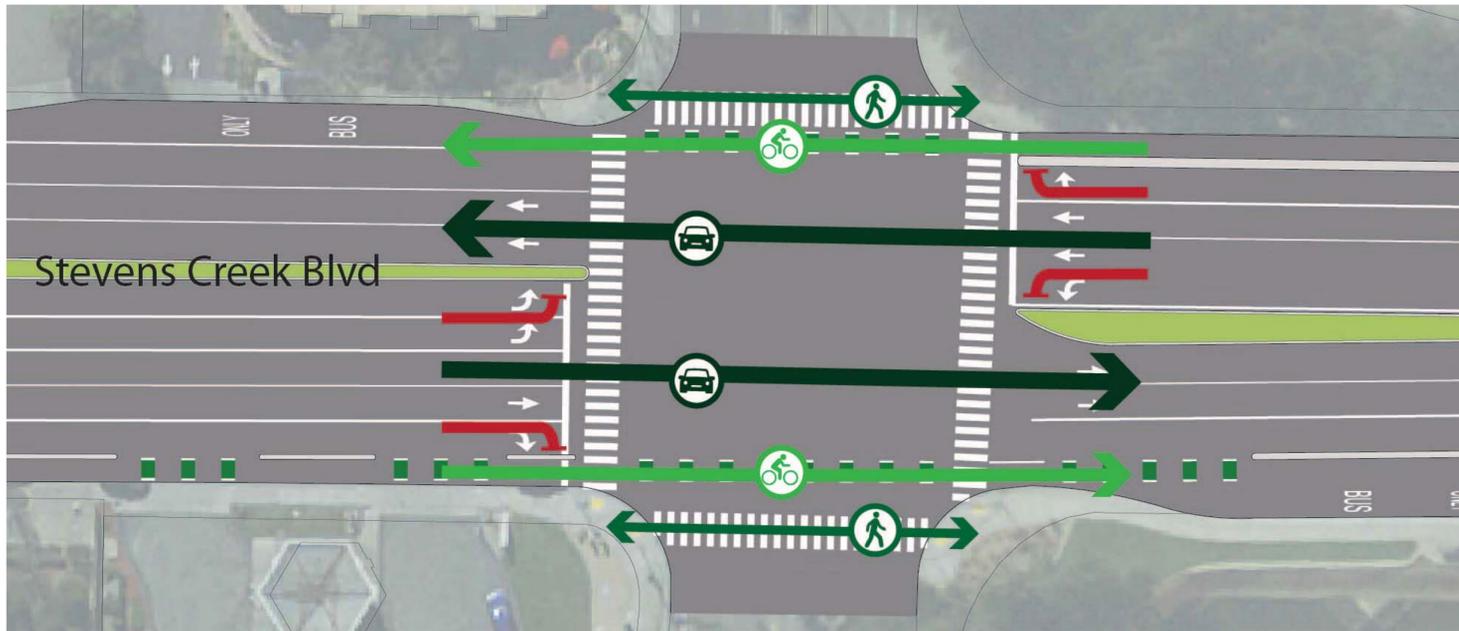
After receiving feedback from the public and regional stakeholders, we will move forward with a conceptual design, taking into account the comments and questions we gather from stakeholders.



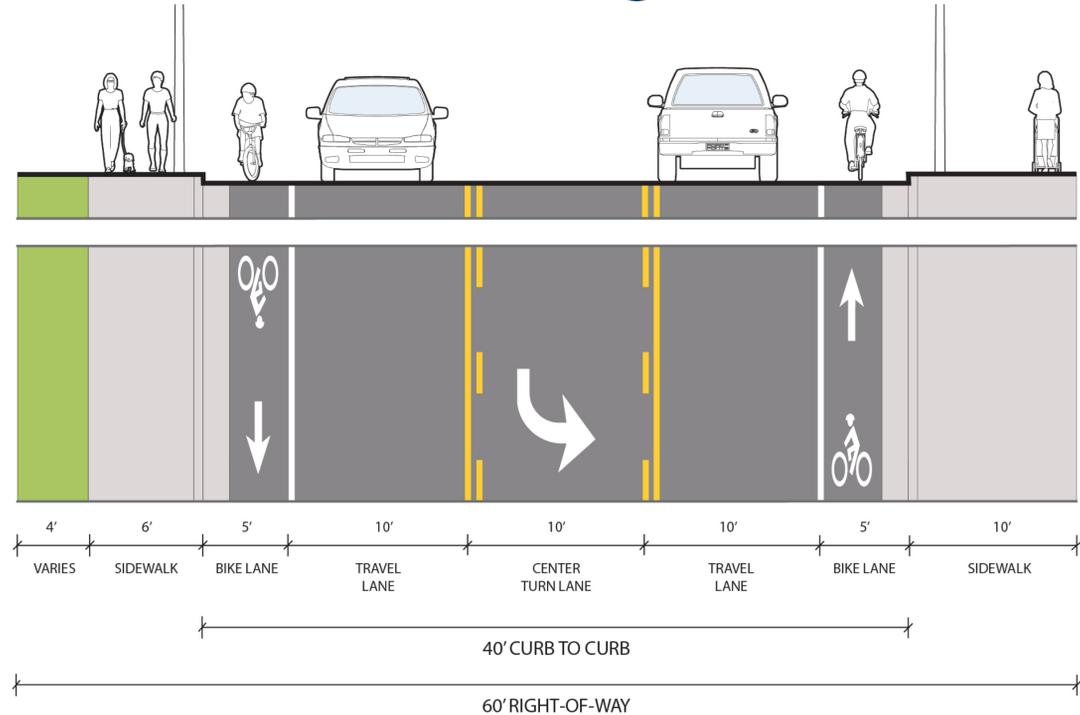


Intersection and Signalization

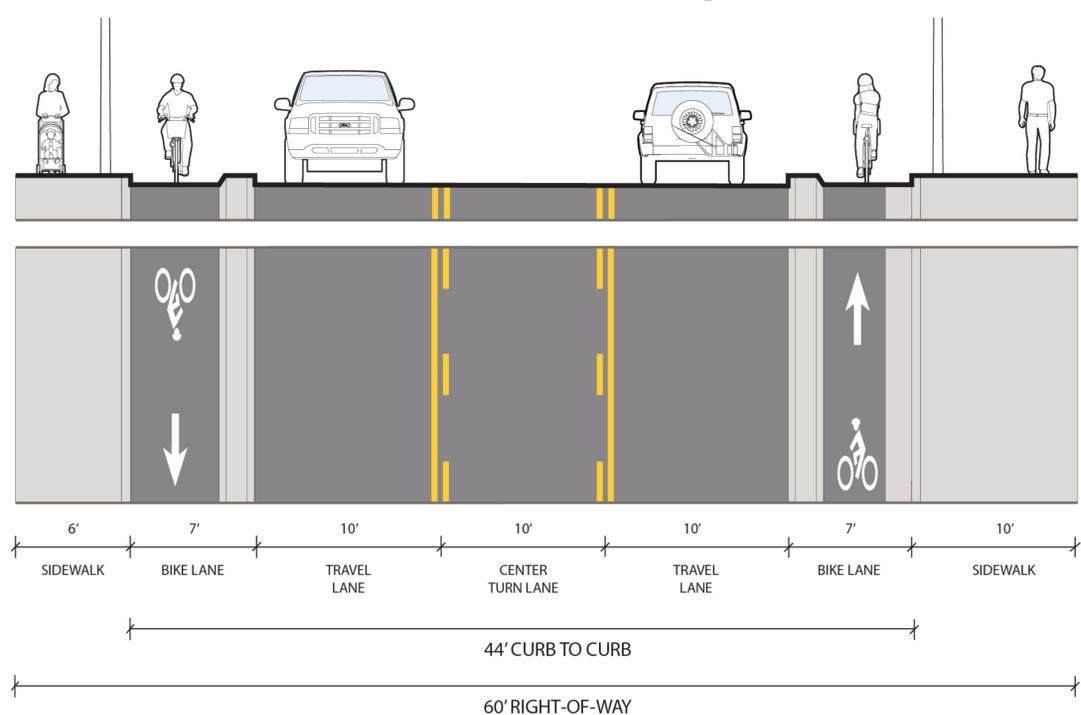
Class IV Bikeways include separation of bicylists and motorists up to the intersection. In locations where there are many right turns, different signal phases are used to remove the conflict between the two modes.



McClellan Road // Existing Conditions



McClellan Road // Concept 1



McClellan Road // Buffer Treatment Options



1. Raised Median



2. Precast Surface Mounted Curb



3. Flexible Delineator Posts



4. Concrete Barrier

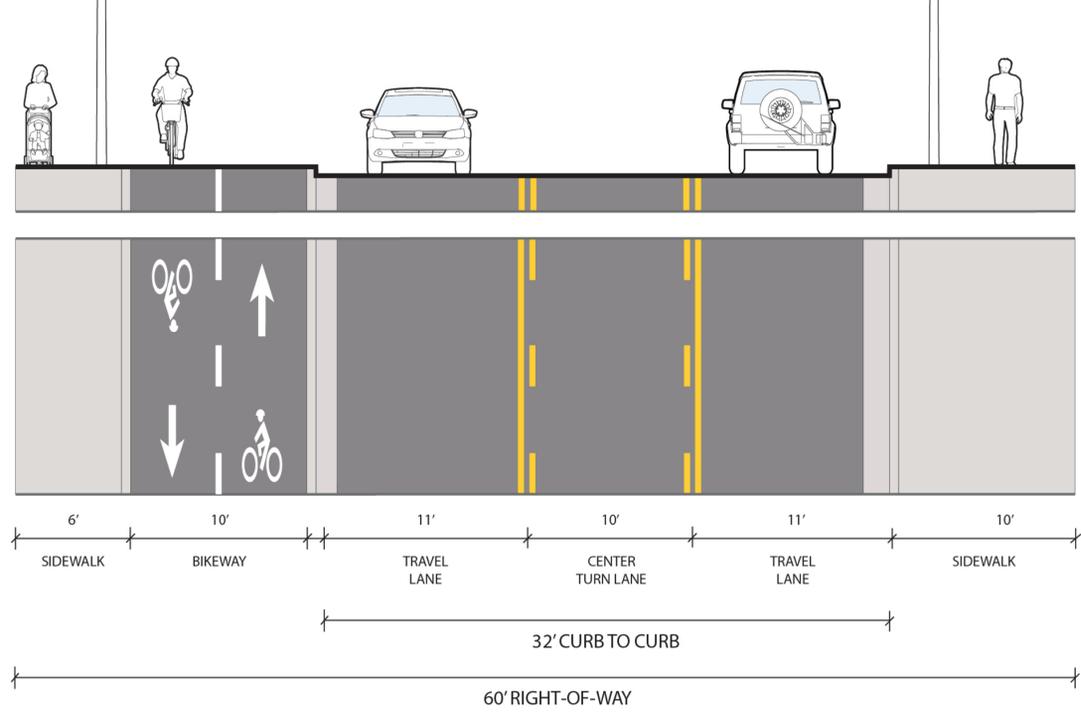


5. Raised Bikeway



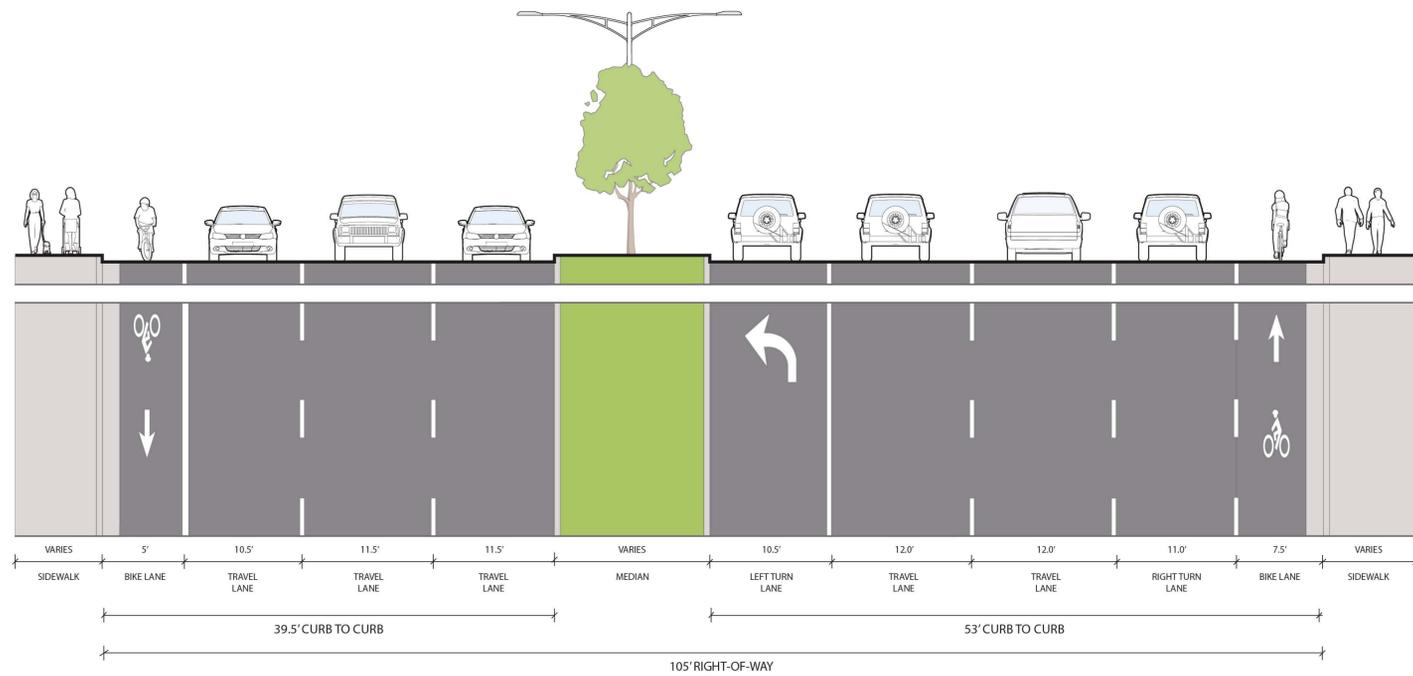
6. Planter Boxes

McClellan Road // Concept 2

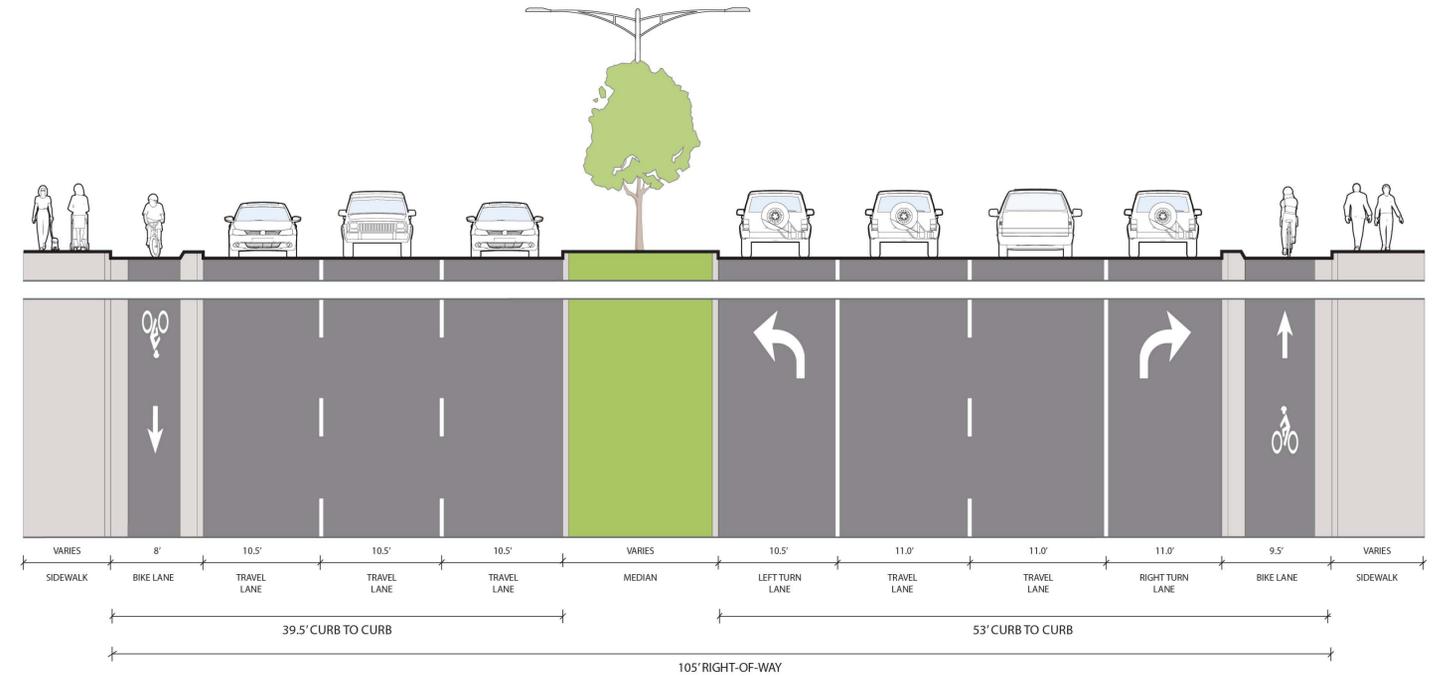




Stevens Creek Blvd // Existing Conditions



Stevens Creek Blvd // Concept 1



Stevens Creek Blvd // Buffer Treatment Options



1. Precast Surface Mounted Curb



2. Flexible Delineator Posts



3. Planter Boxes



4. Raised Median



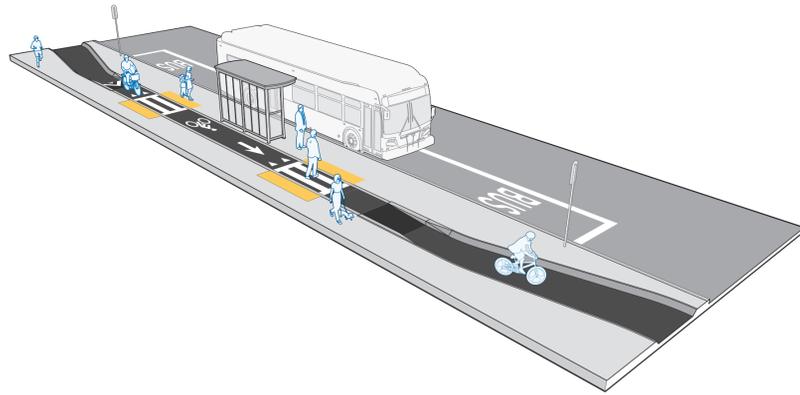
5. Raised Bikeway



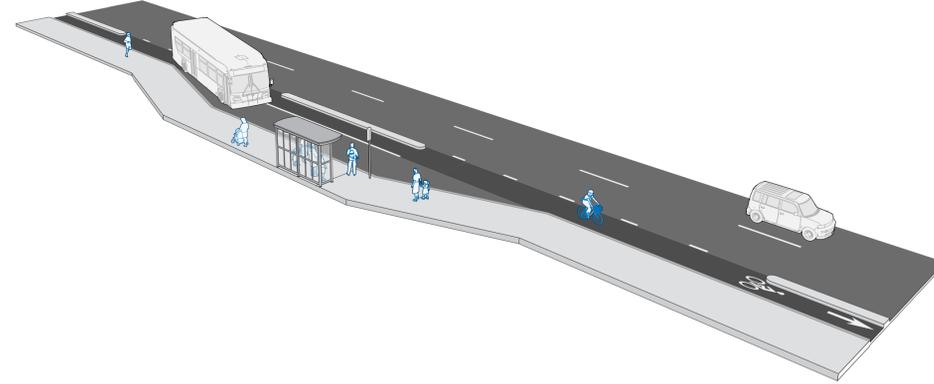
6. Concrete Barrier



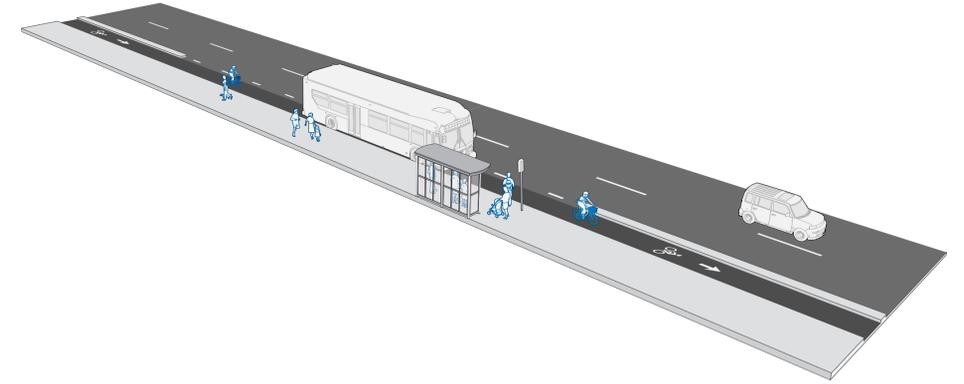
Bus Stop Treatments



Floating Bus Stop // The Class IV Bikeway routes around the back of the bus stop platform. Minimizes conflicts between buses and bicyclists.

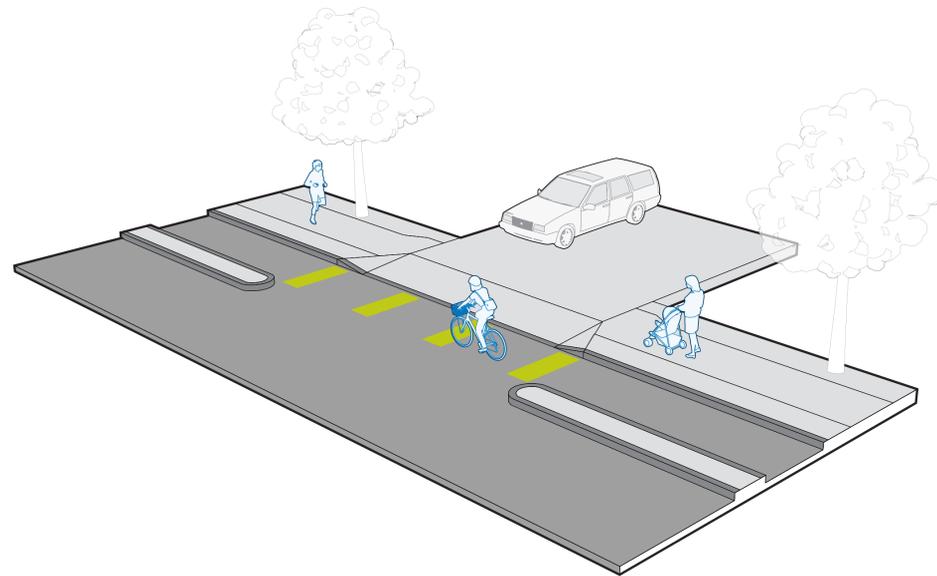


Bus Pullout // The bus crosses the Class IV Bikeway to enter and exit the platform area. Sufficient width for through bicyclists is maintained, reducing bicycle delay.

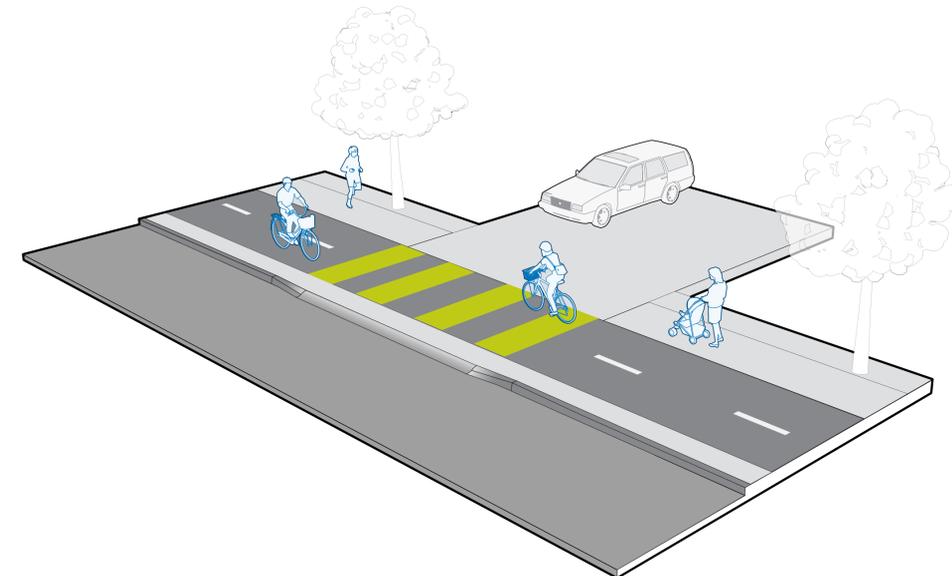


Shared Bus/Bicycle Space // The bus pulls into the Class IV Bikeway to serve the sidewalk platform. This is used where buses are infrequent.

Driveway Treatments



Conflict Marking // The Class IV Bikeway buffer is interrupted to allow access to the driveway. Conflict pavement marking identifies the crossing area to both motorists and cyclists.



Raised Bikeway // Bicyclists are more visible with a raised crossing, and motor vehicles must enter and exit the driveway more slowly.