

Caltrans Bay Area Bike Highway Study

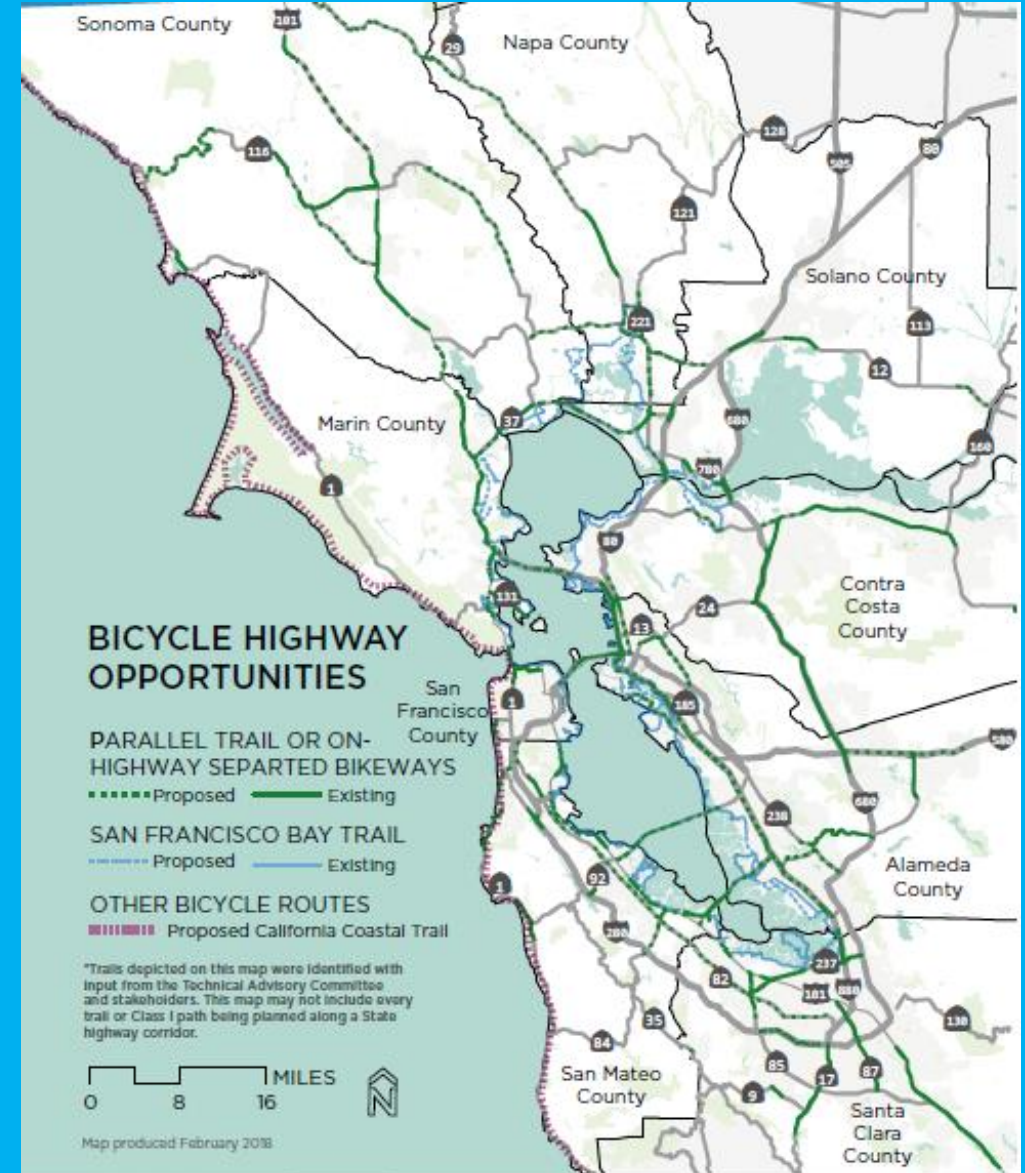
San Mateo County BPAC Meeting

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Study Background and Purpose

- Recommended strategy from *Toward an Active California (2017)* and the *D4 Bike Plan (2018)*
- Evaluate opportunities to develop “bike highways” parallel to the State Highways
- Previously “*Bay Area Bicycle Superhighway Concept Study*”



Caltrans “Bike Highway” Definition

A high-quality, uninterrupted, long-distance bikeway that provides full separation from motor vehicles as people travel along it. They are intended to accommodate high volumes of people traveling longer distances on bicycles (more than 3 miles) by connecting users to major destinations, employment centers, and transit hubs. In the Bay Area context, bike highways are not to be considered a distinct bikeway classification, but instead a long-distance route overlay that may include several bikeway classifications.

Bike Highway Concepts



High-Scoring Corridors

The top three scoring corridors throughout the study area include:

- Interstate 680 from Fremont to San José in Alameda/Santa Clara Counties
- State Route 82 between San Bruno and Redwood City in San Mateo County
- Webster St between Alameda and Oakland in Alameda County

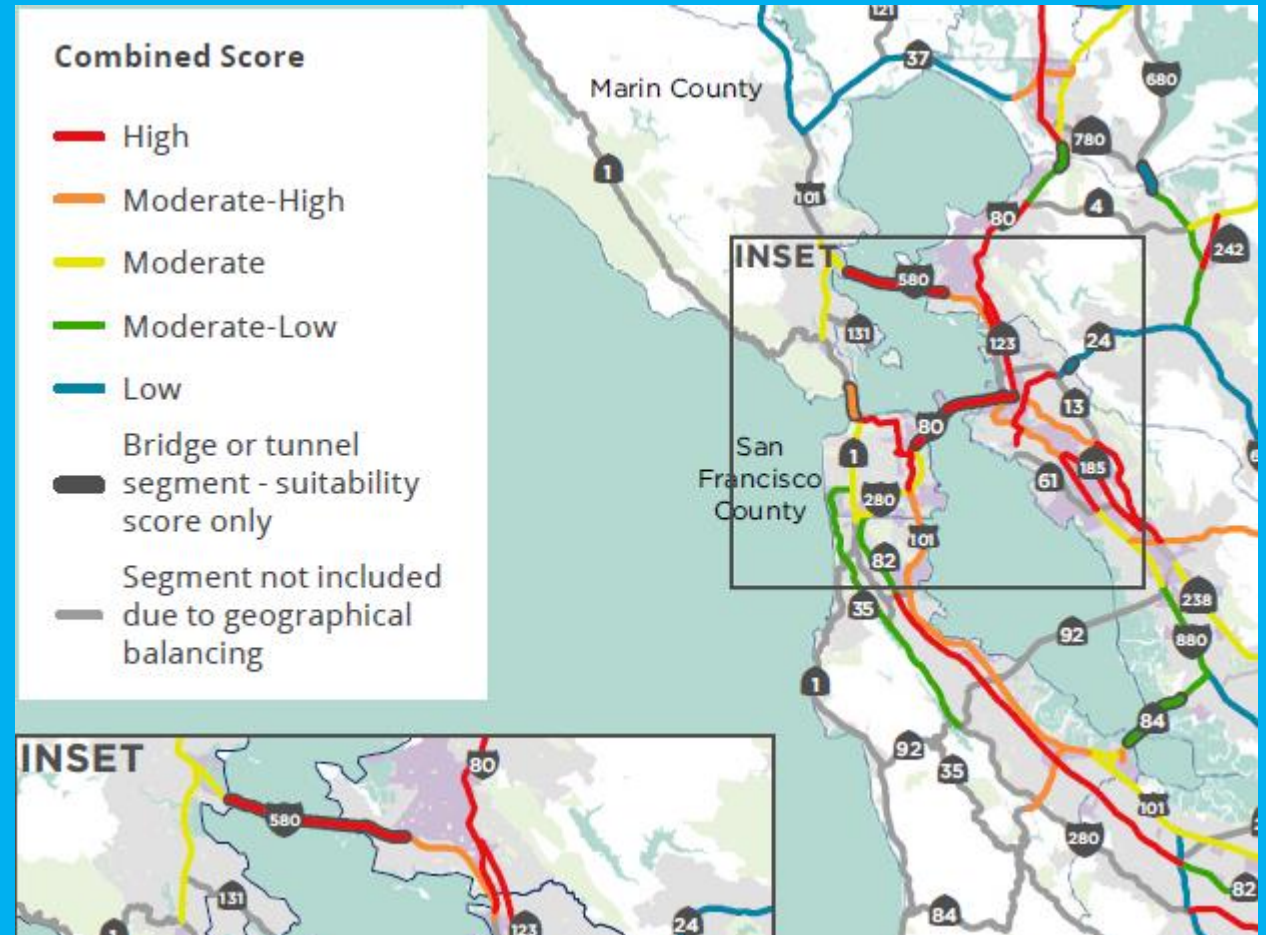
Additional corridors with a combination of both high suitability and high feasibility for bike highways include:

- State Highway 87 in Santa Clara County
- Interstate 280 in San José
- State Highway 185 in Oakland
- US 101 in San Francisco
- State Highway 123 from Richmond to Oakland
- State Highway 29 from Vallejo to Napa



San Mateo County Results

- SR 82 highest scoring
- US 101, SR 84 moderate-high scoring
- This does not preclude us from pursuing opportunities in other corridors!



So, What Now?

- Identify Funding (especially for whole corridors)
- Identify Opportunities (especially for shorter segments)
- Interim Improvements
- DP-37, CSDD, CAT Plans, CAPTI, and more
- Get in touch: Gregory.currey@dot.ca.gov