to ensure the facilities are low-stress.

The use of separated bikeways can also be transformative on corridors where entirely new parts of the City are connected and active transportation modes are made an option in areas once thought only available to people who drive. Separated bikeways can support the use of transit connections and provide transit island stops. Physical barriers and vertical separation create low-stress facilities that can encourage families, older riders, or others to ride on corridors that provide access to key destinations.

Supportive Bikeway Facilities Selection

The buildout of the Backbone Network does not prohibit and is not designed to inhibit the City of Stockton from adding bicycle facilities to other streets that are not part of the Backbone. The success of the Backbone Network will be enhanced by encouraging more connections between the Backbone and local neighborhoods. A Bicycle Facilities Selection tool provides a framework for installing other bikeway facilities in Appendix A, Table A-1. The Bicycle Facilities Selection tool also provides guidelines that should be reviewed when considering adding facilities during repaving projects or when implementing other Capital Improvement Projects that may not have been highlighted during the community engagement process of the BMP.

Key Priority Project Fact Sheets Supporting Goal Three:
1. Airport Way Separated Bikeway
2. Monte Diablo/Acacia Bicycle Lanes
3. Bicycle Boulevards Implementation