



CALTRANS
BAY AREA

Bike Plan Update



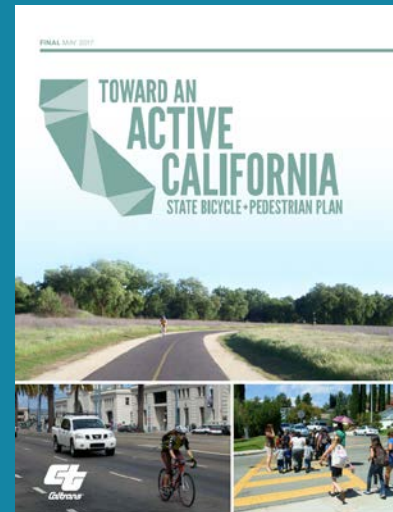
Why Update the Bike Plan?

- Current D4 Bike Plan is 6 years old
- Opportunity for Engagement
- Performance Tracking
- Build on success and identify more paths forward

Caltrans Bay Area Bike Plan Update 2025



District 4



Timeline

We are here

2024
Spring / Summer

2024
Fall

2025
January

2025

Draft Best Practices

Story Map

Draft Tiered List of Location Based Needs

Analysis

Level of Traffic Stress, Potential road diet corridors, Safety, Mobility, Equity, Database of locally identified needs on SHS

Draft Bike Plan

Updated List of Location Based Needs

Public Draft Bike Plan

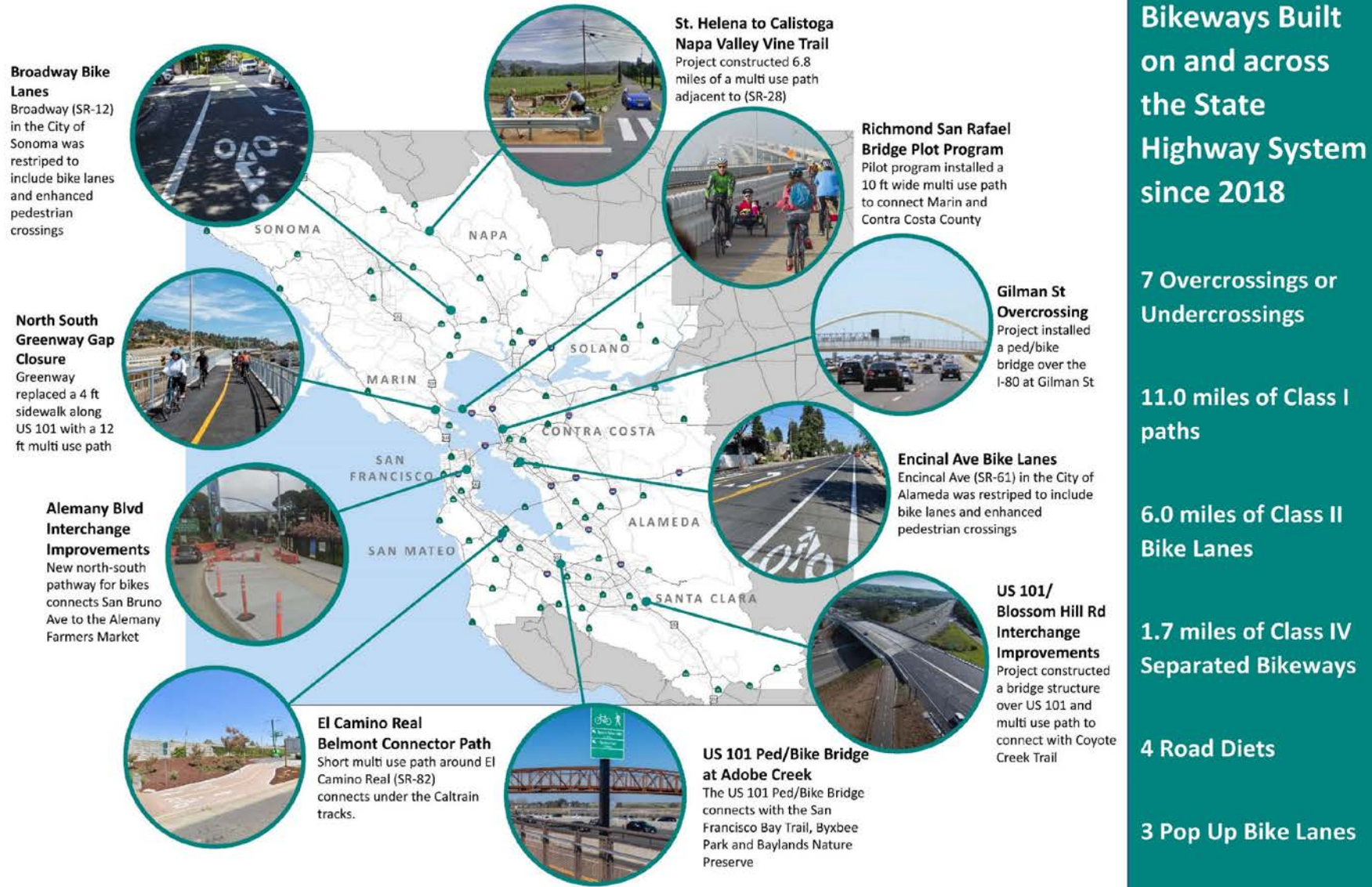
Final Draft Bike Plan

Final List of Location Based Needs

Public / Stakeholder Engagement



Figure 2. Selected summary of Bikeways built or under construction since 2018



Bikeways Built on and across the State Highway System since 2018

7 Overcrossings or Undercrossings

11.0 miles of Class I paths

6.0 miles of Class II Bike Lanes

1.7 miles of Class IV Separated Bikeways

4 Road Diets

3 Pop Up Bike Lanes



Challenges

While Caltrans has made critical progress in policy and bikeway implementation, key challenges remain. A summary of these challenge areas are detailed below. These areas were identified through stakeholder feedback, staff insights, and an analysis of existing bikeway conditions.



Rise in Traffic Collisions

California and the rest of the nation are seeing an increase in fatalities and serious injuries on their roadways, especially bicycle and pedestrian collisions. While Caltrans is committed to reducing

collisions, implementing the safe systems approach across over 1,200 lane miles of the State Highway System in the Bay Area is a long process.



Design Standards

Design standards can be a barrier to robust bicycle improvements. While Design Information Bulletin number 94 (DIB 94) is an important step, interchange design standards restrict shoulder conversions to

Class IV bikeways or require going through a long Design Standard Decision Document (DSDD) process.



Robust improvements in SHOPP Projects

While State Highway Operations and Protection Program (SHOPP) has provided an important funding source to providing bicycle infrastructure it has also seen major challenges. Caltrans implementation of complete streets tends to be piecemeal and opportunistic. Robust intersection improvements are lacking, with no protected intersection installed on

Caltrans right of way in the last 5 years in Caltrans Bay Area (District 4). Funding constraints in the SHOPP restrict materials used to lower quality. Constrained budgets, timelines, and value engineering may remove complete streets elements from scope as a way to reduce costs and time.



Oversight Projects

The Caltrans oversight process adds time and costs to projects initiated by local jurisdictions. The Design Standard Decision Document (DSDD) and the permit process can be long, especially for quick-build safety projects. Smaller jurisdictions may not have the staff capacity to navigate the oversight process which can add uncertainty to project timelines.



Public Engagement

Public engagement for Caltrans projects tends to not be as robust as partner agencies. Caltrans tends to start outreach during the environmental phase, while starting engagement efforts during the project initiation phase may provide more robust opportunity for feedback. Caltrans also tends to not have as much information about upcoming projects available on their website, specifically SHOPP projects.

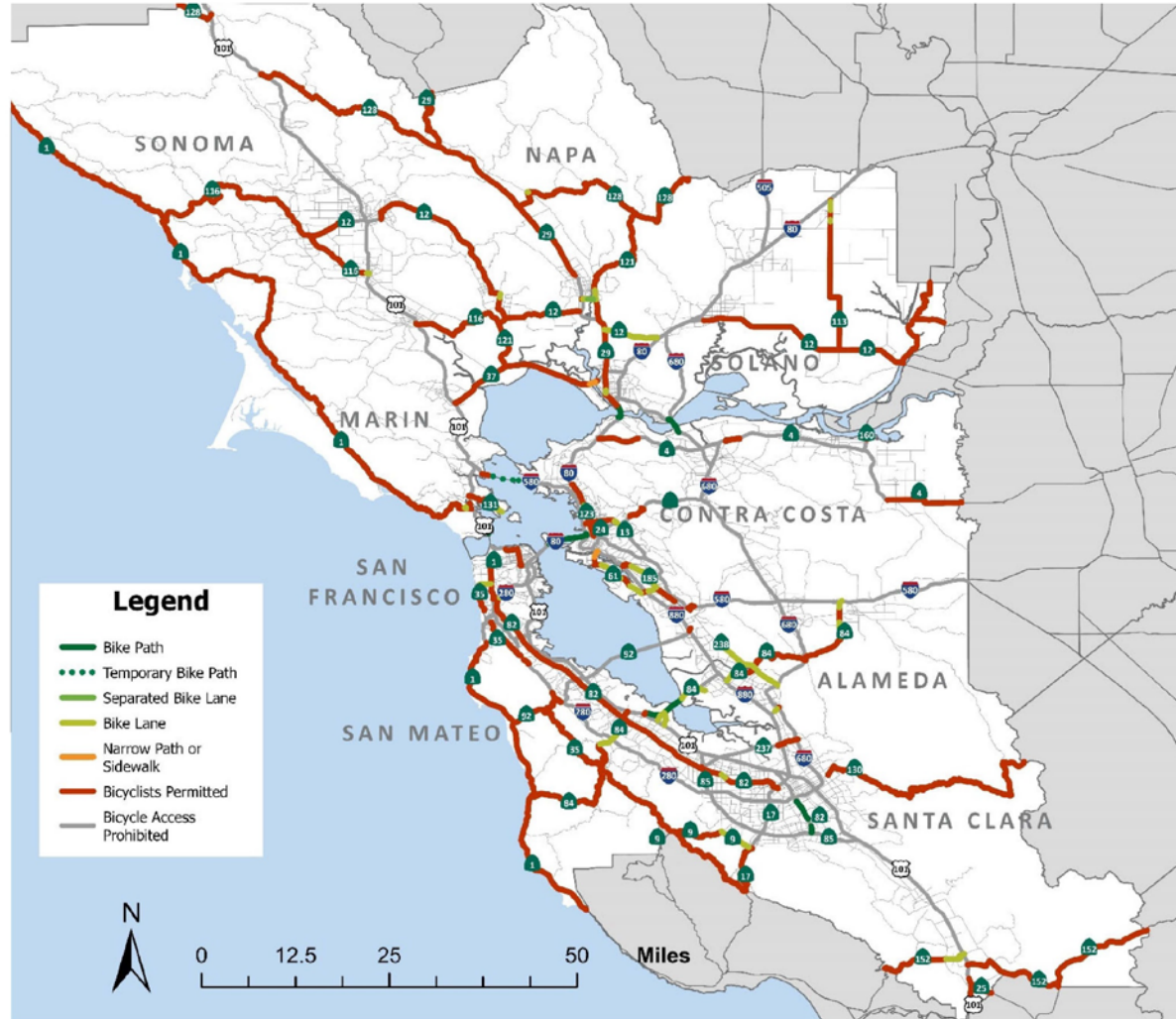
6. Existing Conditions

This section details the existing state of bicycle infrastructure on the State Highway System in the nine-county Bay Area. Figure 3 and 4 detail the existing bicycle network with total miles of classification as well as a map that details their locations. The needs of people bicycling within the Bay Area are diverse and dependent on an individual's level of experience, comfort, and confidence. To understand the needs of people bicycling in the Bay Area, this section examines several data sources including a Level of Traffic Stress analysis to identify locations within the existing street network that may attract or deter people from riding bicycles (further detail outlined below), community input on challenges to bicycling on the State Highway System gathered from public outreach events and the project website and collision data as described in the section 7.

Figure 4 Existing Bikeways by Length

Facility Type	Length in Miles
Bike Path	21.1
Temporary Bike Path	5.1
Separated Bike Lane	0.4
Bike Lane	47.3
Narrow Path or Sidewalk	1.6
Bicyclists Permitted	746.9
Bicycle Access Prohibited	673.2

Figure 3 Existing Bikeways on the State Highway System



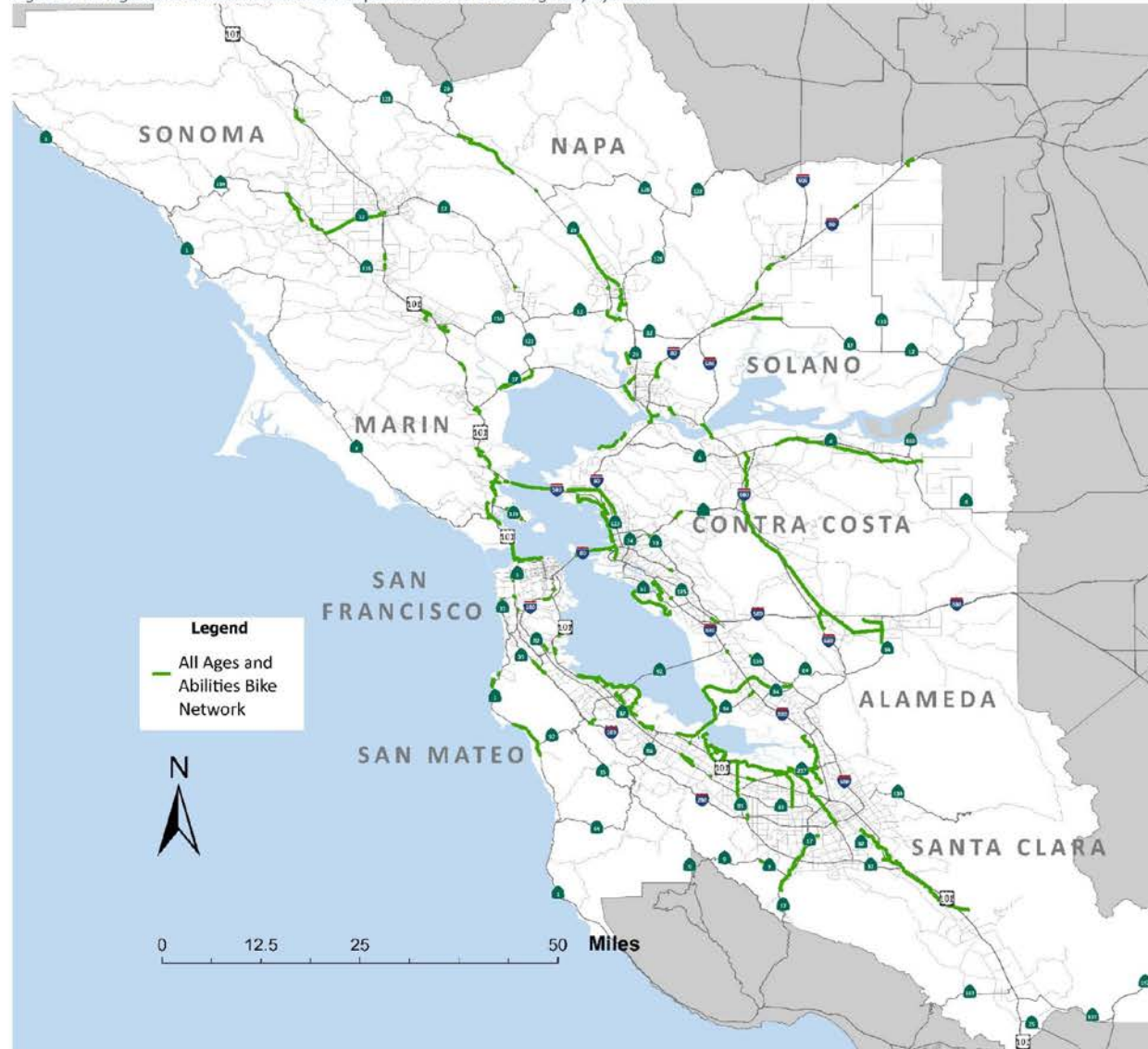
Note: The above map only includes bicycle facilities on the State Highway System, and that are owned and operated by Caltrans. Parallel facilities that are owned and operated by a local agency are not included.

Existing All Ages and Abilities Network on or Parallel to the State Highway System

As identified in [Director's Policy 37 \(2021\)](#), it is Caltrans policy to provide "comfortable, convenient, and connected complete streets facilities" for people walking and biking, which will only be possible through a major expansion of the All Ages and Abilities Network, either on state roadways or along parallel routes.

The "all ages and abilities" concept strives to serve all users—regardless of age, gender, race, or ability and inclusive of the mobility needs of children, older adults, and people with disabilities—by embodying national and international best practices related to traffic calming, speed reduction, universal design, and roadway design to increase user safety and comfort, as well as accessibility for people with disabilities.

Figure 7. All Ages and Abilities Network on or parallel to the State Highway System



7. Needs Analysis

Need Identification

The primary purpose of this planning effort to establish a prioritized list of “location-based needs,” or specific locations along the SHS where infrastructure investments would most benefit people bicycling and best achieve the goals identified in *Toward an Active California*. These needs were identified through public outreach, local jurisdiction bike plans, stakeholder outreach, gaps in the existing all ages and abilities network and locations with a history of collisions. This list will help assess which needs might be best suited to move into project development over time.

In addition, Caltrans collected data to identify needs through partner and public surveys and other engagement efforts. The feedback was used to confirm assumptions made about the potential needs identified from the local plans, and will be used to inform the project development process in the future. This information is available for review on the online Story Map. The result of this analysis is a map and list of individual location-based needs at specific locations where gaps or barriers may exist for people biking along or across the State Highway System.

Prioritization Methodology

The identified location-based needs were ranked and sorted into three tiers based on their relative intensity of need, with Tier 1 representing the highest intensity. Each location-based need was scored on three metrics: safety, mobility and equity to be consistent with the stated goals of the plan and the Statewide Plan, *Toward an Active California*. These three metrics were given an equal weight of 33% each. They were also quantified using available statewide and regional metrics. The measures are summarized in the table to the right, as well as detailed below. The specifics of the prioritization methodology are also detailed in Appendix C.

Goal	Weight	Measure(s)
Safety	33%	Severity-weighted crash density
Mobility	33%	Short-distance travel demand, proximity to transit, on MTC’s Regional Active Transportation Network, permeability, public feedback, stakeholder feedback
Equity	33%	MTC’s Equity priority community, Cal Enviro Screen



Methodology to Tier List of Location Based Needs



Prioritization Methodology

Safety 

Mobility 

Equity 

- Weighted Crash Density

- Density of Short Trips
- on a Regional Bikeway Network
- Proximity to Transit
- Permeability
- Public Feedback

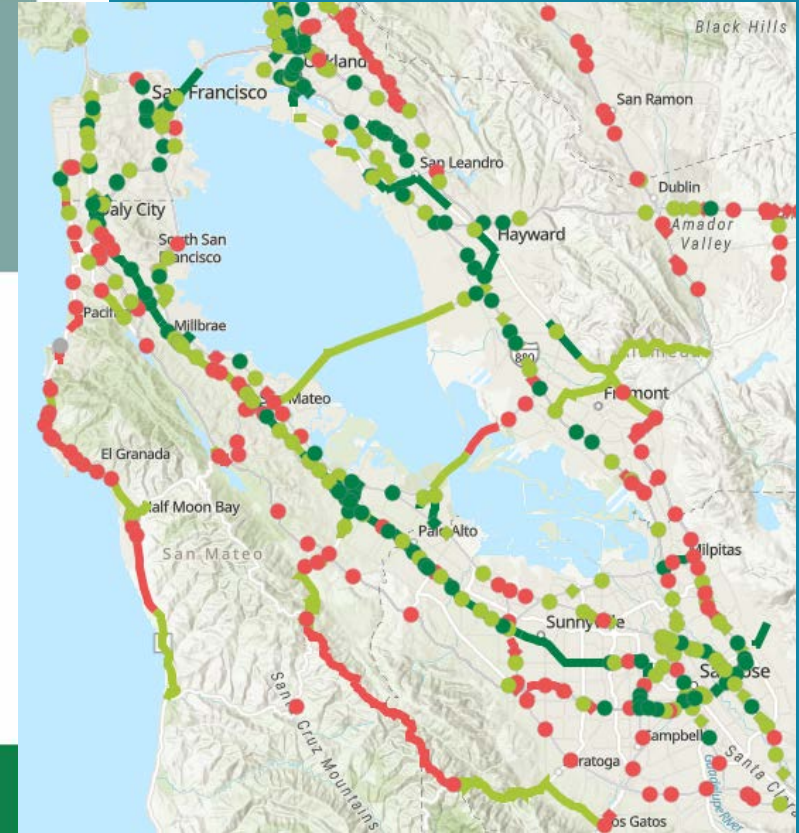
- Cal Envrio Screen
- MTC's Equity Priority Communities

 **Location Based Need Score**

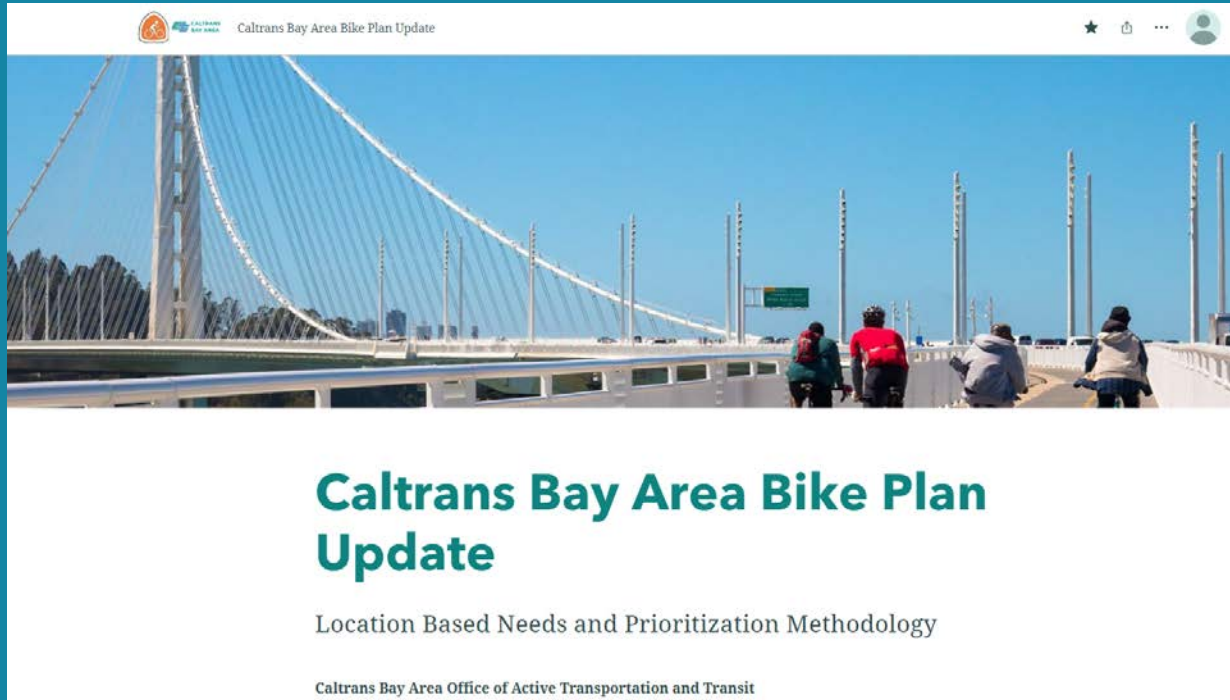
Low

Mid

High



Story Map Online



Location Based Needs Online Map!

<https://storymaps.arcgis.com/stories/3d67ec0ec2bf44528ee42d44b7faf0be>

Key Questions for BPAC

- What are priority bikeway projects in San Mateo Unincorporated County on and across the state highway system?
- What can Caltrans do to be a better partner with our local jurisdictions and public?
- What would you like to see Caltrans do to improve bike mobility in San Mateo County?





Questions/
Comments?
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