

PLANNING BACKGROUND

Bicycle Planning History

Previous planning for bikeways and other bicycle infrastructure had been incorporated into the local Community Planning Areas. As outlined in the previous section, each Community Plan addressed bicycle transportation. Over the years, numerous bikeway projects have been implemented within the City, making San Diego a city with hundreds of miles of bikeways and several programs aimed at providing bicycle amenities, such as parking and access to transit. The City has also had a bicycle coordinator for over a dozen years. The San Diego Association of Governments' (SANDAG) Regional Transportation Plan (RTP) includes provisions for bicycle transportation in the form of a regional connected route system that serves the entire County as well as the City of San Diego. Planning efforts for bicycle improvements are included in the RTP along with transit and highway improvements. This illustrates the progressive nature of bicycle planning and implementation in a city with numerous bikeway facilities throughout its communities.

This Bicycle Master Plan attempts to centralize the bicycle planning process into a single document that will be coordinated with the local Community Planning Areas. The Master Plan is seen as a way to streamline the planning and implementation process for bicycle facilities and infrastructure in the City.

Existing and Proposed Land Use Patterns

The City of San Diego is one of the few major metropolitan areas built upon and around a canyon system. The city's urban form is loosely based upon a naturally connected system of open space, characterized by valleys, canyons, and mesas, and interrupted by human habitat and transportation corridors. Within this setting, San Diego has developed into a city of distinctive neighborhoods. Older urban neighborhoods, such as Mission Hills, Kensington, North Park, and Golden Hill, are characterized by interconnected streets, "main street" commercial districts, a rich architectural heritage, and variety of housing types. Newer communities, such as Carmel Valley, Rancho Bernardo, and Tierrasanta, are generally characterized by a cul-de-sac street system, large single-family subdivisions, a variety of commercial and employment centers, and excellent public facilities.

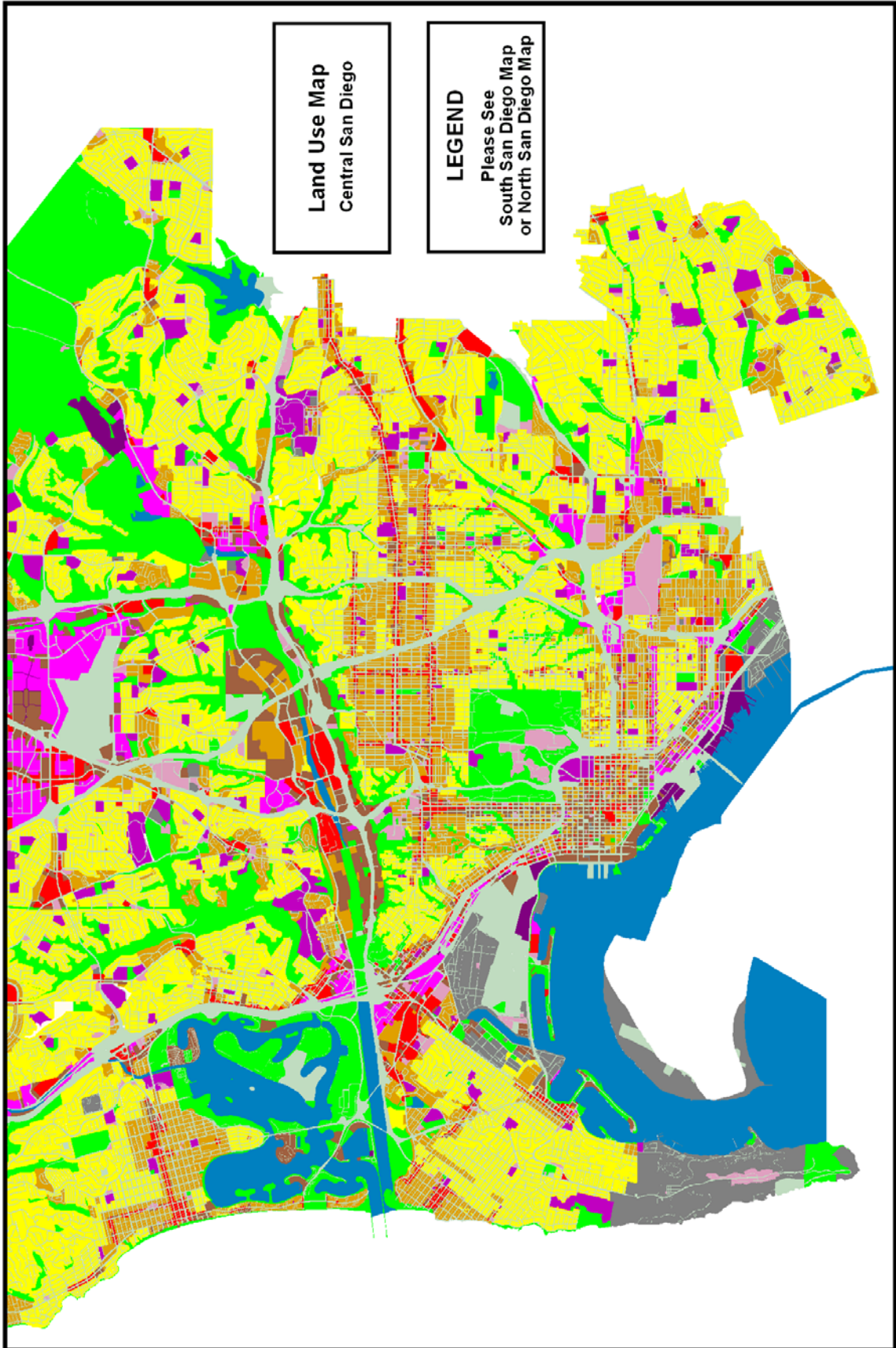
Major employment centers are located in Centre City, Kearny Mesa, Sorrento Valley, and University. The City is home to many military uses, including Fort Rosecrans on Point Loma and Miramar Marine Corps Air Station. Three air transportation facilities currently exist, including Montgomery Field in Kearny Mesa, Lindbergh Field near Downtown, and Brown Field in Otay Mesa. Open space reserves currently exist in the form of regional parks and preserves, including Los Penasquitos Canyon Preserve, Mission Trails Regional Park, and Tecolote Canyon Natural Park.

The existing *Progress Guide and General Plan* established a system for phasing the development of new communities concurrent with public facilities. However, the City is now approaching build-out with less than ten percent of its area now available for development. In the future, the majority of new development in the City will occur through infill and redevelopment. The Strategic Framework Element, a new chapter of the General Plan, is currently being prepared to shift San Diego from a new growth to an infill-based growth management strategy. The City of Villages is the central concept drafted as part of this element. It calls for growth to occur as compact, mixed-use centers linked by mass transit. It encourages high quality infill development to enhance existing neighborhoods and meet future needs. "Villages" would be community-oriented centers where residential, commercial,

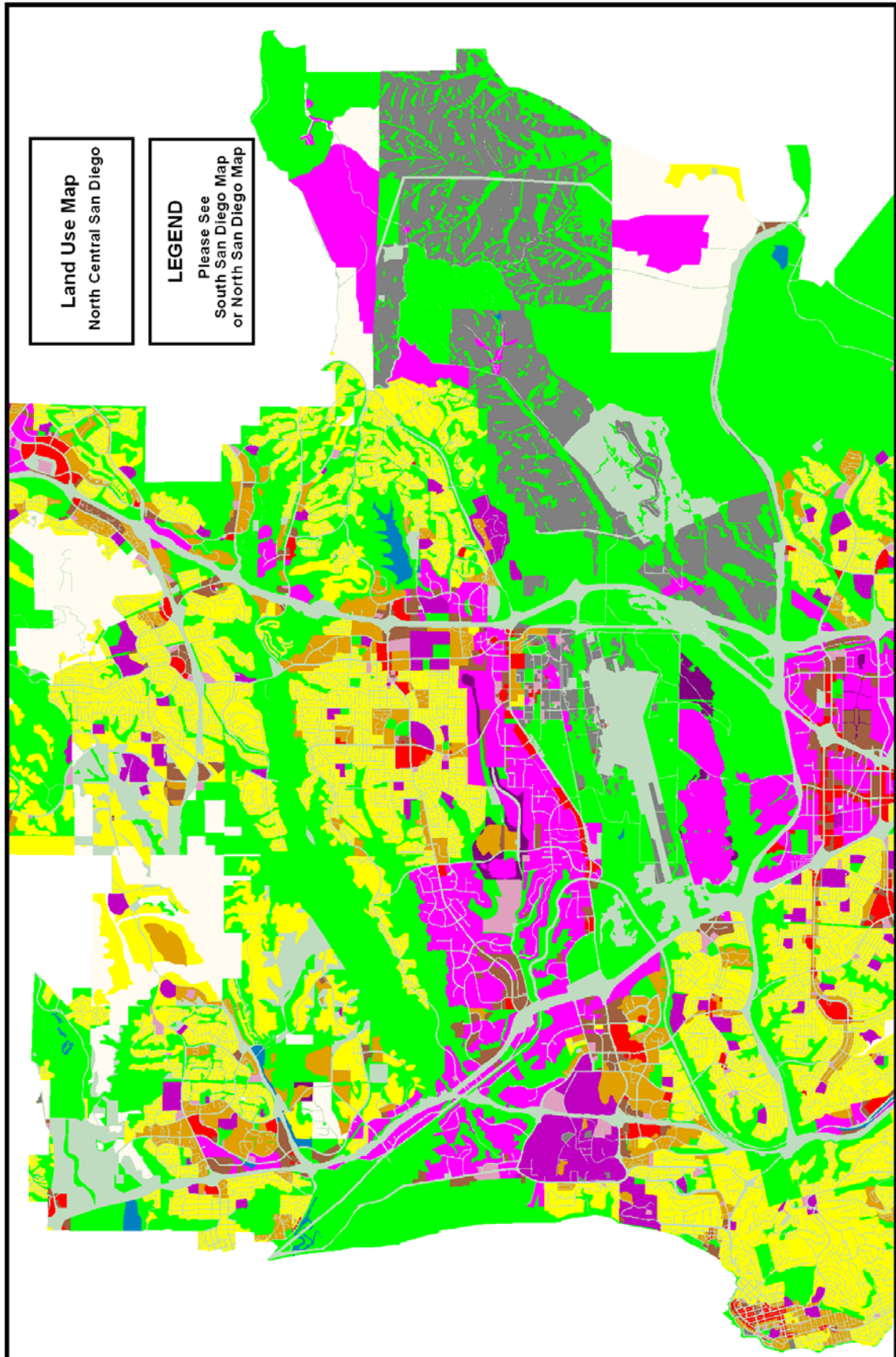
employment, and civic/educational uses are integrated. Villages are intended to be unique to the community, pedestrian- and bicycle-friendly, and have elements to promote neighborhood or civic gatherings. The land use mix includes public spaces and a variety of housing types and densities.

According to the City's General Plan Update statistics, San Diego's population is expected to grow from its current 1,277,168 to 1,537,168 by 2020, a 20 percent increase. San Diego will be one of the top 10 cities in the country for job growth through 2025. The fastest growing industries are expected to be telecommunications, software, and biotechnology. Land use planning maps are shown on pages 13-19.

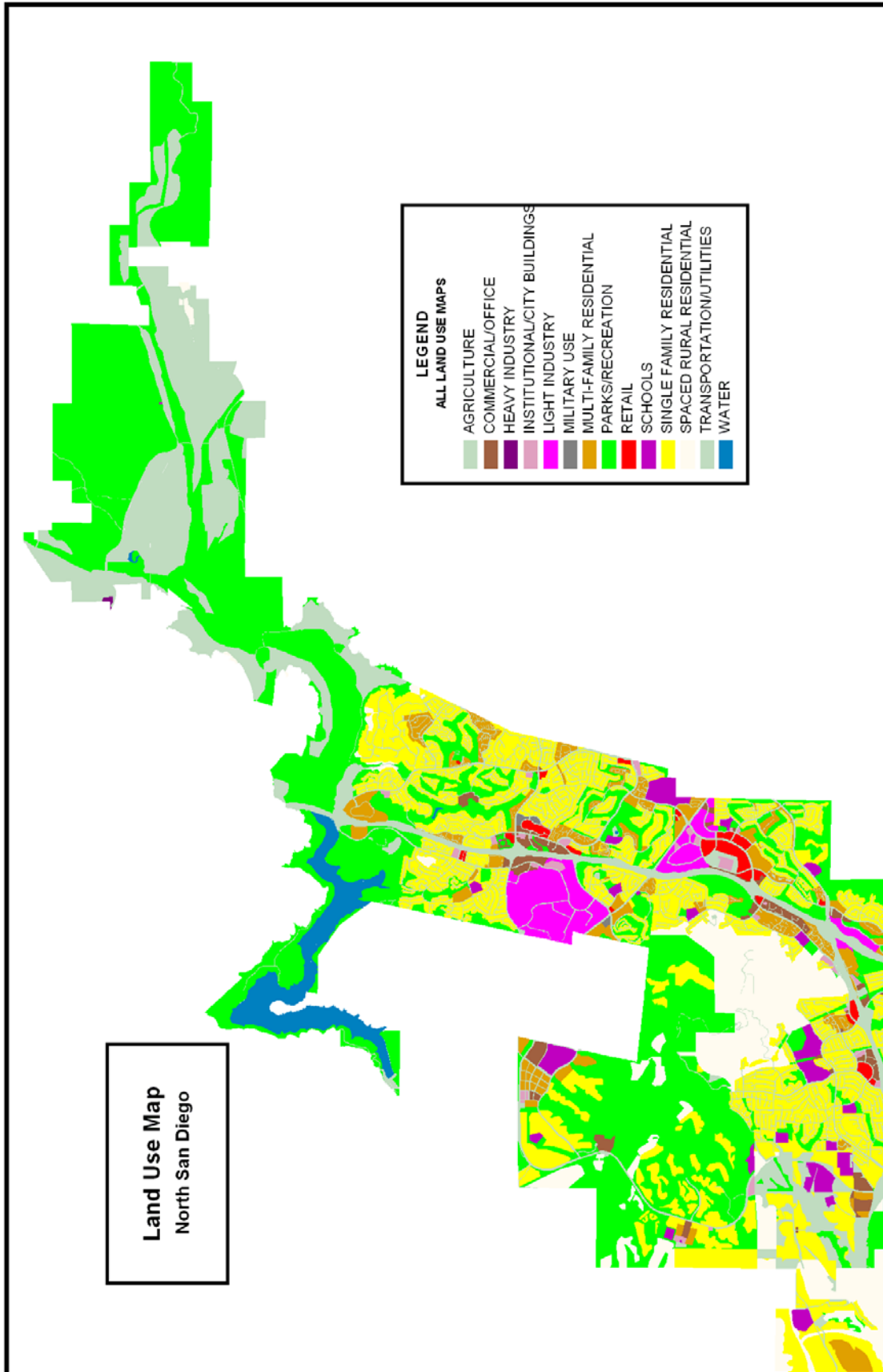
The regional transit planning entity (MTDB) is working on an initiative known as Transit First for the development of a high quality regional transit service for the region. The City of Villages and Transit First programs are outlined in more detail on page 80 of Chapter 6.



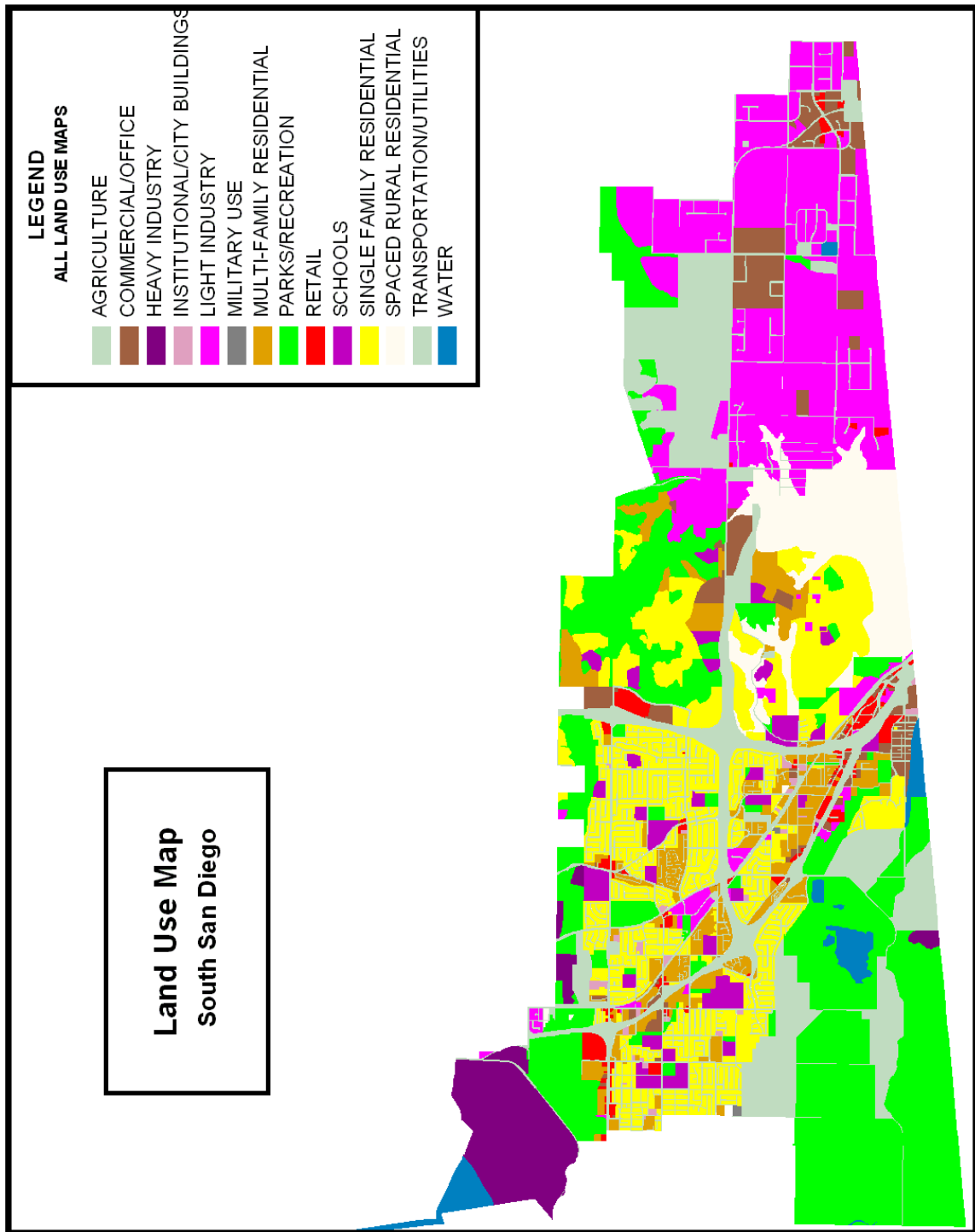
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Community Plans

The City of San Diego is comprised of a number of communities that stretch from the coast to inland hills and mesas. These communities have developed over time and have different physical, community, or design characteristics that define one community from another. Each of these communities in the past has worked with City planners to develop a community plan to be used as a tool for planning development and public facilities in each community.

The following is a short summary of the goals of each community plan as they relate to bicycle facilities and a description of existing and proposed bicycle facilities at the time of the adoption of the community plan. Development of a system of bicycle facilities within this Master Plan will consider community goals, existing facilities, and future bicycle facilities for each community and as a regional network that provides continuity and connectivity.

Many of the community plans are old and some of the facilities mentioned in the plans have been installed since the plan was adopted. Existing facilities will be identified following the discussion of community plans. The Black Mountain Community Plan was the only plan that was unavailable at the time that this document was written.

The City of San Diego has several existing plans for parks and for natural resource management for canyons and river parks. These plans as well as plans dealing with sensitive biological habitat are a part of the Bicycle Master Plan and any projects proposed in these areas must be consistent with these plans. Such plans include Marian Bear Natural Resource Management Plan, Mission Trails Regional Park Master Plan, Mission Bay Park Master Plan, and Balboa Park Master Plan

Barrio Logan Community Plan

At the time the community plan was adopted in 1978, no bikeway facilities existed. Presently, there are a few Class III routes located along heavily traveled streets with on-street parking. A major north-south bicycle route exists along Harbor Drive. There are other routes on Main Street, National Avenue, Crosby Street, 32nd Street, and Vesta Street.

There are three non-motorized freeway crossings in this area: Interstate 5 at Beardsley Street, Dewey Street, and 30th Street. The completion of the Harbor Drive bikeway link and further development of other bikeway connections are suggested in the Plan. It is also recommended that future planning and design should include bikeways that would connect to open space areas and adjacent communities.

Carmel Valley Community Plan

This community was once called North City West. The Carmel Valley Community Plan identifies two types of bikeway systems. The first is a neighborhood bikeway system that is described as providing links between neighborhood parks, elementary schools, and commercial and residential areas. The second is the community bikeway system, which would link neighborhoods to large activity centers, secondary schools, and employment centers. The Plan recommends linking the community system to a citywide bicycle network. It recognizes the need for secure bicycle racks at areas such as transit stops, schools, parks, libraries, and in commercial areas. The Plan suggests that the bikeway systems should parallel but be physically separated from all major and collector streets. Additionally, street crossings on high volume roadways should be minimized and grade separated crossings utilized wherever possible.

Carmel Mountain Ranch Community Plan

A system of bicycle facilities has been planned for this community to link residences with community facilities, services, and open space, and to link neighborhoods together. The plan

recommends safe, accessible pathways within neighborhoods, through open spaces, public utility easements, and along roadways. The bikeway map primarily recommends Class II bicycle lanes along major corridors.

Centre City Community Plan

The Centre City Community Plan provides a map of existing and proposed bikeways in and around the Centre City area. Existing bikeways include those on portions of Pershing Drive, India Street, Ash Street, B Street, Pacific Highway, Harbor Drive, 4th Avenue, 5th Avenue, 6th Avenue, Juniper Street, and Laurel Street. Proposed bikeways are identified along portions of Harbor Drive, Kettner Boulevard, India Street, A Street, Broadway, Market Street, 1st Avenue, 2nd Avenue, 10th Avenue, 11th Avenue, 12th Avenue, State Street, Columbia Street, Grape Street, Hawthorne Street, 4th Avenue, 5th Avenue, Imperial Avenue, Park Boulevard, and National Avenue. Circulation in the Community Plan focuses on access via transit and pedestrian-oriented design.

The Centre City Community Plan is currently being updated. As part of this update, the current bicycle element will also be updated. Once this update is complete and adopted by the San Diego City Council, the Bicycle Master Plan will be updated to include the bicycle element for Centre City as proposed in the updated Centre City Community Plan.

Clairemont Mesa Community Plan

The Clairemont Mesa Community Plan states that its objective, along with most other Plans, is to create a system of bicycle lanes and paths to link parks, recreation areas, schools, and commercial areas throughout the community. Many Class I, II, and III bikeways are proposed with an emphasis on the development of those south of SR-52 and along Genesee Avenue. The San Clemente Canyon Bikeway (I-805 to I-5) is recommended along the northern boundary of Marian Bear Memorial Park in order to ensure that the bikeway will not interfere with biological resources in the canyon park. The Plan recommends that bikeway signs should include directional signage to lead bicyclists to their desired destinations. The plan also suggests that secure bicycle racks should be placed in visible locations near building entrances, and employers should provide bicycle lockers for employees that commute by bicycle. Bikeways in this area should be directed to serve future Trolley and bus transit stations with bicycle racks and lockers at each location.

College Area Community Plan

At the time this plan was adopted, 1993, the bikeway facilities consisted of Class II lanes and Class III routes. They follow some of the major streets in the community. The plan also recommends completion of the following bikeway facilities:

- Class II lanes on College Avenue
- Class II lane on El Cajon Boulevard, east from College Avenue
- Class III route along Alvarado Road from College Avenue to 70th Street
- Class II lane on 70th Street between Alvarado Road and Montezuma Road
- Class III route on Remington Drive west to Dover Drive
- Class III route along Plaza Drive right-of-way between College Avenue and 55th street
- Upgrade of the Class III route on Montezuma Road and Collwood Boulevard to Class II lanes

In addition, the plan recommends all bike facilities should include approved signage; all new commercial or multi-family developments should provide bicycle-parking facilities; and parking facilities should be provided at the SDSU transit center. Specific suggestions are made for the SDSU campus to provide more bicycle racks, lockers, and improved signage.

Fairbanks Country Club

This community plan briefly discusses the deeding of the river valley and adjacent slopes to the City of San Diego and utilizing the remaining open space for possible riding and/or hiking trails.

Golden Hill Community Plan

The Golden Hill Community Plan states that an extensive bikeway system for this area is not feasible based on topography. However, it does recommend that a bikeway system should be developed to provide access within the community, to regional destinations such as Balboa Park, adjacent communities, and four recreational areas (Grape Street picnic area, Golden Hill Park, the 28th Street Strip, and Golden Hill Community Center). The plan recommends extensive signing for bikeway users including destination plates, route signs, and arrows for users to ensure that they are able to follow the designated route. Bicycle parking facilities are recommended for major activity centers and transit centers. It has established the goal of reducing traffic in the community by encouraging alternative transportation, including bicycling.

Kearny Mesa Community Plan

According to the Kearny Mesa Community Plan, the high level of vehicular traffic on most streets does not encourage bicycling. Therefore, it recommends developing a community bikeway system, which includes covered parking and bicycle lockers at activity centers and commercial areas. The plan also suggests the inclusion of a Bicycle Commuting Encouragement Program in a future Transportation System Management Program. It recommends promoting bicycle commuting in this heavy commercial area and that employers provide parking and locker and shower facilities for commuting bicyclists.

La Jolla Community Plan

The La Jolla Community Plan recommends that priority be given to establishing bike paths in the community. It is also suggested that existing and proposed routes should be separated whenever possible for motor vehicle and bicycle safety. The plan specifically calls for modification of the intersection at Torrey Pines Road, Ardath Road, and La Jolla Shores Drive, to accommodate bicycles.

The community plan recommends utilizing the corridor from Nautilus Street to La Jolla Boulevard, now the Fay Avenue Bike Path, to be used as a non-permanent, multi-use, non-motorized pathway. The plan notes that this pathway could be used in the future for an "innovative transit system". However, the Plan recommends that the bike path not be eliminated should this occur.

There is also a recommendation for a bicycle path to be developed beginning at the intersection of Genter and Girard and extending to Via Del Norte.

Linda Vista Community Plan

According to the community plan for this area, the streets incur high traffic volumes and are not designed to accommodate bicycles. There is a completed 2.75-mile Class I bikeway along the south side of Friars Road between Fashion Valley Road and Sea World Drive. A Class II

bikeway has been established on Linda Vista Road between Mesa College Drive and Napa Street. The plan recommends bicycle improvements on West Morena Boulevard, Genesee Avenue, Mesa College Drive, and Napa Street.

Greater North Park Community Plan

The Greater North Park Community Plan, dated 1990, states that there are no bicycle lanes in this community. There is a designated bike route on Howard Avenue, from Park Boulevard to I-805, crossing into Mid-City to link with that community's only bike route.

The Plan suggests implementing an extensive bikeway system with access not only to points within the community, but to regional destinations such as Balboa Park and adjacent communities. There are recommendations for bicycle racks and lockers to be placed in visible locations with appropriate signage. The following roadways are cited as those that should be included in a comprehensive bikeway system:

- Howard Avenue
- Adams Avenue
- Landis Street
- Morley Field Drive
- Upas Street
- Thorn Street
- Juniper Street
- Park Boulevard
- Louisiana Street
- Texas Street
- 28th Street
- Utah Street
- Boundary Street
- Niles Street
- University Avenue at Lincoln Avenue

The inclusion of these roadways would accommodate commuters to the Central Business District as well as to other neighborhoods within the City.

Midway/Pacific Highway Corridor Community Plan

This community plan sets out a policy to “promote access to commercial centers, employment sites, and coastal and recreational areas by providing bicycle access along major public thoroughfares”. Additionally, the Plan sets out an Action Plan for implementation of the recommended bicycle facilities. As of the date of adoption (1991), there was one bikeway facility that was existing, Class II bike lanes on Pacific Highway. Class II bikeways are proposed along Rosecrans Street, Midway Drive, and Sports Arena Boulevard. Class III bikeway facilities are proposed along Kettner Boulevard, Laurel Street, and Lytton Street.

Mid-City Communities Plan

A vision statement of the Mid-City Community Plan is to “encourage and enhance pedestrian and bicycling as effective modes of personal transportation”. The approved bicycle system identifies primarily Class II bicycle lanes along the major roadways including Fairmont Avenue, 54th Street, Chollas Parkway, College Grove, Federal Boulevard, and Montrol Avenue, and Monroe Avenue.

Mira Mesa Community Plan

The Mira Mesa Community Plan identifies a system of bikeways and standards. Class II bicycle lanes are recommended along major roadways including Carroll Canyon Road, Carroll Road, Miramar Road, Mira Mesa Boulevard, Sorrento Valley Road, Black Mountain Road, Camino Ruiz, and Camino Sante Fe. Most of these facilities have been developed since this community plan was adopted. Also since that time, the City has planned to close gaps in the Mira Mesa Boulevard Class II facility through the community.

Mission Beach Precise Plan

The Mission Beach Precise Plan identifies an integral part of the overall regional bikeway network in the north-south bikeway along the San Diego coastline. Due to traffic congestion and lack of parking, biking is a convenient form of transportation in this area. Bicycle activity primarily occurs along a 2-mile stretch along the beach known as the Ocean Front Walk. The Bayside Walk is also a popular multi-use pathway along the shores of Mission Bay. The Plan recommends widening both Ocean Front Walk and the Bayside Walk in order to accommodate the demand for these frequently used multi-use pathways. The plan recommends bike routes should be extend the entire length of the community. A study is currently underway to determine the best way to widen the Ocean Front Walk.

Mission Valley Community Plan

An objective of the plan is to “create an intra-community bikeway system which would provide access to the various land use developments within the Valley and connect to the regional system” and to “encourage bicycle use in the Valley”. The plan identifies a bicycle system that utilizes major roadways and offers Class I paths where they can be accommodated. The key components of the bikeway system include connections to Mission Bay, activity centers within Mission Valley, and Mission Hills. The plan recommends support bicycle facilities including installing bicycle sensitive signal detectors at signalized intersections, requiring development fees to improve bicycle facilities, and providing lockers, showers, and changing facilities at major developments in order to encourage bicycling as a convenient mode of transportation.

Since this community plan was adopted, Mission Valley has had an extensive system of Class I bikeways developed. Class I facilities now exist on both sides of the San Diego River. Plans are to close gaps in the existing network and extend it easterly into the Navajo community to connect to Mission Trails Regional Park and eventually to the Santee city limit. The City of San Diego plans to eliminate grade crossings at major intersections with bridges.

Navajo Community Plan

At the time of its adoption, this community plan identified existing Class II bicycle lanes along Navajo Road and Lake Murray Boulevard. Proposed bicycle facilities include:

- Regional Class I bike route from the beach through Mission Valley to Mission Trails Regional Park along the San Diego River.
- A 2.0 mile bicycle route along Del Cerro Boulevard.

- A 2.0 mile bicycle route connecting the Allied Gardens bicycle route and the proposed San Diego River route in the vicinity of Zion Avenue.
- An extension of the Jackson Drive route connecting to the San Carlos Community Center.
- A route along Lake Murray Boulevard from Grossmont Community to residential areas.

Since the time of this Plan's adoption, three bikeway facilities have been developed, including Class II lanes on Mission Gorge Road, Jackson Drive, and West Hills Parkway.

Ocean Beach Local Coastal Program

At the time of adoption of the LCP in 1986, there were a limited number of bikeway facilities in Ocean Beach. Now Class III bikeways exist on Voltaire, Abbot, Newport, Cable, and Orchard Avenues, and Sunset Cliffs Boulevard. The plan recognizes that bicycling is an important mode of transportation for short trips to stores and to the beach. The Plan sets the goal to develop a system of bikeways that links Ocean Beach to surrounding bicycle facilities and to develop an intra-community bikeway network that links various activity centers within Ocean Beach. The Plan identifies as a priority a north-south bikeway through Ocean Beach along the coastline. According to the Plan, developing bicycle facilities should minimize potential conflicts between bicycles and cars, both moving and parked. Since this Plan was adopted, the Ocean Beach Class I path along the San Diego River has been extended to Pacific Highway.

Old Town San Diego Community Plan

The Plan recommends implementing a design for bikeway corridors along Taylor Street and Pacific Highway. The route is recommended as a Class I bicycle path to provide the safety along these high traffic areas. Class III bikeways along other streets are recommended instead of Class II lanes due to the existence of narrow street widths and on-street parking.

Otay Mesa Community Plan

One of the goals of the Otay Mesa Community Plan is to diversify the modes of transportation used in the community. The Plan recommends that land use planning assist in this goal. Bikeways should be considered as separate, but integral parts of the transportation network. The following is a list of some of the elements of the bicycle section of the Community Plan:

Neighborhood bikeway systems should link neighborhood parks, elementary schools, and convenience commercial with residential area. Street crossings should be minimized.

Community bikeways should link neighborhoods with major activity centers, such as the town center, community parks, junior and senior high schools, and employment centers. This network of bikeways should tie into the city-wide network of bikeways. The community network should utilize exclusive rights-of-way and grade-separated crossings as much as possible.

Lockable bicycle racks should be provided at activity centers that receive significant bicycle traffic, such as transit stops, schools, parks, libraries, and commercial areas.

Parking should be prohibited on any major street with a Class II bikeway.

Otay Mesa-Nestor Community Plan

A bicycle system adopted in 1979 identifies the Bayshore Bikeway project, which is currently a funded project to extend the Class I bikeway north through the cities of Chula Vista and

National City and will connect with the Silver Strand Bikeway and Coronado to the west. The Bayshore Bikeway currently takes bicyclists south from Chula Vista through the Otay River floodplain and along Saturn Boulevard to Palm Avenue. Otay Mesa Road is planned to be reclassified as a Class III facility (from its current Class II designation) until the SR-125 toll road project is completed. At that time, Otay Mesa Road is planned to be reclassified as a Class II facility when most truck traffic is expected to be diverted onto the new SR-125 facility.

Pacific Beach Community Plan and Local Coastal Program Land Use Plan

Pacific Beach identifies a bikeway system for both commuter-oriented use and recreational use consisting of Class I, II, and III facilities. The Plan encourages bicycle usage for both leisure and work trips. Developed within a grid roadway network, Pacific Beach lends itself to bicycle commuting. Existing bikeways consists of a Class I bikeway around Sail Bay (Sail Bay Bikeway Path) that continues around Crown Point at which point bicyclists are directed to a Class II bike lane on Crown Pointe Drive. Other Class I pathways include the very popular Ocean Front Walk along the beach and the Rose Creek Bike Path, which is a regional route linking to University City and the UCSD area to the north.

There is one existing Class II facility shown in the Pacific Beach Community Plan along Soledad Mountain Road. Future Bikeway maps in the Plan identify future bike lanes along Grand Avenue, connecting the Ocean Front Walk to the Rose Creek Bike Path. Portions of this facility have been built east of Balboa Avenue. Other Class III bike routes are proposed along Loring Street, Cass Street, Mission Boulevard, Pacific Beach Drive, Jewel Street, and Lamont Street. One Class III facility currently exists along Hornblend Avenue and serves as an alternate to Garnet and Grand Avenues.

Peninsula Community Plan

The Peninsula Community Plan states that efforts should be made to encourage and facilitate the use of public transportation as an alternative to the automobile. The plan recommends that a bikeway system be developed that provides a systematic network of bikeways between major activity centers focusing, where practical, on less traveled streets. The Plan also recommends that bicycle parking facilities be located at businesses and retail centers and at heavily used beach front and bay front areas. A system of bikeways is identified which includes major streets such as Rosecrans Street, Chatsworth and Nimitz Boulevards, and Canon Street. The Plan recommends exploration of a bikeway to connect to the Sunset Cliffs corridor. Since the adoption of this Plan, existing in this community are Class II bikeways along Nimitz Boulevard, Cabrillo Monument Road, and the southern portion of Rosecrans Street. Other Class III facilities are located along Catalina Boulevard and several streets near Point Loma College.

Rancho Bernardo Community Plan

Recognizing the increased usage of bicycles throughout San Diego, this Community Plan identifies a system of existing and proposed bikeways. Many of the major roadways in Rancho Bernardo already include Class II lanes, such as Rancho Bernardo Road, Bernardo Center Drive, Camino Del Norte, West Bernardo Drive, and Pomerado Road. Class II lanes are proposed along Bernardo Heights Parkway. Currently, there is no parallel roadway connecting the community of Rancho Bernardo to the City of Escondido other than Interstate 15. Bicyclists are permitted on the freeway shoulders to cross Lake Hodges between West Bernardo Drive/Pomerado Road and Via Rancho Parkway. However, a funded project is currently in development to link Rancho Bernardo and Escondido via a new bridge crossing of Lake Hodges. Throughout the community, Class III bikeways are proposed for most of the community's street network. The Plan identifies the need for bicycle parking facilities and bicycle lockers for employees arriving at major activity centers.

Rancho Penasquitos Community Plan

The Rancho Penasquitos Community Plan recommends that a bikeway system provide access from residential areas to public facilities, commercial destinations, and link neighborhoods. The plan recommends implementing Class II lanes on all major streets and Class I paths along the County Water Authority's right-of-way and through public parklands including Black Mountain Park and Los Penasquitos Canyon Preserve. In addition, the Plan recommends that bike lockers and locking racks be located at major activity and transit centers. A Class I bikeway currently exists along the southern edge of the SR-56 freeway from I-5 to Carmel Country Road and from Black Mountain Road to I-15. The segment between these two path segments is currently under construction. An extension of this bikeway is planned to connect to the Carmel Valley SR-56 bikeway via the route of the SR-56 freeway when it is constructed. The City also plans to grade separate the Class I bikeway at the SR-56 Freeway interchanges, including those at Black Mountain Road, Camino Ruiz, and Camino Santa Fe. It is intended that this bikeway will be the equivalent of a "bicycle freeway" for bicycle travel between Rancho Penasquitos and Carmel Valley.

Sabre Springs Community Plan

This Community Plan identifies a number of bikeways to provide internal circulation within Sabre Springs and connections to surrounding communities. An existing Class I bicycle path is located adjacent to I-15 from Poway Road to north of Mira Mesa Boulevard. A planned Class I facility would serve the park south of Penasquitos Creek. Bicycle lanes are provided along Poway Road and Sabre Springs Parkway.

San Pasqual Valley Plan

The existing bikeway system in the San Pasqual Valley is limited to a bicycle route along the shoulders of I-15 connecting Rancho Bernardo with the City of Escondido. The community plan identifies goals that support a bicycle circulation system throughout the Valley with connections to bikeways in adjacent communities. The future widening of major two-lane roads in the community will facilitate bicycle lane improvements. Via Rancho Parkway, Cloverdale Road, San Pasqual Road, and Highland Valley Road are designated to be widened to include bicycle lanes. The Plan includes a proposed Class I path along the San Dieguito River climbing through a finger canyon along the steep south slope of the Valley. Also planned and funded is a separate bridge across Lake Hodges that would connect Rancho Bernardo with Escondido where a freeway shoulder crossing currently exists.

San Ysidro Community Plan

There are currently three existing bikeway facilities in the San Ysidro Community. These include sections of Otay Mesa Road, Smythe Avenue, and Dairy Mart Road. Three goals for bicycling are identified in the Community Plan:

Increase bicycle accessibility throughout the community.

Minimize bicycle/automobile conflicts on major streets throughout the community.

Increase the use of bicycles in San Ysidro to reduce dependence on the single-occupant vehicle user mode.

The Plan recommends a number of streets to be included as part of a future bikeway network, including Dairy Mart Rd, East Beyer Blvd, Smythe Ave, Willow Rd, Beyer Blvd, Otay Mesa Rd, San Ysidro Blvd, Tia Juana St, Border Village Rd, Camiones Wy, and Virginia Ave. Other recommendations include providing an exclusive bicycle lane at the border crossing to ease congestion, identify and provide signage for the San Ysidro segment of the Pacific Coast

Bicentennial Bike Route, and integrate bicycle facilities with bicycle-sensitive loop detectors and parking facilities at activity centers.

Scripps Miramar Ranch Community Plan

The Scripps Miramar Ranch Community Plan states that non-motorized transportation be accommodated through the development of accessible pathways and/or sidewalks and bikeways along parking strips and sidewalks in all residential areas. A Non-Motorized Circulation Element included in the Plan identifies a system of bikeways and hiking and equestrian trails. The bikeways include the highly used Class I bikeway around Miramar Reservoir and along Interstate 15, which connects with Poway Road to the north. Class II bikeways are identified along the major roads including Carroll Canyon Road, Mira Mesa Boulevard, and Scripps Lake Drive. Class III routes are identified on Mesa Madra Drive, Sunset Ridge Drive, Spring Canyon Road, Pomerado Road, and Avenida Magnifica.

Serra Mesa Community Plan

The Serra Mesa Community Plan states that a community bikeway system should be designated as reflected on the Bikeways Map shown in the Plan. The bikeway system identifies three access routes to connect to Mission Valley and Murphy Canyon. The routes should follow Mission Center Road, Aero Drive, and serve Mission Village. The alignment for the Mission Village bikeway has not yet been determined. The Plan also suggests improving vehicular/bicycle connections through the use of "bicycle park-bus ride" and "piggy-back" bicycle bus transportation concepts.

Skyline-Paradise Hills Community Plan

This Plan identifies a system of bicycle facilities although none of the facilities at the time of the adoption (1987) of the Community Plan had been implemented. The proposed bikeway system identifies the development of Class I paths within the Encanto open space area and along Jamacha Road to accommodate both alternative modes of transportation and passive recreational use. Bicycle lanes are identified on Paradise Valley Road and Skyline Drive. Class III bikeway facilities are located along streets such as Potomac Street, Parkside Avenue, Alta View Drive, and Woodman Street.

Sorrento Hills Community Plan

The Sorrento Hills Community Plan proposes a network of bicycle facilities through Sorrento Hills. These bikeways include Carmel Mountain Road, El Camino Real, Vista Sorrento Parkway, Arroyo Sorrento Road and Carmel Creek Road. The Plan also recommends a bikeway along C Street to connect to the Community Sports Park. All streets designated as major streets are proposed to have Class II bicycle lanes with the exception of Vista Sorrento Parkway, south of the Penasquitos Creek crossing. A Class III bicycle route is recommended for this segment. The Plan recommends developing a system of bikeways, which includes bicycle storage facilities, which ties into the regional bicycle network.

Southeast San Diego Community Plan

This Community Plan notes that the surface streets provide excellent access to San Diego Bay, Balboa Park and downtown for both recreational and commuter bicyclists, and most of the roadways are proposed as Class III bicycle routes. On-street bicycle routes have been designated for 28th Street, L Street, Ocean View Boulevard, and Alpha Street. According to the Plan, two Class I bicycle paths are located in this area: one parallel to I-805 between Hilltop Drive and the railroad tracks and one parallel to SR-94 between Kelton Road and 60th Street.

The Community Plan supports bicycle circulation by improving and enhancing its designated bicycle routes.

Tierrasanta Community Plan

Personal health and the environment are the reasons for bicycling according to the Tierrasanta Community Plan. In response, the Plan encourages alternative forms of transportation and a bikeway system for both community and regional needs. The bikeway plan identifies Class II lanes along Clairemont Mesa Boulevard, Tierrasanta Boulevard, and Spring Canyon Road. A feasibility study has recently been completed for a Class I path to close the gap between Tierrasanta Boulevard and Mission Gorge Road. Funding for the design of this project has already been secured.

University Community Plan

As of the date of adoption of the community plan (1990), a system of bikeways was already established. Class I bikeways include the Rose Canyon Bikeway and portions along North Torrey Pines Road. Class II bicycle lanes include the La Jolla colony Drive, Palmillas Drive, Arriba Street, Governor Drive, Genesee Avenue, Gilman Drive, Miramar Road, Eastgate Mall, North Torrey Pines Road, and Nobel Drive. Since there is no parallel roadway from Sorrento Valley Road to Genesee Avenue, bicyclists are permitted to utilize the shoulder of Interstate 5 between these two freeway exits. The proposed Coastal Rail Trail project will traverse the University Community. Its route is planned for Genesee Avenue from Rose Canyon to north of Eastgate Mall where a Class I path is planned to connect to Sorrento Valley Road.

Uptown Community Plan

Uptown is a popular cycling area due to its proximity to major employment centers and recreation areas. The community is easily accessible to downtown San Diego, Balboa Park, Old Town, and the Embarcadero. Recognizing the advantages of the community to these areas, an objective of the Plan is to:

"Develop a comprehensive bikeway system which would not only provide a safe connection between neighborhoods, schools and commercial areas, but which would connect with bikeways in neighboring communities and Centre City."

East-west Class III bikeways are identified along streets including Presidio Park and Fort Stockton Drives, University Avenue, Third Avenue, and Upas Street. Existing north-south Class III routes include Goldfinch Street, Reynard Way, Fourth and Sixth Avenues south of Upas Street, and Fifth Avenue south of Juniper Street. The proposed bikeway system includes additional linkages to Old Town, Centre City, and the Middletown area. The Plan states that, whenever possible, bicycle lockers or specified areas for bicycle parking should be provided to cycling employees. Employer incentives that allow flexible hours for bike commuters should be considered.