Enhancing Transit and Non-Motorized Mobility on the Border
Overview of Active Transportation Planning

• Draft 2050 Regional Transportation Plan
• Riding to 2050: San Diego Regional Bicycle Plan
• San Diego Regional Safe Routes to School strategy
• Active transportation opportunities at the border
riding to 2050
SAN DIEGO REGIONAL BIKE PLAN
Regional Network

- 515 miles total
- 234 miles existing
- 281 miles unbuilt
Regional Bike Network at the Border
City of San Diego
Proposed Bicycle Facilities

Proposed Bicycle Network Classifications

<table>
<thead>
<tr>
<th>Existing</th>
<th>Proposed</th>
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</thead>
<tbody>
<tr>
<td>Class I - Bike Path</td>
<td>Class II - Bike Lane</td>
</tr>
<tr>
<td>Class III - Bike Route</td>
<td>Freeway Shoulder</td>
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<tr>
<td>Class II or III</td>
<td>Bicycle Boulevard</td>
</tr>
<tr>
<td>Cycle Track</td>
<td></td>
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</tbody>
</table>
City of Imperial Beach
Recommended Bicycle Facilities
Network

- Class I – Bike/Shared Use Path
- 228 miles total
- 77 miles existing
- 151 miles unbuilt
Network

- Class II – Bike Lane
- 212 miles total
- 157 miles existing
- 55 miles unbuilt
Network

- Class III – Bike Route
- 33 miles unbuilt
Network

- Bicycle Boulevard
- 34 miles unbuilt
Network

• Cycle Track
• 8 miles unbuilt
Programs

• Safe Routes to Transit
• Transit Station Bicycle Parking
Programs

- Regional Wayfinding Signage Design Guidelines and Signing Plan
Programs

• Encouragement – Bike sharing
Accommodating Desired Travel Lines
Balancing Safety and Convenience
Balancing Safety and Convenience
San Ysidro Pedestrian Bridge

- No loitering or soliciting.
- Bicycles and motorcycles are prohibited.
- Prohibido permanecer y solicitar.
- Prohibido bicicletas y motocicletas.

Your conversations and actions are being recorded.

Prohibido conversaciones y acciones se están grabando.

Pedestrian Bridge to Mexico
Puente Peatonal a México

SANDAG
San Ysidro Pedestrian Bridge
Southbound Pedestrian Crossing
Southbound Pedestrian Crossing
San Ysidro-Puerta México Port of Entry
How to Enhance Transit and Active Transportation on the Border

Provide viable choices for crossborder travelers

• Improve pedestrian and bicycle mobility at the Ports of Entry
• Increase access to and use of public transportation on both sides of the border