THE NORMAL STREET PROMENADE

Overview
The Normal Street Promenade will be a new public space in Hillcrest along Normal Street between University Avenue and Washington Street. The project is a collaborative effort between the City of San Diego and SANDAG, with support from the Uptown Planners, Uptown Community Parking District, and Hillcrest Business Association.

Background
The Normal Street Promenade is a community-driven concept derived from early ideas from both the Uptown Planners and the Hillcrest Business Association, as well as early visioning completed by local landscape architects KTU+A, to turn underutilized public right-of-way on Normal Street into public gathering space. It brings to life the vision for a new community space along Normal Street from the Uptown Community Plan.

The project is a collaborative effort between the City of San Diego and SANDAG, funded by the City of San Diego’s Climate Action Plan, Vision Zero, and construction of the Uptown Bikeways project. The project is one of five segments planned as part of the Uptown Bikeways, which will enhance neighborhood connectivity between Uptown Old Town, Mission Valley, Downtown San Diego, North Park, and Balboa Park.

Design
The design will be based on the community-driven concept that initiated this project. The project will help fulfill the vision laid out in the San Diego Regional Bike Plan, which aims to make riding a bike safer and more convenient for everyday travel. The Eastern Hillcrest Bikeways 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.

For More Information
Visit KeepSanDiegoMoving.com/EasternHillcrestBikeways or contact Project Manager, Chris Romano, at (619) 699-6980 or chris.romano@sandag.org.

October 2019

EASTERN HILLCREST BIKeways

Overview
The Eastern Hillcrest Bikeways project is one of five segments planned as part of the Uptown Bikeways, which will enhance neighborhood connectivity between Uptown Old Town, Mission Valley, Downtown San Diego, North Park, and Balboa Park.

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

Funding
- TransNet, the regional half-cent sales tax for transportation administered by SANDAG, is funding the cost of planning, design, and construction of the Uptown Bikeways as part of the $200 million Regional Bike Plan Early Action Program approved by the SANDAG Board of Directors in September 2013.
- TransNet, the regional half-cent sales tax for transportation administered by SANDAG, is funding the cost of planning, design, and construction of the Uptown Bikeways as part of the $200 million Regional Bike Plan Early Action Program approved by the SANDAG Board of Directors in September 2013.
- The planning, design, and construction for the Normal Street Promenade is funded by the City of San Diego. In addition to City funds, the Uptown Community Parking District has allocated $1.8 million to fund improvements to the right-of-way for additional parking and mobility.

The project will help fulfill the vision laid out in the San Diego Regional Bike Plan, which aims to make riding a bike safer and more convenient for everyday travel. The Eastern Hillcrest Bikeways 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 Uptown Community Plan and the North Park Community Plan.

Since the Uptown Bikeways project began in 2012, ten community workshops have been held and more than 100 presentations have been made to community groups to discuss project details and gather community input for the project.

Design
The proposed improvements were strategically selected and designed to maximize safety for people riding bikes and walking. During the final design and construction phases, SANDAG will continue to work with community stakeholders to incorporate feedback on project aesthetics, landscaping, and other design features.
PROPOSED IMPROVEMENTS AND SAFETY BENEFITS

### KeepSanDiegoMoving.com/EasternHillcrestBikeways

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<tr>
<th>PROPOSED IMPROVEMENTS</th>
<th>Description</th>
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| **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 bike riders of all ages and abilities |
| **Bike Friendley 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) |
| **Neighborhood Traffic Circles** | - Provide a new crossing for people walking and biking between intersections  
- Alert people driving of crossings through use of high-visibility paint, signage and, in some cases, flashing lights  
- Increase comfort for people walking and biking by allowing a two-stage crossing via median pedestrian refuge islands |
| **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 |

**Buffered Bike Lanes**
- Increase the 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

**Bike Boulevards**
- Create a safer and more comfortable experience for people biking by using signs, pavement markings, and speed and volume management measures, like neighborhood traffic circles, mid-block curb extensions, and raised crosswalks  
- Discourage through-trips by cars and encourage slower speeds to provide a more bicycle-friendly environment  
- Create safe bike crossings for major roads

**Enhanced Pedestrian Crossings**
- Provide a new crossing for people walking and biking between intersections  
- Alert people driving of crossings through use of high-visibility paint, signage and, in some cases, flashing lights  
- Increase comfort for people walking and biking by allowing a two-stage crossing via median pedestrian refuge islands

**Normal Street Promenade**
(see more information on back)

(Click for more information on back)
THE NORMAL STREET PROMENADE

Overview
The Normal Street Promenade will be a new public space in Hillcrest along Normal Street between University Avenue and Washington Street. The traffic lanes on the west side of Normal Street will be closed to accommodate the Eastern Hillcrest Bikeways as well as to create a public promenade and pedestrian thoroughfare for the community—becoming the first transit-oriented pedestrian promenade in San Diego. Pride Plaza will also be expanded.

The Normal Street Promenade will accommodate the weekly Hillcrest Farmers Market as well as other treasured events, such as the San Diego Pride Festival and Parade. The promenade will provide ample space for new community events, such as movies or concerts, art events, and additional space for street fairs. The promenade also includes a proposal for additional parking space realignments on Normal Street from Lincoln Avenue to Washington Street.

Background
The Normal Street Promenade is a community-driven concept derived from early ideas from both the Uptown Planners and the Hillcrest Business Association, as well as early visioning completed by local landscape architects KTU+A, to turn underutilized public right-of-way on Normal Street into public gathering space. It brings to life the vision for a new community space along Normal Street from the Uptown Community Plan.

The project is a collaborative effort between the City of San Diego and SANDAG, with support from the Uptown Planners, Uptown Community Parking District, and Hillcrest Business Association.

Design
The design will largely be based on the community-driven concept that initiated this project. To develop the final concept, the City of San Diego and SANDAG worked with the community through a series of workshops hosted by Uptown Planners. Community outreach for this project was conducted in early 2019 with construction expected to start in 2023.

Draft Conceptual Rendering of the Normal Street Promenade

Schedule
- Preliminary Engineering 2014 – 2016
- Final Design 2016 – 2022
- Construction 2023 – 2025

Funding
- TransNet, the regional half-cent sales tax for transportation administered by SANDAG, is funding the cost of planning, design, and construction of the Uptown Bikeways as part of the $200 million Regional Bike Plan Early Action Program approved by the SANDAG Board of Directors in September 2013.
- The planning, design, and construction for the Normal Street Promenade is funded by the City of San Diego. In addition to City funds, the Uptown Community Parking District has allocated $1.8 million to fund improvements to the right-of-way for additional parking and mobility.

For More Information
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January 2021

EASTERN HILLCREST BIKEWAYS

Uptown Bikeways

Overview
The Eastern Hillcrest Bikeways project is one of five segments planned as part of the Uptown Bikeways, which will enhance neighborhood connectivity between Uptown, Old Town, Mission Valley, Downtown San Diego, North Park, and Balboa Park.

The Uptown Bikeways project will create approximately 12 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 Eastern Hillcrest Bikeways project consists of separated bikeways and buffered bike lanes on University Avenue from Ninth Avenue to Normal Street, and on Normal Street from University Avenue to Lincoln Avenue. The project also includes shared lane markings and traffic calming features on Lincoln Avenue from Normal Street to Georgia Street. A southbound connection will consist of painted shared lane markings and traffic calming features on Herbert Street between University Avenue and Robinson Avenue, painted bike lanes on Robinson Avenue from Herbert Street to Park Boulevard, and buffered bike lanes on Park Boulevard from Robinson Avenue to Upas Street.

The bikeway also will provide important connections to regional bikeways, such as the Fourth and Fifth Avenue Bikeways via the City of San Diego’s University Avenue Bikeway, as well as to the Robinson Avenue Bikeway, Landis Bikeway and the Georgia – Meade Bikeway.

The project also includes a new Promenade along Normal Street between University Avenue and Washington Street. The Normal Street Promenade is a community-driven concept that is being developed jointly with the City of San Diego. More information on the Promenade can be found on the back of this fact sheet.

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 for everyday travel. The Eastern Hillcrest Bikeways 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 Uptown Community Plan and the North Park Community Plan.

Since the Uptown Bikeways project began in 2012, ten community workshops have been held and more than 100 presentations have been made to community groups to discuss project details and gather community input for the project.

Design
The proposed improvements were strategically selected and designed to maximize safety for people riding bikes and walking. During the final design and construction phases, SANDAG will continue to work with community stakeholders to incorporate feedback on project aesthetics, landscaping, and other design features.