ADDITIONAL BENEFITS

Healthier Lifestyles
Up to 32% of people who bike usefewer 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 bike infrastructure helped create 11.4 jobs compared to 7.8 jobs for road-only infrastructure.2

For More Information
Visit KeepSanDiegoMoving.com/UniversityBikeway or contact Project Manager, Alison Moss, at (619) 595-5354 or alison.moss@sandag.org to be added to the project mailing list.

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

Funding
- The project is fully funded through construction as a 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.

Overview
The University Bikeway is one of seven 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 University Bikeway will provide a vital connection for residents to walk and bike between vibrant communities within San Diego’s urban core - City Heights, Eastern San Diego - and La Mesa.

The University Bikeway will be 2.9 miles and will run along Estrella Avenue, between Orange Avenue and University Avenue, and along University Avenue, between Estrella Avenue and 70th Street.

The proposed bikeway also will provide an important connection to the Orange Bikeway to the west and an entire network of high priority regional bikeways just beyond.

Proposed features include separated bikeways, buffered bike lanes, high visibility treatments, and protected intersections designed to make the streets more pleasant for everyone – people who walk, bike, work, and live there.

Background
The project will help fulfill the vision laid out in the San Diego Regional Bike Plan to make riding a bike a safer and more convenient choice for everyday travel. The University 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. The project also is identified as a high priority project in the City of San Diego Bicycle Master Plan.

Since the North Park | Mid-City Bikeways planning process began in 2013, nine open houses were held and more than 100 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. Additional opportunities to provide input on the University Bikeway are ongoing. To get involved or to learn more about the project, visit KeepSanDiegoMoving.com/UniversityBikeway.

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.
PROPOSED IMPROVEMENTS AND SAFETY BENEFITS

• Increases safety and comfort for people biking by providing a physically protected intersection crossing alongside pedestrian crosswalks
• Provides protection via physical barriers and a dedicated or leading bicycle signal phase
• Provides shorter bicycle and pedestrian crossing distances
• Reduces driver speed and increases visibility of, and yielding to, people biking

• Increases the comfort of people riding bikes by separating them from people driving cars with a painted buffer
• Increase the comfort of people walking by creating more distance between the sidewalk and people driving cars
• Calm traffic by narrowing roadways

• Increases safety at intersections for people walking and biking
• Eliminate bus-bike “leapfrogging”
• Allows 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

• 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)
• Reduces driver speed and increases visibility of, and yielding to, people biking

• Separates bikeway from vehicular traffic by a curb, a median, parked cars, bollards, or other barriers
• Creates a safer and more comfortable experience for people biking by physically separating them from vehicular traffic
• Appeals to a wider range of bike riders

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