

Addendum to March 2010 Draft City of San Diego Bicycle Master Plan Update: Revised Top Priority Project List

Subsequent to the submittal of the March 2010 Draft Plan, the top priority projects have been reprioritized to consider important issues relevant to project implementation, such as project feasibility, project redundancy, project cost, parking impacts, etc. As such, the 40 top priority projects have been updated and are presented below as part of this addendum. As documented in the March 2010 Draft Plan, the 40 top priority bicycle projects were identified through a prioritization process applied to the recommended bicycle network. These 40 top priority projects comprise the first phase in implementing the recommended bicycle network.

The bicycle network was prioritized based on key indicators of demand, deficiencies, and implementation factors in order to guide network implementation phasing. The project prioritization was completed in a two phase process, the first of which focused on more demand-driven factors and a second phase which addressed key implementation factors. The demand driven prioritization factors include bicycle demands, bicycle network gaps, public input gathered through the outreach process, overlap with the proposed regional bicycle network, and bicycle crashes. Data on these factors were entered into a Geographic Information System (GIS) along with their respective priority points.

Table A-1 summarizes the prioritization inputs and point values assigned to each factor considered in the first phase of the prioritization process, which were finalized after extensive review and input from the Project Working Group.

Table A-1: Bicycle Network Prioritization Factors and Points

Prioritization Factor	Point Range
Combined Demand (Inter- and Intra-Community)	0 to 24
Bicycle Facility Gaps	0 to 6
Bicycle Crashes	0 to 6
Public Comment	0 or 3
Overlap with Proposed Regional Network	0 to 3

Source: Alta Planning+Design, February 1, 2009

As noted above, the second phase of the prioritization process focused on implementation oriented factors, such as critical network connectivity, public right-of-way impacts, project cost and funding, and parking impacts. **Table A-2** summarizes these implementation oriented prioritization factors and describes the scoring process that was utilized for each factor. Finally, the project scores from the two prioritization phases described above were tabulated to generate an overall project score for each project. All projects were ranked numerically based upon their respective overall project scores.

Table A-2: Bicycle Network Prioritization Factors and Points

Implementation Prioritization Factor	Point Range
<p>Critical Network Connectivity – projects that either have no viable bicycle route alternative within 1 mile or provide a connection shorter than 0.5 miles between 2 existing bicycle facilities received 5 points. If neither of these attributes applies, the project received 0 points.</p>	0 or 5
<p>Unfunded Amount of Project Cost was ranked as follows:</p> <p>Less than \$50,000 = 5 points \$50,000 to \$100,000 = 4 points \$100,000 to \$500,000 = 3 points \$500,000 to \$1,000,000 = 2 points \$1,000,000 to \$2,000,000 = 1 point Greater than \$2,000,000 = 0 point</p>	0 to 5
<p>Parking Impacts were assessed using the following equation:</p> $5 - [(\# \text{ of spaces displaced} / 5) \times 0.1]$ <p>Note: Negative scores were not assessed to projects with a high amount of parking impacts - the lowest score that a project received is 0 points.</p>	0 to 5
<p>Right of Way (ROW) Impacts:</p> <p>No lane or curb impacts = 3 points Minor lane or curb impacts = 2 points Moderate amount of lane or curb impacts = 1 point Significant lane or curb impacts = 0 points</p>	0 to 3
<p>Project Funding</p> <p>Fully Funded = 2 Partially Funded = 1 Not At All Funded = 0</p>	0 to 2

Source: Alta Planning + Design, February 2010

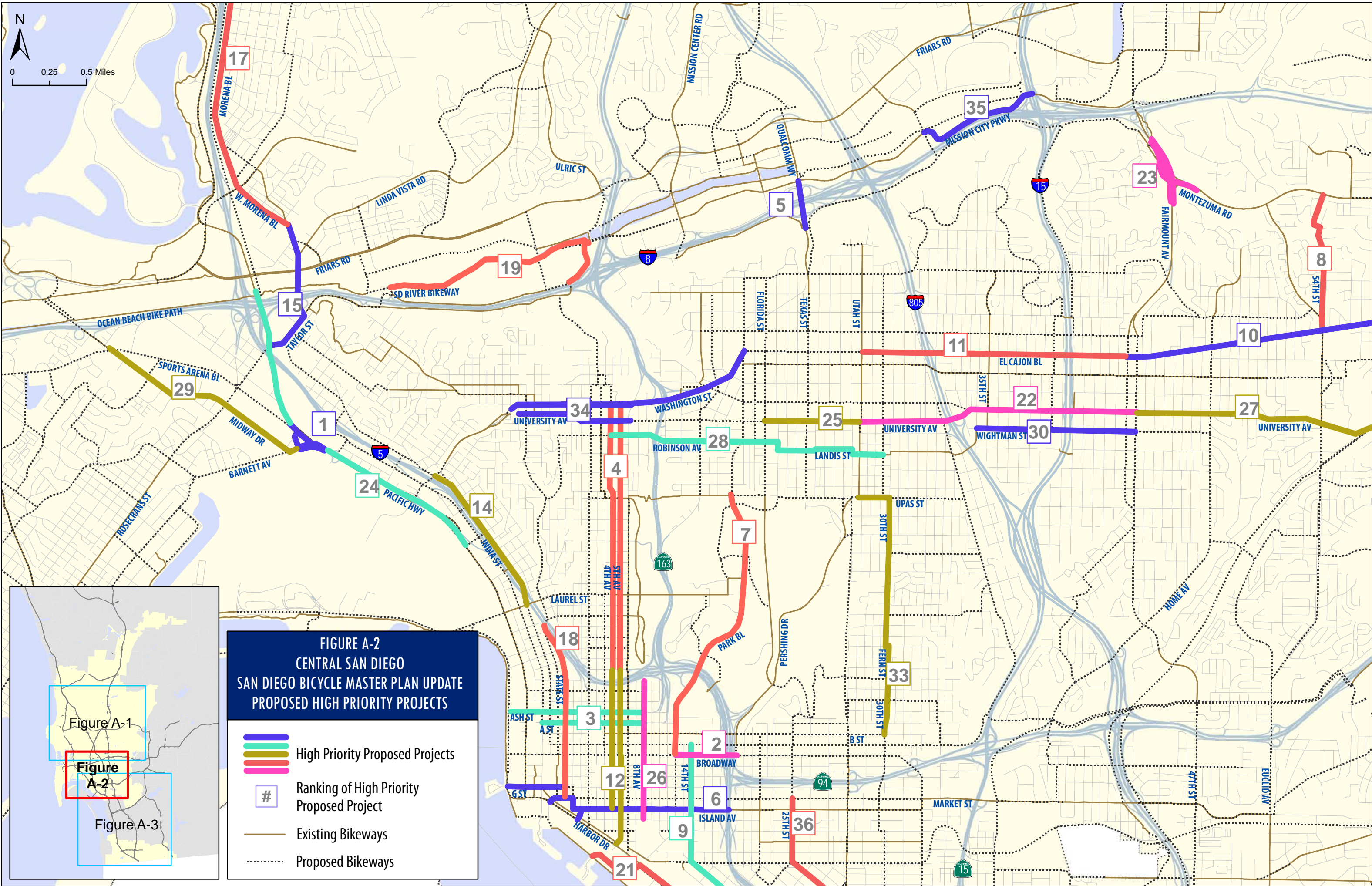
Table A-3 summarizes the top priority bicycle network projects' overall ranking, extents, and the proposed facility type(s). **Figures A-1, A-2 and A-3** display the Top 40 Priority Bicycle Projects based upon the prioritization process described above.

Table A-3: Top Priority Bicycle Network Projects

Rank	Location	From	To	Proposed Facility
1	Pacific Hwy and Barnett Ave			Class II; spot treatments
2	Broadway	Park Blvd	19th St	Class III (sharrows)
3	Ash St	N. Harbor Dr	8th Ave	Class III (one-way couplet)
	A St	Kettner Blvd	8th Ave	Class III (one-way couplet)
4	4th Ave	Washington St	Elm St	Class III + sharrows (one-way couplet)
	5th Ave	Washington St	Elm St	Class II (one-way couplet)
5	Texas St	Camino del Rio N	Camino del Rio S	Class II; spot treatments
6	Island Ave	Harbor Dr	Interstate 5	Bike Blvd
7	Park Blvd	Upas St	Broadway	Class II
8	54th St	Montezuma Rd	El Cajon Blvd	Class III
9	14th St	Broadway	Commercial St	Class II/Class III
	National Ave	Commercial St	Cesar E. Chavez Pkwy	Class III
	Cesar E. Chavez Pkwy	National Ave	Harbor Dr	Class II
10	El Cajon Bl	43rd St	Montezuma Rd	Class II
11	El Cajon Bl	Utah St	43rd St	Class II
12	4th Ave	Elm St	Island Ave	Class III + sharrows (one-way couplet)
	5th Ave	Elm St	Harbor Dr	Class II/Class III (one-way couplet)
13	Mission Blvd	Turquoise St	Grand Ave	Class II
14	India St	Washington St	Interstate 5 underpass	Class II (one-way)
15	Morena Blvd	W. Morena Blvd	Taylor St	Class II
	Taylor St	Morena Blvd	Pacific Hwy	Class II
16	E. Mission Bay Dr	Interstate 5	Grand Ave	Class II; spot treatments
17	Morena Blvd	Gesner St	W. Morena Blvd (S)	Class II
18	State St	Columbia St	Market St	Class III
19	San Diego River Bike Path	Hotel Circle Pl	Camino de la Reina	Class I
	Camino de la Reina	San Diego River Bike Path	Hotel Circle S	Class I
20	Mira Mesa Blvd	Parkdale Rd	Interstate 15	Class II gap closures
21	Bayshore Bikeway	Embarcadero Path	National City City limit	Class I
22	University Avenue	Utah St	Fairmount Ave	Class II; sharrows thru I-805
23	Fairmount Ave and Montezuma Rd			Class II; spot treatments
24	Pacific Hwy	Ocean Beach Bike Path	Sassafras St	Cycle Track
25	University Avenue	Florida St	Utah St	Class II
26	8th Ave	Date St	J St	Class II (two-way)

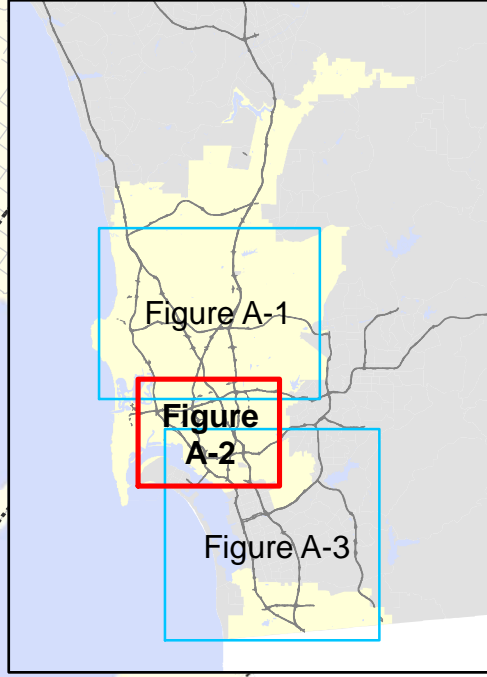
Rank	Location	From	To	Proposed Facility
27	University Avenue	Fairmount Ave	La Mesa City limit	Class II
28	Robinson Ave	4th St	Alabama St	Class III + Class I connector
	Landis St	Alabama St	30th St	Bike Blvd
29	Midway Dr	W. Point Loma Bl	Barnett Ave	Class II
30	Wightman St	35th St	Fairmount Ave	Class II
31	Hollister St	Main St	Coronado Av	Class II
32	Mission Blvd	Grand Ave	W. Mission Bay Dr	Class II/Bike Blvd
33	30th St (inc. Fern St)	Upas St	B St	Bike Blvd
34	Washington St	University Avenue	Normal St	Class II; sharrows thru Hillcrest
	Normal St	Washington St	El Cajon Blvd	Class II
	University Avenue	Hawk St	6th Avenue	Class III + sharrows
35	Camino del Rio N	Mission City Pkwy	Interstate 15	Class II
36	25th St	Market St	Commercial St	Class II
	Ocean View Blvd	Commercial St	36th St	Class II
37	Villa La Jolla Dr	Gilman Dr (N)	Gilman Dr (S)	Class II
38	Nobel Dr	Interstate 5	Regents Rd	Class II
39	W. San Ysidro Blvd	Dairy Mart Rd	Southern terminus of San Ysidro Blvd	Class II
40	Eastgate Mall	Olson Dr	Mira Mesa Bl	Class II
41	Ingraham St	Beryl St	Pacific Beach Dr	Class II
	Pacific Beach Dr	Ingraham St	Eastern terminus of Pacific Beach Dr	Bike Blvd
	Rose Creek Bridge	Eastern terminus of Pacific Beach Dr	Western terminus of N. Mission Bay Dr	Class I
	Rose Creek bike path extension	Southern terminus of Rose Creek Bike Path	Western terminus of N. Mission Bay Dr	Class I
	Crowne Point Dr	Pacific Beach Dr	Lamont St	Bike Blvd
42	La Jolla Village Dr	Gilman Dr	Regents Rd	Class II
43	SR-56 Bike Path Connector to El Camino Real			Class I
44	San Diego River Bike Path	Friars Rd	Hotel Circle Pl	Class I
45	Pershing Dr across Interstate 5			Class II; spot treatments
46	Pacific Hwy	Sassafras St	Harbor Dr	Cycle Track
47	Mira Mesa Blvd across Interstate 15			Class II; spot treatments
48	Class I connector	Tierrasanta Blvd	Princess View Dr	Class I
49	SR-15 path	Camino del Rio S	Adams Ave	Class I
50	Kearny Villa Rd	Miramar Rd	Clairemont Mesa Dr	Class II widening
51	Paradise Valley Rd	Munda Rd	Meadowbrook Dr	Class II
52	Woodman St	Imperial Av	SR-54	Class II
53	Coastal Rail Trail through Roselle Canyon			Class I
54	Miramar Rd			Class II gap closures
55	30th St	Adams Av	Island Ave	Bike Blvd

Rank	Location	From	To	Proposed Facility
56	San Diego River Bike Path	Father Junipero Serra Tr	Mast Bl	Class I
57	Howard Av	Park Blvd	Interstate 805	Bike Blvd
	Orange Av	Interstate 805	54th St	Bike Blvd
58	Rancho Bernardo Rd	W. Bernardo Dr	Pomerado Rd	Class II
59	San Diego River Bike Path	Fenton Pkwy	Qualcomm Stadium	Class I
60	State Route 52	Interstate 805	State Route 163	Class I
61	Interstate 805	Carroll Canyon Rd	Eastgate Mall	Class I
62	SR-52 Bike Path	Regents Rd	Interstate 805	Class I
63	Carmel Valley Rd	Del Mar Heights Rd	Carmel Mountain Rd	Class II
64	Chollas Pkwy			Class II
65	Interstate 805	Governor Dr	Clairemont Mesa Dr	Class I
66	San Diego River Bike Path	Interstate 805	Fenton Pkwy	Class I
67	Bayshore Bikeway	through Seaport Village		Class I
68	Coastal Rail Trail (San Clemente Canyon)	Gilman Dr	Nobel Dr	Class I
69	Upas St bridge over SR-163			Class I
70	Fiesta Island bicycle facilities			Class II/Class III
71	SR-56 Bike Path grade separation at Camino del Sur			Class I
72	Jamacha Road	Imperial Av	Cardiff St	Class I
73	San Diego River Bike Path	Zion Av	Princess View Dr	Class I
74	San Diego River Bike Path	Princess View Dr	Father Junipero Serra Tr	Class I
75	SR-56 Bike Path Connector to Rancho Del Sol Way			Class I
76	SR-56 Bike Path Connector to Darkwood Rd			Class I
77	Sorrento Valley Rd			Class I



**FIGURE A-2
CENTRAL SAN DIEGO
SAN DIEGO BICYCLE MASTER PLAN UPDATE
PROPOSED HIGH PRIORITY PROJECTS**

- High Priority Proposed Projects
- Ranking of High Priority Proposed Project
- Existing Bikeways
- Proposed Bikeways



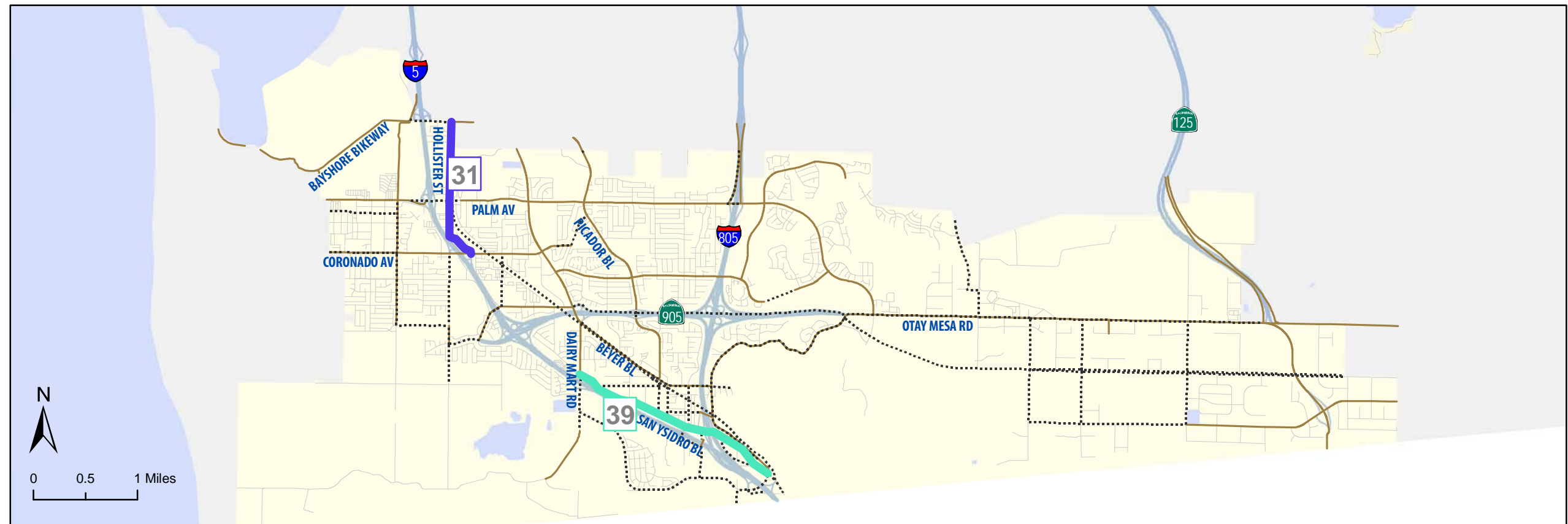
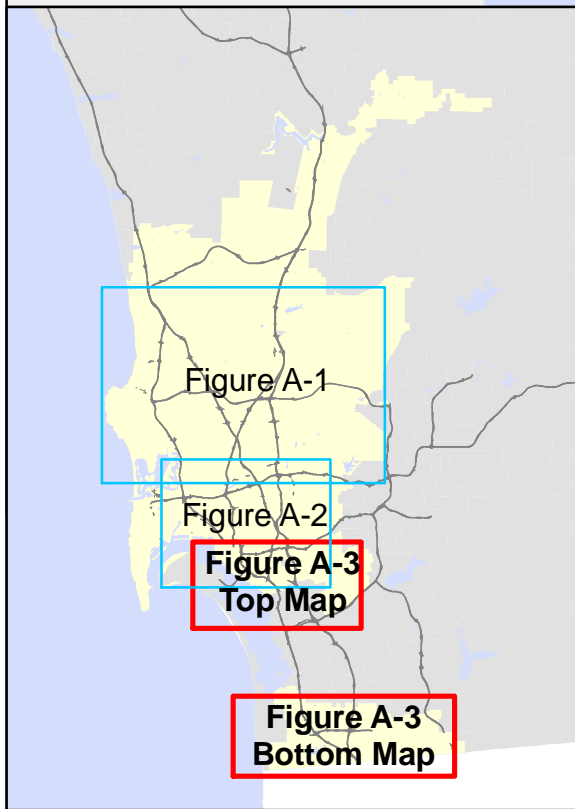


FIGURE A-3
SOUTHERN SAN DIEGO
SAN DIEGO BICYCLE MASTER PLAN UPDATE
PROPOSED HIGH PRIORITY PROJECTS

- High Priority Proposed Projects
- Ranking of High Priority Proposed Project
- Existing Bikeways
- Proposed Bikeways