City Planning Department

# Bicycle Master Plan Update
# Mobility Board
# November 4, 2026

# Draft Bicycle Master Plan

- The Draft Plan available for public review on **sandiego.gov/bikeplan**
- The opportunity to provide feedback is open until Friday, November 30th



# Draft Bicycle Master Plan

Contents

- Vision and Goals
- Existing Conditions
- Needs Analysis
- Future Bikeway Network
- Select Bikeway Concepts
- Implementation
- Supportive Programs Recommendations



# Mobility Board Letter received in April, 2026

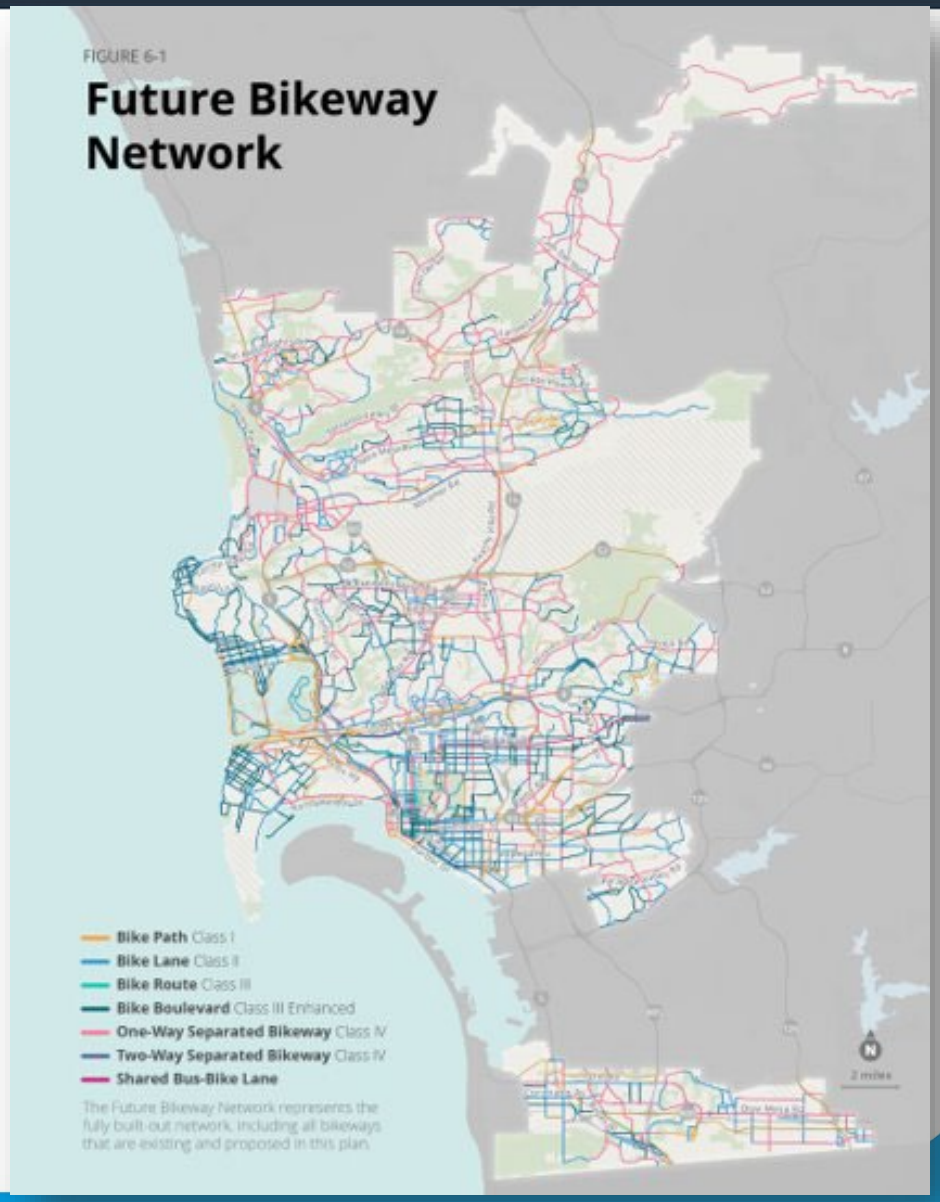
Plan Recommendations

1. The City must treat this plan as vision for cycling in San Diego.
2. This updated plan must remain consistent with the City's "Class IV First" approach.
3. Apply objective standards when selecting facility type.
4. Without an updated street design manual, this is not a realistic plan.
5. A good plan is crafted to be implemented.
6. Suggested network improvements.
7. Design of proposed bikeways will require staffing and implementation mechanisms to fulfill this plan.

# Draft Bicycle Master Plan

## Future Bikeway Network

- Public review of draft network from April to May, 2026
- 2,000+ miles of bikeways
  - 600+ miles of planned separated bikeways (Class IV)



# Implementation Overview

# Implementation Process Overview

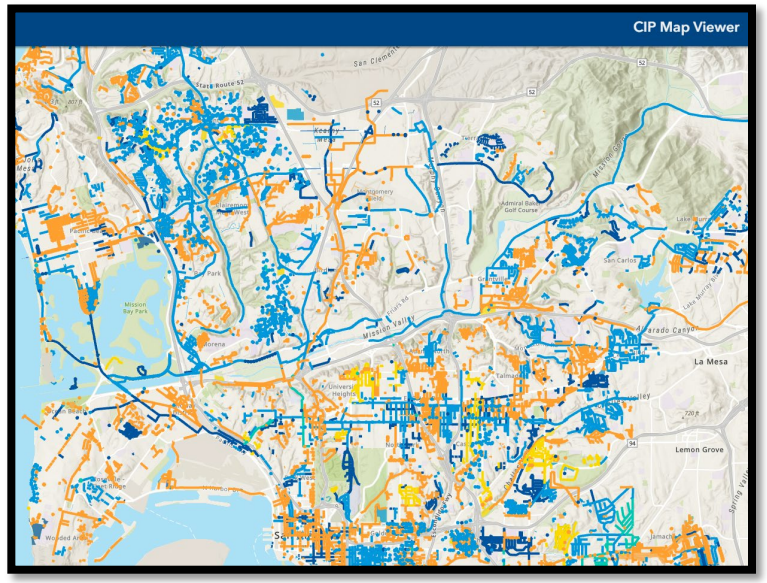
## How does a bikeway get built?

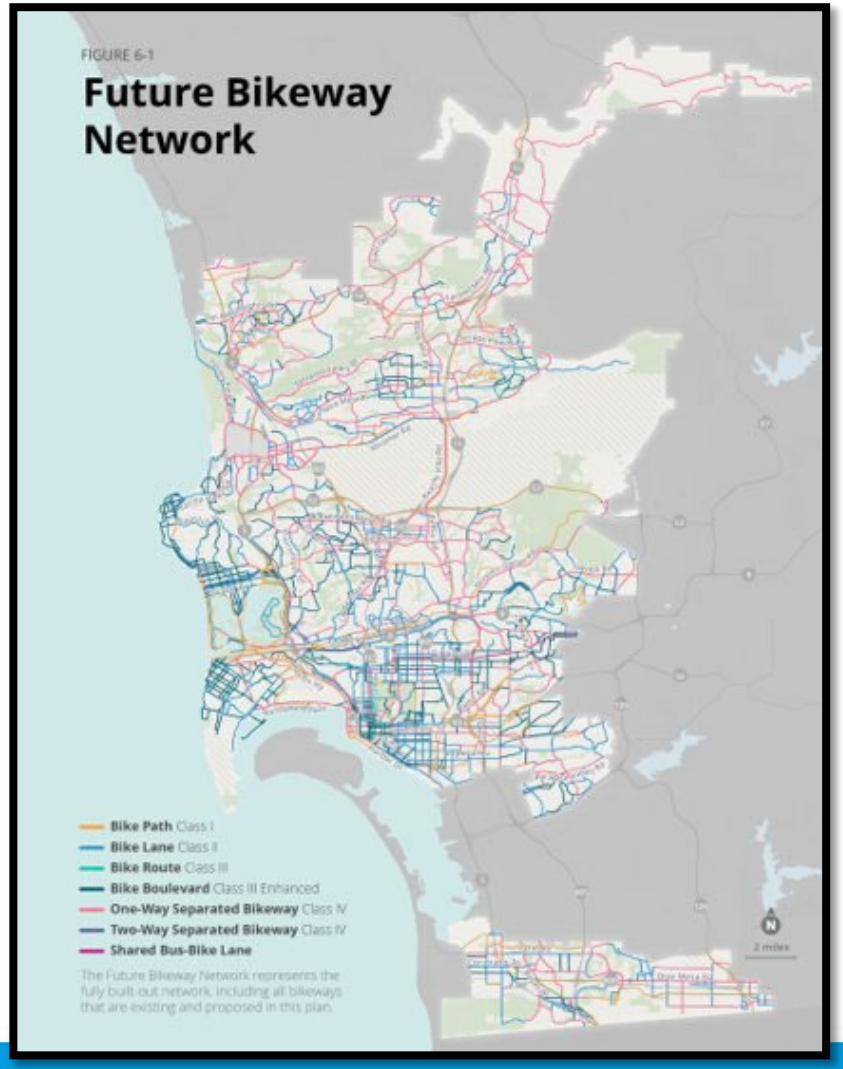
1. Identify a Planned Bikeway
2. Identify the Method and Pathway
3. Identify the Funding Source
4. Bikeway Design and Outreach
5. Construction
6. Maintenance and Operations
7. Bikeway Network Performance



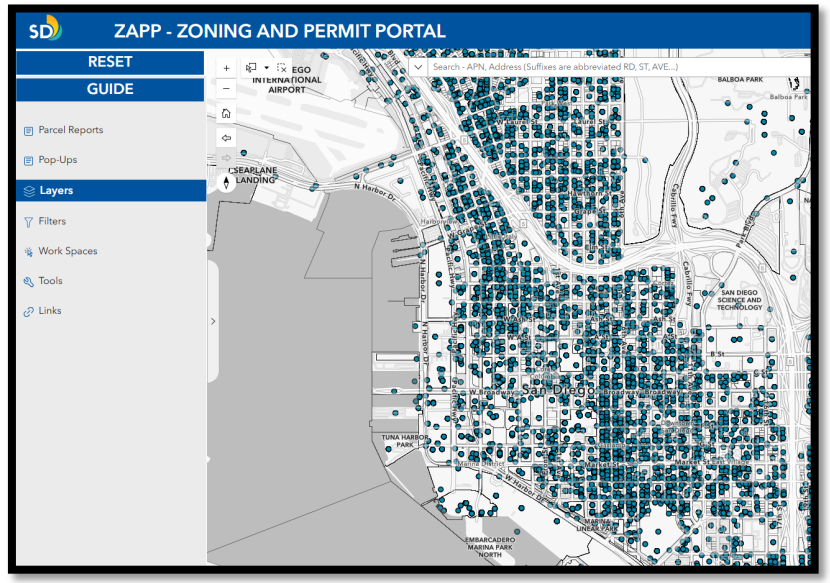
# 1 Project planners identify a planned bikeway

## City Led Project




## Private/Development Project



# 2 Project planners identify the implementation method and pathway

**Roadway Resurfacing**

**Major Improvements or Maintenance**

**Developer-Initiated Improvements**

# 3 Funding sources depend on the project type and identified co-benefits

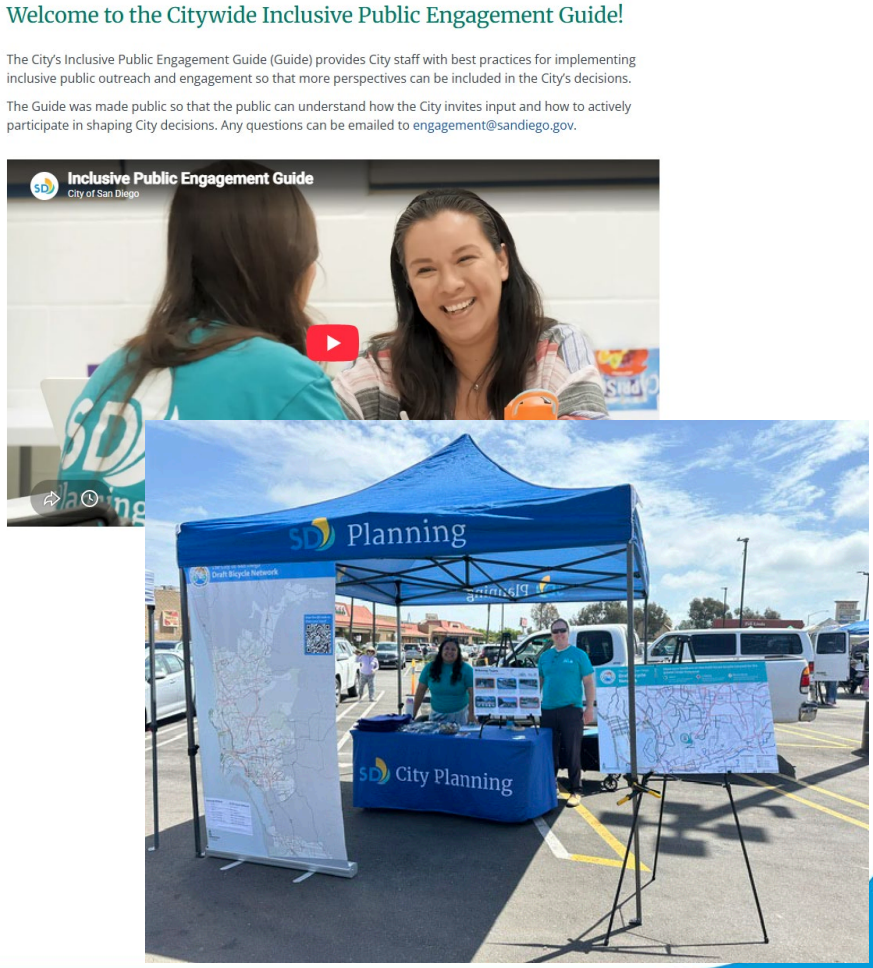
**Capital Improvements Program (CIP)**

**Competitive Grants**

**Development Funded**

# 4 Public outreach ensures that we hear from all San Diegans

- The City's *Inclusive Public Engagement Guide*
- Mayor’s Office, Council District offices, and other stakeholders.
- Final corridor designs



# 5 Construction methods



**Quick-Build**




**Capital Improvement**

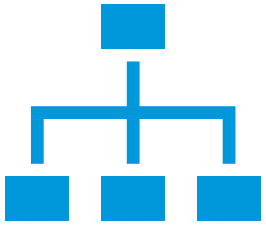
# 6 Bikeway type determines the required upkeep approach



The City maintains and operates all bikeways in the city



Maintenance activities



Staffing and Equipment

# 7 Evaluation of success is tracked using various performance measures

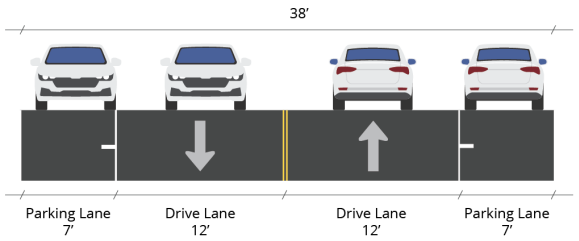
| BMPU Goal | Performance Measure | Metric | Current Reporting Mechanism | Data Source |
|---|---|---|---|---|
| **Safety** | Collisions | Reduction in # of Bicycle Collisions | Vision Zero Action Plan | TIMS and identified City VZ Dashboard |
| **Safety** | Protected Facilities | Miles of new/improved Class IV facilities | City of San Diego Multi-modal Program | City of San Diego Transportation Department |
| **Equity** | Access | New or improved bicycle facilities (Class I-IV) located in Disadvantaged Communities | Complete Streets Policy (Council Policy 900-23) | City of San Diego City Planning Department |
| **Access** | Facility Construction + Maintenance | Miles of new/improved bicycle facilities (Class I-IV) | Climate Action Plan Annual Monitoring | City of San Diego Transportation Department |
| **Environmentally Friendly** | Increase in bike trips | Increase the % of Average Weekday commuter trips taken by residents that are completed by bikes | Climate Action Plan Annual Monitoring | American Community Survey |

# Select Bikeway Concepts

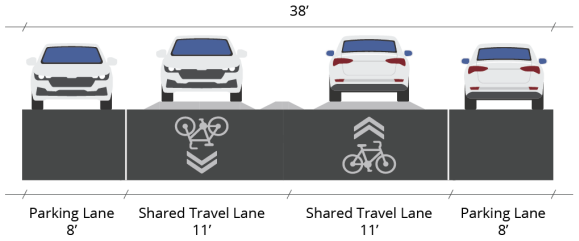
# Sampson Street

East Harbor Drive to South 28th Street

## Existing Sampson St (E Harbor Dr to S 28th St)




## Recommended Sampson St (E Harbor Dr to S 28th St)




## Corridor-Wide Improvements

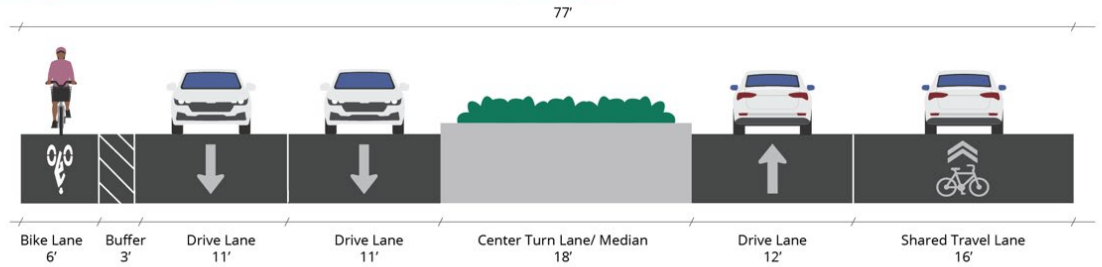
Speed cushions with cutouts for transit & emergency vehicles, daylighting on approaches to all crosswalks, and bike boulevard pavement markings and wayfinding



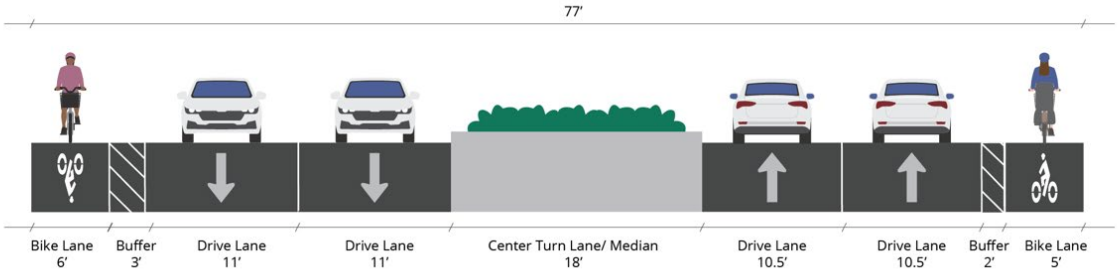
# Euclid Avenue

State Route 94 to Imperial Avenue

## Existing Euclid Ave (Geneva Ave to Hilltop Dr)



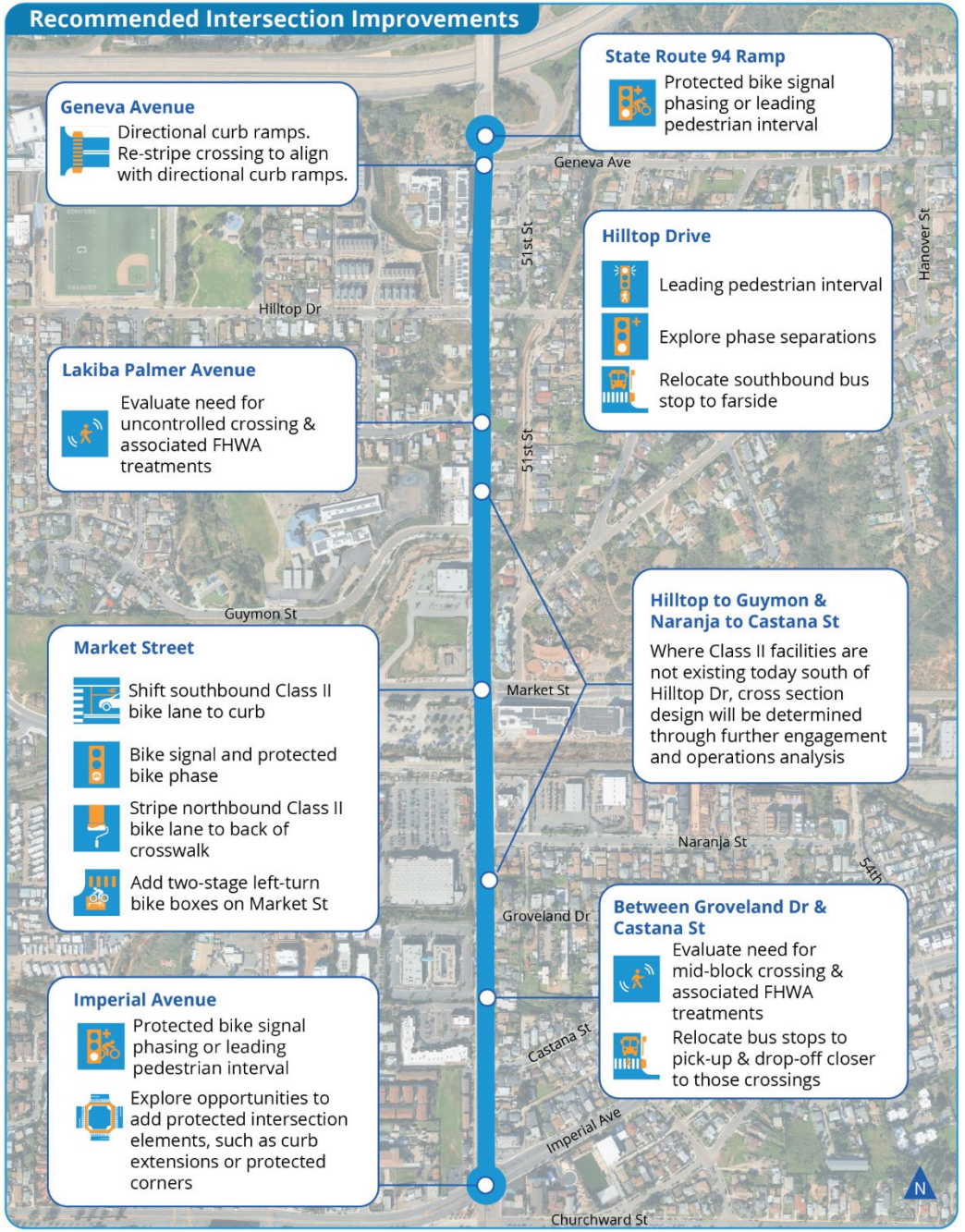

## Recommended Euclid Ave (Geneva to Hilltop Dr)




## Corridor-Wide Improvements

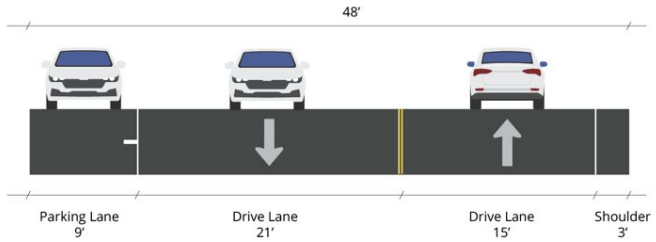
Continuous Class II bike lanes on each side of the roadway

## Recommended Intersection Improvements

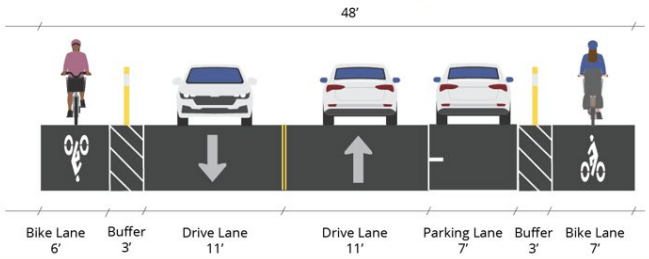


# Hollister Street
Main Street to Outer Road

## Existing Hollister St (Main St to Louret Ave)




## Recommended Hollister St (Main St to Louret Ave)




## Corridor-Wide Improvements
Class IV One-Way separated bikeways in each direction, except over Otay River Bridge, where right-of-way is constrained

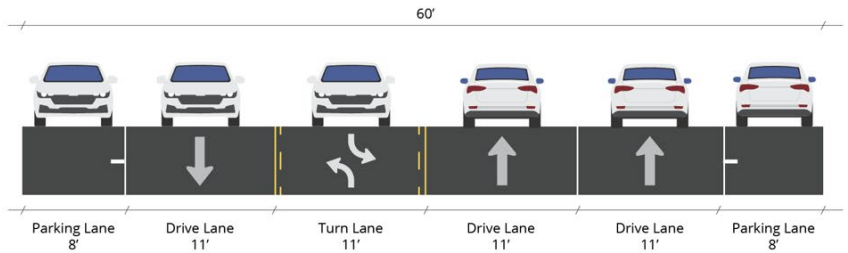
## Recommended Intersection Improvements



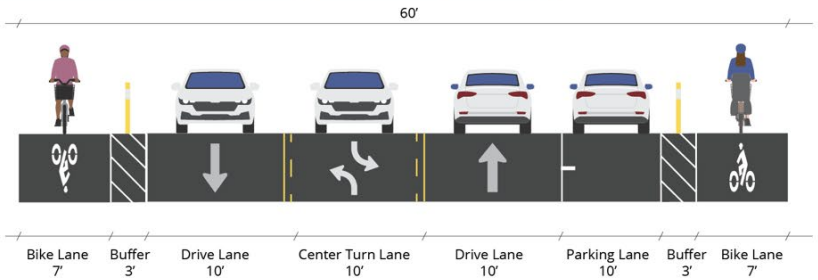
# Mission Boulevard

## Loring Street to Pacific Beach Drive

### Existing Mission Blvd (Loring St to Felspar St)



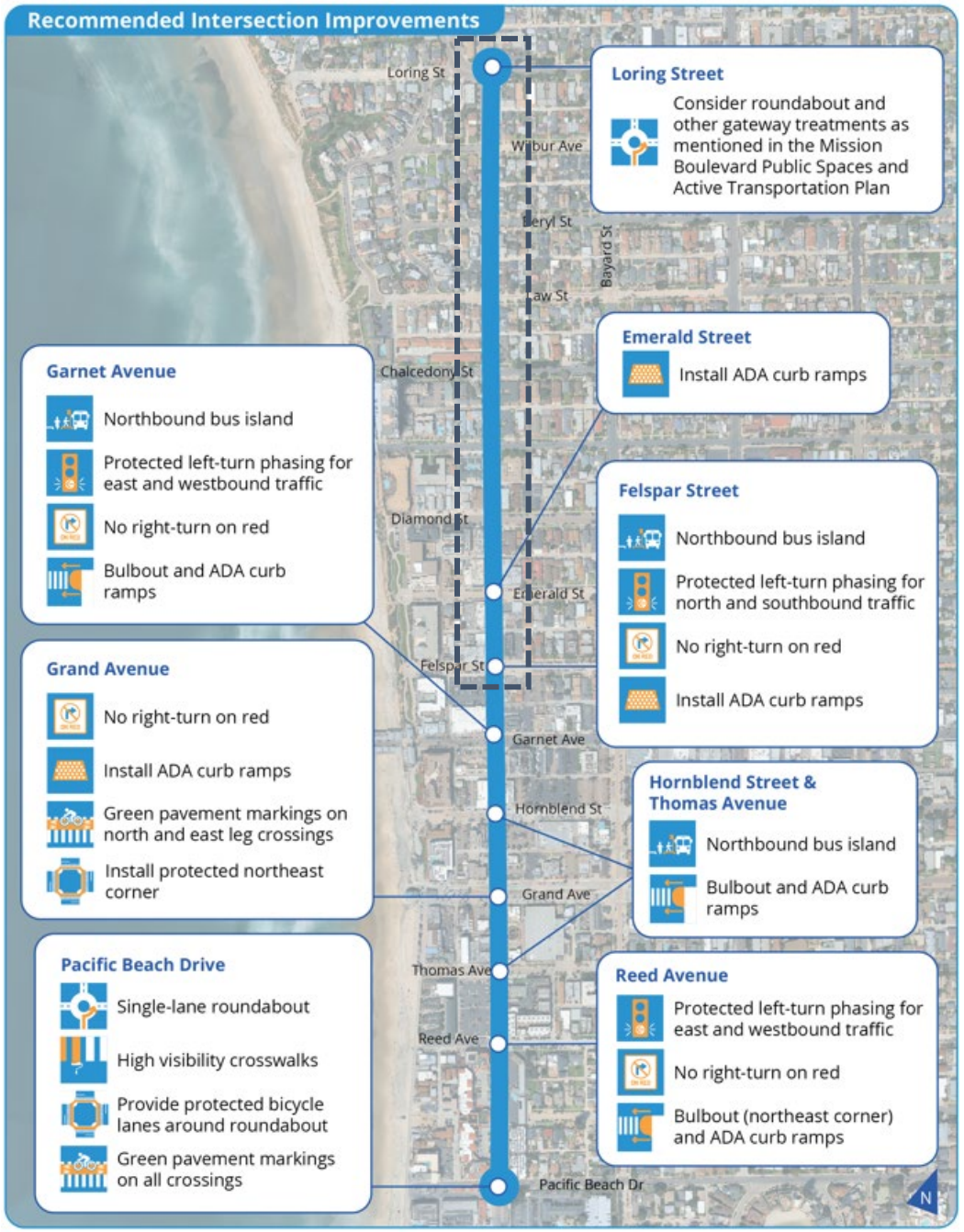

### Recommended Mission Blvd (Loring St to Felspar St)




## Corridor-Wide Improvements

Class IV one-way cycle tracks with horizontal and vertical separation, bus islands for northbound bus stops, bike signals and leading pedestrian intervals, pedestrian-scale lighting, and green pavement striping

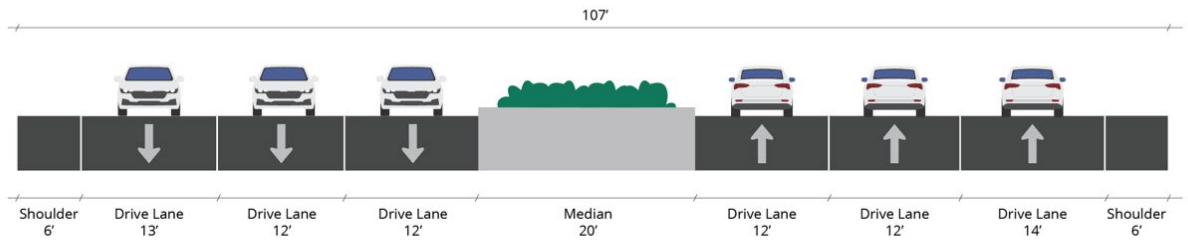
### Recommended Intersection Improvements



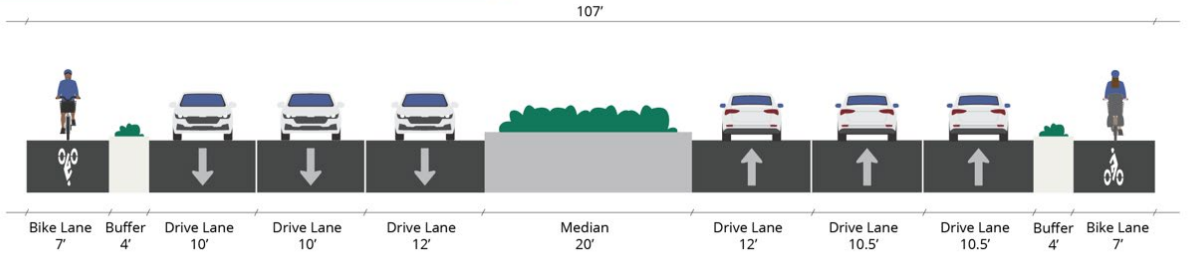
# Ted Williams Parkway

Sabre Springs Parkway to City Boundary

## Existing Ted Williams Pkwy

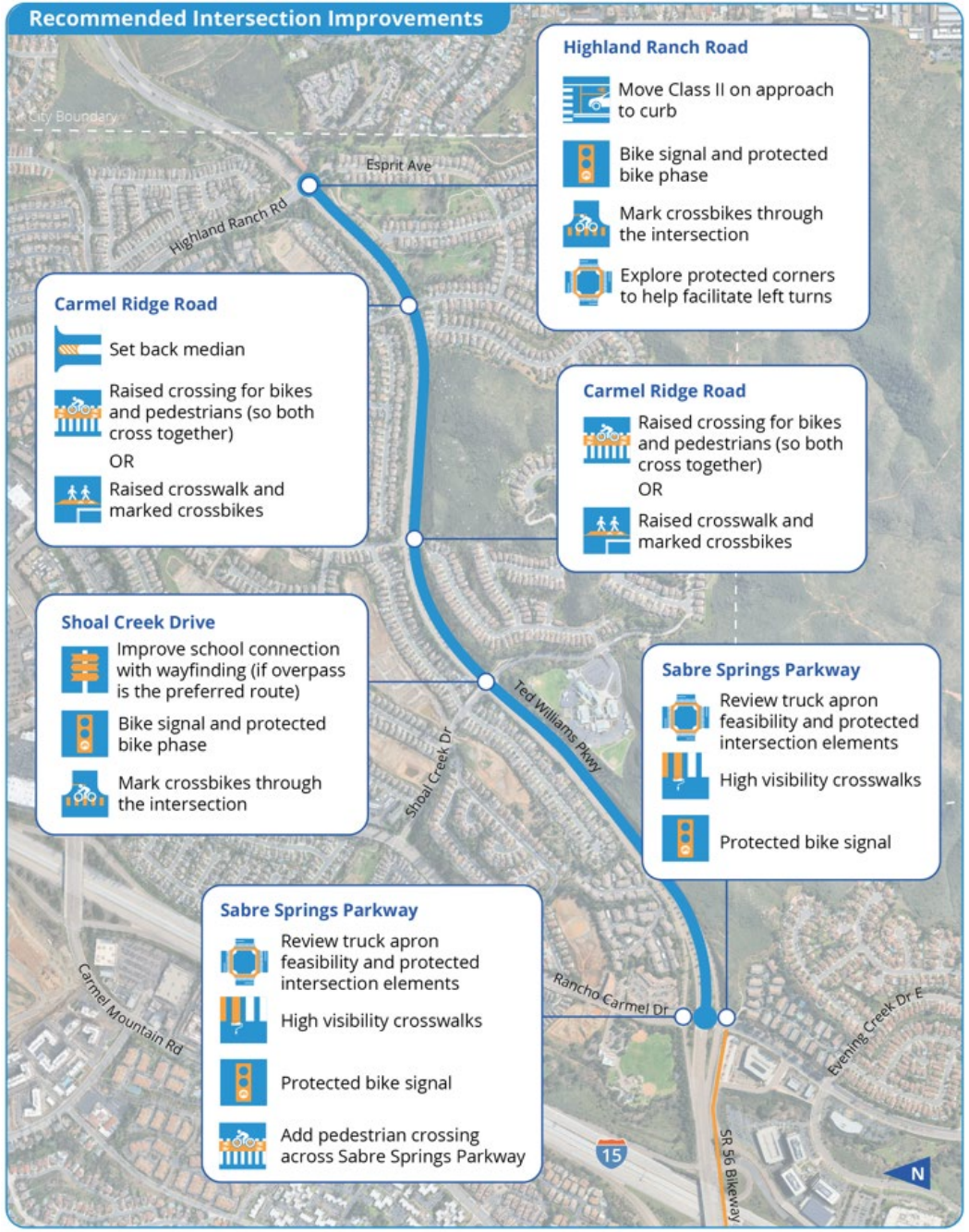



## Recommended Ted Williams Pkwy




## Corridor-Wide Improvements

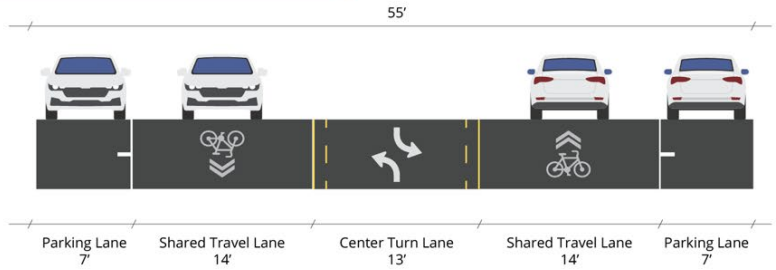
One-way Separated Bikeway (Class IV) on each side with concrete or planted vertical buffer



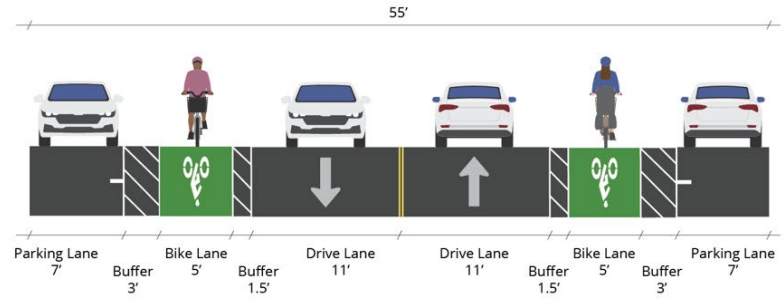
# Adams Avenue

Park Boulevard to Interstate 805

## Existing Adams Ave (Park Blvd to I-805)




## Recommended Adams Ave (Park Blvd to I-805)



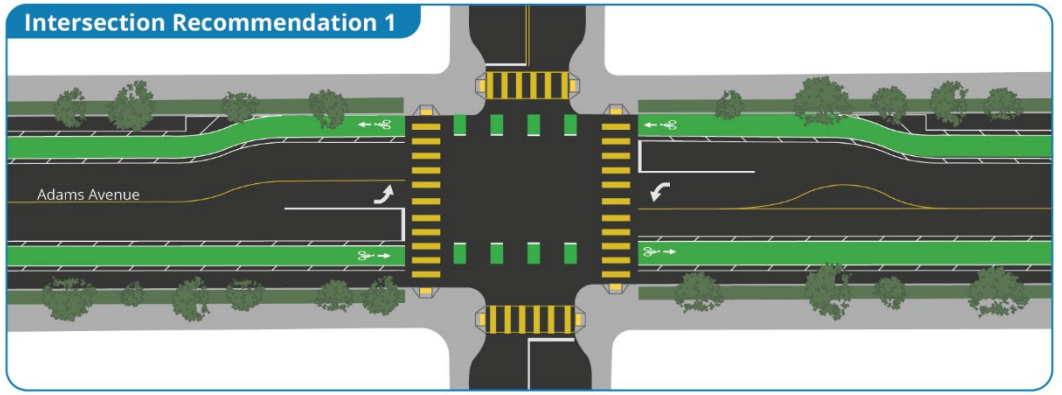

## Corridor-Wide Improvements

Conflict markings through intersections and across commercial or multifamily housing driveways

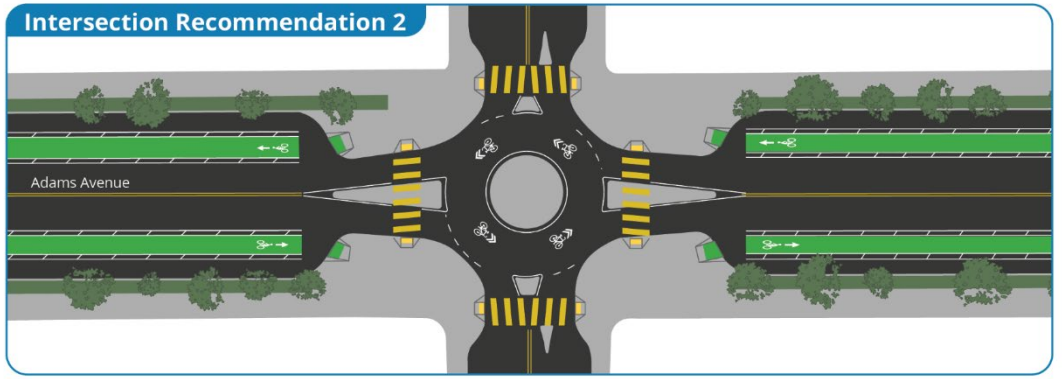
## Concept Extent




## 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.*

# Connect with us at a future event

**North Park Farmer's Market** on Thursday, November 5th



# Next Steps

- **Boards and Committees**
  - Mobility Board: **11/4/26**
  - ATI Recommendation Item: **11/19/26**
- **Public Comment ends on 11/30/2026**
- **Adoption in Early 2027**