

INTRODUCTION

The City of San Diego recognizes that a safe and effective bikeway network enhances the quality of life for residents and visitors to City. San Diego and its residents have called for a comprehensive Bicycle Master Plan that will improve upon the heretofore-encouraging efforts on the part of the City to lay a more firm foundation for a bicycle-friendly environment to serve commuter and recreational riders.

This Master Plan serves as a policy document to guide the development and maintenance of a bicycle network, including other roadways that bicyclists have the legal right to use, support facilities and other programs for San Diego over the next 20 years. These policies address important issues related to San Diego's bikeways such as planning, community involvement, utilization of existing resources, facility design, multi-modal integration, safety and education, support facilities, as well as specific programs, implementation, maintenance, and funding.

The success of the plan will only be assured by continued support of City Staff, the bicycling community and other residents who recognize the benefits of cycling in their community.

Background

With 1,223,400 people in 2000 (U.S. Census), the City of San Diego is the second largest city in California. Most of its history has been influenced by the growth of the defense industry during and after World War II. The City has always had a strong military presence. Two of the military installations found in the City include Miramar Marine Corps Air Station and Fort Rosecrans Military Reservation. During the 1980s and 1990s, the City developed a more diverse employment base, with many new high-technology jobs being attracted to the San Diego area. Many of these businesses clustered around the University of California at San Diego to take advantage of cutting edge research being performed there, especially in the biotechnology field. The City experienced tremendous growth in its outlying regions during the last two decades, with new development emerging in areas such as Scripps Miramar Ranch, Carmel Valley, and Rancho Bernardo.

Transportation Access

The City of San Diego includes major transportation corridors that link with other cities in the County. The major link to the coastal suburbs and Orange County is the San Diego (I-5) Freeway. The Escondido (I-15) Freeway provides links to the north inland cities of Poway and Escondido as well as Riverside County. To the east, the cities of Lemon Grove, La Mesa, and El Cajon are accessed via the I-8 and Martin Luther King (SR-94) Freeways. Other major transportation corridors in the City include the I-805, SR-163, SR-52, SR-56, and SR-905 Freeways. The City has a developed network of arterial streets that connect various parts of San Diego and complements the freeway system.

Public transit services in the City are provided by the Metropolitan Transit Development Board (MTDB), which operates bus and Trolley services in the City of San Diego. Commuter rail service is also provided to and from the north coastal suburban cities by the North County Transit District's Coaster service. Amtrak service also provides inter-regional travel to Los Angeles to the north. There are currently three Coaster stations located in the City with one more planned in the University area. Amtrak also serves one of these stations, Downtown San Diego's Santa Fe Depot.

San Diego Trolley light rail service is also provided on three lines in the City. These are the Blue Line with its service from the Old Town Transit Center to the International border in San

Ysidro, the Orange Line with its service from the Bayside area of Downtown east to the eastern cities of Lemon Grove, La Mesa, El Cajon, and Santee, and the Mission Valley Line with its service from Old Town to Qualcomm Stadium and Mission San Diego. Currently, the Blue and Mission Valley lines operate as a single line through the Old Town station. An eastern extension of the Mission Valley line to San Diego State University and La Mesa is expected to be open for service in the year 2004.

San Diego Transit provides bus service throughout the City of San Diego. Local and express bus lines serve every part of the City. Some express lines reach out to other cities, and other transit services serve the City from outside, such as North County Transit District buses and County Transit services.

The Lindbergh Field San Diego International Airport is located near Downtown San Diego and provides domestic and international flights to destination around the country and to Mexico.

Reasons for the Plan

The increasing desire for travel of more and more people living in the City of San Diego brings with it traffic congestion for residents and visitors. If other alternatives were more convenient and accessible, more people would likely choose bicycling in the City's temperate climate to arrive at their destination. Having a planning document such as the Bicycle Master Plan (BMP) that identifies bicycle policies, routes, programs and facility priorities will enable the City and its communities to foster an attractive bicycling alternative.

Another reason to have a Bicycle Master Plan is the enjoyment and quality of life for the residents of San Diego. Bicycling is one of the most popular forms of recreational activity in the United States. A recent national survey conducted by the Bureau of Transportation Statistics showed that 20 percent of Americans bicycle once a month. Of those, approximately 54 percent rode for recreation. Assuming the national pattern holds true in San Diego, out of the 1,223,400 residents, approximately 244,680 of them would bicycle at least occasionally in San Diego purely for pleasure or exercise.

Safety is a primary reason to improve bicycling conditions in the City. Concern over safety is the single greatest reason people don't commute by bicycle, according to a 1991 nationwide Lou Harris Poll. Addressing those concerns for bicyclists through physical and program improvements is a major objective of this Bicycle Master Plan.

Safety, access, quality of life, and effective implementation are imperative elements for San Diego's success as a bicycle-friendly environment.

Access improvements for bicyclists are important to help improve the ability to take utilitarian trips to destinations such as work, shops and schools. The freeways of the county involve busy on and off ramps, forcing bicyclists to negotiate difficult interchanges. The most common access problem in San Diego is the lack of continuous and connected bikeways to the City's numerous destinations, including schools, parks, employment, and shopping areas.

Intent of the Plan

This Plan urges the City to take measurable steps toward the goal of improving every San Diego citizen's quality of life, creating a more sustainable environment, reducing traffic congestion, vehicle exhaust emissions, noise, and energy consumption. The importance of developing a bicycle system that is attractive and inviting is a key element in preserving San Diego as a place where people want to live, work, and visit. The attractiveness of the environment not only invites bicyclists to explore the City, but more importantly, a beautiful environment helps to improve everyone's positive feelings about the quality of life in San Diego.

Education, enforcement, engineering, and funding are the basic components of an effective implementation program for this Bicycle Master Plan. Education must be targeted to the bicyclist as well as to motorists regarding the rights and responsibilities of the bicyclists and automobile drivers. Comprehensive enforcement of existing traffic and parking laws coupled with the implementation of sound design and engineering principles for roadways is also critical. This plan proposes a systematic review of all new development projects, including public works efforts, to assure compliance with planning and building codes and the goals of this Bicycle Master Plan. Finally, this plan proposes an aggressive strategy for obtaining grants and competing for other funding sources in order to realize the physical improvements identified as the highest priorities.

The plan contains recommendations that, if implemented over the next 20 years, will make San Diego a national model for bicycling. The public has asked for a bold vision for San Diego that will improve conditions for those who choose to ride a bicycle for commuter and recreational use. The end result of this effort could be to dramatically increase the number of people bicycling for utilitarian trips such as work, school or shopping, as well as for recreational bicyclists. The BMP calls for a goal of increasing bicycle use for utilitarian trips from the current one percent to a targeted ten percent by the year 2020.

The specific recommendations of the San Diego BMP includes the completion of a comprehensive bikeway network and implementation of new educational and safety programs to be implemented over the 20-year life of the Plan.

Consistency with other Plans

This Bicycle Master Plan is consistent with the *Progress Guide and General Plan* (General Plan) and will become a part of the General Plan Transportation Element once it is adopted by the San Diego City Council. The Bicycle Master Plan is not intended to override the existing community plans or other existing plans, such as park master plans, natural resource management plans, or plans dealing with sensitive habitat. This Plan is also supportive of regional transportation goals, including those of the Regional Transportation Plan put forth by SANDAG (San Diego Association of Governments). This Plan is also consistent with the Air Pollution Control Board's plans to reduce mobile emissions. This Plan is also consistent with and provides linkages to the San Dieguito River Park Concept Plan. The primary goal of this Plan is to create a trail system, including the Coast-to-Crest Trail, a 55-mile long trail connecting Del Mar with Volcan Mountain.

This Plan also provides continuity with the bicycle planning efforts in neighboring cities and the County of San Diego. These cities are listed below with their specific linkages.

- Coronado
 - Existing Class I Bayshore Bikeway
 - Existing bicycle access on the Coronado Ferry links these with San Diego
- Chula Vista
 - Existing Class II bikeways along Broadway/Beyer Boulevard and Frontage Road (Bayshore Bikeway)
 - Existing Class III bikeways along 4th Avenue/Beyer Way and the I-805 Freeway
 - Proposed Class II or III bikeway along Hollister Street/Industrial Boulevard

- Del Mar
 - Existing Class II bikeways along Camino Del Mar/Torrey Pines Road and Via de La Valle
 - Existing Class III bikeway along Del Mar Heights Road
 - Proposed Class I bikeway along the San Dieguito River (Coast-to-Crest Trail)
 - Proposed Class II bikeway along Carmel Valley Road
- El Cajon
 - Existing Class II bikeway along Navajo Road
 - Existing Class III bikeway along Highwood Drive (Grossmont College)
- Escondido
 - Existing Class I bikeway adjacent to the I-15 Freeway north of Lake Hodges
 - Existing Class III bikeway on the I-15 Freeway
- Imperial Beach
 - Existing Class II bikeway along Palm Avenue
 - Existing Class III bikeway along Coronado Avenue
- La Mesa
 - Existing Class II bikeways along Baltimore Drive/Lake Shore Drive, Lake Murray Boulevard, and 70th Street
 - Existing Class III bikeways along Jackson Drive and Baltimore Drive
 - Proposed Class III bikeway along El Cajon Boulevard
 - Proposed Class II or III bikeways along University Avenue and Cowles Mountain Boulevard
- Lemon Grove
 - Existing Class II bikeway along Imperial Avenue/Lemon Grove Avenue
 - Proposed Class II bikeway along College Avenue
 - Proposed Class II or III bikeways along Federal Boulevard, Madera Street, and Skyline Drive
- National City
 - Existing Class II bikeways along Harbor Drive (Bayshore Bikeway)
 - Existing Class III bikeways along Euclid Avenue

- Proposed Class II or III bikeways along Division Street, Paradise Valley Road, 18th Street/Potomac Street, 47th Street/Palm Avenue, 43rd Street/Highland Avenue, and Main Street
- Poway
 - Existing Class II bikeways along Pomerado Road, Scripps Poway Parkway, Poway Road, Camino del Norte, and Rancho Bernardo Road
- San Diego County
 - Existing Class II bikeways along San Dieguito Road, Rancho Bernardo Road
 - Proposed Class II or III bikeways along Jamacha Road and Paradise Valley Road
- Santee
 - Existing Class II bikeways along Mission Gorge Road and Mast Boulevard
 - Proposed Class I bikeway along the San Diego River
- Solana Beach
 - Existing Class II bikeway along Via de La Valle

Bicycle plans were collected from each of the cities that had them, and attempts were made to provide bikeway continuity into those other cities. For example, existing bikeways exist along Mission Gorge Road between San Diego and Santee. A proposed bikeway along El Cajon Boulevard would connect with a proposed bikeway along this street in La Mesa. A proposed bikeway along Carmel Valley Road would connect to a proposed bikeway along the same street in Del Mar. All of the bikeway connections with the City of Poway are continuous with bikeways continuing through the boundary between San Diego and Poway along Pomerado Road, Espola/Rancho Bernardo Roads, Poway Road, Camino del Norte, and Scripps Poway Parkway. Other continuity linkages exist with other cities.

The Implementation of Proposed Action

Every proposed action in this plan will be considered separately upon receiving funding and prior to implementation. Each project will have to comply with all applicable federal, state, and local environmental regulations and will be reviewed by the applicable community planning group.

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