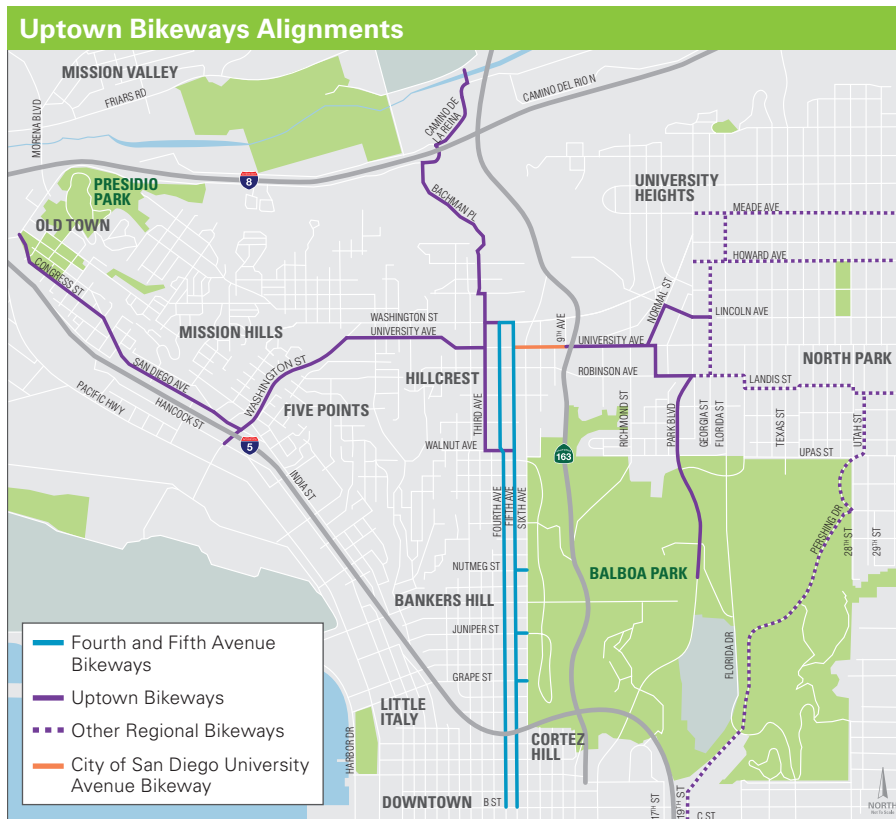


# FOURTH AND FIFTH AVENUE BIKEWAYS

## Uptown Bikeways



Street and Bachman Place Bikeways and the Eastern Hillcrest Bikeways via the City of San Diego's University Avenue Bikeway.

Project features will include high-visibility crosswalks, edge islands, separated bikeways, buffered bike lanes, bike boxes, and other walking and biking treatments that will make the streets more pleasant for people who travel, work, and live in the area.

### Background

The project will help fulfill the vision laid out in the San Diego Regional Bike Plan, which aims to make riding a bike a safer and more convenient choice for everyday travel. The Fourth and Fifth Avenue Bikeways project is a vital part of the regional bike network, GO by BIKE, and a high-priority project funded through the Regional Bike Plan Early Action Program. The project also is consistent with the City of San Diego's Climate Action Plan, Vision Zero Plan, and Bicycle Master Plan as well as the Uptown Community Plan and the North Park Community Plan.

### Overview

The Fourth and Fifth Avenue Bikeways project is one of five segments planned as part of the Uptown Bikeways, which will enhance neighborhood connectivity between Uptown, Old Town, Mission Valley, Downtown San Diego, North Park, and Balboa Park. The Uptown Bikeways project will create approximately 12 miles of inviting and convenient bikeways that link key community destinations, promote active living and healthy communities, and make streets safer and more comfortable for people who bike, walk, drive, and take transit.

The Fourth and Fifth Avenue Bikeways will provide improvements along approximately 2.25 miles on Fourth Avenue and Fifth Avenue between B Street and Washington Street, resulting in the creation of approximately 4.5 miles of new bikeways. The proposed bikeway also will provide important connections to the City of San Diego's Downtown Cycletrack Network and regional bikeways including the Washington

Since the Uptown Bikeways project began in 2012, ten community workshops were held and more than 100 presentations were made to community groups to discuss project details and gather community input for the project.

### Design

The project team also worked with community groups to gather input and feedback from stakeholders during the design process, including consideration of design alternatives and route characteristics. The final bike path design and features were analyzed and determined with insight gained from a collaborative and community-based process.



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# PROPOSED IMPROVEMENTS AND SAFETY BENEFITS



**PROPOSED IMPROVEMENTS**

- Separated Bikeway
- Buffered Bike Lane
- Enhanced Pedestrian Crossing
- Bike Friendly Intersection



- Separate bikeway from vehicular traffic with a curb, median, parked cars, bollards, or other barriers
- Create a safer and more comfortable experience for people biking by physically separating them from people driving
- Appeal to bike riders of all ages and abilities



- Help slow down turning vehicles and calm traffic by tightening turning radius for people driving
- Shorten the crossing distance for people walking when they are exposed to people driving
- Allow existing drainage patterns and utilities to remain unchanged



- Increase the comfort of people riding bikes by separating them from people driving with a painted buffer
- Increase comfort of people walking by creating more distance between the sidewalk and people driving
- Calm traffic by narrowing roadways



- Reduce conflicts and increase safety for people biking, walking, and driving
- Indicate clear paths of travel and staging areas for people biking, walking, and driving
- Improve visibility and intersection operations by allowing bikes to queue in front of vehicles (bike box) and by signaling bikes to cross (bike signal head)



- Alert people driving of crossings through use of high-visibility paint, signage, and, in some cases, flashing lights
- Increase separation between people waiting to cross the street and people driving with medians or bollards
- In some cases, a new crossing is provided for people walking and biking between intersections

# ADDITIONAL BENEFITS

## Healthier Lifestyles



Up to 32% of people who bike use fewer sick days.

Up to 55% have lower health costs.

Up to 52% show an increase in productivity.<sup>1</sup>

## Job Creation



On average, every \$1M spent on bike infrastructure helped create 11.4 jobs compared to 7.8 jobs for road-only infrastructure.<sup>2</sup>

## For More Information

Visit [KeepSanDiegoMoving.com/FourthandFifthBikeways](http://KeepSanDiegoMoving.com/FourthandFifthBikeways) or contact Project Manager, Chris Romano, at (619) 699-6980 or [chris.romano@sandag.org](mailto:chris.romano@sandag.org).

Sources:

<sup>1</sup> page 25, "Protected Bike Lanes Mean Business", [bikewalkalliance.org](http://bikewalkalliance.org)

<sup>2</sup> Pedestrian & Bicycle Infrastructure: A National Study of Employment Impacts



Rendering: Fifth Avenue at Juniper Street

August 2019

## Schedule

- **Preliminary Engineering**  
2014 – 2016
- **Final Design**  
2016 – 2019
- **Construction**  
2019 – 2021

## Funding

- *TransNet*, the regional half-cent sales tax for transportation administered by SANDAG, is funding the cost of planning, design, and construction of the Uptown Bikeways as part of the \$200 million Regional Bike Plan Early Action Program approved by the SANDAG Board of Directors in September 2013.