A Bicycle Superhighway Network for the Bay Area... and California

Sergio Ruiz, Complete Streets Coordinator
Caltrans Bay Area (District 4)
Why bicycle superhighways?

Increased mobility
Regional access
Mode shift
Resilience
Caltrans Role

• Statewide goals and strategies
• Guidance
• Funding
• State Transportation Network
Freeway Corridors

Lincoln Hill Path along US 101, San Rafael; Image: Google

Bay Trail at I-580 / Central Ave

Highway 87 Bikeway, San Jose
Transformative Project:
A Regional Bicycle Superhighway Network

Finalist in the Horizon Initiative by Metropolitan Transportation Commission (MTC) and Association of Bay Area Government (ABAG)

Source: ARUP
“Conventional” State Highway Corridors
Bikeway Classification in California

Class I
- Sidewalk
- Roadway Separation
- Travel Lanes
- Trail

Class II
- Parking
- Bike Lane
- Travel
- Buffered Bike Lane
- Sidewalk

Class III
- Sidewalk
- Parking
- Shared Travel Lanes
- Sidewalk

Class IV
- Sidewalk
- Separated Bike Lane
- Parking
- Travel Lanes
- Separated Bike Lane

From Toward an Active California
Mode Separation

From Contra Costa County’s Iron Horse Trail Active Transportation Corridor Study
Coming soon: Bay Area Bicycle Superhighways Concept Study

- Identify international best practices
- Stakeholder and community engagement
- Recommendations for the Bay Area and State context
- Corridor suitability and feasibility
- Bicycle superhighway concepts
- Next steps

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From Caltrans District 4 Bike Plan (2018)
What is a bicycle superhighway in the Bay Area/California context?

• What purpose would they serve?
• Could they benefit disadvantaged communities? If so, how?
• What would a facility/network look like?
• User experience?
Contact

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