

CITY OF SAN DIEGO
BICYCLE MASTER PLAN

CHAPTER 3

Existing Conditions

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The City's bikeway network supports a wide range of riding experiences and trip purposes. The network continues to change as new projects are constructed and updated Community Plans identify new opportunities for safer, more connected bicycle travel.

Over the past decade, the City has made significant investments in bikeway infrastructure, including expanding the network and introducing new or upgraded bikeways. This chapter explores the different bikeway types and examines the current bikeway network. Understanding this helps identify opportunities to strengthen the bikeway network and informs the recommendations presented in **Chapter 5**. For more detailed findings on the City's needs and opportunities, see **Appendix E**.

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Bikeway Types

The Bicycle Master Plan's bikeway network has six types of bikeways, or classifications, as described below and shown in **Figure 3-1**.

Figure 3-1. Bikeway Types

BIKE PATH

Class I: Off-street paths completely separated from motor vehicle traffic. These provide safer connections, within roadway right-of-way or an exclusive right-of-way.



BIKE LANE

Class II: On-street striped lanes for one-way bike travel, adjacent to vehicle lanes. Often enhanced with markings or signage, they are suitable for lower-speed roadways.



BIKE ROUTE

Class III: Shared roadways with motor vehicles, marked with sharrows and signage. Best for low-speed, low-traffic streets, connecting to parks, schools, or other bikeways.



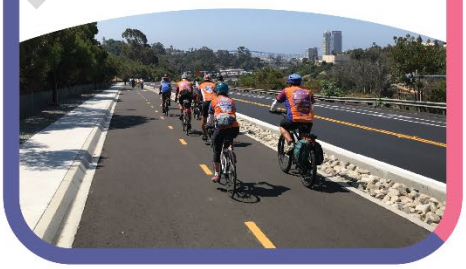
BIKE BOULEVARD

Class III Enhanced: Shared streets with additional traffic-calming features like road humps or diverters. Designed for safe and low-stress cycling on residential or low-speed roads.



SEPARATED BIKEWAY

Class IV: Bike lanes separated from traffic by vertical elements like curbs or flex posts, providing a safer, more comfortable option for riders of all ages and abilities. The City has one-way and two-way Class IV bikeways.



SHARED BUS-BIKE LANE

An option where separate bus and high-comfort bike lanes are not feasible. Best suited to low speeds and moderate bus headways, with bus passing discouraged and bicycle passing limited to stops.



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Bike Path (Class I)

A Class I bike path functions as a completely paved, off-street bikeway for people riding bikes, walking, running, and using mobility devices. The defining characteristic of this bikeway type is its complete physical separation from car traffic, which distinguishes it from on-street bikeways and enhances comfort for users of all ages and abilities. Typical alignments include:

- Integrating paths within parks and open space areas to support both recreational leisure and scenic non-motorized routing.
- Placing paths adjacent to major roadways, freeways, or active rail corridors to create parallel high-capacity paths for walkers and bikers.
- Placing alongside rivers and waterways to establish continuous regional linkages while preserving environmental setbacks.

Incorporating bike paths into the broader network can help establish a cohesive, safe, and stress-free framework for biking for both commuting and recreation.

Bike Lane (Class II)

A Class II bike lane is an on-street bikeway explicitly designated for people to ride bikes through a combination of striping, pavement markings, and signage. These lanes are located directly within the street, adjacent to the curb or parked cars and generally in the same direction as car traffic, providing a predictable alignment for both people riding bikes and drivers. Since these lanes rely primarily on pavement markings rather than physical barriers, cars can cross them to park, turn, or access driveways. Class II bike lanes serve as a cost-effective and efficient way to retrofit existing streets, bridging gaps in the bikeway network and connecting residential areas to destinations, transit, and Class I multi-use paths, especially when there is not enough space in the existing street for a more fully separated bikeway. Balancing the implementation of Class II bike lanes with appropriate traffic calming and speed management strategies is important to help limit potential conflicts in areas with cars traveling at higher speeds or making a higher number of turns.

Bike Route (Class III)

A Class III bike route functions as a shared-lane bikeway where people riding bikes and drivers share the same lane. Unlike Class II bike lanes, these routes do not feature physical separation or exclusive striping for people riding bikes; instead, they rely on comprehensive network signage and pavement markings, such as shared lane markings or "sharrows" (where allowed), to guide people riding bikes and alert drivers to shared lane use. Because Class III bike routes involve mixed traffic flows, their strategic placement is important to ensure a comfortable user experience. They are best suited for implementation on neighborhood streets with fewer cars and lower speeds, minimizing potential conflicts between people riding bikes and drivers. Class III bike routes frequently serve as vital neighborhood connectors, linking residential neighborhoods to higher-capacity bikeways (such as Class I bike paths or Class II bike lanes) or destinations.

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Bicycle Boulevard (Class III Enhanced)

Class III enhanced bike routes, alternatively known as Bicycle Boulevards, are low-speed, low-volume neighborhood streets that prioritize people riding bikes while maintaining local access for cars. Unlike traditional Class III bike routes, which primarily rely on pavement markings and signage, bicycle boulevards include traffic calming and intersection improvements to create a more comfortable riding environment.

The effectiveness of a Bicycle Boulevard depends less on the presence of individual design features than on creating a street environment with low car speeds and volumes where people bicycling and driving can comfortably share the roadway.

Depending on the roadway, improvements may include:

- Curb extensions
- Traffic Diverters
- Speed cushions
- Sharrow (shared lane) or bicycle boulevard pavement markings
- Wayfinding signage
- Traffic circles or roundabouts
- Raised crosswalks
- Bicycle signal detection

Additionally, based on site conditions and during implementation, asymmetric bikeways should be considered where suitable. For example, a bike lane could be installed on the uphill portion of a street, while being a bike route downhill.

Separated Bikeway (Class IV)

A Class IV separated bikeway is an on-street bikeway that combines the alignment of a traditional street lane with a distinct physical barrier separating people riding bikes from adjacent car traffic. By introducing physical division within the street, these bikeways significantly reduce stress and reduce the risk of collisions between cars and bikes. Class IV separated bikeways utilize a variety of vertical or horizontal design treatments to establish clear separation from car traffic:

- **Horizontal Separation:** Features such as raised bike lanes above the street level that discourage cars from entering the bike lane.
- **Vertical Separation:** Protection can be achieved through various physical elements, including flexible delineator posts, concrete curbs, integrated planter boxes, or a protected parking configuration where parked cars act as a physical buffer between the bike lane and moving car traffic.

Class IV separated bikeways are ideally suited for streets with higher car traffic and higher speeds where traditional Class II bike lanes may not provide adequate comfort for people riding bikes. Incorporating these types of bikeways into the urban core and key arterial corridors is important when building a highly protective bikeway network that provides greater opportunities for people to ride bikes for commuting.

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Shared Bus-Bike Lanes

Shared bus-bike lanes are curbside travel lanes designated for use by both transit buses and bikes. They are typically used on busy urban corridors where street width is constrained, and transit service is frequent, making both a dedicated bus lane and a separate bicycle lane difficult to accommodate. In situations with very limited street space available, cars may be allowed to enter the shared bus-bike lane to turn right or access businesses or residences. This may cause transit to slow down and increase friction between cars, pedestrians and bicyclists.

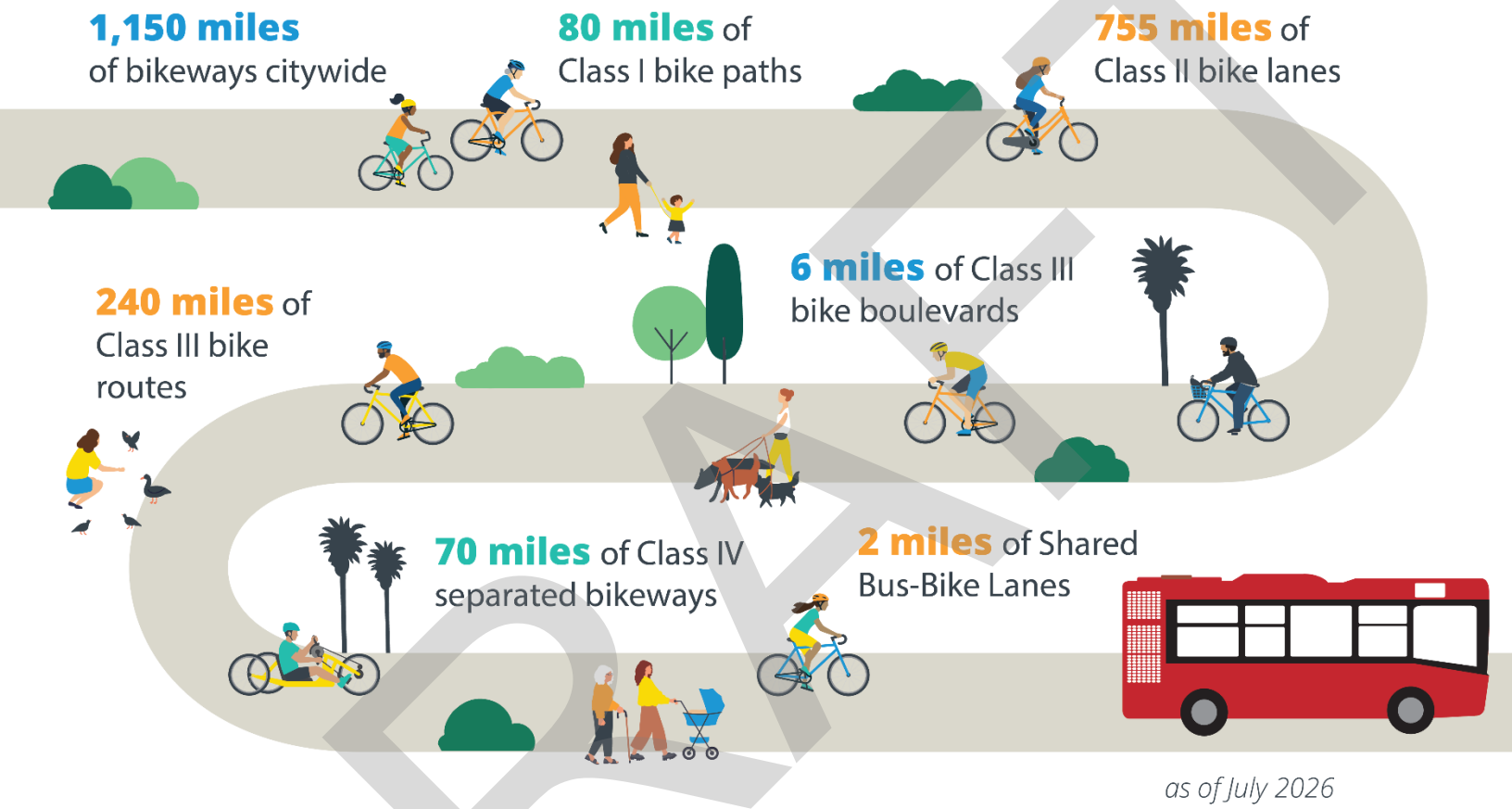
When thoughtfully designed, shared bus-bike lanes can improve transit reliability while providing a more comfortable space for people biking. They are designed to allow people riding bikes and buses to operate together, including at bus stops where buses pick up or drop off passengers. However, at intersections, shared bus-bike lanes often have to accommodate right-turning cars as well. These conflicts can delay transit and decrease safety for bicyclists and pedestrians. Therefore, shared bus-bike lanes should be applied selectively and designed with context-specific safety treatments to reduce conflicts with turning cars and protect vulnerable road users.

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Existing Bikeway Network

The mileage by bikeway type for the existing network is displayed in **Figure 3-2**. On the following page, **Figure 3-3** illustrates a snapshot of the existing bikeway network in San Diego, which includes more than **1,150 miles of existing bikeways** throughout the city.

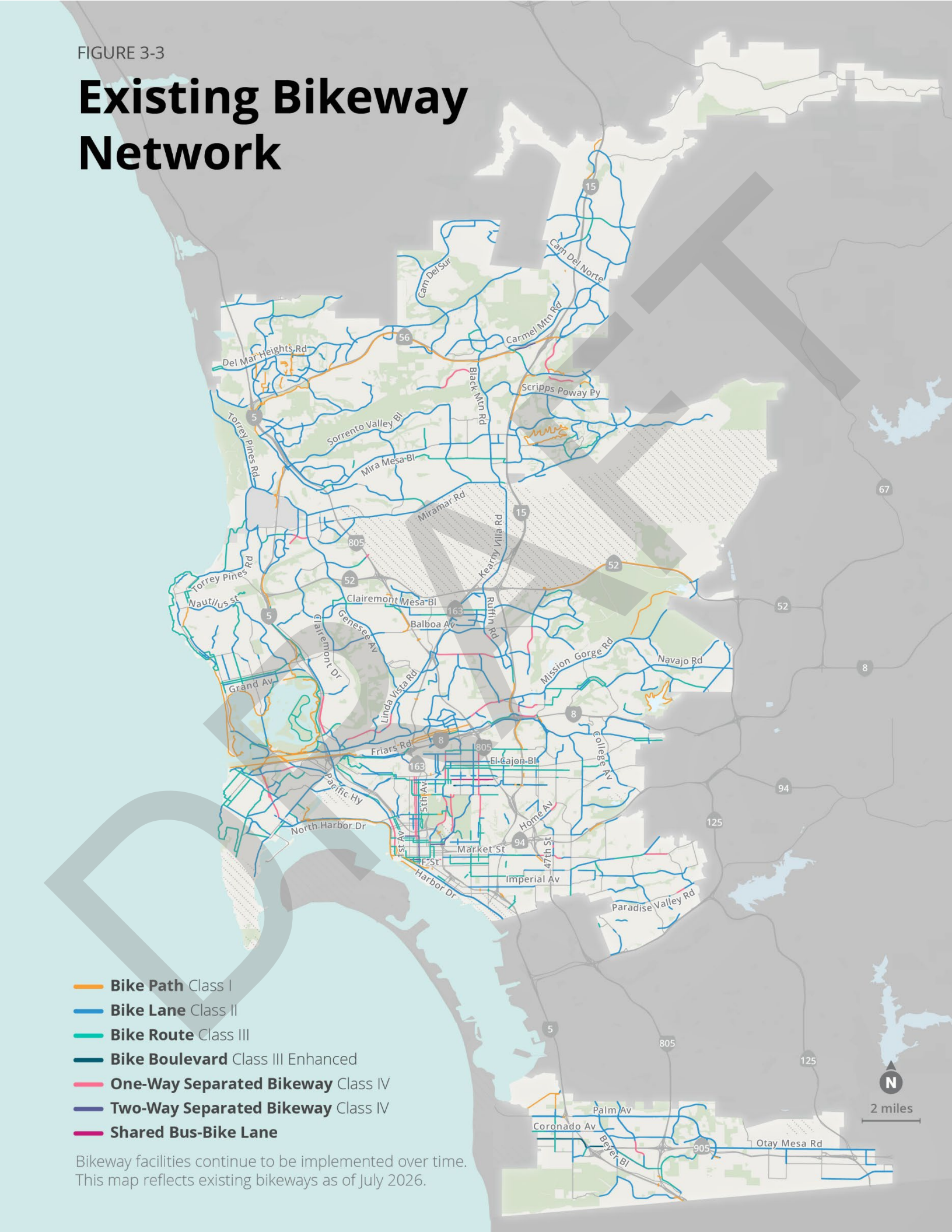
Figure 3-2. Existing Bikeway Mileage



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FIGURE 3-3

Existing Bikeway Network



- **Bike Path** Class I
- **Bike Lane** Class II
- **Bike Route** Class III
- **Bike Boulevard** Class III Enhanced
- **One-Way Separated Bikeway** Class IV
- **Two-Way Separated Bikeway** Class IV
- **Shared Bus-Bike Lane**

Bikeway facilities continue to be implemented over time. This map reflects existing bikeways as of July 2026.



CITY OF SAN DIEGO
BICYCLE MASTER PLAN

CHAPTER 4

Needs Analysis

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The needs of people riding bikes are diverse and dependent on a person's level of experience, comfort, and confidence, among other factors. To better understand these needs, this chapter examines several data sources and analyses, including:

- **Level of Traffic Stress Analysis** to identify locations within the existing street network that may attract or deter people from riding bikes based on comfort.
- **Connectivity Analysis** to identify streets that provide access to common destinations for people riding bikes.
- **Network Gap Analysis** to identify potential missing connections in the existing citywide bikeway network.
- **Bicycle-Related Crashes** to identify locations for bicycle-related safety improvements to improve the existing bike environment.

Comfort and Connectivity

A successful bikeway network connects people to the places they need and want to go. Whether commuting to school or work, visiting family, or running errands, people are more likely to ride a bike when bikeways are safe, comfortable, and direct. At the same time, many people already depend on riding a bike to get to everyday places.

The City envisions a transportation system that enables everyone to travel safely, regardless of how they get around, while advancing the goal of zero traffic fatalities and serious injuries. To identify opportunities for bicycle improvements, the Bicycle Master Plan uses level of traffic stress and connectivity analyses to understand where people travel every day, how comfortable existing routes are for bicycling, and where short trips could potentially be made by bike instead of by car.

Understanding Bicycle Comfort: Level of Traffic Stress

Level of traffic stress is a framework for evaluating how comfortable a street or crossing feels for people to walk or bike. This framework recognizes that many people are unlikely to walk or bike along routes that feel stressful or unsafe due to factors such as the speed and number of cars, the number of travel lanes, and the absence of marked crosswalks. Understanding these conditions helps identify which streets and bikeways need improvements to provide a more comfortable experience for a wider range of users, including children, older adults, and people who are less confident walking or bicycling in car traffic.

Level of traffic stress scores are classified into four categories, ranging from level of traffic stress-1, which is the lowest level of stress (highest level of comfort), to level of traffic stress-4, which is the highest level of stress (lowest level of comfort), as shown in **Figure 4-1**.

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Figure 4-1. Bicycle Level of Traffic Stress Categories



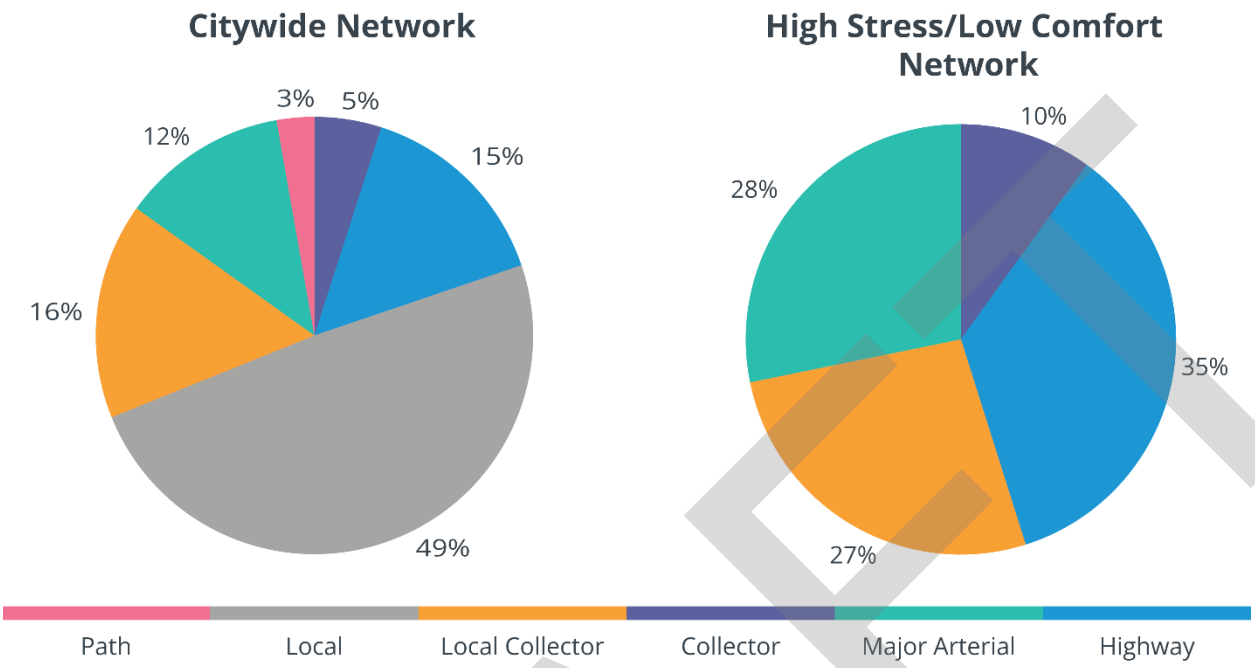
Figure 4-2 displays the proportions of types of roadways for the entire city network (left) and the high-stress network (right) by mileage. The majority of the high-stress streets are major arterials and highways. Some examples of major arterials are El Cajon Boulevard, Balboa Avenue, and Carmel Valley Road. Some examples of highways are Pacific Highway, Friars Road, and Nimitz Boulevard.

Approximately 58 percent of the street network is considered low-stress (level of traffic stress 2 or less). Much of this low-stress network consists of residential streets, which may not always provide direct connections to everyday places or between neighborhoods, as shown in **Figure 4-3**.

Major streets, including arterials and collectors, often provide these critical connections. However, these roads tend to carry higher traffic volumes and support higher car speeds, resulting in higher levels of traffic stress (less comfort) for people bicycling (level of traffic stress 3 or greater).

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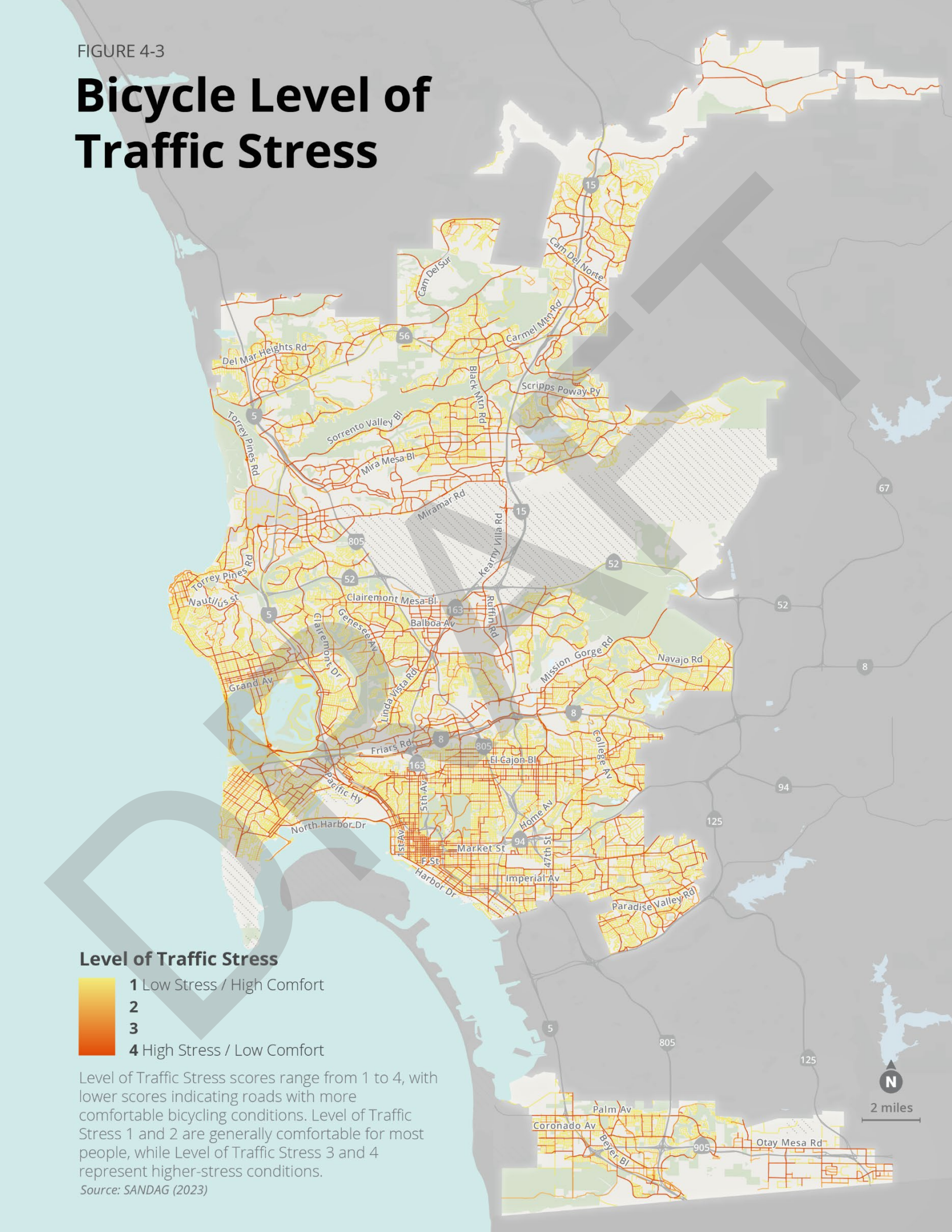
Figure 4-2. Proportion of Street Types for Citywide Roads Vs. High Stress/Low Comfort City Roads



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FIGURE 4-3

Bicycle Level of Traffic Stress



Level of Traffic Stress

1 Low Stress / High Comfort
2
3
4 High Stress / Low Comfort

Level of Traffic Stress scores range from 1 to 4, with lower scores indicating roads with more comfortable bicycling conditions. Level of Traffic Stress 1 and 2 are generally comfortable for most people, while Level of Traffic Stress 3 and 4 represent higher-stress conditions.

Source: SANDAG (2023)

Understanding Connectivity: Existing Access to Everyday Destinations

While the level of traffic stress measures how comfortable and accessible a bikeway feels for riding a bike, a low-stress bikeway provides more value when it connects people to the places they need to reach. Connectivity measures how well the bikeway network provides connections to places throughout the City. Scores range from one, representing the lowest connectivity, to four, representing the highest connectivity.

The following types of destinations help support daily travel needs and activities:

- **Schools**: Public and private K-12 grade schools as well as colleges and universities
- **Parks**: Access points to neighborhood and regional parks, beaches, and amusement parks
- **Transit Stops**: Bus, light rail, commuter rail, and regional rail stops and stations
- **Libraries**: Public libraries
- **Shopping Areas**: Group of stores, including grocery stores, convenience stores, drug stores, and other services, as well as Business Improvement Districts
- **Jobs**: Number of jobs per census block

Streets with multiple destinations have higher connectivity scores and play an important role in helping San Diegans bicycle between neighborhoods and reach everyday places.

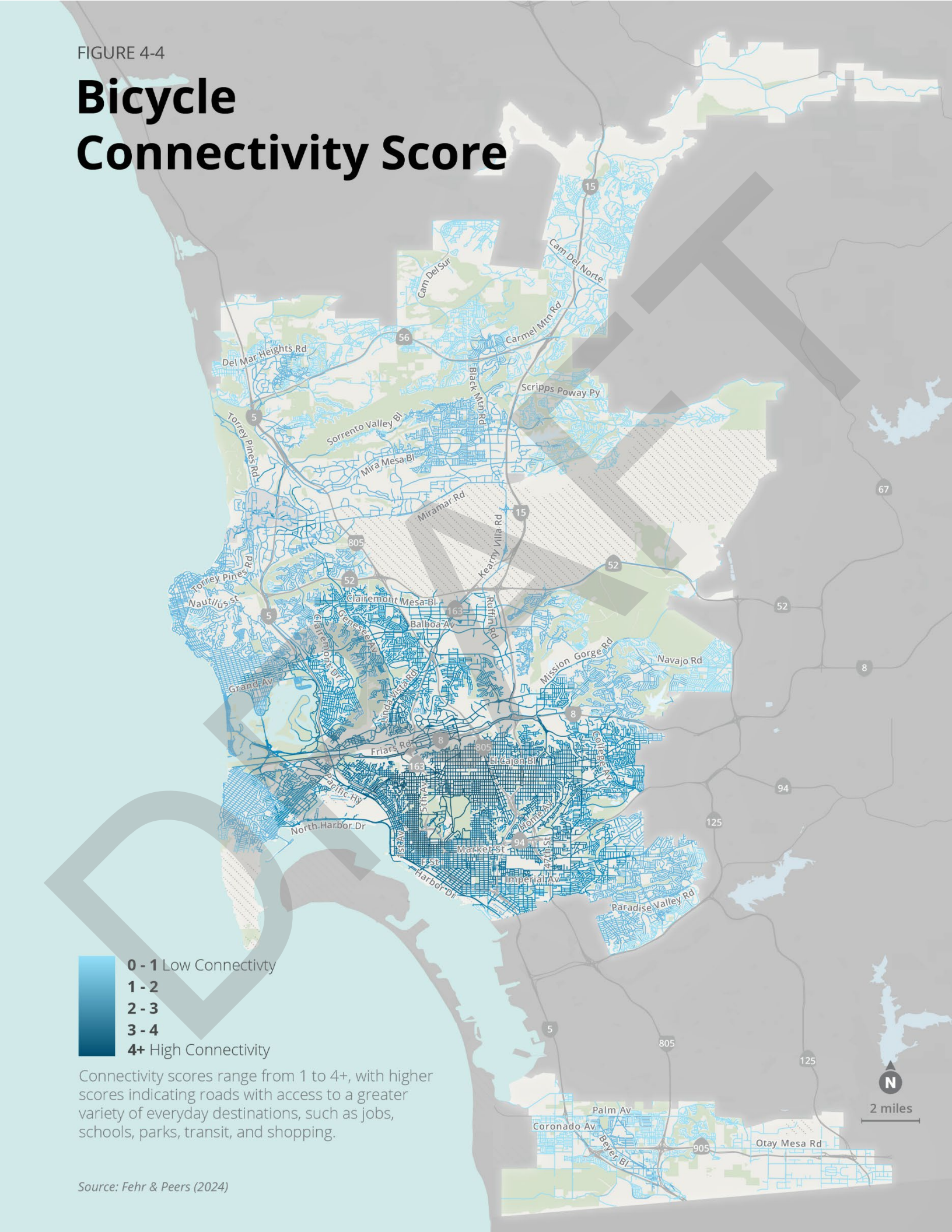
Figure 4-4 displays the results of the bike connectivity scoring in the City.

Streets with the highest connectivity scores are concentrated in the more urbanized portions of the City, including Downtown, Barrio Logan, Southeastern, Golden Hill, Uptown, North Park, Normal Heights, Mid-City, and College Area. These communities contain a high concentration of jobs, schools, shopping destinations, community centers, and transit services, creating opportunities for bikeways to serve a wide range of everyday trips. The connectivity analysis is detailed in **Appendix F**.

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FIGURE 4-4

Bicycle Connectivity Score



Source: Fehr & Peers (2024)

Where Comfort and Connectivity Meet

Mapping comfort using the level of traffic stress alongside network connectivity reveals opportunities to make the bikeway network more responsive to existing roadway conditions while improving access to everyday places.

As shown in **Table 4-1**, four categories emerge from this assessment. Each category reflects a different set of roadway conditions. The citywide comfort and connectivity scores are shown on **Figure 4-5.** Streets with the highest comfort and connectivity levels are generally concentrated in the more urbanized portions of the City, including Downtown, Barrio Logan, Southeastern, Golden Hill, Uptown, North Park, Normal Heights, Mid-City, and College Area. The urban core is prominently shown in the figure given the close proximity to desirable destinations. As community plans are updated, low connectivity/ high stress roadways will be re-evaluated with additional local context.

Corridors with both high connectivity and currently high level of traffic stress represent opportunities for bikeway improvements. These streets connect people to destinations but can be uncomfortable for people riding bikes. Separated bikeways or parallel low-stress bikeways can provide more comfortable and convenient connections. Adding traffic calming and better street crossings to streets with high connectivity and low level of traffic stress can help people cross busy intersections safely.

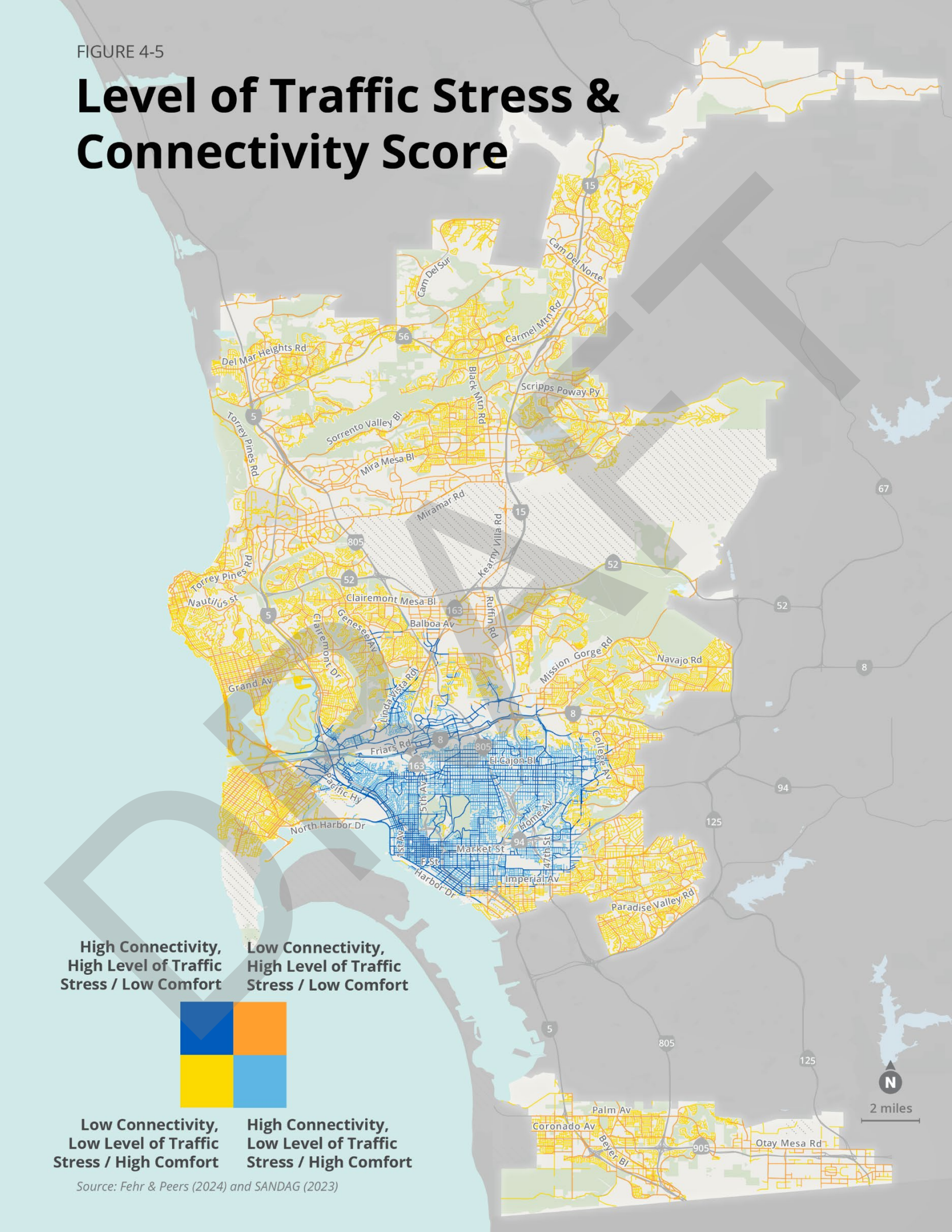
Table 4-1. Comfort and Connectivity Categories

	High Connectivity	Low Connectivity
High Stress	**High Stress, Many Destinations** **Opportunity**: Improvements to level of comfort could result in **more people riding bikes** to nearby destinations.	**High Stress, Fewer Destinations** **Opportunity**: Improvements to comfort could **help existing bike riders** but **may not increase the number of people riding bikes** due to few nearby destinations. Updates to community plans should re-evaluate these streets to identify opportunities for bicycling improvements to **support future growth and development**.
Low Stress	**Comfortable, Many Destinations** **Opportunity:** Existing bikeways and streets offer opportunities for further enhancements to **continue supporting people riding bikes** to nearby destinations.	**Comfortable, Few Destinations** **Opportunity:** Improvements would have **limited ability to result in more people riding bikes** since these locations already feel comfortable and do not connect to many destinations. However, these bikeways still function as **vital connections** between communities and regional destinations, and they may become **opportunities for future destinations** as community plans are updated.

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FIGURE 4-5

Level of Traffic Stress & Connectivity Score



High Connectivity, High Level of Traffic Stress / Low Comfort

Low Connectivity, High Level of Traffic Stress / Low Comfort

Low Connectivity, Low Level of Traffic Stress / High Comfort

High Connectivity, Low Level of Traffic Stress / High Comfort

Source: Fehr & Peers (2024) and SANDAG (2023)

Area of Increased Biking Opportunity: Short Trips (Car Trips of 3 Miles or Less)

Nearly half of all car trips made in the United States are three miles or less.[2] This is about a 15-minute bike ride for most people. Also, according to the Oregon Transportation Research and Education Consortium[3], , half of short trips (3 miles or less) include a travel time difference between the bicycle and auto of less than five minutes. Converting these short car trips into bike trips represents a potential opportunity for the bikeway network to offer safe, comfortable trips for all ages and abilities.

To understand where that opportunity is greatest, **Figure 4-6**[4] highlights street segments in the top 20 percent in terms of number of weekday short car trips (three miles or less). The street segments in orange represent streets with potential to shift some trips from driving a car to riding a bike. Most of these streets offer direct access to key destinations used as part of the comfort and connectivity analysis previously shown in **Figure 4-5**.

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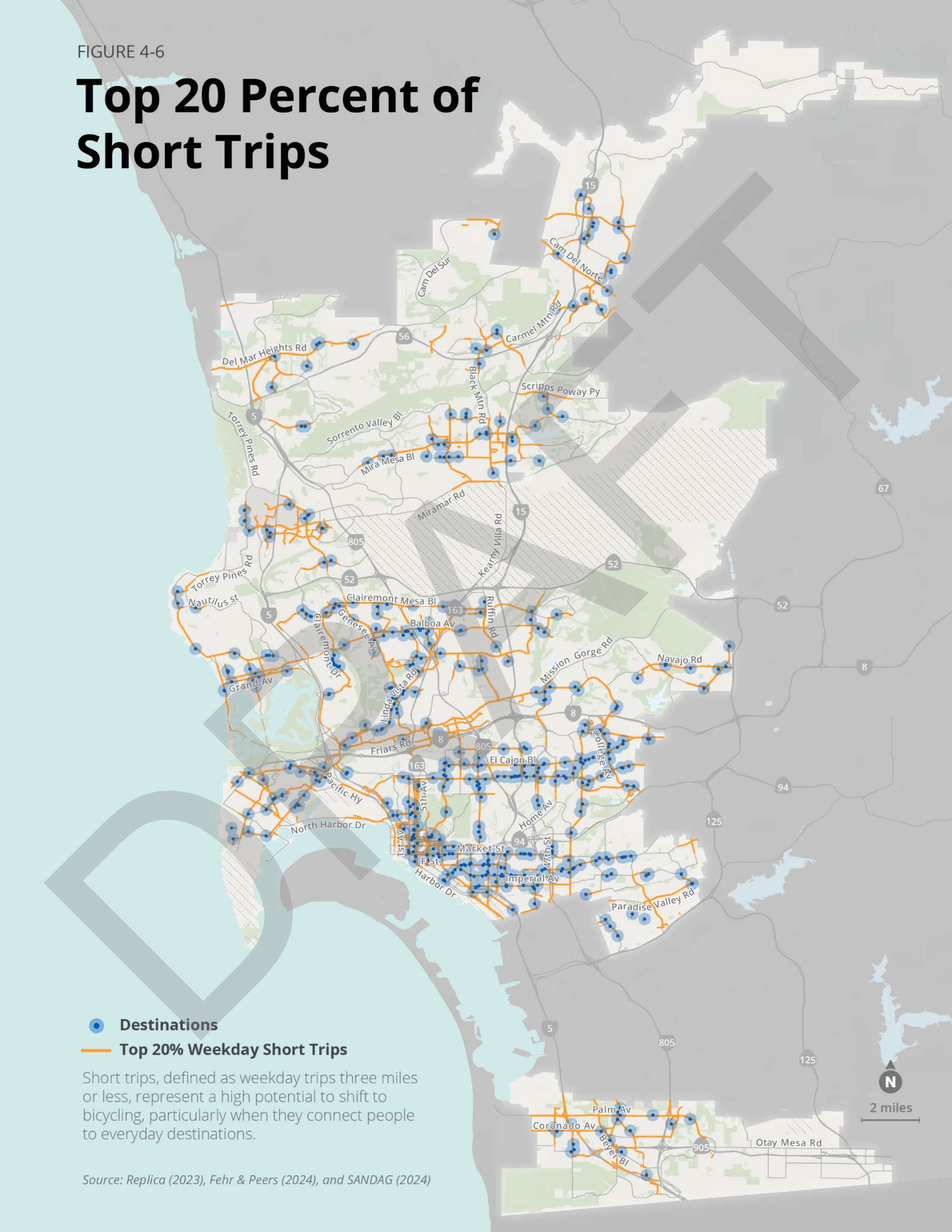
[2] Bureau of Transportation Statistics, 2021

[3] Oregon Transportation Research and Education Consortium – Understanding and Measuring Bicycling Behavior (Page 3)

[4] The data was developed using a nationwide travel model based on publicly available land use and census data and calibrated using both traditional and big data sources.

FIGURE 4-6

Top 20 Percent of Short Trips



Destinations

Top 20% Weekday Short Trips

Short trips, defined as weekday trips three miles or less, represent a high potential to shift to bicycling, particularly when they connect people to everyday destinations.

Source: Replica (2023), Fehr & Peers (2024), and SANDAG (2024)

Providing New Opportunity in Areas of Greatest Needs

For the Bicycle Master Plan, areas of greatest needs are defined as the combined area of the City's Climate Equity Index Communities of Concern[5] (areas with very low, low, or moderate access to opportunity) and the Environmental Justice Communities identified in the General Plan Environmental Justice Element.[6] These are underserved areas that lack access to quality, affordable, and reliable mobility options, as well as other essential resources. Additionally, they have historically experienced underinvestment mobility infrastructure.

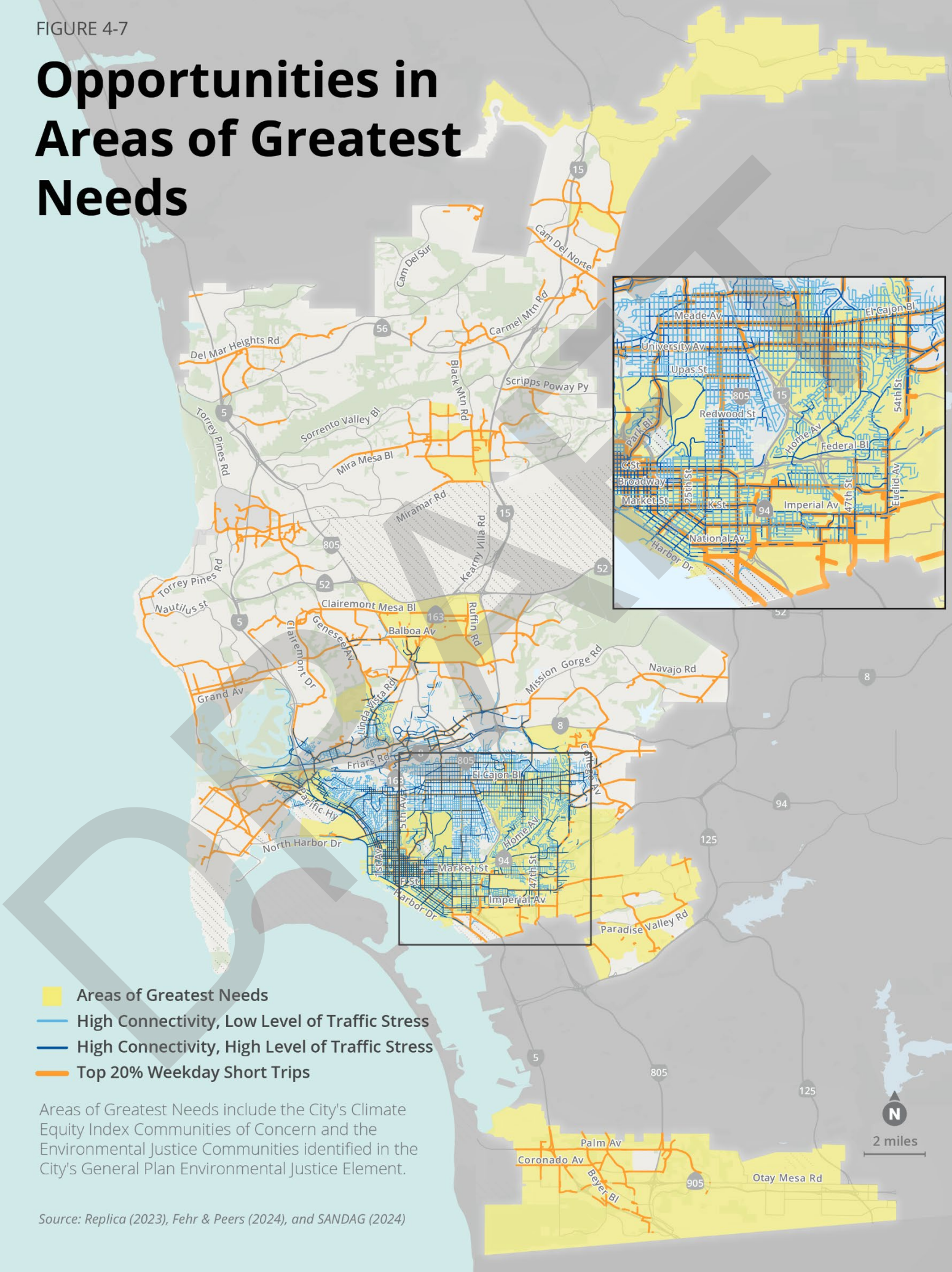
Safe and convenient mobility choices are not equally available to all communities in San Diego. To understand where bikeway projects could provide the greatest benefit, **Figure 4-7** identifies where short car trips (three miles or less) occur in areas of greatest needs. These short car trips are overlaid onto the high-connectivity street network. The areas where the blue lines (high-connectivity streets) and orange lines (short trips) overlap on the figure are areas where bikeways could best connect people to everyday places and resources. By providing and connecting these areas with a continuous bikeway network, the comfort and safety of bike riders may be enhanced, and people may feel more comfortable riding their bikes. Additionally, a continuous bikeway network would make it easier for community members to get around the neighborhood by biking instead of driving which would reduce transportation costs for short trips and lessen the need to plan trips around transit schedules.

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[5] City of San Diego - Climate Equity Index Scores
[6] Environmental Justice Element of the City of San Diego General Plan

FIGURE 4-7

Opportunities in Areas of Greatest Needs



Barriers to Bicycling

Every day, people consider their options for getting around the City. Feedback received during public engagement identified traffic safety and gaps in the existing bikeway network as the greatest barrier to riding a bike, as summarized in **Appendix B**.

Bicyclist Crash Trends

Enhancing bicycle safety means a future in which every person riding a bike completes their journey safely, free from fatal or severe injury. Between 2019 and 2023, there were 92 police-reported crashes involving bicyclists that resulted in a severe injury or fatality in the City, as shown in **Table 4-2**. During this period, the City experienced an average of almost 15 severe-injury crashes per year and three fatal crashes involving people riding bikes each year. It is notable that every fatality involved a collision with a car. Additionally, the City reviews every fatality and severe injury crash for safety upgrades and looks at systemic characteristics associated with those crashes. This highlights the importance of creating a transportation network that separates bicycles from cars. A more detailed analysis of crash patterns, contributing factors, and locations is provided in **Appendix G**.

*A **fatal injury** results in fatality within 30 days of the crash*

*A **severe injury** results in broken bones, lacerations, or other serious injury*

Table 4-2. Bicyclist-Involved Crash History

Year	Fatal Crashes[1]	Severe Injury Crashes[1]	Total Bicyclist Crashes[2]
2023	3	19	365
2022	2	16	323
2021	6	12	325
2020	3	9	324
2019	4	18	356
Total	18 (1.1%)	74 (4.4%)	1,693
Mean per Year	3.6	14.8	338.6

Source: [1]City of San Diego (2024), [2]Statewide Integrated Traffic Records System (2024)

Network Gaps

Gaps in the bikeway network can disrupt otherwise safe and connected routes, creating challenges for people of all ages and abilities. Closing these gaps is essential to creating a continuous, connected network where people can bicycle safely and comfortably from their starting point to their destination. **Appendix E** identifies gaps in the existing bikeway network, highlighting key areas where new or enhanced bikeways can have the greatest benefit to the citywide network and improve bicycle connectivity.

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BICYCLE MASTER PLAN

CHAPTER 5

Network Recommendations

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A comprehensive bikeway network improves safety, convenience, and the quality of the bicycling experience while providing better access to key destinations. Bicycling offers a more affordable way to travel and also is a healthier way to travel as bicyclists are exercising while traveling. This chapter identifies the future bikeway network, which includes existing bikeways, updating recommendations from the previous bicycle master plan and community plans, incorporating community input gathered through public engagement, applying the latest industry best practices in bikeway design, and identifying opportunities to enhance safety and strengthen connections.

The future bikeway network includes both near-term and long-term improvements designed to create a more comfortable and better-connected bicycling experience for people throughout the City.

Future Bikeway Network

The future bikeway network represents a long-term vision for bicycling in San Diego. It combines existing bikeways, projects already underway, and new recommendations into one connected network that makes bicycling a more practical, comfortable, and convenient transportation option for everyday trips. The planned network fills critical gaps, includes more separated bikeways, improves neighborhood routes, and provides connections to everyday places.

The future bikeway network shown in **Figure 5-1** provides recommended bikeway classifications at the citywide planning level. However, classifications may be refined during project planning and engineering based on site characteristics and constraints, engineering judgment, project feasibility, and public feedback. Final bikeway designs should seek to maximize benefits for people riding bikes while attempting to minimize impacts on businesses, homes and other users of the street, including minimizing any impact to available on-street parking.

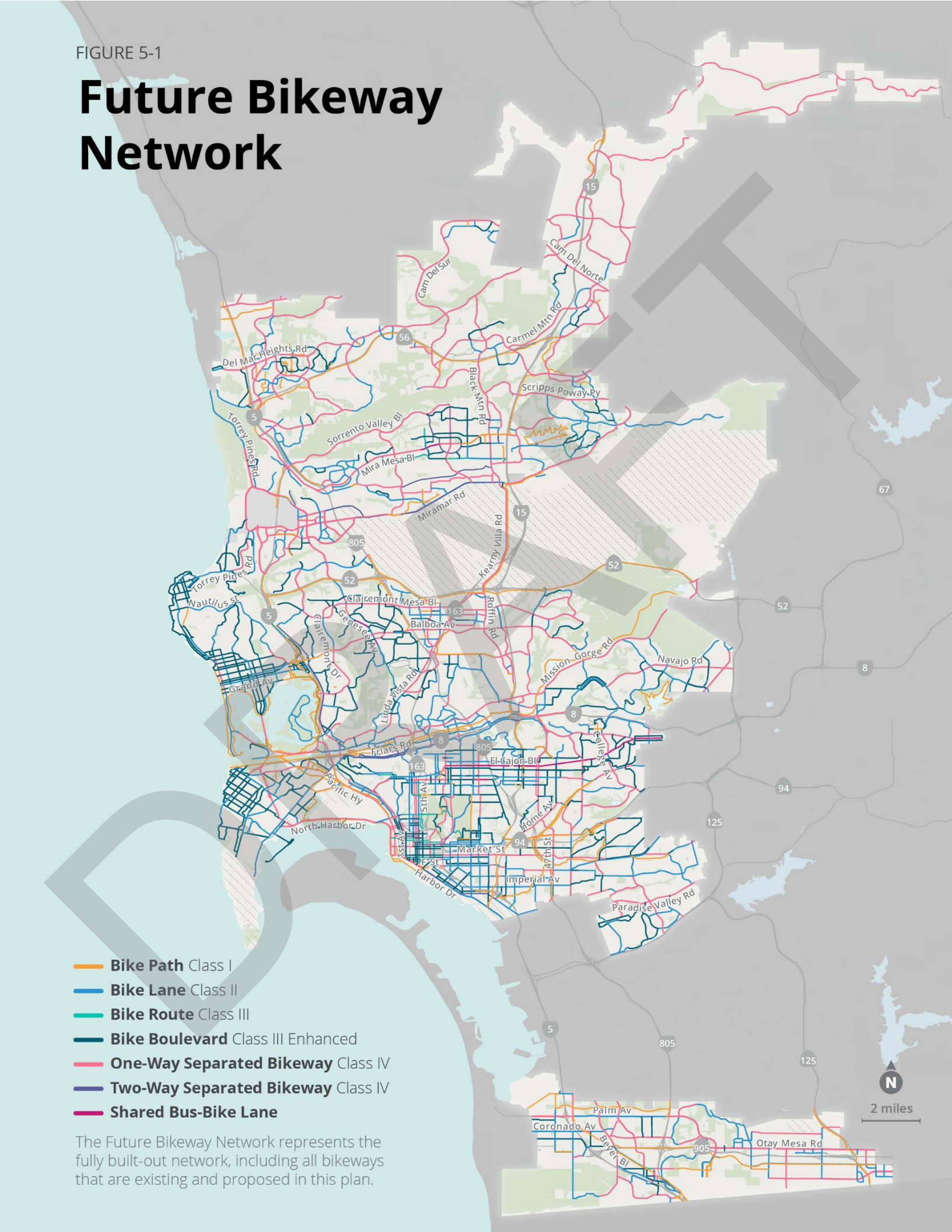
Additionally, there are several corridors throughout the City where continuous and separated bikeways are highly desired, but existing site conditions and constraints are complex and cannot be addressed through signing and striping alone. These types of corridors should be studied in greater detail to assess their feasibility for development into complete streets with continuous and separated bikeways. Examples of corridors with these types of constraints are described in **Appendix H**.

Any changes to the future bikeway network with the adoption of a community plan update is addressed in **Chapter 1**.

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FIGURE 5-1

Future Bikeway Network



Bike Path Class I
Bike Lane Class II
Bike Route Class III
Bike Boulevard Class III Enhanced
One-Way Separated Bikeway Class IV
Two-Way Separated Bikeway Class IV
Shared Bus-Bike Lane

The Future Bikeway Network represents the fully built-out network, including all bikeways that are existing and proposed in this plan.

Mileage by Bikeway Type

The Bicycle Master Plan includes 2,025 miles of planned bikeways, with over 900 miles of planned bike paths, bike lanes and separated bikeways which is summarized in **Table 5-1**. The six bikeway types are referenced in **Figure 3-1**.

Table 5-1. Mileage per Bikeway Type for Existing and Planned Networks

Bikeway Type	Existing Miles	Planned Miles	Total Future Network Miles[1]
Bike Path (Class I)[2]	80	120	200
Bike Lane (Class II)	755	270	570
Bike Route (Class III)[3]	240	0	30
Bike Boulevard (Class III Enhanced)	6	500	505
Separated Bikeway (Class IV)	70	640	705
Shared Bus-Bike Lane	2	15	17

Notes:
[1]Total future network miles represents the bikeway network after all planned bikeway projects have been completed. Existing and planned mileage do not sum to the total planned network mileage because some existing bikeways are being upgraded to a more protected bikeway type, such as Class II to Class IV, or Class III to Class II).
[2]Planned bike paths in parks or open space may become trails if a paved path is infeasible due to environmental sensitivity. A future Trails Master Plan would provide more details on implementation.
[3]The planned network miles reflect a shift from Class III bike routes to Class III Enhanced bicycle boulevards. Rather than simply designating streets as bicycle routes with signs and a shared lane marking, bicycle boulevards include traffic calming and intersection improvements that create more comfortable neighborhood connections for people of all ages and abilities.

Development of the Future Bikeway Network

Developing the future bikeway network involved two primary steps: mapping and classification.

1. **Mapping:** The initial phase established a comprehensive citywide bikeway network by mapping existing bikeways, planned bikeways in community plans updated since the adoption of the prior Bicycle Master Plan, the prior Bicycle Master Plan and the Regional Plan, and new connections identified in **Chapter 4**.
2. **Classification:** Following network mapping, appropriate bikeway types and potential safety and comfort upgrades were assigned to each bikeway corridor. Baseline recommendations were drawn from state and national best practices, which included California Department of Transportation (Caltrans) and the National Association of City Transportation Officials (NACTO) guidelines. These recommendations were subsequently refined to match San Diego's distinct communities and neighborhoods, physical street constraints, and other limitations that could affect the ability to implement the planned bikeway type.

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Additional technical details on the future bikeway network development are provided in **Appendix I**.

Regional Coordination

Bicycle trips can extend beyond City limits, connecting people to neighboring communities, regional trails, transit, employment centers, and other destinations. As a result, the future bikeway network was developed in coordination with SANDAG's 2025 Regional Active Transportation Network to help create a seamless regional bicycle system. All regional bikeways within the City are fully integrated into the citywide future bikeway network, as illustrated in **Figure 5-2**. The development of regional bikeways requires ongoing collaboration with SANDAG and community members. Since existing conditions can shift along a corridor, final bikeway types can vary.

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FIGURE 5-2

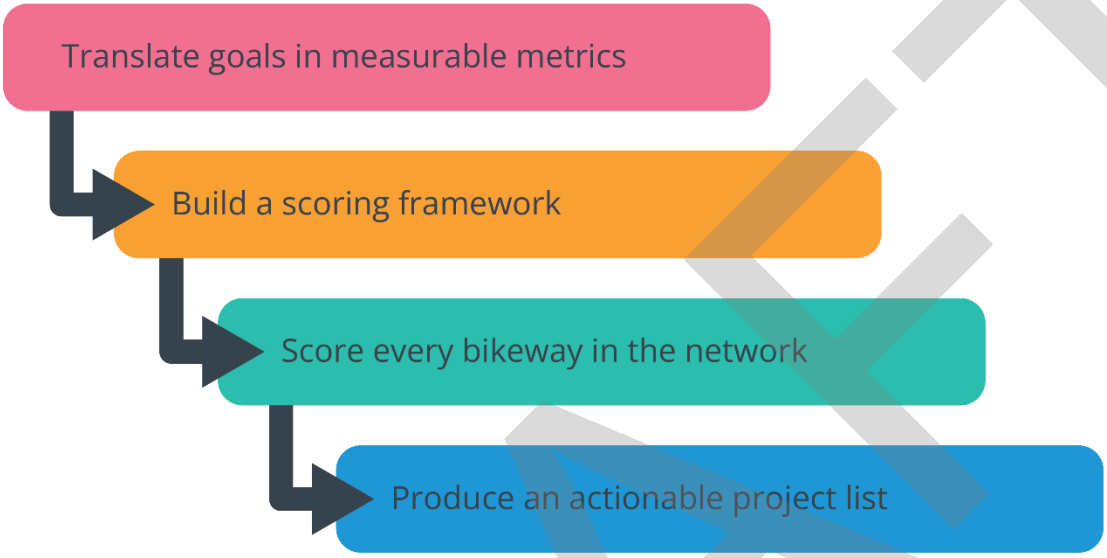
Regionally Significant Bikeways



Prioritization Approach

Prioritizing the bikeway network helps guide future investments and funding decisions by identifying where planned bikeways can deliver the greatest benefit. **Figure 5-3** shows how the Plan's goals translate into the criteria used to evaluate each proposed bikeway.

Figure 5-3. Rationale for Prioritizing Bikeway Network



Prioritization Criteria

Each proposed bikeway was evaluated using a consistent framework aligned with the Bicycle Master Plan goals outlined in **Chapter 1**.

Bikeways were prioritized based on their potential to:

- **Improve safety:** Reduce collisions and enhance physical protection for people riding bikes.
- **Advance transportation equity:** Prioritize investments in historically underserved or high-need communities to provide a safer, more affordable, and healthier way to travel.
- **Strengthen network connectivity:** Close critical gaps and link neighborhoods to key destinations and transit, where people are most likely to use the bicycle improvements which can facilitate more trips by bicycle.
- **Reflect community priorities and public input:** Incorporate feedback gathered through public engagement efforts.

Table 5-2 summarizes the specific metrics used to score each proposed bikeway.

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Table 5-2. Prioritization Metrics

Goal	Criteria	Metric
Improve Safety	• Bicycle-Involved Collision History • Roadways with High Levels of Traffic Stress • Safety Priority Locations	• Total number of collisions on each segment, distinguishing between fatal and severe injury and non-severe crashes. • Segment is located on a roadway classified as high levels of traffic stress. • Segment is located within 50 feet of an intersection classified as a safety priority intersection.
Advance Transportation Equity	• Bicycle Master Plan: Areas of Greatest Needs • Caltrans Transportation Equity Index (EQI)[7]	• Segment is located within a Climate Equity Index designated Community of Concern or in an Environmental Justice Area from the General Plan. • Segment is located within Caltrans Transportation Equity Index Transportation-Based Priority Populations which are communities that are most burdened by the transportation system and receive the fewest benefits.
Strengthen Connectivity	• Connectivity Score • System Gaps	• Segment is located on a street classified as high connectivity. • Segment is a new bikeway (i.e., not an upgraded existing bikeway).
Reflect Community Priorities and Public Input	• Public Comments from Outreach • SANDAG Vision Zero Public Comments	• Sum of public comments associated with the bikeway segment. • Sum of public comments associated with the bikeway segment

Priority and Implementation

Following the scoring process, each planned bikeway was classified by implementation complexity

- Lower Complexity – Bikeways that can generally be implemented within the existing street width make them suitable for quick-build projects or coordination with routine maintenance and pavement improvements.
- Higher Complexity – Bikeways that require street reconstruction, on-street parking considerations, coordination with other agencies, or more substantial design and construction.

Considering both priority and implementation complexity helps balance near-term opportunities with longer-term capital investments as the bikeway network continues to expand.

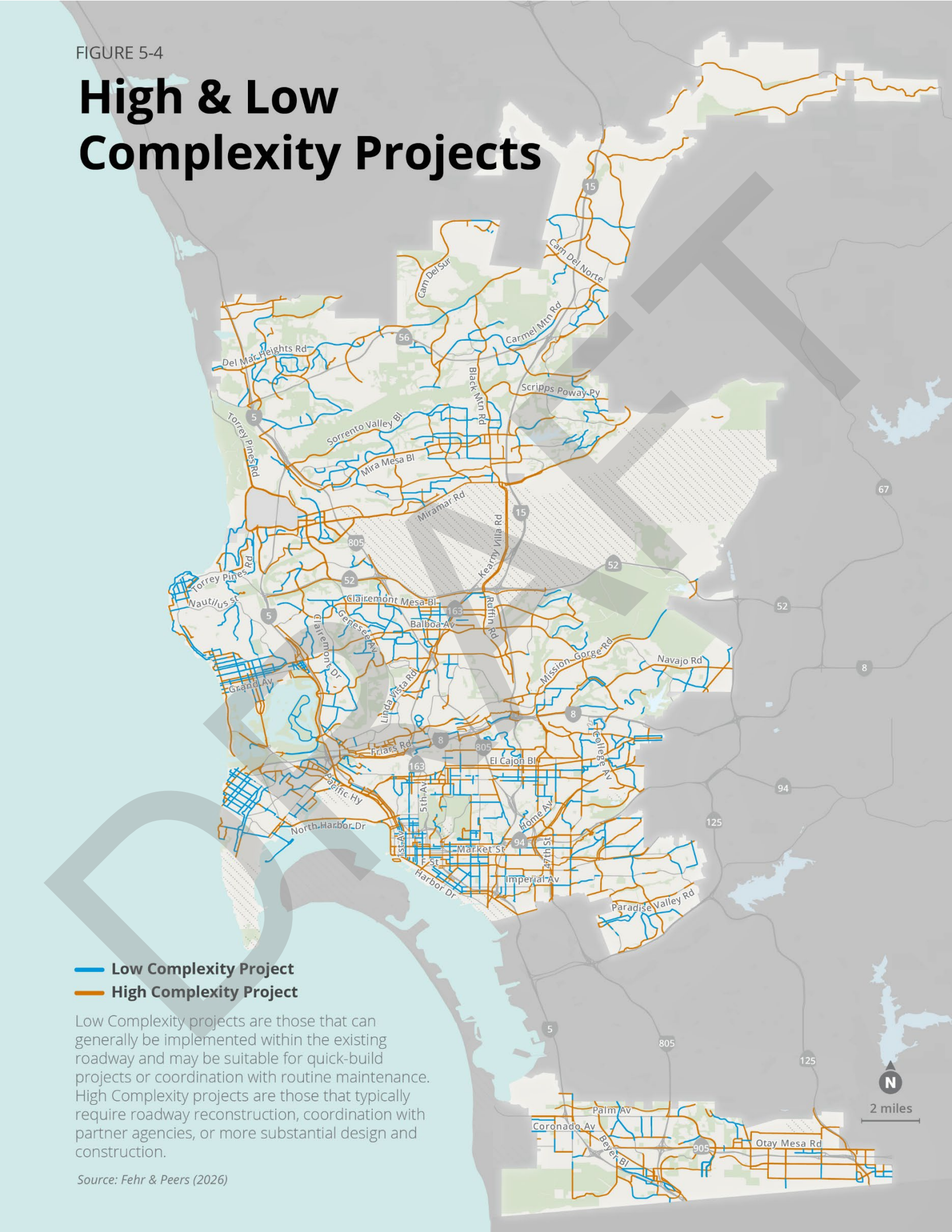
The complete prioritization methodology and scoring results are detailed in **Appendix J**.

[7] The Transportation Equity Index (EQI) is a spatial screening tool designed to identify transportation-based priority populations at the census block level. (Explanation of EQI on Caltrans website)

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FIGURE 5-4

High & Low Complexity Projects



Select Bikeway Concepts

Following the planned network prioritization, six corridors were selected for conceptual designs to support future project development and implementation. These corridors were selected based on some combination of their priority scores, geographic distribution, connectivity to regional bikeways, and the availability of previous studies or designs. For instance, while segments of Pacific Highway consistently scored high in the priority score, it was not included because the corridor has already been extensively studied and has existing plans by SANDAG and the City.

Corridors selected for conceptual design in the Bicycle Master Plan are the following:

- Sampson Street (East Harbor Drive to South 28th Street)
- Euclid Avenue (State Route 94 to Imperial Avenue)
- Hollister Street (Main Street to Outer Road)
- Adams Avenue (Park Boulevard to Interstate 805)
- Mission Boulevard (Loring Street to Pacific Beach Drive)
- Ted Williams Parkway (Sabre Springs Parkway to City Boundary)

The concept designs presented in the following pages show how the Bicycle Master Plan's recommendations could be incorporated into existing streets. These concepts are intended to serve as a starting point for future project development rather than final, construction-ready designs.

Before reaching implementation, each concept would need:

- **Further Technical Analysis:** Detailed engineering, traffic operations assessments, parking studies, and cost estimating.
- **Environmental Review:** Compliance with environmental regulations.
- **Continued Public Engagement:** Ongoing outreach to refine designs based on community feedback.

Project advancement remains contingent upon funding availability, including competitive grant allocations, Capital Improvement Program (CIP) appropriations, and other available funding sources.

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Sampson Street
East Harbor Drive to South 28th Street

Sampson Street is an existing two-lane collector in Barrio Logan that runs through residential, commercial, and industrial areas. Enhancing the existing Class III Bicycle Route with traffic calming measures and improved pedestrian facilities would create a more comfortable connection to Burbank Elementary School and the Bayshore Bikeway on Harbor Drive. Improving sight distance at the 28th Street intersection would enhance safety for all roadway users.

Benefits

- No impact to existing parking or vehicle lanes.
- Enhances connections to Bayshore Bikeway and Burbank Elementary School.
- Improves pedestrian visibility and accessibility through pedestrian crossing treatments.
- Aligns with traffic calming improvements identified in the Barrio Logan CPU Mobility Assessment.

Considerations

- Evaluate opportunity to close vehicle approach of 28th Street in addition to or instead of Clay Street.
- Bike Boulevard treatments should include shared-lane markings in the center of each lane, omit centerlines along mid block, and include wayfinding signs.
- Curb extensions are appropriate where posted speed is less than or equal to 30 mph and should be set back 2' from the travel lane.
- Minimum width for pedestrian refuge islands must meet accessibility standards with a minimum width of 5' and preferred width of 6'-8'.
- Recommended locations for marked crosswalks will need to be evaluated against current policy and guidelines.

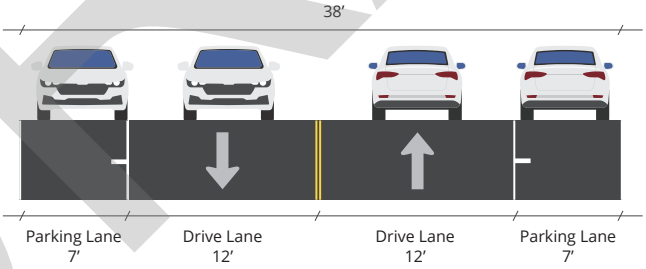
Recommended Corridor-Wide Improvements

- Speed cushions with cutouts for transit & emergency vehicles (apply every 260'-500')
- Apply daylighting on approach to all crossings
- Use bike boulevard pavement markings and wayfinding (apply within 50' of approach and every 100' - 250')

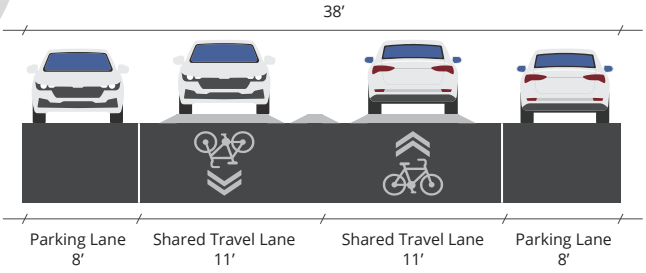
Cost Estimates

< $1 million	$1 - $3 million	>$3 million
$	**$$**	$$$

Existing Sampson Street (East Harbor Drive to South 28th Street)



Recommended Sampson Street (East Harbor Drive to South 28th Street)



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Conceptual plan illustrations demonstrate general feasibility only.
Specific project features will be confirmed through additional planning, engagement, engineering studies, and design.

Euclid Avenue
State Route 94 to Imperial Avenue

This portion of Euclid Avenue is a four-lane major road connecting southeastern San Diego neighborhoods to State Route 94. Although it is a high-activity corridor for pedestrians and bicyclists, cyclists currently must share the lane with vehicular traffic in several segments. Closing existing gaps in the corridor's Class II Bike Lanes would provide a more comfortable and continuous bikeway connection.

Benefits

- Provides a continuous bikeway facility through a high-activity corridor.

Considerations

- Maintaining the required 20-foot minimum width for emergency access between Hilltop and Guymon Street would require either removing the median to retain on-street parking, or removing parking to preserve the median.
- Coordination with Caltrans may be required near the State Route 94 ramp.

Recommended Corridor-Wide Improvements

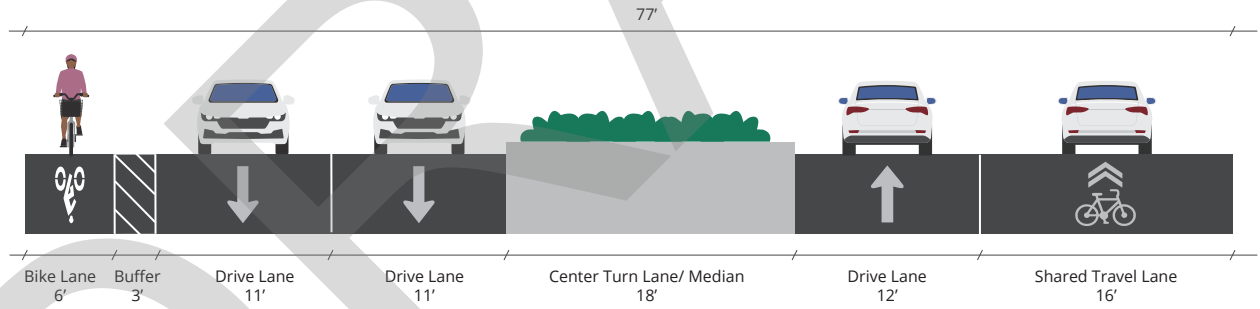


Continuous Class II Bike Lanes on each side of roadway

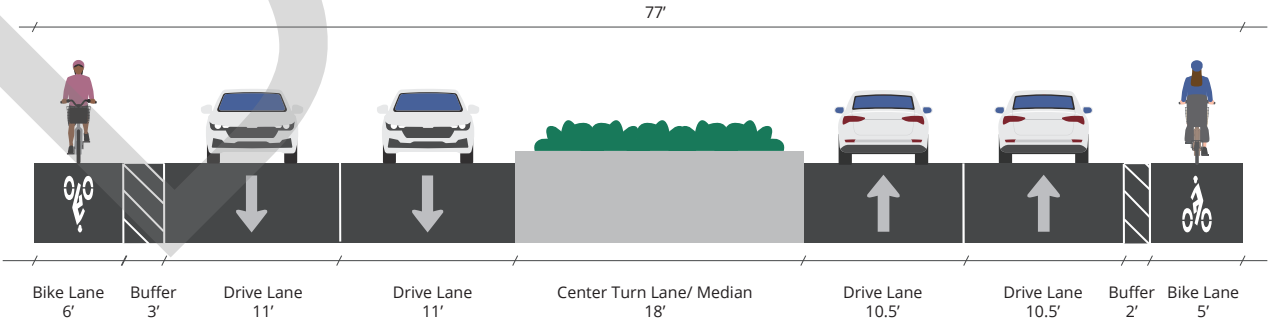
Cost Estimates

< $1 million	$1 - $3 million	>$3 million
$	$$	**$$$**

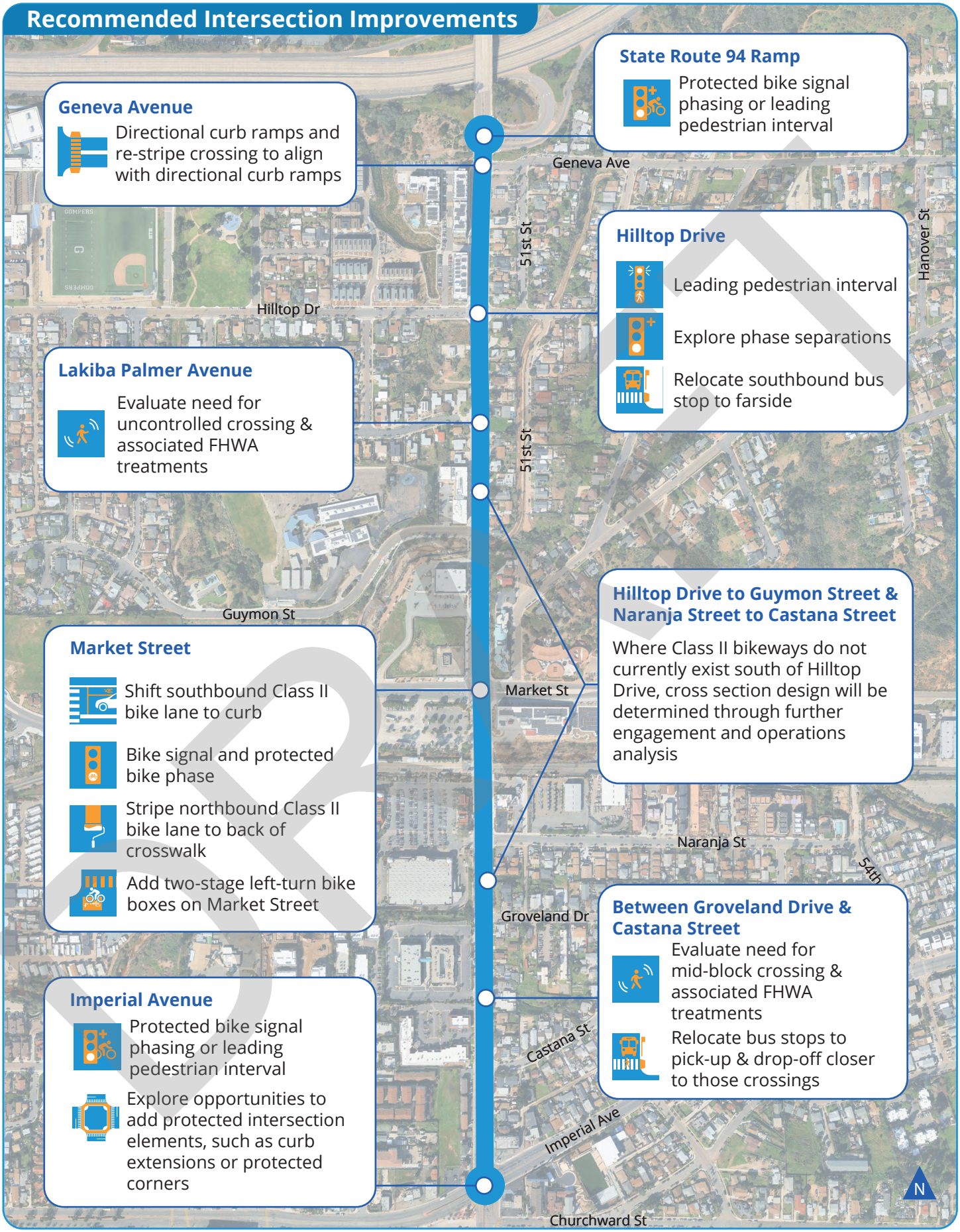
Existing Euclid Avenue (Geneva Avenue to Hilltop Drive)



Recommended Euclid Avenue (Geneva Avenue to Hilltop Drive)



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Conceptual plan illustrations demonstrate general feasibility only.
Specific project features will be confirmed through additional planning, engagement, engineering studies, and design.

Hollister Street
Main Street to Outer Road

Hollister Street is a two-lane collector road with no existing bikeways and discontinuous sidewalks along the corridor. Portions of this corridor traverse sensitive habitat in the Otay River area, requiring careful coordination with environmental resources. Key gaps in the regional active transportation network would be closed, improving multimodal connectivity to Chula Vista, the Otay River Trail, and the Palm Avenue Trolley Station.

Recommended Corridor-Wide Improvements



Implement Class IV One-Way separated bikeways in each direction except over Otay River Bridge where right-of-way is constrained

Benefits

- Improves access to public transit at the Palm Avenue Trolley Station.
- Increases connectivity to the Otay River Trail and the City of Chula Vista.
- Investment in historically marginalized community.

Cost Estimates

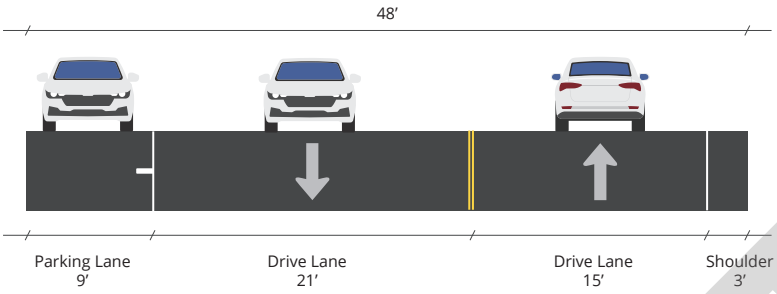
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Considerations

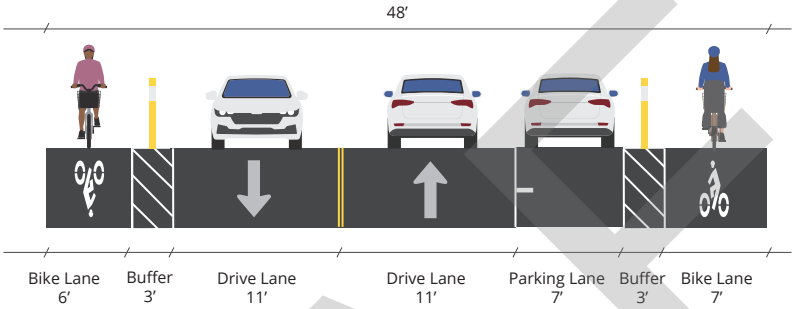
- Bikeway design for Class IV facilities should align with Caltrans Design Information Bulletin 94.
- Roadway width is constrained where the corridor crosses the Otay River. The City will evaluate traffic volumes to determine whether a shared roadway/lane treatment is feasible in this segment.
- Utility poles reduce useable space. This initial assessment assumes undergrounding utilities is feasible.
- The design retains left-turn access at intersections by utilizing space dedicated to parking at the cross section,removing parking.
- Additional rail clearance requirements may impact cross section.

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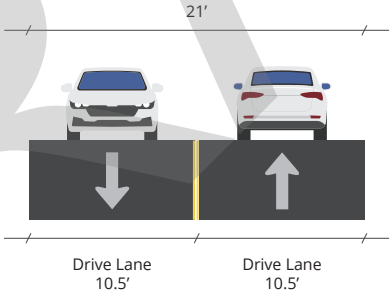
Existing Hollister Street (Main Street to Louret Avenue)



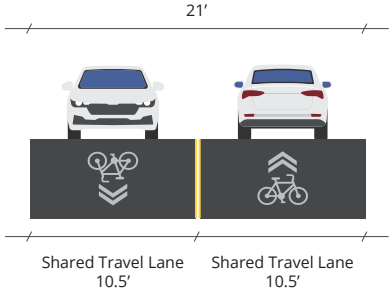
Recommended Hollister Street (Main Street to Louret Avenue)



Existing Hollister Street (Bridge)

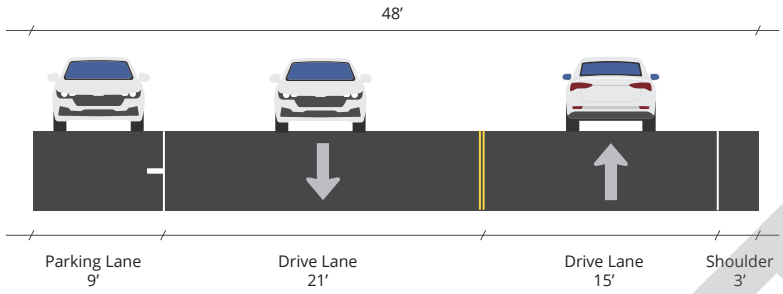


Recommended Hollister Street (Bridge)

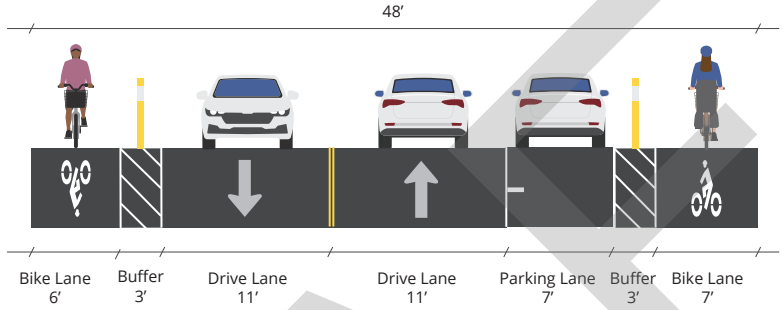


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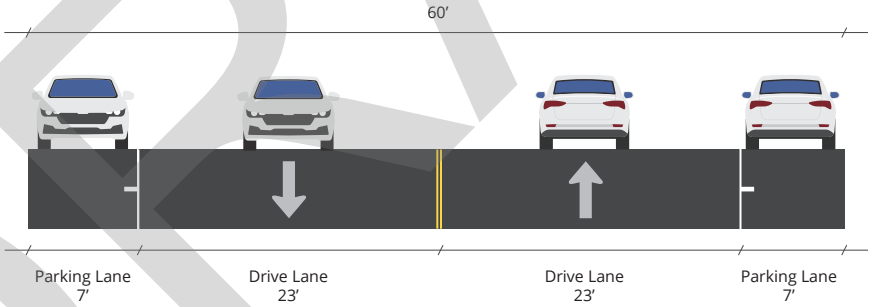
Existing Hollister Street (Bridge to Palm Avenue)



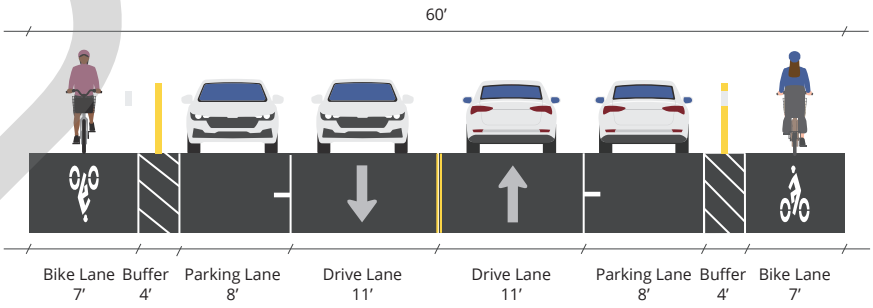
Recommended Hollister Street (Bridge to Palm Avenue)



Existing Hollister Street (Palm Avenue to Outer Road)



Recommended Hollister Street (Palm Avenue to Outer Road)



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Conceptual plan illustrations demonstrate general feasibility only.
Specific project features will be confirmed through additional planning, engagement, engineering studies, and design.

Adams Avenue
Park Boulevard to Interstate 805

This portion of Adams Avenue is a two-lane collector road connecting the communities of University Heights and North Park. The corridor runs through residential and commercial areas and one community park. The bikeway will enhance multimodal connectivity in the area and serve as a key portion of the larger regional bikeway network to connect Uptown and North Park communities.

Benefits

- Serves as a critical link in the larger inter-regional bikeway network, connecting Uptown and North Park communities.
- Provides an enhanced bikeway for an already highly-used corridor for cyclists.

Considerations

- Where existing curb-to-curb is at least 55', 5-foot bike lanes can be provided within existing roadway width. However, this roadway width varies across the corridor and may result in a mixture of Class III Enhanced and Class II bikeways throughout the corridor.
- Ensure appropriate intersection controls to avoid queuing for left turn movements.
- Future planning and design phases may explore separated bikeways, balancing driveway access constraints, best practices for bike lane width adjacent to curb, gutter, and parking, and the desire to retain on-street parking.

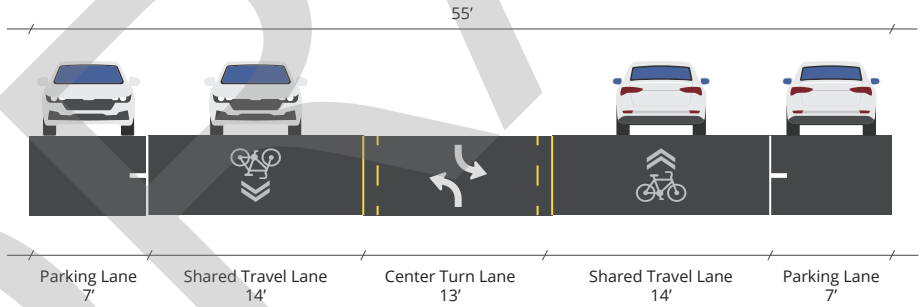
Recommended Corridor-Wide Improvements

Conflict markings through intersections and across commercial or multifamily housing driveways

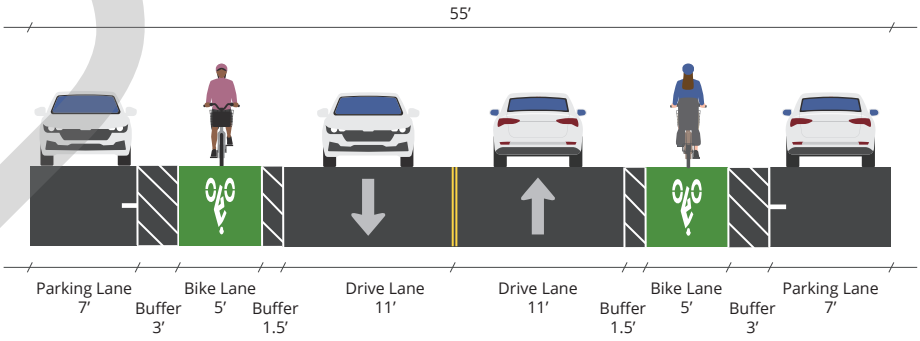
Cost Estimates

< $1 million	$1 - $3 million	>$3 million
$	$$	**$$$**

Existing Adams Avenue (Park Boulevard to Interstate 805)



Recommended Adams Avenue (Park Boulevard to Interstate 805)



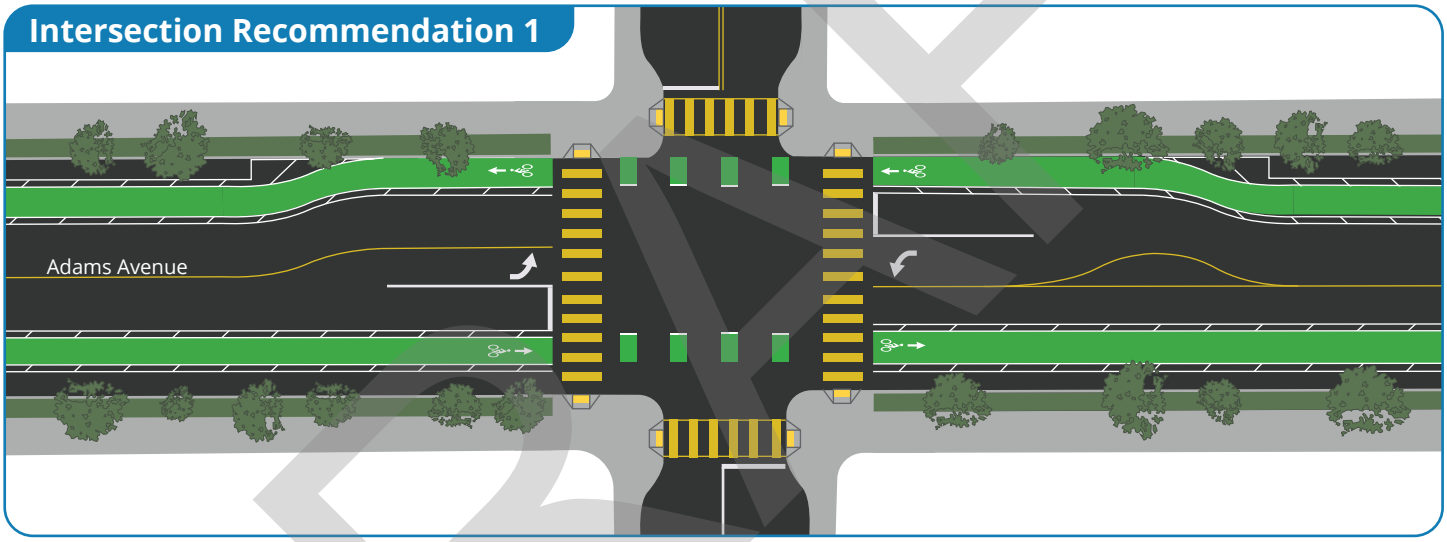
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Adams Avenue
Park Boulevard to Interstate 805

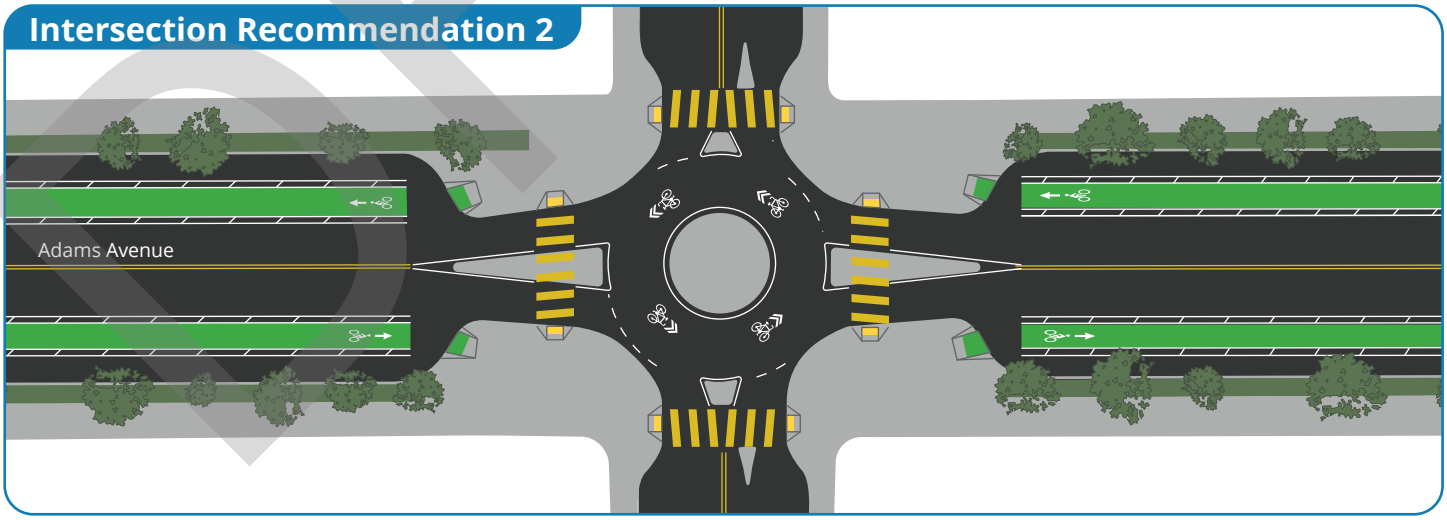
Concept Extent



Intersection Recommendation 1



Intersection Recommendation 2



Conceptual plan illustrations demonstrate general feasibility only.
Specific project features will be confirmed through additional planning, engagement, engineering studies, and design.

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Mission Boulevard
Loring Street to Pacific Beach Drive

Mission Boulevard is a three- to four-lane roadway that is the primary north-south connection between La Jolla and Mission Beach, and functions as the north-south spine road within coastal Pacific Beach. The boardwalk, which runs parallel to the beach and generally parallel to Mission Boulevard, is a highly utilized pedestrian and bicycle corridor extending from north of Diamond Street to Mission Beach. Critical gaps in the bikeway network would be filled, improving comfort for people biking and walking along the corridor.

By reducing travel lanes from four or three lanes (depending on location) to one northbound lane, one southbound lane, and a two-way left-turn lane throughout the entire study area, the corridor would accommodate a physically separated bikeway. The bikeway would include a three-foot buffer adjacent to parking and a two-foot buffer adjacent to the travel lane in constrained areas.

Benefits

- Provides a bikeway connection in a high-demand coastal corridor.
- Closes existing gaps in the bikeway network, creating a more continuous route.
- Enhances multimodal connectivity and comfort for people biking and walking along Mission Boulevard.
- Project concepts supported by community input.
- Previous studies for the corridor found that all intersections operate at level of service (LOS) D or better.
- Aligns with community project support received through the Mission Boulevard Public Spaces & Active Transportation Plan.
- Research shows that converting a 4-lane roadway to a 3-lane roadway can reduce crashes up to 47%.
  CMF Clearinghouse, CMF ID: 2841
- Generally, a 4-lane to 3-lane conversion reduces 85th percentile speeds by 3 to 5 miles per hour.
  FHWA, Road Diet Feasibility Determination

Considerations

- Buffers adjacent to on-street parking should be 3 feet wide to accommodate full extension of car doors.
  AASHTO, Guide for the Development of Bicycle Facilities
- Lane reconfiguration is considered feasible where ADT falls below 25,000 ADT for a 4 to 3 lane reconfiguration. The highest ADT for the corridor is 16,300.
  FHWA, Road Diet Feasibility Determination
- Bikeway design for Class IV bikeways should align with Caltrans Design Information Bulletin 94.
- Project is within Coastal Zone.

Recommended Corridor-Wide Improvements


Class IV One-Way separated bikeways with horizontal and vertical separation


Bike signals and leading pedestrian intervals


Install green pavement striping on Mission Boulevard across all driveway and alley crossings, and bus-stop locations


Implement pedestrian scale lighting along the corridor



Need for additional scooter and bicycle parking and storage areas along the corridor


Install bus islands for northbound bus stops

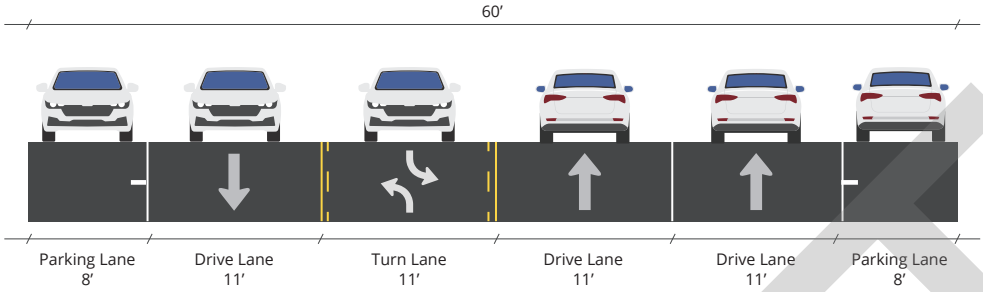
Cost Estimates

< $1 million	$1 - $3 million	>$3 million
$	$$	**$$$**

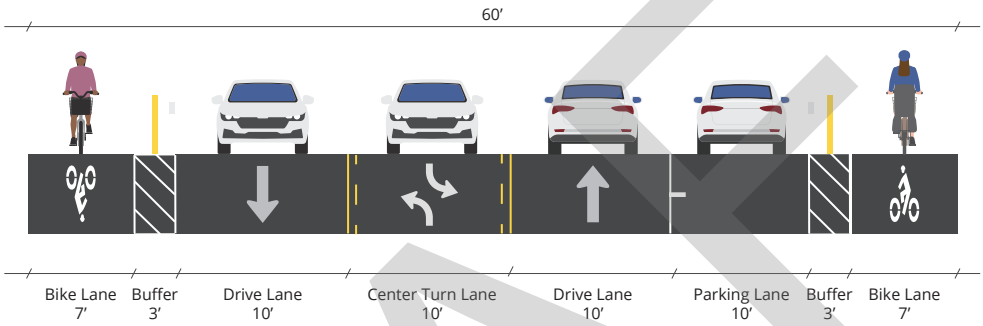
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Cross sections are shown looking north along Mission Boulevard

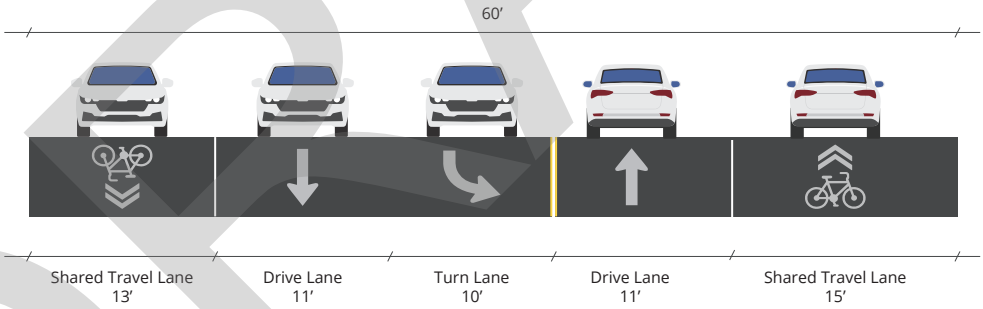
Existing Mission Boulevard (Loring Street to Felspar Street)



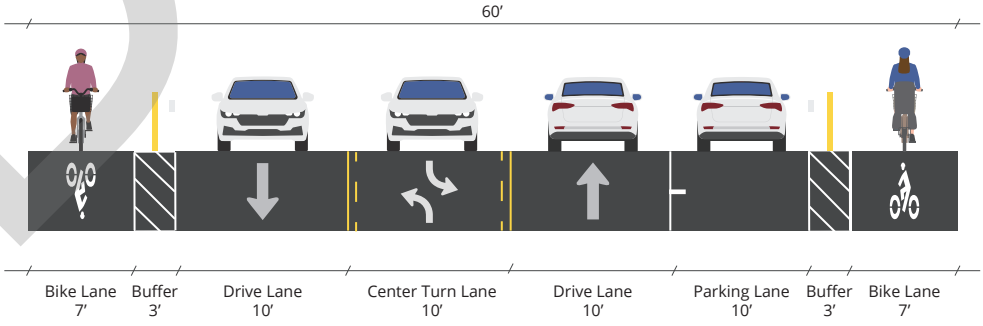
Recommended Mission Boulevard (Loring Street to Felspar Street)



Existing Mission Boulevard (Felspar Street to Pacific Beach Drive)



Recommended Mission Boulevard (Felspar Street to Pacific Beach Drive)



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Recommended Intersection Improvements



Loring Street

Consider roundabout and other gateway treatments as mentioned in the Mission Boulevard Public Spaces and Active Transportation Plan

Emerald Street

- Install ADA curb ramps

Garnet Avenue

- Northbound bus island
- Protected left-turn phasing for east and westbound traffic
- No right-turn on red
- Bulbout and ADA curb ramps

Felspar Street

- Northbound bus island
- Protected left-turn phasing for north and southbound traffic
- No right-turn on red
- Install ADA curb ramps

Grand Avenue

- No right-turn on red
- Install ADA curb ramps
- Green pavement markings on north and east leg crossings
- Install protected northeast corner

Hornblend Street & Thomas Avenue

- Northbound bus island
- Bulbout and ADA curb ramps

Pacific Beach Drive

- Single-lane roundabout
- High visibility crosswalks
- Provide protected bicycle lanes around roundabout
- Green pavement markings on all crossings

Reed Avenue

- Protected left-turn phasing for east and westbound traffic
- No right-turn on red
- Bulbout (northeast corner) and ADA curb ramps

Conceptual plan illustrations demonstrate general feasibility only.
Specific project features will be confirmed through additional planning, engagement, engineering studies, and design.

Ted Williams Parkway
Sabre Springs Parkway to City Boundary

Ted Williams Parkway is a six-lane expressway that extends from State Route 56, connecting Interstate 15 to the City of Poway. The existing Class II Bike Lanes are high stress for people biking and rolling given that the posted speed limit for vehicles is 50 miles per hour with three vehicle lanes in each direction. Providing a separated bikeway through the corridor would support multimodal commute options along Ted Williams Parkway.

Benefits

- Existing right-of-way is sufficient to accommodate Class IV bikeways without removing travel lanes.
- Provides connections to and from the State Route 56 bikeway.

Considerations

- Bikeway design for Class IV facilities should align with Caltrans Design Information Bulletin 94.
- City will evaluate opportunities to reduce the posted speed limit by at least 5 miles per hour.
- Separated bikeway will require dedicated sweeping and maintenance.

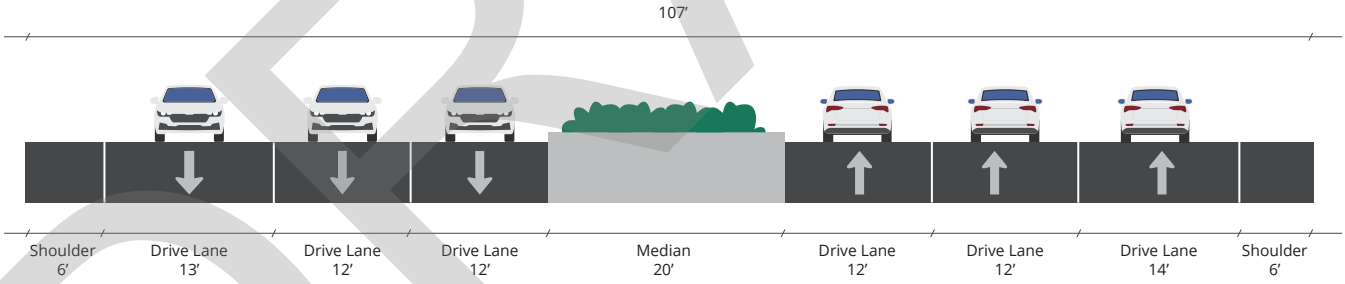
Recommended Corridor-Wide Improvements

Class IV One-Way Separated Bikeways in each direction with concrete or planted vertical buffer

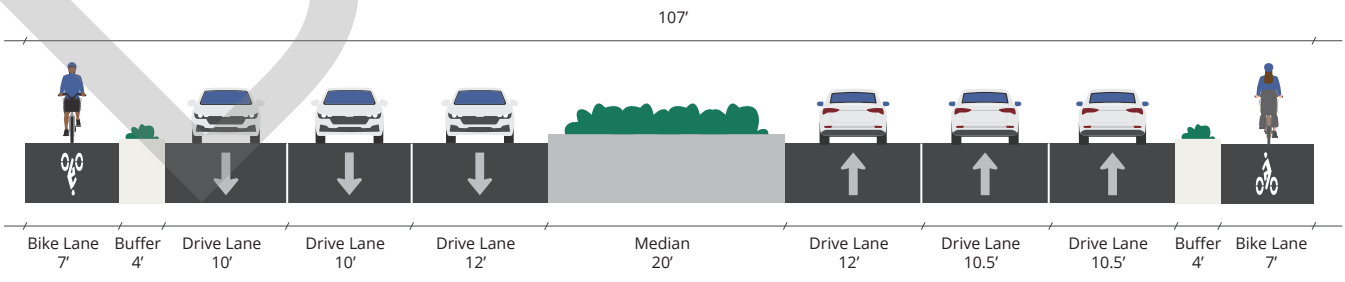
Cost Estimates

< $1 million	$1 - $3 million	>$3 million
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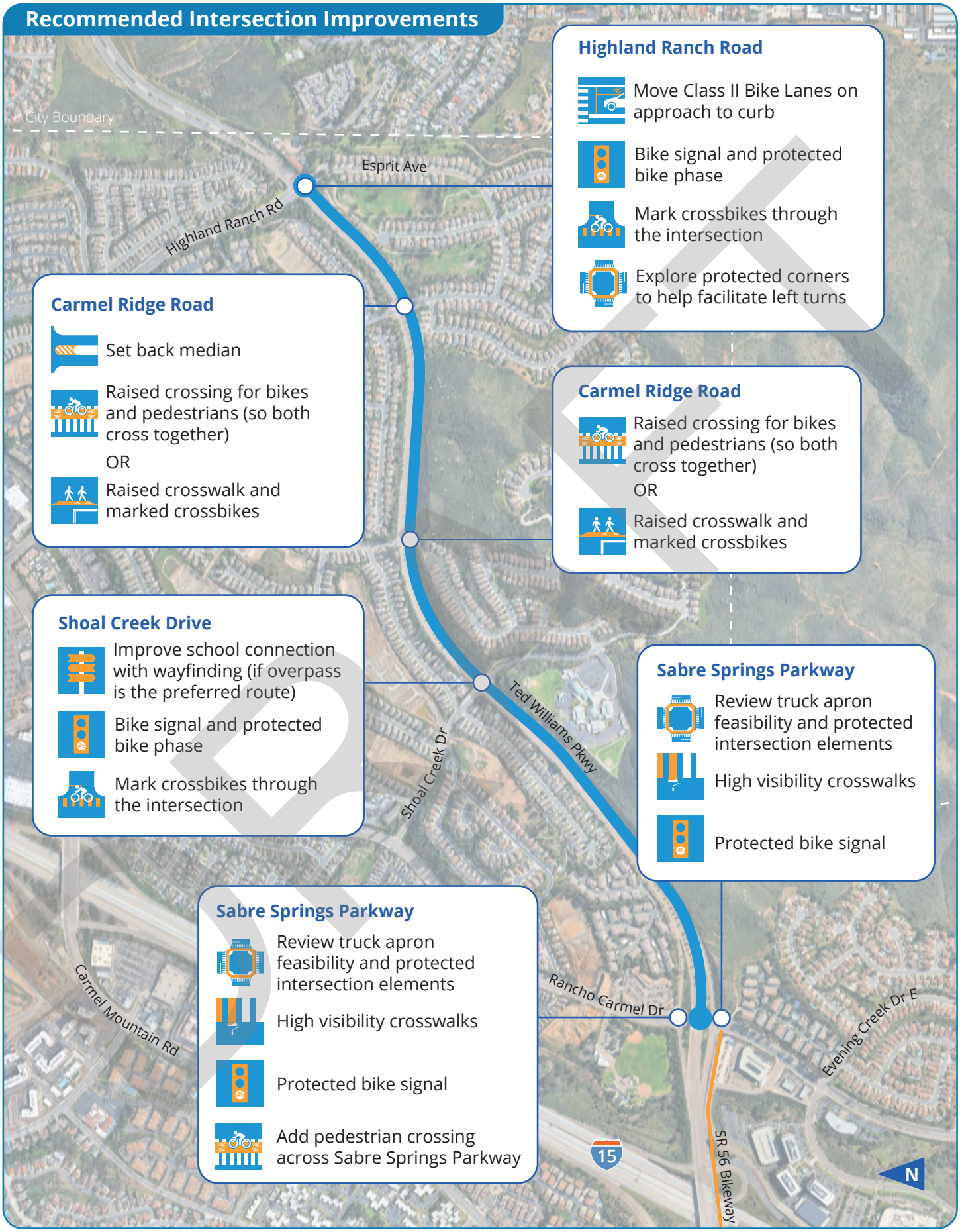
Existing Ted Williams Parkway



Recommended Ted Williams Parkway



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Conceptual plan illustrations demonstrate general feasibility only.
Specific project features will be confirmed through additional planning, engagement, engineering studies, and design.

Supporting Programs and Policies

Building a safe and connected bikeway network requires more than new infrastructure. Policies, maintenance practices, education, monitoring, and operational programs help ensure bikeways remain safe, intuitive, and useful over time. This section addresses strengthening existing efforts, improving coordination, and identifying opportunities to pursue as funding becomes available.

Bike Parking

People are more likely to bike to a destination if they know there will be convenient, secure parking available for both short- and long-term periods.

Current Practice:

- The City's municipal code requires developments to provide short-term bicycle parking for visitors and long-term bicycle parking for employees, scaled relative to the amount of automobile parking provided on site. Short-term bicycle parking must use secure, permanently anchored racks located near a visitor entrance, while long-term bicycle parking must be lockable (via enclosures, dedicated rooms, or lockers) and, once a certain threshold is reached, must be paired with employee shower facilities.
- The City's Transportation Department installs bike parking next to the street curb or on sidewalks for businesses to encourage increased bike trips when funding is available.
- SANDAG administers a Bike Parking Program across 72 locations in the San Diego region. The locations feature individual bike lockers and secure bike parking facilities. This program is in high demand and is limited to users who frequently commute by bike.

Recommendations:

- Evaluate best practice guidance on rack type and optimal location from the Association of Pedestrian and Bicycle Professionals (APBP)[8] for potential inclusion in City policies, guidelines or regulations.
- Consider expanding bicycle parking by repurposing former scooter corrals or using newly painted red curb areas at intersection approaches, where appropriate. These areas may provide new opportunities for bicycle parking as the City implements California Assembly Bill 413, which restricts car parking near intersections to improve sightlines.[9]
- Encourage bike valet services at large events, building on the efforts of local organizations like BikeSD and the San Diego County Bike Coalition, which already provide these services.
- Install bike parking at high-use trailheads, park entrances, and recreational corridors where bike parking is currently absent or insufficient. Prioritizing these locations would support

[8] Association of Pedestrian and Bicycle Professionals *Bicycle Parking Guidelines*, 3rd Edition (2026) Publication page at APBP's website

[9] California Assembly Bill No. 413 (2023). Full text of AB 413 at legislature.ca.gov.

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recreational cycling, encourage bike access to City park amenities, and reduce informal or improvised bike parking (e.g., locking to fences or railings) at popular sites.
- Coordinate with SANDAG on expanding the Bike Parking Program to other key destinations within the City, such as at trolley stations and commercial centers.

Wayfinding

Bikeway networks work best when supported by clear, consistent, and easy-to-follow wayfinding. Wayfinding helps people navigate unfamiliar places and routes, which can be especially valuable for those new to biking. A comprehensive bikeway wayfinding system uses signs and/or pavement markings to guide route-specific decisions and support overall orientation within a bikeway network.

Current Practice:

- The City incorporates wayfinding signs in select projects across the City.
- SANDAG, through its "Go by Bike" program, deploys wayfinding signs on regional projects.

Recommendations:

- Develop a consistent bikeway wayfinding strategy.
- Incorporate wayfinding into future bikeway projects.
- Consider using wayfinding on specific bikeway types or to direct riders to local and regional places of interests including but not limited to libraries, parks, trails, business districts, entertainment or recreational venues, or to the regional bikeway network.
- Make bikeway maps easily accessible through the City's website.

Safe Operations

Vehicle speeds, intersection design, and traffic operations all influence how safe and comfortable people feel when bicycling. In addition to infrastructure improvements, the City has adopted and continues to develop plans, policies, and programs that support safer streets for all users. Continued implementation of these efforts will complement the future bikeway network by improving safety, comfort, and the overall bicycling experience.

Current Practice:

- The City reviews every fatality and severe injury crash for safety upgrades and looks at systemic characteristics associated with those crashes.
- The Comprehensive Speed Management Plan[10] approved lowering speed limits on more than 600 miles of the City's streets (roughly 20 percent of the street network). These streets are in school zones, areas with high pedestrian and bicyclist activity, business activity districts, and where high concentrations of fatal and serious injury crashes have occurred.

[10] News Release - City of San Diego Releases Comprehensive Speed Management Plan

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- The Draft Street Design Manual Update is anticipated to include guidelines for complete streets intersection design, based on safety best practices and innovative engineering.

Recommendations:

- Evaluate protected signal phasing at signalized intersections for all Class IV and Class I bikeways, leveraging guidance from the National Association of City Transportation Officials (NACTO) and the American Association of State Highway and Transportation Officials (AASHTO).
- Evaluate right-turn-on-red restrictions on a case-by-case basis during the design phase, with particular attention to intersections with high pedestrian and bicyclist volumes and locations near schools.
- Continue to pursue coordination with SDUSD and other school districts to identify school-area safety needs. Establishing a consistent point of contact and review process with school districts would allow the City to systematically identify safety gaps near schools, such as missing crosswalks, inadequate signage, or unsafe bike and pedestrian routes. This coordination would also strengthen the City's competitiveness for Safe Routes to School grant funding.

Education and Encouragement

Building bicycle skills and encouraging ridership are important complements to infrastructure investments. Education programs help people understand how to safely navigate the transportation system, while encouragement initiatives can raise awareness of bicycling as a practical transportation option that can save money and time, and improve health.

Current Practice:

- While the City does not have a formal Safe Routes to School program, schools within the San Diego Unified School District (SDUSD) may receive grant funding for roadway safety improvements. When proposed improvements affect city streets, the City coordinates with SDUSD to support planning and implementation.
- Grant funding, including funding from the California Office of Traffic Safety, supports ongoing bicycle safety education, community engagement, and targeted enforcement.

Recommendations:

- Continue partnering with school districts to incorporate bicycle and pedestrian safety education into physical education curricula and provide e-bike-specific education.
- Continue to seek grant funding opportunities for bicycle safety education, community engagement, and targeted enforcement.

Emerging Mobility

Bicycling continues to evolve with the growing popularity of electric bicycles (e-bikes) and other forms of micromobility. These technologies are expanding the range of trips that can be made by

DRAFT

bicycle, making cycling more accessible to a broader range of users, including older adults, families, and people traveling longer distances or over hilly terrain.

Current Practice:

- The City provides information on California's e-bike classifications and operating requirements through its website.
- The City adopted a new e-bike ordinance through a pilot program authorized by California Assembly Bill 2234, which allows jurisdictions in San Diego County to establish e-bike regulations that differ from statewide requirements. The ordinance, which took effect in the City on August 13, 2026, establishes a minimum age of 12 for Class I and Class II e-bike riders and maintains the State law requiring Class III e-bike riders to be at least 16 years old. The ordinance also reinforces helmet requirements and passenger restrictions, with implementation focused on public education, outreach, voluntary compliance, injury prevention, and responsible ridership.
- SANDAG is leading regional discussions on future micromobility initiatives, including opportunities for bikeshare.

Recommendations:

- Participate in regional planning efforts led by SANDAG to evaluate future bikeshare opportunities, particularly docked e-bike systems that can complement transit and expand access to bicycling.
- As mobility hubs and activity centers evolve, evaluate opportunities to incorporate charging infrastructure for personally owned electric bicycles and other electric micromobility devices in locations where demand and funding support implementation.
- Consider integrating bicycle parking, charging infrastructure, bikeshare, and wayfinding into future mobility hub projects to create convenient multimodal connections.
- Continue monitoring advancements in micromobility technology, battery safety practices, and emerging state and federal regulations to inform future city policies and investments.

Note: Electric motorcycles (e-motos), which are often not street legal, are distinct from e-bikes and should not be confused with them. Collisions involving e-motos have sometimes been misclassified as e-bike collisions, when they should instead be classified as motorcycle collisions. This distinction matters for accurately tracking safety trends and directing resources where they're most needed. Many riders of these e-bikes are youth, and increased education and enforcement should be prioritized to address unsafe or illegal use, particularly among younger riders.

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