

# IMPERIAL AVENUE BIKEWAY



## Overview

The Imperial Avenue Bikeway will enhance connectivity between Downtown San Diego, Southeastern San Diego, and the Encanto neighborhoods. The Imperial Avenue Bikeway will create over 3 miles of inviting and convenient bikeways that link key community destinations, promote active living and healthy communities, and make streets safer and more comfortable for people who bike, walk, drive, and take transit.

The Imperial Avenue Bikeway consists of separated bikeways and buffered bike lanes on Imperial Avenue between 17th Street and 47th Street. It also will include buffered bike lanes along J Street from 17th Street to 19th Street and shared lane markings on 20th Street from J Street to L Street, on L Street from 20th Street to 22nd Street, and on 22nd Street from L Street to Imperial Avenue.

The proposed bikeway also will provide important connections to the City of San Diego's Downtown Cycletrack Network and future regional bikeways.

Project features will include high-visibility crosswalks, curb extensions, separated bikeways, buffered bike lanes, bike boxes, bus islands, and other walking and biking treatments that will make the streets more pleasant for people who travel, work, and live in the area.

## 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 Imperial Avenue Bikeway project 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 consistent with the City of San Diego's Climate Action Plan, Vision Zero Plan, and Bicycle Master Plan as well as the Southeastern San Diego Community Plan and the Encanto Neighborhoods Community Plan.

Since project outreach began in 2017, five community workshops were held, more than 20 presentations were made to community groups and stakeholders, and a questionnaire was distributed with 140 responses. This enabled open discussion and helped the project team gather community input for the project.

## 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.



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# PROPOSED IMPROVEMENTS AND SAFETY BENEFITS



## Separated Bikeways



- Separate bikeway from vehicular traffic with a curb, 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

## Buffered Bike Lanes / Bike Lanes



- Increase the comfort of people riding bikes by creating a designated space for bikes and/or 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

## 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
- Some locations also include curb extensions, which shorten crossing distances for people walking

## 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

## Bend-Out Treatments



- 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

## Shared Lane Markings



- Alert people driving on low speed/volume streets that people may be riding bikes and that they might use the full lane
- Guide people on bikes regarding where to safely ride in the roadway, keeping them out of the door zone

# 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.<sup>1</sup>

## Job Creation



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

## For More Information

Visit [KeepSanDiegoMoving.com/ImperialAvenueBikeway](http://KeepSanDiegoMoving.com/ImperialAvenueBikeway) or contact Project Manager, Chris Romano, at (619) 699-6980 or [chris.romano@sandag.org](mailto:chris.romano@sandag.org).

Sources:

<sup>1</sup> Page 25, "Protected Bike Lanes Mean Business," [bikewalkalliance.org](http://bikewalkalliance.org)

<sup>2</sup> Pedestrian & Bicycle Infrastructure: A National Study of Employment Impacts

## Schedule

- **Preliminary Engineering**  
2014 – 2018
- **Final Design**  
2018 – 2020
- **Construction**  
2020 – 2022

## Funding

- Construction for Imperial Avenue Bikeway will be partially funded by a competitive Active Transportation Grant administered by Caltrans.
- *TransNet*, the regional half-cent sales tax for transportation administered by SANDAG, is funding the cost of planning, design, and the remainder of construction of Imperial Avenue Bikeway as part of the \$200 million Regional Bike Plan Early Action Program approved by the SANDAG Board of Directors in September 2013.