Evening Commute Peak Hour Bicycle Counts in 2016

Date: May, 2018
TomTom Centerline Data, VTA.

Data Source: CMP counts, year 2016

Peak Hour Bicycle Counts
- < 5
- 5 - 10
- 10 - 40
- 40 - 100
- > 100

Santa Clara County
Light-Rail Transit Stop
Planned BART Station
Caltrain Stop
Islands of Connected, Comfortable, Low-Stress (LTS 1 or LTS 2) Bicycling Streets in Santa Clara County

Low stress islands of connectivity are defined as continuous networks of roadway (LTS 1 or LTS 2) bounded by high-stress barriers of LTS 3 or LTS 4.

- Low Stress Islands of Connectivity
- Passenger Railway
- Santa Clara County
- Light-Rail Transit Stop
- Planned BART Station
- Caltrain Stop

Date: May, 2018
TomTom Centerline Data, VTA.
Bicycle Collisions in Santa Clara County from 2009-2014

Note: High collision density does not necessarily correspond with high collision risk based on bicycle or vehicle volumes. Nevertheless, high collision locations warrant additional study.

Data Source: TIMS Berkeley, TomTom Centerline Data, VTA.

Date: May, 2018
Future CCBC connection through Milpitas. See also ride map for changes with land use changes.

CCBC (February 2016)
- Off-Street
- Unconstructed Off-Street
- On-Street
- Unconstructed On-Street
- Passenger Railway
- Light-Rail Transit Stop
- Planned BART Station
- Caltrain Stop

Bicycles are permitted on all expressways. However, due to high motor vehicle volumes and speeds, expressways do not currently provide an environment that is comfortable for most riders. The County recommends that bicyclists exercise caution, and recommends that only advanced bicyclists use expressways.

Built and Unbuilt Cross-County Bicycle Corridors
Bicyclists are permitted on all expressways. However, due to high motor vehicle volumes and speeds, expressways do not currently provide an environment that is comfortable for most riders. The County recommends that bicyclists exercise caution, and recommends that only advanced bicyclists use expressways.
Across Barrier Connections (2017)

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