GEORGIA – MEADE BIKEWAY
North Park | Mid-City Bikeways

Overview
The Georgia – Meade Bikeway is one of six segments planned as part of the North Park | Mid-City Bikeways, which will add approximately 13 miles of bike boulevards and protected bikeways and connect the North Park and Mid-City neighborhoods. The Georgia – Meade Bikeway also will provide important connections to Hillcrest via the future Robinson Bikeway and Uptown Bikeways and to City Heights via the future SR15 | Central Avenue Bikeway.

The proposed 3.5-mile Georgia – Meade Bikeway will run along Georgia Street between Robinson Avenue and Howard Avenue, shift to Howard Avenue for one block, and continue on Florida Street to Meade Avenue. The proposed bikeway will run along Meade Avenue between Park Boulevard and Fairmount Avenue. Proposed features include buffered bike lanes, neighborhood traffic circles, raised crosswalks, and other traffic calming measures designed to make the streets more pleasant for everyone – people who walk, bike, drive cars, work, and live there.

Design
The proposed 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 proposed improvements collectively achieve the goals of the project.

Background
The project will help fulfill the vision laid out in the San Diego Regional Bike Plan to make riding a bike a more convenient and safer choice for everyday travel. It 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.

Since the North Park | Mid-City Bikeways planning process began in 2013, five community workshops were held and more than 80 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. To get involved or to learn more about the project, visit KeepSanDiegoMoving.com/GeorgiaMeadeBikeway.
PROPOSED IMPROVEMENTS AND SAFETY BENEFITS

- Reduce traffic speeds and improve the safety and comfort of streets for everyone who uses them
- Alert people driving to a crossing for people walking
- Reduce traffic speeds and improve the safety and comfort of streets for people walking

PROPOSED IMPROVEMENTS
- Neighborhood Traffic Circle
- Bend-Out Treatment
- Raised Crosswalk
- Speed Cushion
- Choker with Speed Cushion
- Curb Extensions
- Bikeway Alignment

Buffered Bike Lanes
- Increase comfort of people riding bikes by positioning them further ahead of the vehicle limit line at the intersection, creating separation that gives people riding bikes a head start from people driving when the traffic light turns green, improves visibility of people riding bikes, and increases reaction time for people driving
- Increase safety for people biking by eliminating the mixing zone with right-turning vehicles
- Increase safety for people walking by reducing crossing distances

Chokers with Speed Cushion
- Reduce traffic speeds with a vertical deflection and by narrowing the roadway
- Physically separate people riding bikes and people driving

Neighborhood Traffic Circles
- Reduce traffic speeds and improve the safety and comfort of streets for everyone who uses them
- Provide an opportunity for landscaping, public art, or decorative hardscapes in the center island

Bend-Out Treatments
- Increase 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

Raised Crosswalks
- Increase safety for people walking by reducing crossing distances
### Additional Benefits

#### Increased Property Values

Homes located on a bike boulevard in Portland, OR are worth $5,757 more than homes that are not.\(^1\)

#### 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.\(^2\)

#### Job Creation

On average, every $1M spent on bicycle infrastructure helped create 11.4 jobs compared to 7.8 jobs for road-only infrastructure.\(^3\)

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### Schedule

- **Preliminary Engineering**
  2014 – 2016
- **Final Design**
  2016 – 2017
- **Construction**
  2017 – 2018

### Funding

- Construction of the Georgia – Meade Bikeway is estimated to be $8.3 million.
- The project is funded through construction as 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.

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### For More Information

Visit KeepSanDiegoMoving.com/GeorgiaMeadeBikeway or contact Project Manager, Danny Veeh, at (619) 699-7317 or danny.veeh@sandag.org to be added to the project mailing list.

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Sources:

1. "Valuing Bike Boulevard in Portland through Hedonic Regression" 2008
2. page 25, "Protected Bike Lanes Mean Business," bikewalkalliance.org
3. Pedestrian & Bicycle Infrastructure: A National Study of Employment Impacts