

City Planning Department

# Bicycle Master Plan Update

## Mobility Board

### April 1, 2026



## Why is the Bicycle Master Plan being updated?

- The last update was in 2013
- Bicycle facility planning and design have evolved significantly
- Strive for an All Ages and Abilities Network
- Create an inclusive, community-based plan through engagement

## What will be in the Bicycle Master Plan?

- Refreshed proposed bicycle network
  - Includes recent plan update networks
- First mile/last mile connections to transit
- Design concepts for priority projects
- Implementation strategies

# What engagement has been conducted?

## Community Leadership Meetings

---

**13** organizations engaged  
**4** meetings held, many individual mtgs

## Digital Outreach

---

Over **8K** digital contributions  
through **3** surveys

## Stakeholder Advisory Committee

---

**12** neighboring jurisdictions attended  
**2** advocacy organizations attended

## Regional Coordination

---

SANDAG: Coordination related to the Regional Plan  
Caltrans: Draft network collaboration

# Bicycle Master Plan Update Network Development



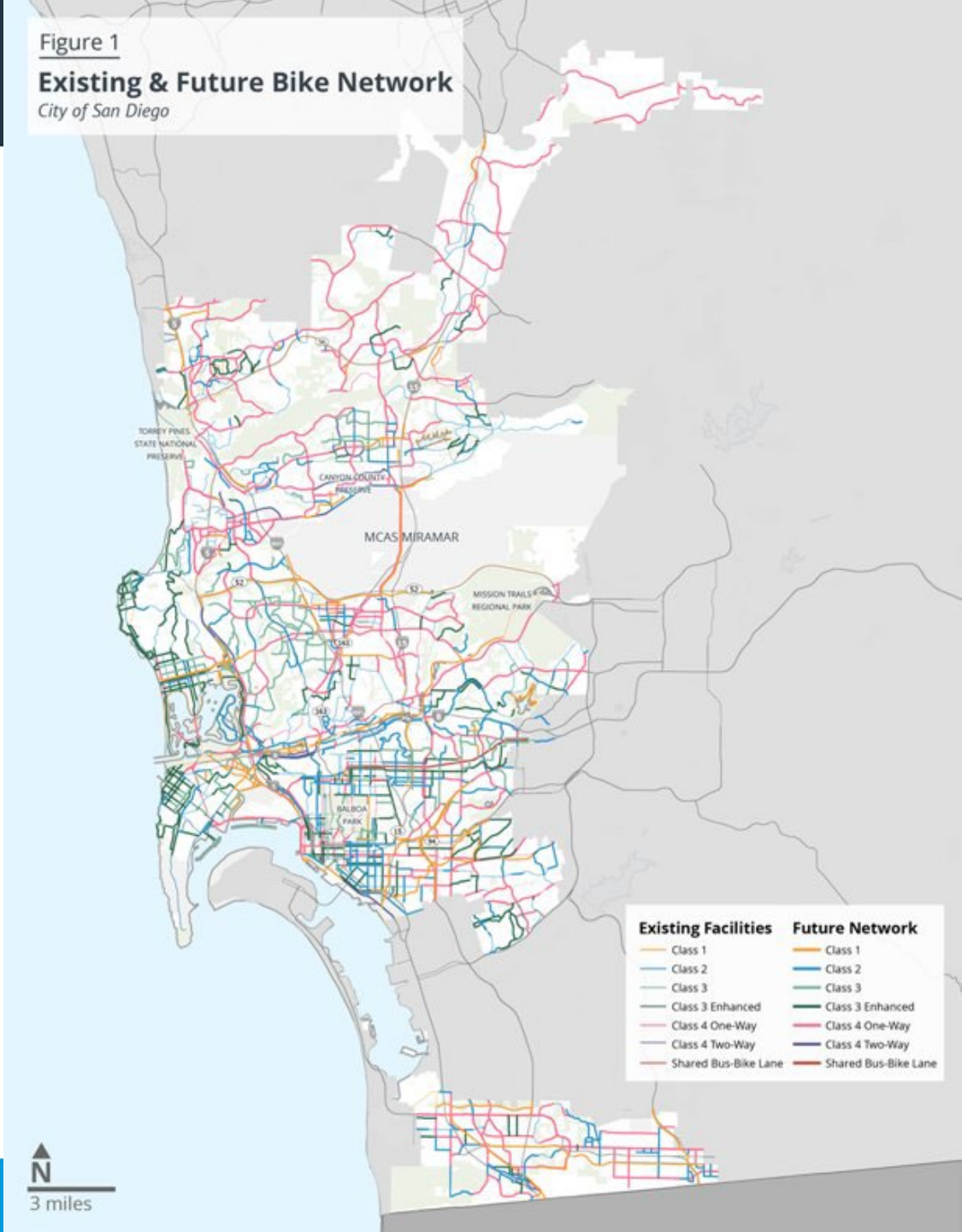
# What is the methodology?

- Step 1: Determine the bikeway network
- Step 2: Initial draft bikeway types
- Step 3: Staff review of initial draft bikeway type
- Step 4: Staff refined preliminary draft network.

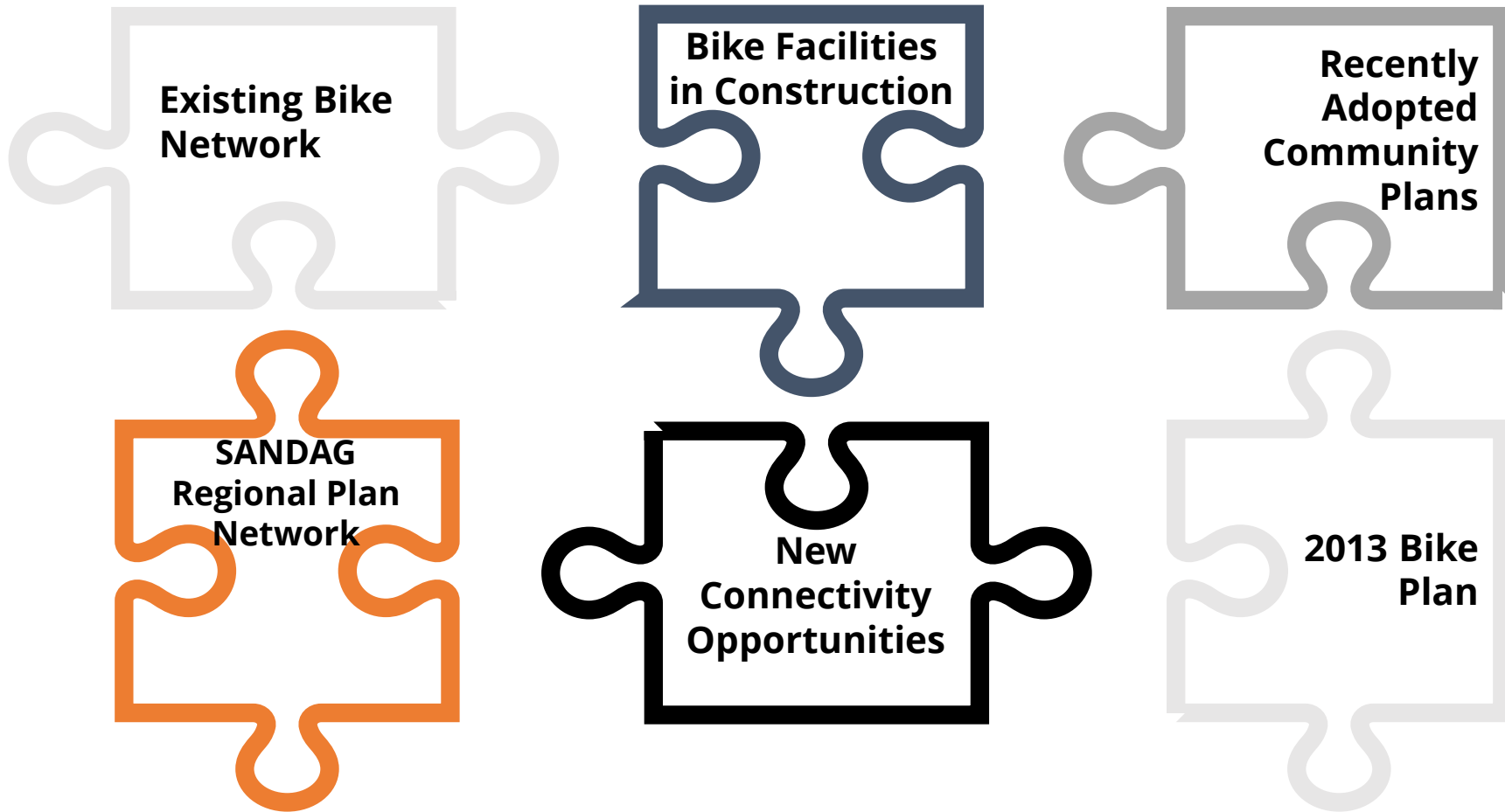
Figure 1

## Existing & Future Bike Network

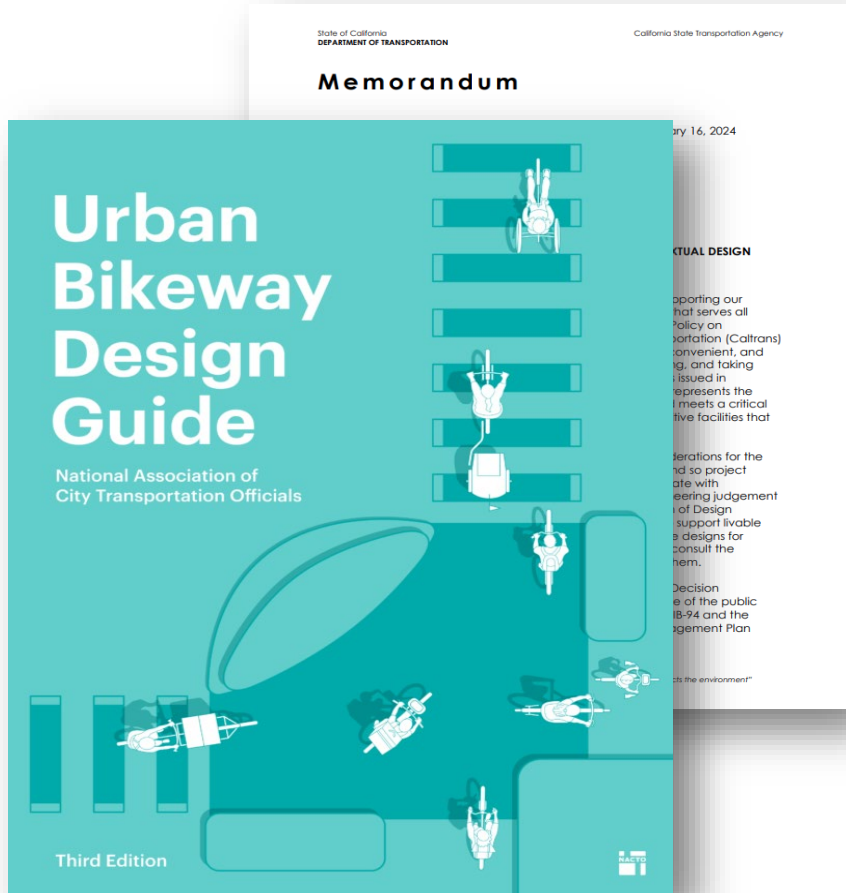
City of San Diego



# Step 1: Determine the bikeway network.



# Step 2: Recommend Initial Draft Bikeways



Class I



Class II



Class III



Class III Enhanced



Class IV



# Step 2: Recommend Initial Draft Bikeways

Speed	Daily Traffic Volume	Bikeway Type
Less than 10 mph	Any	Class III (Shared Street)
10-20 mph	2K or less	Class III Enhanced (Bicycle Boulevard)
10-20 mph	2K – 4,500	Class II
10-20 mph	4,500 – 6,000	Class II Buffered (Class II-B)
25 mph	Less than 1,500	Class III Enhanced (Bicycle Boulevard)
25 mph	1,500-4,500 ADT	Class II
30 mph	Less than 4,500 ADT	Class II
25 or 30 mph	4,500-6,000 ADT	Class II Buffered (Class II-B)
Any	Greater than 6,000 ADT	Class IV or Class I
35 mph or greater	Any	Class IV or Class I

## Step 3: Staff Review

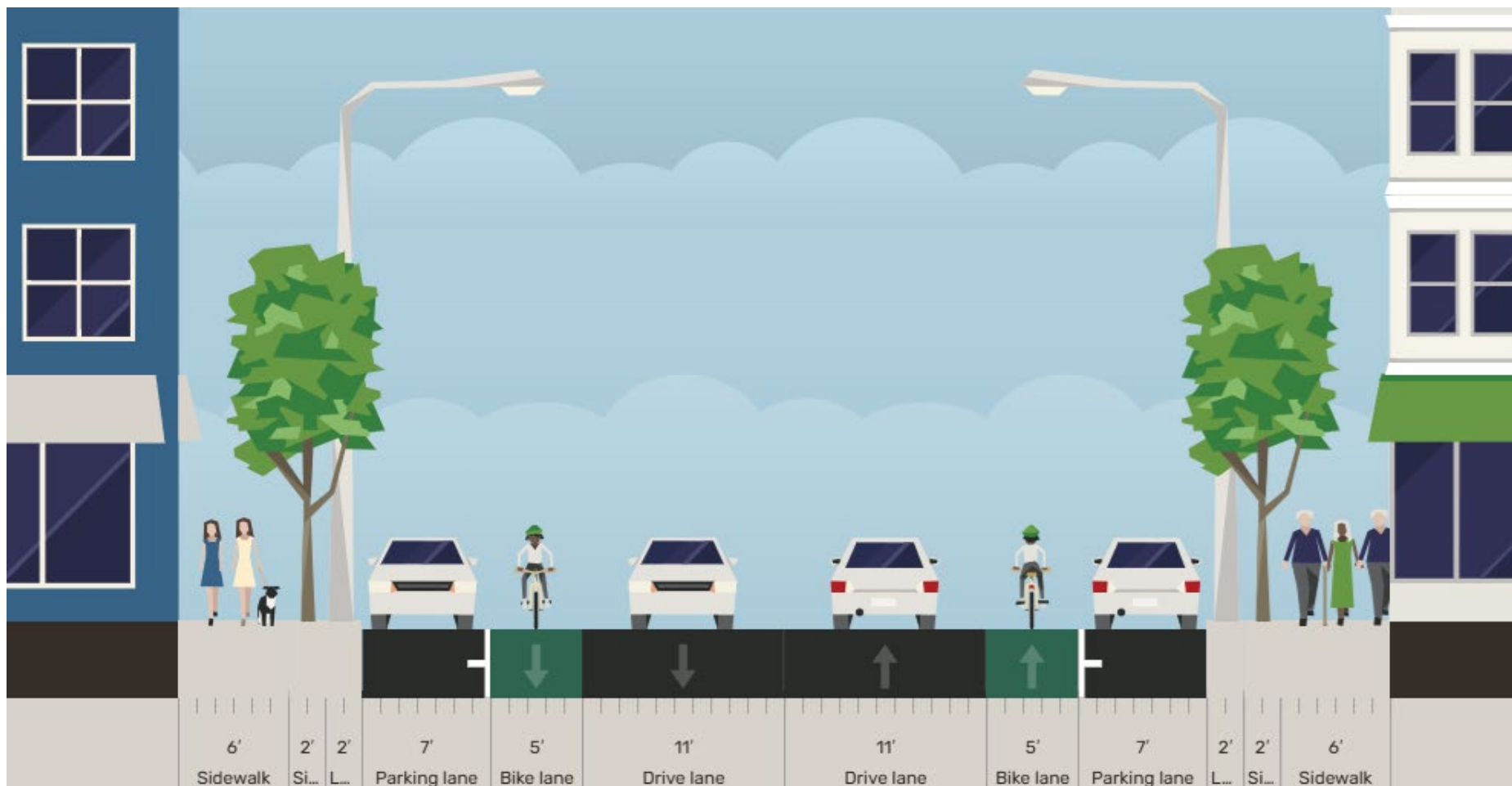
### Locations of Interest

- Business districts/corridors
- Single family neighborhoods
- Recommended upgrades to Bike Routes (Class III)

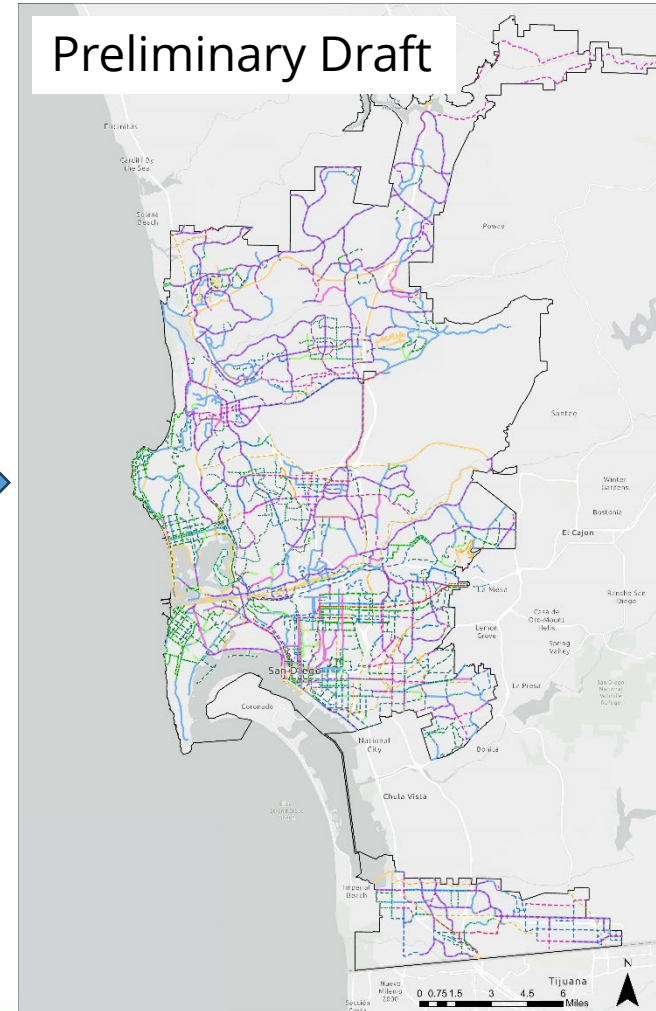
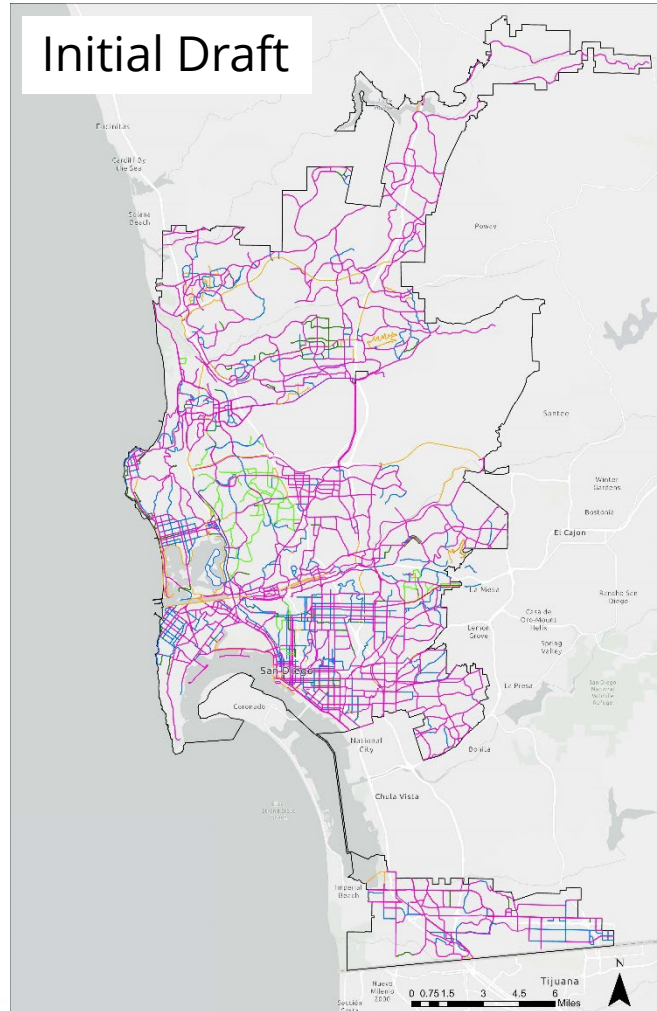
### Checks

- Verify traffic data
- Compare to Community Plans and/or current Bike Master Plan
- Estimate available curb-to-curb width
- Evaluate for emergency response/access
- Evaluate for potential parking impacts

# Step 3: Staff Review



# Step 4: Identify preliminary draft network



KEY TAKEAWAYS

**2,100** miles of total bikeways

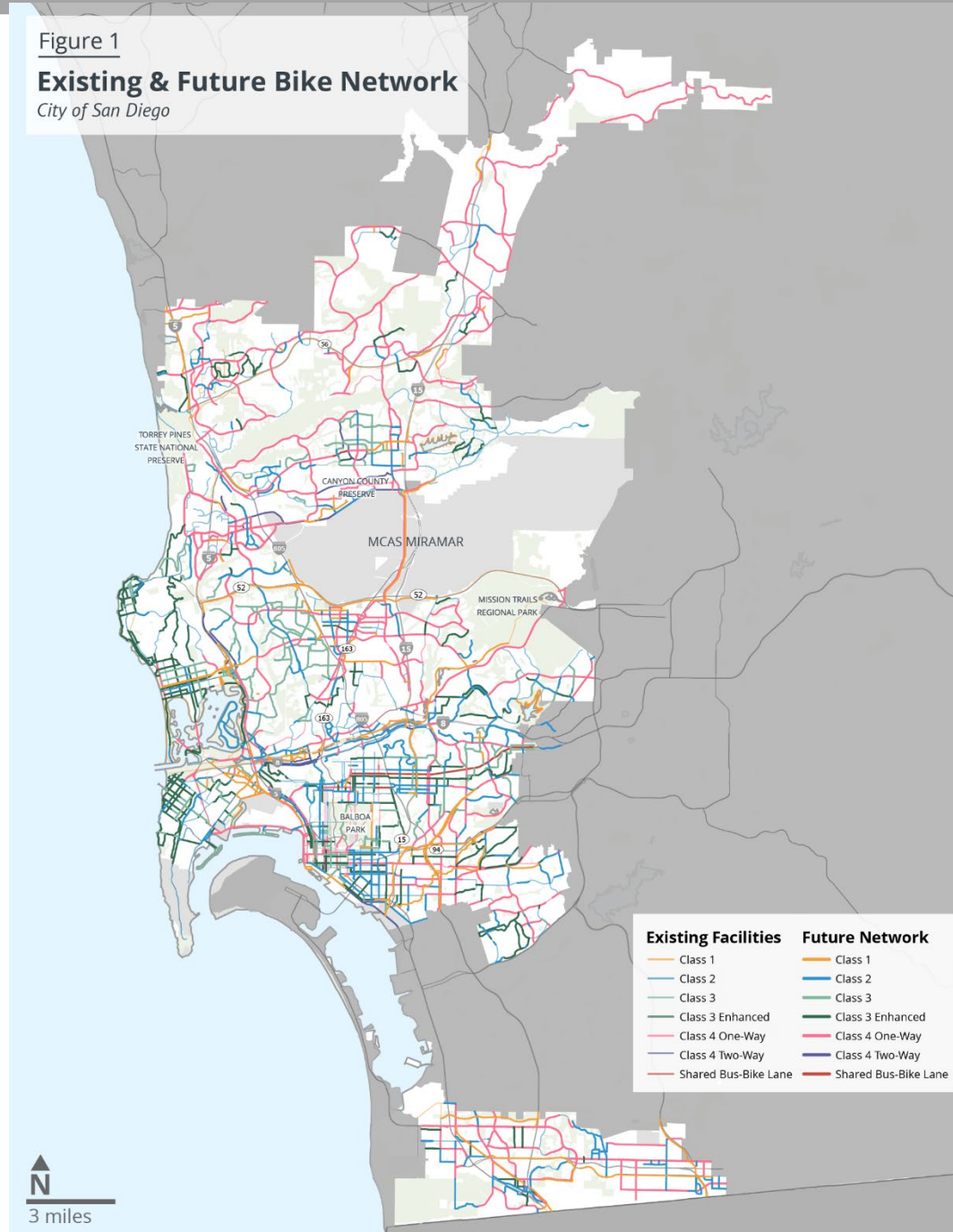
**700** miles of new separated bikeways (Class IV)

**600+** miles of bike lanes (Class II)

**800+** miles of other bicycle routes and bicycles paths

**200+** miles of bicycle paths (Class I)

Figure 1  
**Existing & Future Bike Network**  
City of San Diego



# Step 4: Example Camino Del Sur



Initial Draft: Separated Bikeway (Class IV)

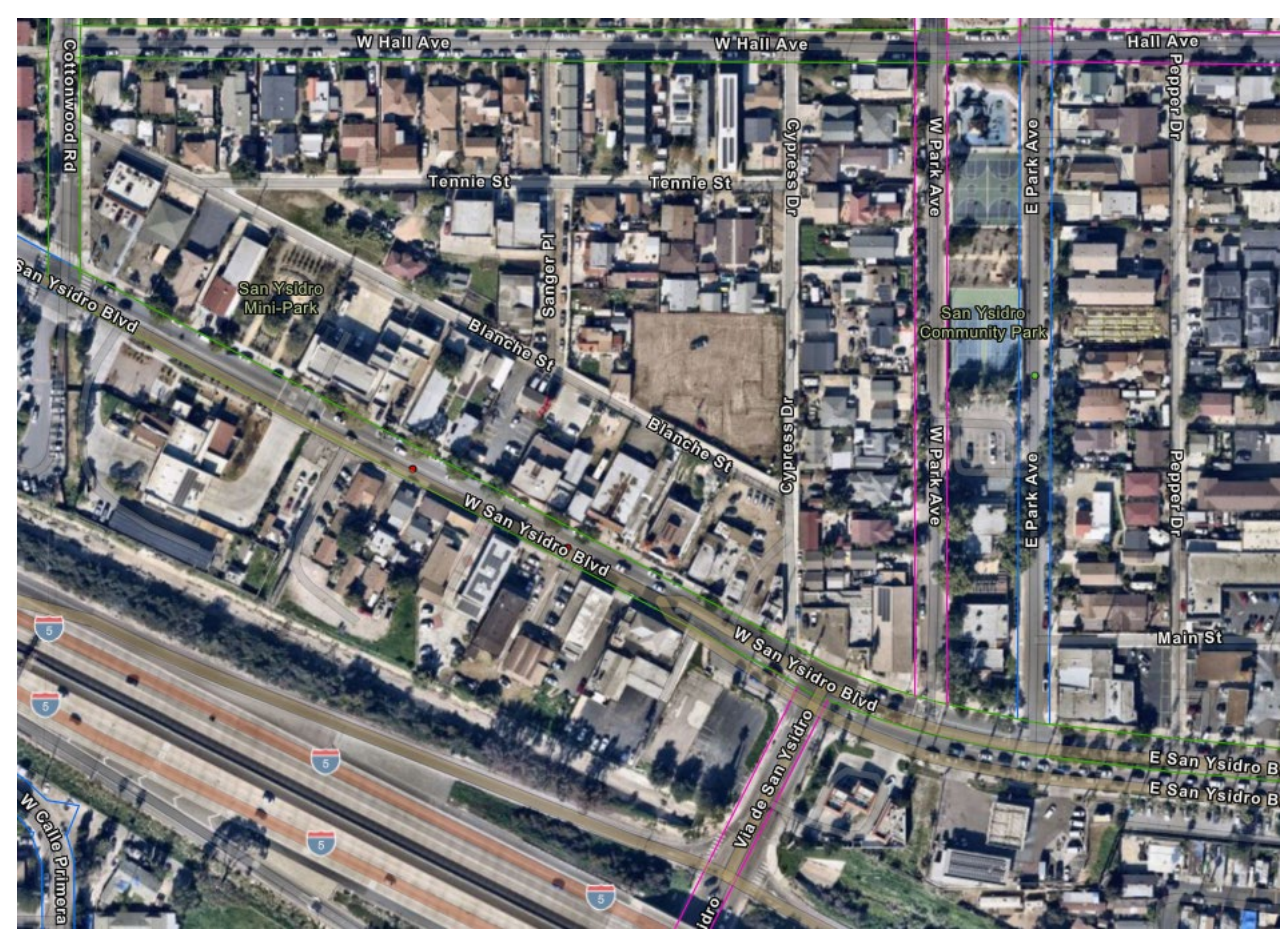
- High speed and volume

Staff Review:

- Posted Speed 55 MPH
- ~12,500 Daily Traffic Volume
- CP Bikeway: Bike Lane (Class II)
- Existing context: 4-lane major with raised median and buffered bike lanes.
- No or limited fronting properties (driveways)
- Adequate space for emergency response (4 Lanes)

Preliminary Draft: Separated Bikeway (Class IV)

# Step 4: Example W/E San Ysidro Blvd.



Initial Draft: Separated Bikeway (Class IV)

High volume

Staff Review:

- Posted Speed: 25 MPH
- ~13,000 Daily Traffic Volume
- CP Bikeway: Class II or III
- Existing context: 2-lane roadway with on-street parking. ~46 feet curb-to-curb.
- Transit route.
- Fronting businesses with driveways

Preliminary Draft: Enhanced Bike Route (Class III)

## Next Steps

- Public Review of Draft Bicycle Network (**April 2026**)
- Public Review of Draft Plan (**Summer 2026**)
- Active Transportation & Infrastructure Committee (**October 2026**)
- Adoption (**Winter 2027**)