**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 bicycle infrastructure helped create 11.4 jobs compared to 7.8 jobs for road-only infrastructure.2

**Safety**
Separated bikeways and improved conditions at intersections will enhance safety for people who bike, walk, and drive. Implementing traffic calming measures and reducing cut-through traffic will help decrease vehicle speeds and create a more comfortable and inviting environment for people biking and walking.

**For More Information**
Visit KeepSanDiegoMoving.com/CentralAvenueBikeway or contact Project Manager, Chris Carterette, at (619) 699-7319 or chris.carterette@sandag.org to be added to the project mailing list.

**Central Avenue Bikeway**

**Overview**
The Central Avenue Bikeway is a 1.2-mile bikeway that begins in Kensington at Adams Avenue and continues south, parallel to SR 15, along Terrace Drive and Central Avenue to Lands Street. Central Avenue Bikeway will provide a safe connection to many destinations within the San Diego communities of Kensington and City Heights, including three major business corridors, two parks, a skate plaza, a community center, and three schools. This project will extend southward from the SR 15 Commuter Bikeway and substantially improve the connectivity between Mission Valley and the Mid-City communities. It also intersects with three east-west regional bikeways (North Park | Mid-City Bikeways) that will connect the communities of North Park, Mid-City, and La Mesa.

The bikeway will make it safer and easier for people of all ages and abilities to bike and walk to destinations within and between Kensington and City Heights. Project improvements include neighborhood traffic circles, bike and pedestrian friendly intersections, curb extensions, crosswalks, and signage.

**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 Central Avenue 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. Extensive community outreach was initiated at the inception of the project. Public comment surrounding the alignment, aesthetic, and features of the Central Avenue Bikeway helped guide the design process to ensure all community members benefit from the project. Five community presentations were held for community members to learn about the project and provide input on route options and features between 2017 and 2019. A pop-up session in Kensington, an open house, and an aesthetics questionnaire were also used to gather input from community members. To get involved or to learn more about the project, visit KeepSanDiegoMoving.com/ CentralAvenueBikeway.

**Construction**
Construction of the Central Avenue Bikeway is anticipated to begin in 2021. To sign up for project updates, visit KeepSanDiegoMoving.com/SubscribeGObyBIKE.

**Schedule**
- **Preliminary Engineering**
  2014 – 2016
- **Final Design**
  2016 – 2021
- **Construction**
  2021 – 2022

**Funding**
- The total cost of the project is estimated to be approximately $1.4 million and is funded by TransNet, the regional half-cent sales tax for transportation administered by SANDAG

Sources:
1. Page 26, “Protected Bike Lanes Mean Business,” bikewalkalliance.org
2. Transportation & 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), Chris Carterette, at (619) 699-7319 or chris.carterette@sandag.org to be added to the project mailing list.
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)

Mini-Roundabout
- Slow traffic and improve the safety and comfort of streets for everyone who uses them
- Increase safety for people biking by reducing conflict points and by providing an option to travel through the intersection in an area shared with people walking that is physically separated from travel lanes
- Reduce the likelihood and severity of vehicle collisions
- Allow continuous movement for people biking and driving
- Curb extensions and raised areas in the center of crosswalks increase safety for people walking by reducing crossing distances and exposure, by improving visibility to people driving

Pedestrian Refuge Islands
- Reduce crossing distances and exposure to vehicles when walking
- Improve visibility of people walking for those driving
- Allow people crossing the street to cross one lane at a time, creating a more comfortable walking and biking experience, especially for those with mobility challenges

Neighborhood Traffic Circle
- Improve the safety and comfort of everyone who uses the streets
- Calm traffic and improve traffic flow through intersections
- Reduce noise, exhaust emissions, and particulates by eliminating the need to stop

Cul-de-Sac
- Eliminates cut-through vehicle traffic and calms traffic while maintaining direct access for people walking and biking
- Connects with a bike friendly intersection, increasing safety for those crossing

PROJECT IMPROVEMENTS AND SAFETY BENEFITS

- Connects with a bike friendly intersection
- Eliminates cut-through vehicle traffic
- Calms traffic while maintaining direct access for people walking and biking
- Improve visibility of people walking for those driving
- Allow people crossing the street to cross one lane at a time, creating a more comfortable walking and biking experience, especially for those with mobility challenges
**ADDIONAL 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 bicycle infrastructure helped create 11.4 jobs compared to 7.8 jobs for road-only infrastructure.2

**Safety**

Separated bikeways and improved conditions at intersections will enhance safety for people who bike, walk, and drive. Implementing traffic calming measures and reducing cut-through traffic will help decrease vehicle speeds and create a more comfortable and inviting environment for people biking and walking.

**For More Information**

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**CENTRAL AVENUE BIKEWAY**

**Schedule**

- **Preliminary Engineering** 2014 – 2016
- **Final Design** 2016 – 2021
- **Construction** 2021 – 2022

**Funding**

- The total cost of the project is estimated to be approximately $1.4 million and is funded by TransNet, the regional half-cent sales tax for transportation administered by SANDAG.

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**Overview**

The Central Avenue Bikeway is a 1.2-mile bikeway that begins in Kensington at Adams Avenue and continues south, parallel to SR 15, along Terrace Drive and Central Avenue to Landis Street. Central Avenue Bikeway will provide a safe connection to many destinations within the San Diego communities of Kensington and City Heights, including three major business corridors, two parks, a skate plaza, a community center, and three schools. This project will extend southward from the SR 15 Commuter Bikeway and substantially improve the connectivity between Mission Valley and the Mid-City communities. It also intersects with three east-west regional bikeways (North Park | Mid-City Bikeways) that will connect the communities of North Park, Mid-City, and La Mesa.

**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 Central Avenue 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. Extensive community outreach was initiated at the inception of the project. Public comment surrounding the alignment, aesthetic, and features of the Central Avenue Bikeway helped guide the design process to ensure all community members benefit from the project. Five community presentations were held for community members to learn about the project and provide input on route options and features between 2017 and 2019. A pop-up session in Kensington, an open house, and an aesthetics questionnaire were also used to gather input from community members. To get involved or to learn more about the project, visit KeepSanDiegoMoving.com/CentralAvenueBikeway.

**Construction**

Construction of the Central Avenue Bikeway is anticipated to begin in 2021. To sign up for project updates, visit KeepSanDiegoMoving.com/SubscribeGObyBIKE.

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1. Page 25, “Protected Bike Lanes Mean Business,” bikewayalliance.org
2. Pedestrian & Bicycle Infrastructure: A National Study of Employment Impacts

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