

UNIVERSITY BIKEWAY

North Park | Mid-City Bikeways



Overview

The University Bikeway is one of seven segments planned as part of the North Park | Mid-City Bikeways, which will add approximately 13 miles of bikeways that are safe and comfortable for people of all ages and abilities and connect the North Park and Mid-City neighborhoods. The University Bikeway will provide a vital connection for residents to walk and bike between vibrant communities within San Diego's urban core including City Heights, Eastern San Diego, and La Mesa.

The University Bikeway will be 2.9 miles and will run along Estrella Avenue, between Orange Avenue and University Avenue, and along University Avenue, between Estrella Avenue and 70th Street.

The bikeway also will provide an important connection to the Orange Bikeway to the west and an entire network of high-priority regional bikeways just beyond.

Project features include separated bikeways, buffered bike lanes, high-visibility treatments, and protected intersections designed to make the streets more pleasant for everyone – people who walk, bike, drive, and take transit.

Background

The project will help fulfill the vision laid out in the San Diego Regional Bike Plan to make

riding a bike a safer and more convenient choice for everyday travel. The University Bikeway 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 identified as a high-priority project in the City of San Diego Bicycle Master Plan.

Since the North Park | Mid-City Bikeways planning process began in 2013, ten open houses were held and more than 100 presentations were made to existing community groups to discuss project details and gather community input for the project in order to create more opportunities to walk and bike in a low-stress environment. Additional opportunities to provide input on the University Bikeway are ongoing. To get involved or to learn more about the project, visit KeepSanDiegoMoving.com/UniversityBikeway.

Design

The project improvements were strategically selected and designed to maximize safety for people riding bikes and walking. Each block and intersection has been analyzed based on existing conditions. The improvements collectively achieve the goals of the project.



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PROJECT IMPROVEMENTS AND SAFETY BENEFITS



Buffered Bike Lanes



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

A Enhanced Pedestrian Crossings



- Increase safety at intersections for people walking and biking
- Alert people driving of crossings through use of high-visibility paint, signage and, in some cases, flashing lights
- Increase comfort for people walking and biking by allowing a two-stage crossing via median pedestrian refuge islands

C Bus Islands



- Eliminate bus-bike "leapfrogging"
- Allow people biking to continue in a straight line without merging into traffic
- Provide more space for transit passengers and amenities while maintaining a clear pedestrian path on the sidewalk

E Bike Friendly Intersections



- 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)

B Protected Intersections



- Increase safety and comfort for people biking by providing a physically protected intersection crossing alongside pedestrian crosswalks
- Provide protection via physical barriers and a dedicated or leading bicycle signal phase
- Provide shorter bicycle and pedestrian crossing distances
- Reduce driver speed and increase visibility of, and yielding to, people biking

Separated Bikeways



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

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.¹

Job Creation



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

For More Information

Visit KeepSanDiegoMoving.com/UniversityBikeway or contact Project Manager, Chris Romano, at (619) 699-6980 or chris.romano@sandag.org to be added to the project mailing list.

Sources:

¹ page 25, "Protected Bike Lanes Mean Business", bikewalkalliance.org

² Pedestrian & Bicycle Infrastructure: A National Study of Employment Impacts

In compliance with the Americans with Disabilities Act (ADA), this document is available in alternate formats by contacting the SANDAG ADA Coordinator, the Director of Diversity and Equity, at (619) 699-1900 or (619) 699-1904 (TTY).

Schedule

- **Preliminary Engineering**
2014 – 2018
- **Final Design**
2018 – 2021
- **Construction**
2021 – 2024

Funding

- The project is fully funded through construction as a part of the \$200 million Regional Bike Early Action Program funded by *TransNet*, the regional half-cent sales tax for transportation approved by voters countywide