Appendix K: Active Transportation

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Active Transportation

The updated Regional Active Transportation Network in the 2025 Regional Plan improves safety and mobility for people who travel the region by foot, bike, scooter, transit, or other means outside of a car. The projects reflect the best available standards and guidelines by adhering to an average network density of approximately 1 mile to ensure the most important cycling connections between regional centers, schools, residential, employment, and transit stops are provided with safe infrastructure for all ages and abilities. Projects are sited along Regional Bike Plan corridors, the Early Action Program projects, local jurisdictions' plans, Comprehensive Multimodal Corridor Plans, Safety Focus Network, Systemic Safety Network, or existing bikeways.

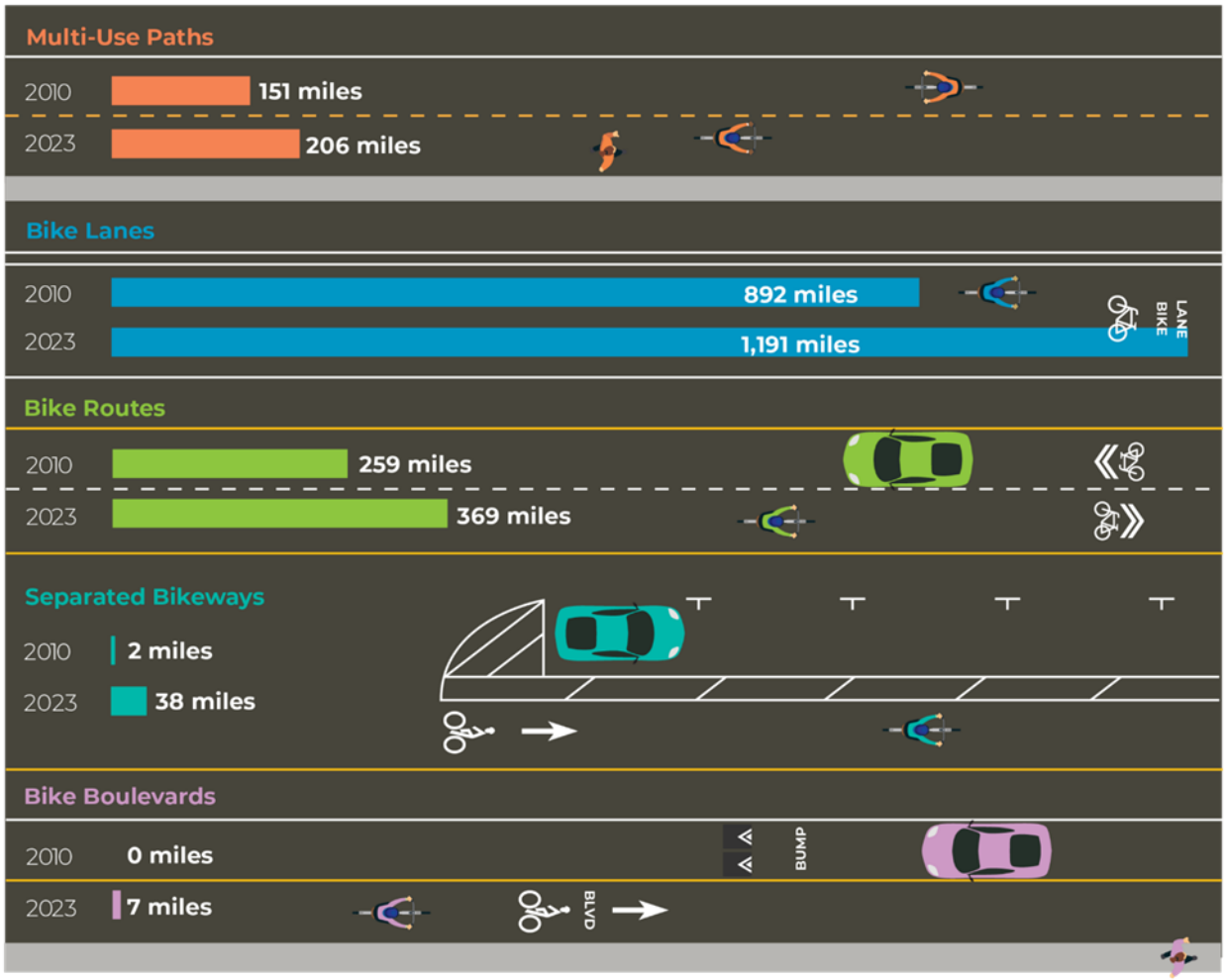
Regional Active Transportation Plan Context

The SANDAG Active Transportation Program initially focused on the development of key high-priority regional Class 1 bikeway corridors: the Bayshore Bikeway, San Diego River Trail, Inland Rail Trail, and Coastal Rail Trail. In 2010, a comprehensive regional bike network was developed in Riding to 2050: The San Diego Regional Bicycle Plan. The network includes a regionwide connected system of bikeway corridors intended to be safe and comfortable for people of all ages and abilities. The regional network also accounts for portions of the California Coastal Trail[1] (CCT), a state-mandated trail system pursuant to the passage of California Senate Bill 908 (Chesbro, 2001). In 2007, California Assembly Bill 1396 (Laird, 2007) added Section 65080.1 to the Government Code, which mandates that metropolitan planning organizations whose jurisdictions include a portion of the CCT identify it in the Regional Plan. Due to these pieces of legislation and sustained public interest in completing the CCT, local jurisdictions have incorporated the various trail segments into their policy and planning framework. These actions have resulted in several proposed or constructed projects, which vary from small improvements to inter-jurisdictional trail plans.

In October 2011, SANDAG adopted the 2050 Regional Transportation Plan and Sustainable Communities Strategy, which made an unprecedented commitment to active transportation. In September 2013, the SANDAG Board of Directors approved $200 million in local transportation funding, intended to be leveraged for, and supplemented with, grant funding to implement the Regional Bike Plan Early Action Program (EAP). The EAP is 72 prioritized projects, 41 of which were designated high-priority and total roughly 77 miles estimated to cost $200 million. In 2023, there are 1,810 centerline (route) miles of bikeways in the San Diego region. SANDAG, Caltrans, and local agency partners have built more than 500 miles of bikeways since 2010. Continuing to implement these projects will make it much easier for people to ride their bikes to school, work, transit stations, and other major destinations. SANDAG has been working on public outreach, environmental review, design, and construction to complete the EAP.

[1] The California Coastal Trail (CCT) is a state-mandated trail system pursuant to the passage of California Senate Bill 908 (Chesbro, 2001). In 2007, California Assembly Bill 1396 (Laird, 2007) added Section 65080.6 to the Government Code, which mandates that metropolitan planning organizations whose jurisdictions include a portion of the CCT identify it in the Regional Plan.

Figure K.1: Bikeways Built in the San Diego Region: 2010 v. 2023



*Source: **SANDAG 2023 State of the Commute Report***

Figure K.2: 2050 Regional Bike Network and On/Off-Street Designation

Source: SANDAG

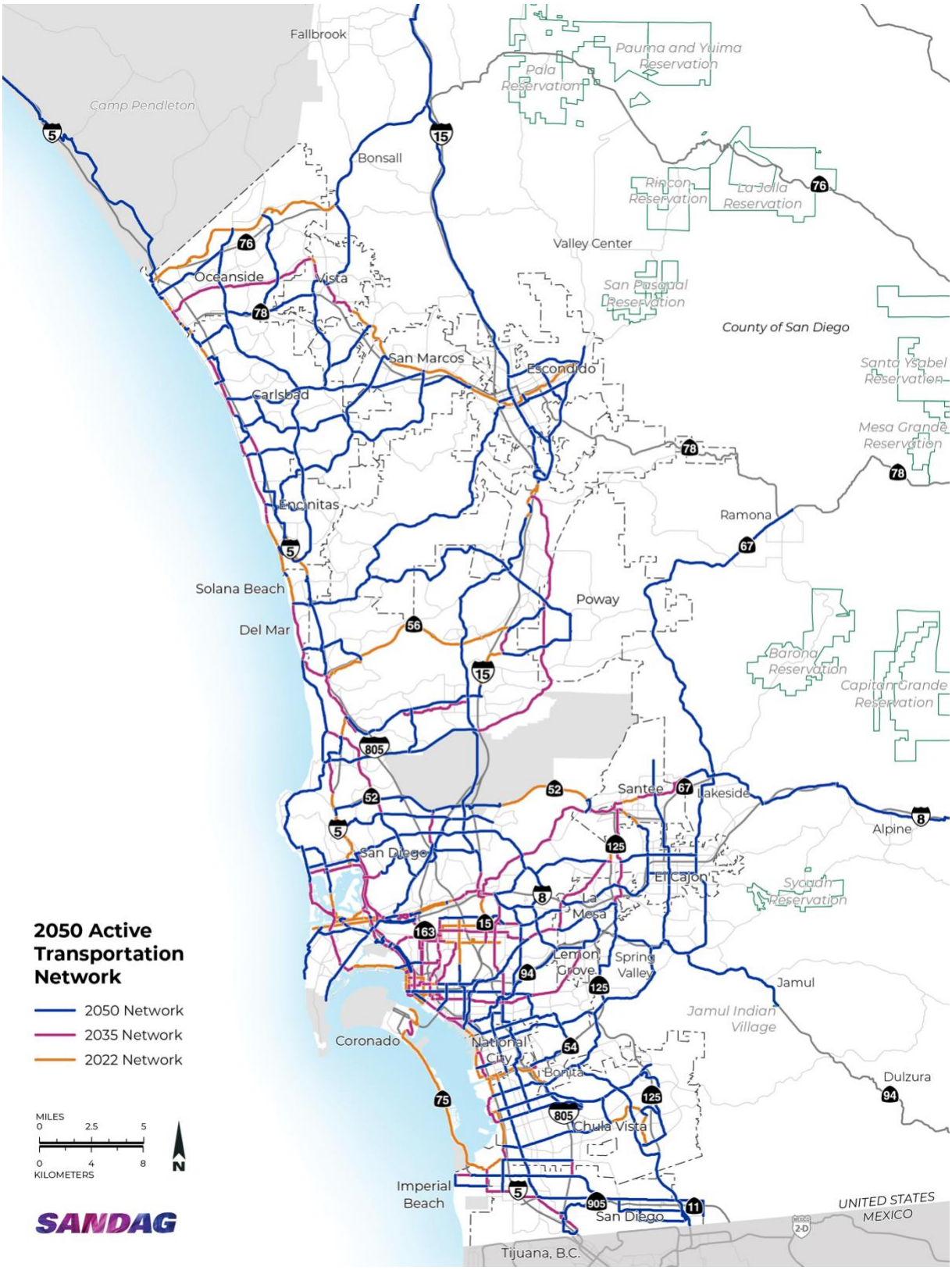
This updated regional active transportation network is comprised of nearly 600 miles of bikeways first included in San Diego Forward the 2015 Regional Plan, combined with approximately 300 additional miles of bikeways as accounted for in subsequently adopted planning efforts including local jurisdiction plans and regional comprehensive multimodal corridor plans. The updated network features 182 miles of Existing/In Construction Bikeways, and 721 miles of Planned Bikeways totaling 903 miles of Regional Active Transportation Network. The breakdown of the network by facility type is: 162 miles of off-street bikeways, 517 miles of on-street bikeways, and 224 miles of bikeways featuring a mix of on and off-street facilities. A full project list, including phasing and cost estimates, can be found in Appendix A: Transportation Projects, Programs, Policies, and Phasing.

Phasing the Regional Active Transportation Network

The regional active transportation network projects are categorized into two categories as displayed in Figure K.2:

1. **Regional bike network projects: phased through 2035**
   These represent 85 projects approved by the SANDAG Board in 2013 for implementation over the next ten years. Cost estimates for these projects were updated using actual project costs, current engineers' estimates, or assumptions based on SANDAG recent bikeway construction costs by facility type. To date, 19 projects have been completed, 8 are in the construction phase, 12 are in final design, and the remaining 46 projects are being led by multiple agencies in various phases but are predominantly in the planning phase.
2. **Regional bike network projects phased through 2050**
   These represent 124 projects that were identified in Riding to 2050 but were not included in the EAP. Additional partner agency projects which have been approved more recently, gap-filling segments of the Safety Networks, or existing bikeways to critically connect parts of the regional bike network have been included as well. Cost estimates for these projects were developed using cost assumptions based on SANDAG recent bikeway construction costs by facility type.

Figure K.3: 2050 Regional Bike Network Project Phasing



Source: SANDAG

Tying Together Regional and Local Active Transportation Connections and Safety Improvements

SANDAG values its partnerships with state, county, and local jurisdictions. Through these partnerships, the region can implement plans, programs, and projects at a much broader scale than if each entity worked independently. In order to continue these efforts and make the active transportation system safe and accessible on all levels, SANDAG proposes to build on its partnerships. As such the regional active transportation network is a combination of regional connections and critical community connections from local bike plans.

California is among the states with the highest number of fatalities involving people walking and biking, and traffic collisions are one of the top causes of injury and death in Southern California. In recognition of this, and in understanding the need to make our streets safer for every person, SANDAG is supporting Vision Zero programs. Vision Zero is a national campaign to eliminate all traffic-related deaths and serious injuries by focusing on policies and redesigning streets to create a transportation system that is safe for everyone.

A Regional Vision Zero Action Plan has been developed by SANDAG in collaboration with partner agencies and community organizations and is included in the 2025 Regional Plan as **Appendix L: Transportation Safety and Security.** Through the Vision Zero programs, SANDAG will work closely with local partners to provide technical resources, education, and assistance in project and program design and implementation to make our streets safer. To support safer streets for all users, the updated Regional Active Transportation Network in the 2025 Regional Plan will be built for All Ages & Abilities, consistent with the National Association of City Transportation Officials (NACTO) Contextual Guidance for Selecting All Ages & Abilities Bikeways.

Figure K.4: NACTO's Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		*Any*	*Any of the following:* high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	**Protected Bicycle Lane**
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	**Shared Street**
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	**Bicycle Boulevard**
≤ 25 mph	≤ 500 – 1,500			
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	**Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane**
	≤ 3,000 – 6,000			**Buffered or Protected Bicycle Lane**
	Greater than 6,000			**Protected Bicycle Lane**
	Any	Multiple lanes per direction		
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	**Protected Bicycle Lane, or Reduce Speed**
		Multiple lanes per direction		**Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed**
	Greater than 6,000	*Any*	*Any*	**Protected Bicycle Lane**
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		*Any*	High pedestrian volume	**Bike Path with Separate Walkway or Protected Bicycle Lane**
			Low pedestrian volume	**Shared-Use Path or Protected Bicycle Lane**

Source: NACTO