

WELCOME

To The 2021 Active Transportation Symposium



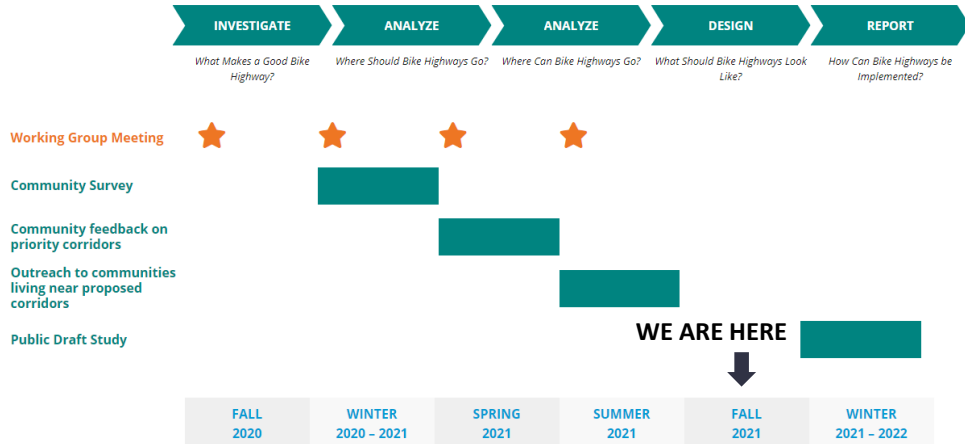
SACRAMENTO STATE
COLLEGE OF CONTINUING EDUCATION

Bike Highways are a Priority for Caltrans (and California!)

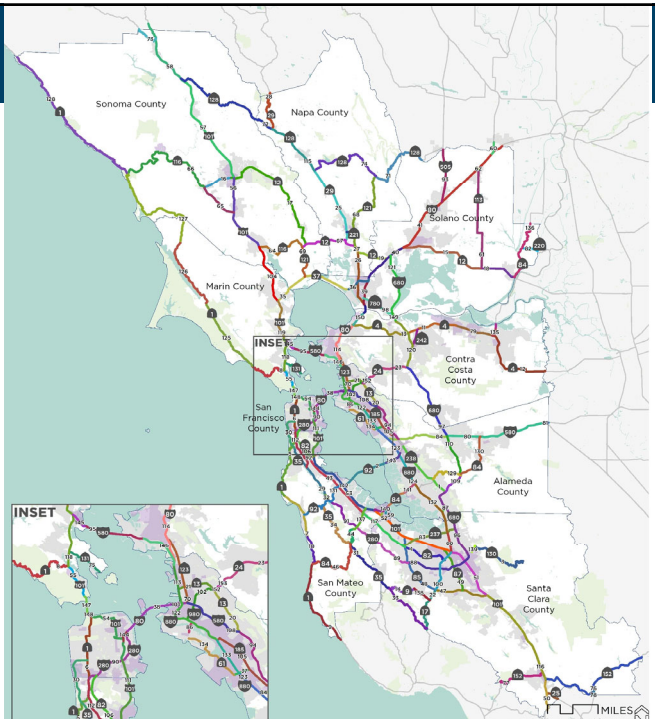
- Toward an Active California (2017)
- District 4 Bike Plan (2018)
- Demonstrated political appetite in 2021



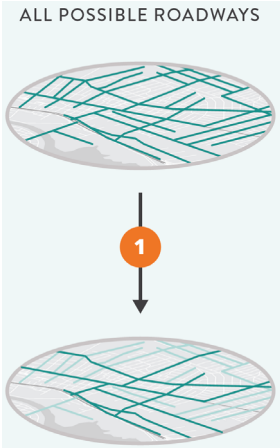
Bike Highway Study Timeline



153 Corridors Under Consideration



Suitability Analysis



1 Who are we serving?

SUITABILITY ANALYSIS

First, we identified roadways that provide the most access to those with the **greatest need** (equity) and to those who are **most likely to use** (demand) a bike highway.



50%
equity

+



25%
potential demand*

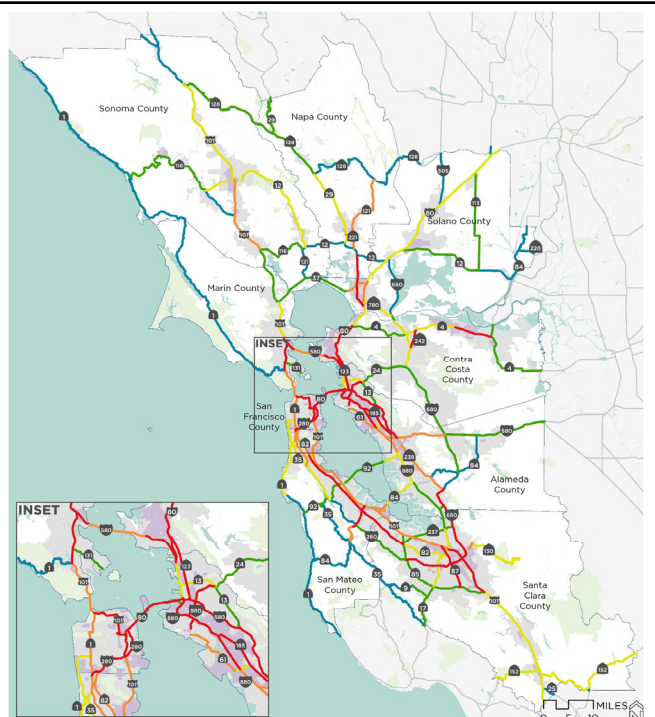
+



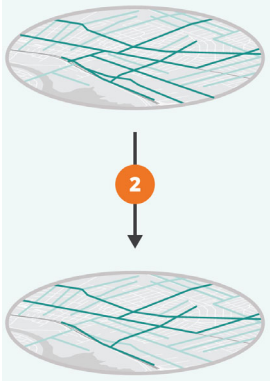
25%
existing demand*



Suitability Analysis Results



Geographic Balancing



2 Where should bike highways go?

GEOGRAPHIC BALANCING

Second, we looked at the top-scoring corridors from urban areas, suburban areas, and rural areas. This helped to make sure all parts of the Bay Area were represented in the analysis.



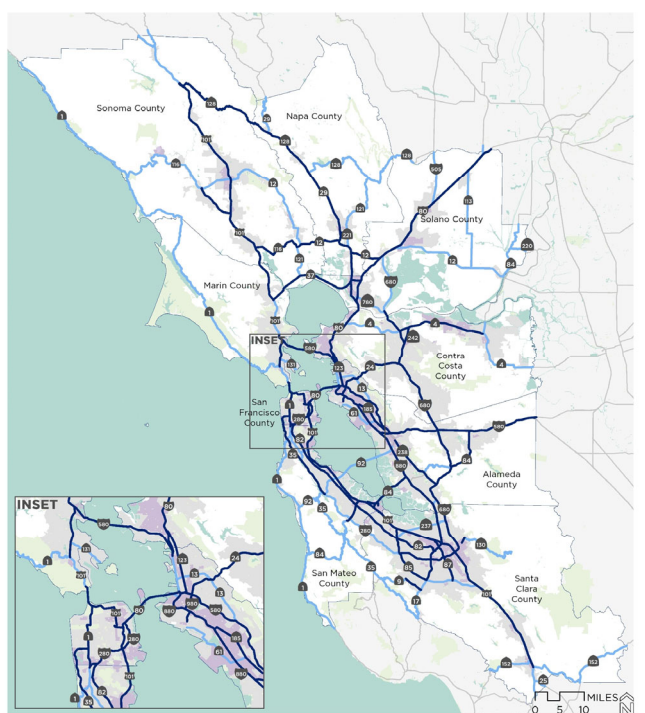
Geographic Balancing Results

Selected to move forward

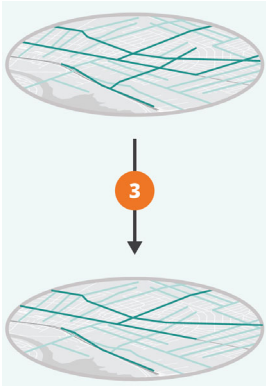
83 corridors

Not selected to move forward

70 corridors






Feasibility Analysis



3 Where can bike highways go?

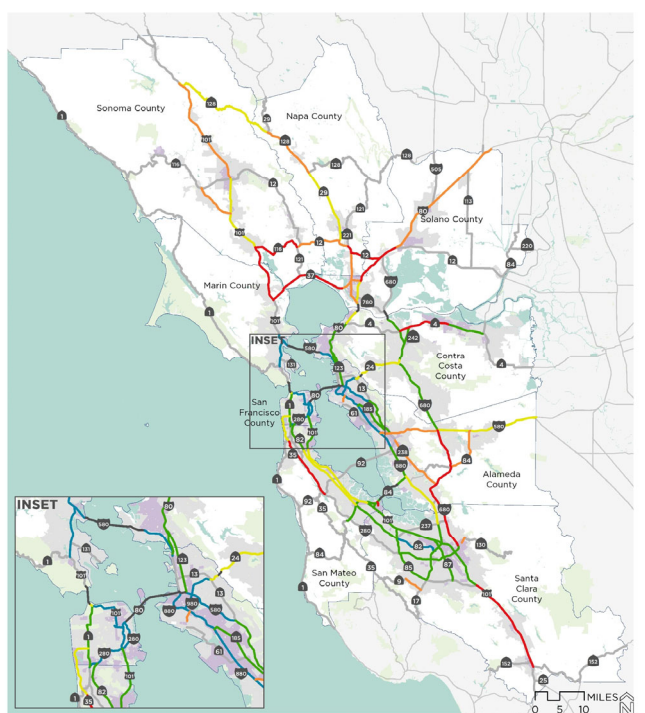
FEASIBILITY ANALYSIS

Third, we examined each roadway to make sure there is **enough room** (available space), and that it **isn't too technically challenging** (engineering complexity) to build a bike highway.

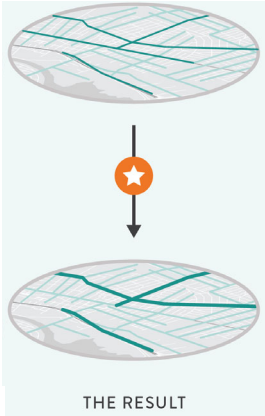
| | | | | |
|--|---|--|---|---|
|  25% available space | + |  50% engineering complexity: elevated structures & tunnels | + |  25% engineering complexity: number of conflict points |
|--|---|--|---|---|



Feasibility Analysis Results



Final scoring



Which roadways have the highest score?

FINAL SCORING

Finally, we added up the scores to see which roadways rose to the top! Roadways with the highest scores[‡] are best suited to become bike highways and are most feasible to build.

1
 +
 3
 =

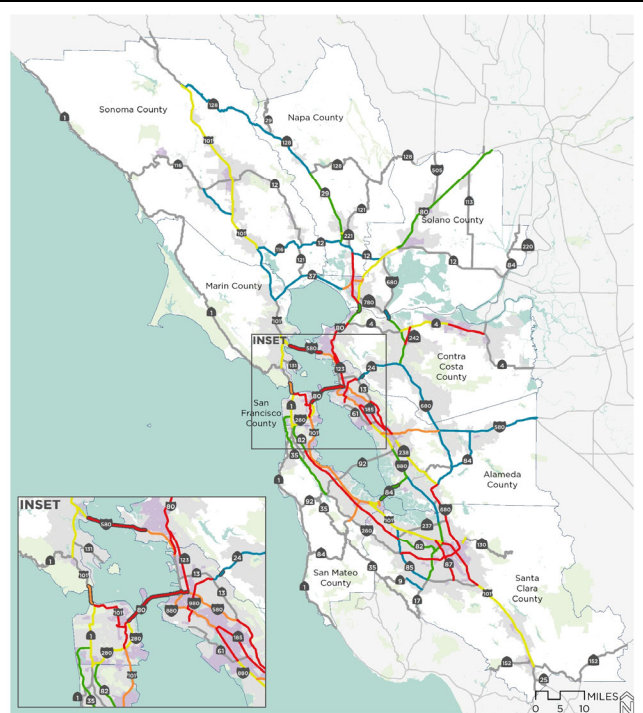
 score [†]
 step 1 step 3

[‡] For Final Scoring, Suitability was valued at 66% of the total score and Feasibility was valued at 33% of the total score.

[†] Geographic Balancing does not produce a numerical score for inclusion in the Final Score. Therefore, it is not included in this equation.

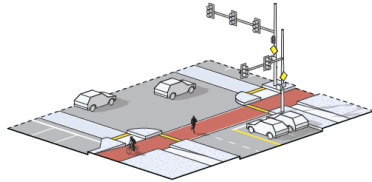


Final Scores

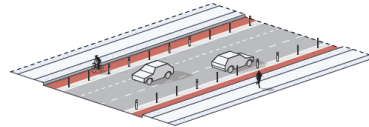


Next Step: Conceptual Designs

Illustrative case studies for a variety of bike highway typologies.



PROTECTED INTERSECTION
Protected intersections with signal timing support safe and efficient roadway crossing.

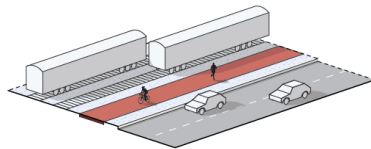


CYCLE TRACKS
Cycle tracks are on-street options that provide separation from traffic. These may be considered as two-way (one side) or one-way (both-sides) facilities.

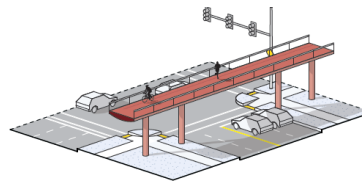


Case Studies for a Variety of Contexts

For example, both urban conventional highways and rural freeways.



OFF-STREET
As space allows, the simplest and safest option is an off-street trail.



OVERCROSSING
Overcrossings provide a safe and iconic road or rail crossing.



Other BH Attributes to Illustrate

Conventional highway corridors

- Rural highway sidepaths
- On-street bikeways adjacent to business frontages
- On-street bikeways along high-speed roadways
- Freeway interchange treatments
- Transitions between bikeway classifications

Freeway corridors

- Cantilever bridge treatments
- Elevated bikeways
- “On- and off-ramps” to regional bikeways
- Transit station connections
- Sound and pollution barriers

