

Appendix A: BTA Compliance Checklist

BTA Compliance Checklist

In order to meet the California Bicycle Transportation Act requirements, the 2010 San Diego Bicycle Master Plan includes the following elements:

Table A.1 - San Diego Bicycle Master Plan BTA Compliance Checklist

BTA 891.2	Required Plan Elements	Location Within the Plan
(a)	The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.	Table 5.14; p. 108 Table 5.15; p. 111-112 Table 5.16; p. 113-114 Figure 5-6; p. 75
(b)	A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.	Text p. 13 Figure 3-1; p. 15 Figure 3-2; p. 17
(c)	A map and description of existing and proposed bikeways.	Text p. 13-25 Table 3.2; p. 20 Figures 3-3A & 3-3B; p. 21 & p. 23 Text p. 115, 127 Table 6.1; p. 127 Figure 6-7A & 6-7B; p. 131 & 133 Table 6.3; 145-147
(d)	A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.	Text p. 25-27 Figure 3-4; p. 29 Text p. 159-161
(e)	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals.	Text p. 33, 37-38 Figure 3-4; p. 29 Figure 3-6; 35 Text p. 166-167
(f)	A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.	Text p. 27 Figure 3-5; p.31 Text p. 161
(g)	A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code.	Text p. 39-40 Text p. 169-171
(h)	A description of the extent of citizen and community involvement in development of the plan.	Text p. 99, 103-106 Appendix B Appendix C
(i)	A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans.	Text p. 43-60 Text and maps p. 115-127
(j)	A description of the projects proposed in the plan and a listing of their priorities for implementation.	Table 6.1; p. 127 Figure 6-7A & 6-7B; p. 131 & 133 Table 6.3; p. 145-147 Figures 6-15A, 6-15B, & 6-15C; p. 153,155, & 157 Project Sheets 1 – 40; p. 179-257
(k)	A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.	Table 8.1; p. 175-176 Text p. 176-177 Table 8.2; p. 177 Table 8.3; p. 178

Source: *Alta Planning + Design, March 2010*

Appendix B: San Diego Regional Bicycle Plan Survey Data

San Diego Regional Bicycle Plan Survey Data

This appendix summarizes city of San Diego residents' survey responses to the San Diego Regional Bicycle Plan bicycle survey. On October 30, 2008 the San Diego Regional Bicycle Plan online survey database contained 1,672 responses. Nine hundred and eighty-five of the 1,672 participants (59 percent) were identified as city of San Diego residents based on the residential information provided by survey respondents. The 985 surveys collected via the regional planning effort fed directly into the Plan recommendations, along with the 574 survey responses collected through this planning process, as summarized in Chapter 5.

Figure 1 shows the number of respondents by zip code, as well as the number of respondents normalized by 2008 total population estimates. Figure 1 indicates that the geographic distribution of survey respondents is relatively even with the exception of the southeastern San Diego, Otay Mesa, San Ysidro, Miramar Air Station, Mira Mesa, Black Mountain Ranch and San Pasqual neighborhoods. As **Table A.1** shows, no zip code accounts for more than 7.2 percent of the total 985 San Diego survey responses. Strong response rates are found in the coastal and urban core zip codes; generally areas with land use and population characteristics that are correlated with higher bicycling propensity.

Table A.1: San Diego Resident Regional Bicycle Plan Survey Respondents by Zip Code

Zip Code	Number of Respondents	Percent of San Diego Respondents
92103	71	7.2 %
92122	71	7.2 %
92104	68	6.9 %
92037	66	6.7 %
92109	62	6.3 %
92116	60	6.1 %
92101	49	5.0 %
92129	44	4.5 %
92117	40	4.1 %
92124	40	4.1 %
92107	39	4.0 %
92115	38	3.9 %
92126	36	3.7 %
92111	35	3.6 %
92130	35	3.6 %
92128	27	2.7 %
92106	24	2.4 %
92120	23	2.3 %
92110	22	2.2 %
92131	22	2.2 %
92102	18	1.8 %
92108	16	1.6 %
92127	15	1.5 %
92119	13	1.3 %
92121	11	1.1 %

Zip Code	Number of Respondents	Percent of San Diego Respondents
92123	9	0.9 %
92105	8	0.8 %
92114	7	0.7 %
92154	7	0.7 %
92139	4	0.4 %
92113	2	0.2 %
92173	2	0.2 %
92093	1	0.1 %
Total	985	100 %

Source: Alta Planning + Design, November, 2008

Table A.2 summarizes city of San Diego respondents' bicycle facility preferences, showing preferences for off-street paved bike paths, on-street bike lanes, and bike boulevards.

Table A.2: City of San Diego Survey Respondents' Bikeway Preferences

Bicycle Facility Type	1 Highly Preferred	2	3	4 Not at all Interested
Off-Street Paved Bike Paths	73.4 %	15.6 %	8.2 %	2.8 %
On-Street Bike Lanes	43.8 %	41.6 %	11.5 %	3.1 %
Bike Routes	26.1 %	33.0 %	29.7 %	11.2 %
Unpaved Trails or Dirt Paths	15.0 %	18.2 %	28.2 %	38.6 %
Bicycle Boulevards	43.0 %	34.3 %	17.5 %	5.2 %

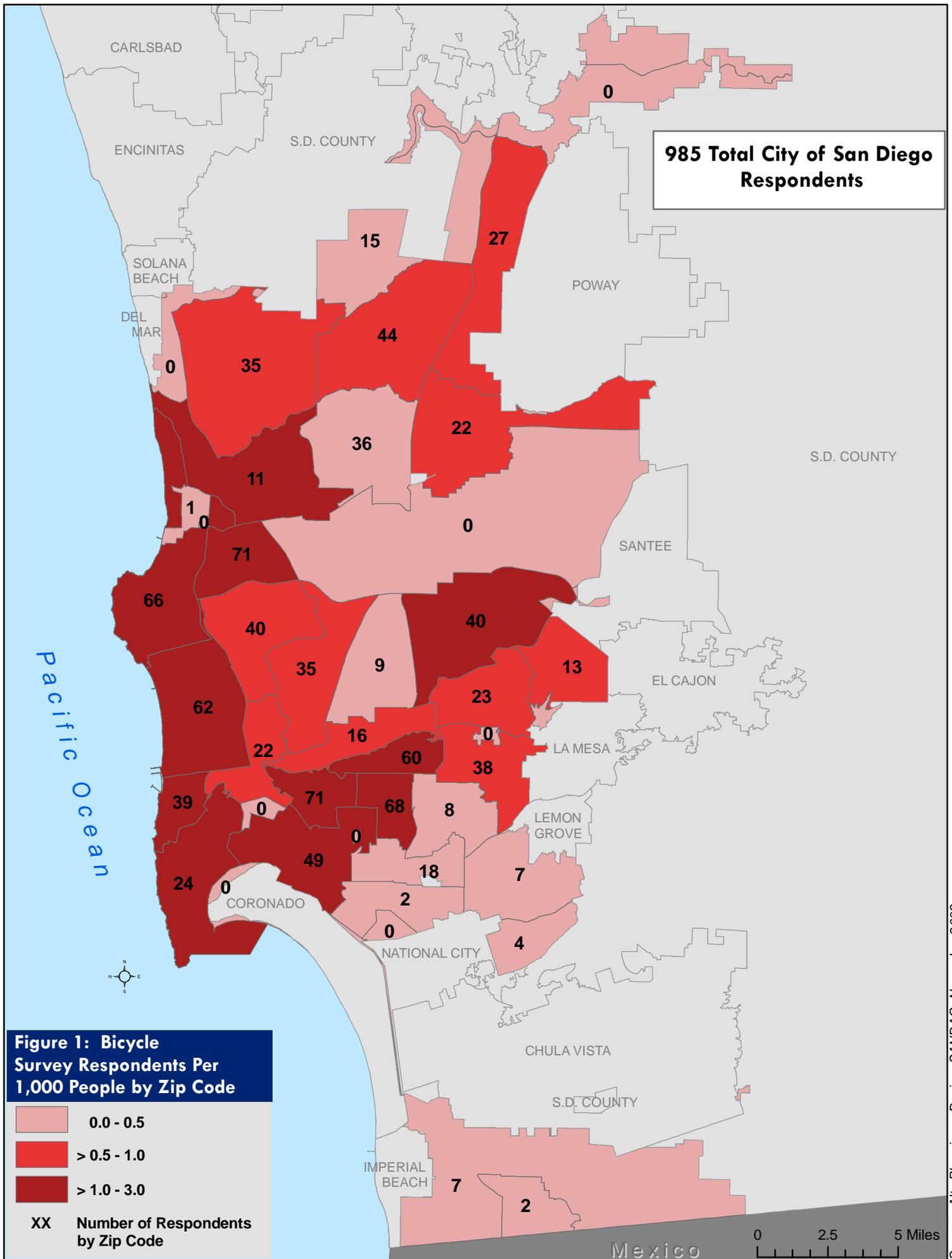
Source: Alta Planning + Design, November, 2008

Table A.3 presents San Diego survey respondents' responses to a question asking if certain improvements would influence them to bicycle more frequently. As shown, 64.2% of respondents indicate that adding more bike lanes on major streets would encourage them to bike, followed closely by more paved (off-street) bike paths and increased maintenance of bikeways.

Table A.3: Improvements Influencing Ridership According to City of San Diego Survey Respondents

Improvement	Very Likely	Likely	Somewhat Likely	Somewhat Unlikely	Unlikely	Very Unlikely
More Bike Lanes on Major Streets	69.3 %	18.4 %	8.4 %	1.6 %	0.7 %	1.6 %
More Paved (off-street) Bike Paths	66.2 %	15.1 %	10.5 %	2.9 %	2.7 %	2.6 %
Increased Maintenance	51.6 %	21.3 %	19.5 %	4.4 %	1.4 %	1.8 %
Widen Outside Curb Lanes on Major Streets	50.2 %	27.7 %	14.4 %	3.5 %	2.3 %	1.9 %
Bicycle Boulevards	44.7 %	25.2 %	17.7 %	5.7 %	4.0 %	2.7 %
More Bike Routes	41.6 %	22.9 %	21.0 %	5.9 %	5.3 %	3.3 %
More On-Road Bike Signage	29.1 %	16.1 %	29.9 %	14.4 %	6.9 %	3.6 %
More Bicycle Parking/Storage	24.5 %	19.5 %	25.6 %	14.6 %	10.4 %	5.4 %

Source: Alta Planning + Design, November, 2008



Source: Alta Planning + Design; SANDAG; November 2008

Table A.4 shows that when asked about education and encouragement programs they have participated in, an overwhelming 61% of respondents indicate that they have participated in Bike to Work Day, a far greater number in comparison with any other programs or classes offered.

Table A.4: Programs and classes attended by San Diego Survey Respondents

Program	Percent of Responses
Bike to Work Day	61.0 %
Elementary School Bicycle Safety Education Program	9.0 %
San Diego Bicycle Coalition Classes	6.5 %
Pedal to the Park	4.6 %
Cycling Sundays at Petco Park	2.3 %
Safe Routes to School Event	1.3 %
Other (<i>please specify</i>)	8.2 %

Source: Alta Planning + Design, November, 2008

Table A.5 indicates that the highest percentage of San Diego survey respondents would be interested in user-friendly bicycle maps and guides, followed by a public awareness campaign focused on bicyclists rights, responsibilities, and the health and environmental benefits of bicycling and interest in a bicycling information website.

Table A.5: San Diego Survey Respondents' Level of Interest in Developing or Expanding Bicycle Programs

Program Type	1 Highly Interested	2	3	4 Not at all Interested
User-friendly Bicycle Maps and Guides	64.4 %	26.5 %	5.9 %	3.2 %
Public Awareness Campaign Focused on Bicyclists Rights, Responsibilities, and the Health and Environmental Benefits of Bicycling	63.9 %	25.8 %	6.5 %	3.8 %
One-stop Bicycle Information Website	59.3 %	27.7 %	10.2 %	2.8 %
Route Planning for Bicyclists (511 service)	50.8 %	29.5 %	13.4 %	6.3 %
Education Programs for Motorists	45.9 %	27.4 %	16.4 %	10.3 %
Education Programs for Elementary, Middle/Junior, and High School Students	43.2 %	33.4 %	15.7 %	7.7 %
Education Programs for Law Enforcement Personnel	35.6 %	32.0 %	20.9 %	11.5 %
Community Support Encouragement Programs, such as the Diamond Awards Program	31.9 %	34.1 %	24.2 %	9.9 %
Education Programs for Adult Cyclists	31.5 %	35.6 %	22.9 %	10.0 %

Source: Alta Planning + Design, November, 2008

Table A.6 presents San Diego survey respondents' motivations for bicycling. As shown, 91.5% of respondents living in San Diego bicycle for exercise/health reasons, followed by 82.2% responding that they bicycle for enjoyment and 61.8% bicycle to get to work.

Table A.6: Reasons for Bicycling - Regional survey input

Reason	Percent of Respondents
For exercise / health reasons	91.5 %
For pleasure	82.2 %
To get to work	61.8 %
For shopping / errands	43.3 %
To get to transit	16.1 %
To get to school	12.0 %
I don't bike	1.2 %
Other (<i>please specify</i>)	7.8 %

Source: Alta Planning + Design, November, 2008

Table A.7 shows that San Diego respondents' most common average riding distance for a one-way trip is 11 to 24 miles. This average is significantly higher than the average of 3 -5 miles reported by respondents' to the City of San Diego Bicycle Master Plan bicycle survey.

Table A.7: Average Bicycling Distance (one-way)

Miles	Percent of Respondents
Under 2 miles	10.6 %
3 - 5 miles	18.8 %
6 - 10 miles	25.5 %
11 - 24 miles	32.2 %
25 miles and above	12.9 %
Total	100 %

Source: Alta Planning + Design, November, 2008

Appendix C: Public Workshop Comments



PUBLIC COMMENTS COLLECTED VIA THE COMMENT BOX

Note: The following is a list of the comments open house attendees recorded on comment cards provided and collected at the open house sign-in table. They are transcribed here exactly as they appear on the comment cards.

- We need to think outside the box, as well as make improvements to roads and bike lanes. We can make San Diego, especially the urban core, much more bicycle-oriented. This will cut down on pollution, gasoline costs to consumers, and make our city more of a tourist destination and friendly community oriented. Please think outside the box: What would make people want to ride more in San Diego? We've already got the perfect climate!
- Regional bike maps are very small, hard to read, and vague. Something as simple as bike lanes on every road, or a division to make it safer to bike on public roads. Freeway on and off ramps should have yield or no turn on red signs. Poor road conditions and uneven roads need more attention and need to get properly addressed. Also, more community involvement is necessary. I'm a San Diego resident, and I never received any meeting information in the mail. Had I not been a SD Triathlon Club member, I would not have heard about this meeting. Those of us who do bike do not want to rely on public transportation, therefore we bike. In the city, it's unfortunately more efficient to take a car, since most streets aren't safe or bike friendly. One would think that if we could make bike/transit more accessible, we could help stop the destruction of our environment, and help keep our city and state a more beautiful place. Lastly, it's good that I didn't bike the 10 miles here tonight, since there was nowhere to park my bike.
- I'm confident that the plan will do a good job of identifying needed programs and facilities. To be a success however, it has to establish a strong policy framework for implementation. Start by creating a city bicycle advisory committee for instance.
- No Facilities Board, where are suggestions for these lanes and sharrows, etc.? No traffic calming or road diet suggested areas as well. Or suggestions for parking removals or additions.
- What about the unincorporated communities? Build a website to consolidate bike issues across all spectrums.
- Thanks for the forum. Suggestion: Two large maps: 1. Existing Bike Routes, 2. Planned Bike Routes (distribute maps too).
- Thank you for having the open house. So glad bike plans are being evaluated. Maps were confusing. Less parking on streets – more bike lanes!
- Good displays. Could use set presentation and bike racks.
- Connect Morena Blvd. to Gilman Dr. along Hwy 5 so bicyclists can have a safe, straight route from Downtown/Old Town/Clairemont/North Park, etc. to UCSD.
- Work with bike shops and create a medium of communication with bicyclists of all types in an effort to increase awareness of bicycle related events and planning efforts.

City of San Diego Bicycle Master Plan Update

June 10, 2009 Public Open House

- Concern – The new bike path on the south side of the SD River was not completed with pavement under the Morena Street bridge just east of the Pacific Hwy bridge which runs east towards the AAA building. An approx. 50' piece of a Class I bike lane has a 6" drop and is very dangerous. If this is a right-of-way issue, should it be open? Liability?
- Educating and encouraging our youth to ride on a daily basis to and from school and for extracurricular activities/sports. Need safe lanes/paths to and from schools. Point Loma schools and parks should all be connected with safe paths. Also, incentives for workers to commute by cycling.
- Please implement these upgrades. We are a fantastic city for bicycling, yet don't have infrastructure to really encourage a commuter culture. We could transform SD into a real biking town! Take on those puny Europeans and people from Oregon! (It rains a lot there, for god's sake!)
- I was at the last open house/meeting and I got all the things I asked for on your new master plan: Washington Ave, Park Ave, 6th Ave, more downtown – Super! Looks great – I hope it all happens. What's the best way for me to stay involved?
- Some PowerPoint slides were too small. Needed to separate.
- As a part of the Grantville Master Plan for Subarea B, a service road is to be connected at the end of Tierrasanta Blvd. This should be opened up to bike traffic, thus establishing an east-west connection from College Ave to the beaches.
- Tunnel on India under Hwy 5 is dark, especially bad is the contrast on bright days. Brighter lighting in tunnel would help. Perhaps "solatube" style to save energy? Bridge connecting Santa Fe to Morena near Costco would enable nicer/shorter commute between UCSD and residences behind Costco. Public education about destination positioning at intersections and door zone avoidance is needed.
- No bike parking at this meeting? Classic!
- Please review the existing conditions/facilities. Many of the facilities need to be updated, i.e. some Class III are now Class II, etc. Better/more education efforts for children and police officers as well as drivers. Motorist education. Include policy to repair bike lanes when roadway is being repaired. Many bike lanes on streets that have been resurfaced have been left alone and in bad condition.
- Please put display boards online.
- It would have been nice to have a sign telling us we could lock our bike inside.
- Good event. I'm glad you're involving the public. Recommendation: do as much as you can to encourage biking as neighborhood transportation instead of using a car. Lots of bike lanes, blvds, etc. are not enough.
- Good workshop format. Station attendees were helpful and informed. Would like to see a calendar for report submission and plan implementation. Also, it would be helpful to know if there will be future opportunities for public input and in which areas.
- We need more signs that say "Share the Road – It's the Law."

City of San Diego Bicycle Master Plan Update

June 10, 2009 Public Open House

- Keep communicating and reach out to the local bicycle clubs.
- Riders using sidewalks – call for increase in outreach efforts/education/enforcement to riders. This is a sign of riders uncomfortable in street – need auto driver awareness/enforcement.
- *See attachment 1 for a typed set of comments submitted at the open house.*

Bicycling Suggestions for the City of San Diego – June 10, 2009

- **Sharrows** – These would be helpful on roadways too narrow for bike lanes, but have a large amount of cycling traffic. Good roads for this would be Mission Bay Dr, San Diego Avenue near Old Town, and 4th and 5th Avenues from Hillcrest to Downtown. The City of Corona has implemented these on a couple of roadways (Rincon St in particular between Smith Ave and Corydon Ave) that connect two segments of the popular Santa Ana River Trail.
- **Signal Modification** – Modifying or fixing the traffic signals to actuate for cyclists, or making the loops visible, would be the greatest benefit for cyclists. Many bicyclists run traffic lights as they do not actuate for them, treating them as a malfunctioning signal. More education about where bicycles must be to actuate the signals would also be helpful. I have found information on the internet, and have had a 95% success rate in most cities.
- **Bike Lanes** – More bike lanes would be helpful, only if they are NOT within the “door zone” of cars and properly maintained. Too often I have seen these lanes creating more dangerous situations for cyclists, mostly due to poor maintenance forcing cyclists out into higher speed traffic.
- **Education** – While mostly at a state level, more education for motorists as to how to share the road with cyclists, especially pertaining to passing distance and bike lanes, would be helpful. Educating cyclists that the rules apply to them as well is also helpful. Law enforcement also needs to be educated as to the rights of cyclists on the roadways. I myself was cited while riding in a legal and safe manner in front of San Diego City College on Park Blvd, while I was riding to work. The citation was for not riding far enough to the right, which was not applicable at the time. Had I been riding the way they wanted, it would have been very unsafe for me, putting me in a position to have to dodge parked cars while going 25 mph, down a hill.
- **Maintenance** – While cars can deal with a lot more bumps, bicycles cannot. It becomes more a safety issue when cyclists have to dodge potholes, possibly coming into higher speed traffic. The additional problem arises when flats or bent rims are caused by these potholes. The cyclist can crash, causing more problems for all involved. Debris strewn bike lanes and shoulders present similar problems, causing flats and forcing the cyclist to dodge the debris. Regular sweeping of these problem areas would drastically reduce these problems, as well as prompt repair of potholes.
- **Bike Paths** – While an expensive undertaking, these can be quite helpful, when implemented properly. Building them as enhanced sidewalks or making them subordinate to all other roadways reduces their utility. Better integration into the network is needed, especially along existing paths. The Rose Canyon path has a rather problematic north end, where it meets Gilman Dr at the I-5 NB offramp. The City of Portland, Oregon, has solved this problem with a bicycle only signal, where a path converges at a similar intersection.



Station 1: Public Involvement Strategy

PUBLIC COMMENTS RECORDED AT STATION 1

- Provide tips to bicyclists, such as where to position one's self in the roadway in order to trigger bicycle-sensitive loop detectors.
- We need a safe bike route that connects Downtown, Mission Hills and Hillcrest.
- A bicycle improvement project is needed on a major east – west Mid-City corridor, such as Adams Avenue or University Avenue.
- Construct bike lanes on El Cajon Boulevard from La Mesa to Park Boulevard. Bike lanes on El Cajon Boulevard would be especially helpful to connect to the Bus Rapid Transit planned for El Cajon Boulevard.
- Better bicycle access to colleges and universities located in San Diego is needed. Access to San Diego State University is particularly inadequate. There is room in the roadway right-of-way to construct bike lanes on College Avenue.
- Fill the gap in facilities on Fashion Valley Road and Hotel Circle N. to connect the bike lanes on Hotel Circle with the San Diego River Pedestrian and Bike Path.
- Money for bicycle facilities should be allocated wisely. More money should be spent on developing bike lanes and routes rather than costly projects like the Lake Hodges Bridge.
- There are no safe bicycle routes to travel in and out of downtown, especially during peak traffic periods.
- Provide more bike lockers at all MTS Trolley stations.
- Maintenance of existing bicycle facilities is extremely important and must be considered when planning new facilities.
- Better lighting of facilities is needed to improve safety.
- There are no safe routes to access schools and parks in Point Loma. Bike lanes on West Point Loma Boulevard are needed, as are safe facilities that connect to Nimitz Boulevard.
- Repair and maintenance of existing facilities is sorely needed.
- Complete the western terminus of the SR-56 Bikeway south of Del Mar.
- Pave the frontage road in Sorrento Valley east of Interstate 5 to connect to the SR-56 Bikeway.
- A bike bridge is needed to connect Morena Boulevard and Santa Fe Street so that bicyclists can avoid using Balboa Avenue.
- Inventory existing bike lanes to identify needed improvements.
- Road construction contractors must be held to standards so that bicyclists are considered in construction zones.

City of San Diego Bicycle Master Plan Update

June 10, 2009 Public Open House

- The San Diego River Pedestrian and Bike Path gap should be filled.
- More bike racks are needed throughout San Diego.
- There is a cement K-rail on Jamacha Road that is obstructing the bike lane. In order to avoid the K-rail, cyclists have to ride in the 50 mile per hour travel lane. The K-rail has been there for a long time and needs to be removed.
- The bike lanes on Harbor Drive are poorly maintained, especially in front of the Naval Station. Crossing the railroad tracks is also difficult.
- Enforce laws that prohibit motorists from parking in bike lanes and people from littering bike lanes.
- The tunnel on India Street between Old Town and Downtown requires better lighting. Explore the possibility of using Solatube technology to light the tunnel.
- Education is perhaps the most important tool we have to improve safety. Campaigns that educate people about door zone danger and destination positioning at intersections is particularly important. Billboards, radio, and television ads should be used to inform the public on these and other bicycling issues.
- There should be a tracking mechanism to record non-collision instances where interactions between bicyclists and motorists cause a bicyclist to crash or almost crash. Kearny Villa Road is an example of a high speed, intimidating roadway where bicyclist/motorist conflicts are frequent however conflicts are not documented unless there is a collision.
- Bike paths are poorly placed, designed, and signed. Better visibility and warning signage is needed at points where bike paths intersect with roadways so that motorists expect cyclists to be entering the roadway from a bike path.
- Bicyclists ride on new bike paths as soon as the pavement surface has hardened, which can be before the path has been officially dedicated. Because the paths are not officially dedicated they aren't maintained and repairs requested will not be addressed.
- The Lake Hodges Bridge has four different surface types which can be dangerous for cyclists who are not anticipating surface changes.
- Connecting bicycle facilities to transit should be prioritized to accommodate long distance commutes.
- Poor surface maintenance is a safety issue.
- Right turns on red should be prohibited on roadways with bike lanes.
- More bicycle-sensitive loop detectors are needed. Also, install pedestrian signals so that the push buttons are within reach of bicyclists so that cyclists do not have to dismount to push the signal.
- Make the public open house material and comments available on the City's website.
- I like the idea of a bicycle boulevard on Meade or Orange Avenue to serve as an alternative to the busy major corridors, such as University Avenue and El Cajon Boulevard.

City of San Diego Bicycle Master Plan Update

June 10, 2009 Public Open House

- There should be bike lanes connecting all of the urban core neighborhoods, including Hillcrest, Mission Hills, North Park and Downtown.
- Advertise future public open houses and workshops on KPBS.
- San Diego should be more bicycle-friendly. With San Diego's weather, more people would bicycle if San Diego was more conducive to bicycling.
- Share the road signage and sharrows are needed throughout San Diego.
- Motorists existing Interstate 5 and turning right onto Gilman Drive block the bike lane that provides access to the Rose Canyon Bike Path despite the signage that directs them to stop behind the line.
- An Environment Impact Report (EIR) was just completed for the San Ysidro Border Station Project, which included no mention of bicyclists needs. This is a good time to intervene and ensure bicycle travel is considered in the project.



Station 2: Review of the Current Bicycle Master Plan

PUBLIC COMMENTS RECORDED AT STATION 2

- There should be a website or hotline for bicyclists to report concerns or poor road conditions.
- There should be a database that is accessible by various cycling organizations and enables cyclists to share information about bicyclists' concerns and complaints.
- It is difficult to load bikes on the University of California – San Diego (UCSD) bus bike racks. UCSD could convene a focus group composed of different types of users to select racks that would accommodate people of all sizes and strength levels.
- Provide more bicycle carrying capacity on MTS buses and dedicate an individual car for bicycle transport on trolley lines by removing all seats in the car designated for bikes.
- Priority should be given to completing gaps in existing bike lanes. Discontinuous bike lanes are a problem.
- Provide guidance to bicyclists about where to position ourselves at intersections so that we are detected by loop detectors and thus able to trigger signals.
- A county-wide bicycle and pedestrian plan with maps is needed.
- Wayfinding signage for cyclists would be very helpful.
- Roadways are not safe for bicyclists. Separated bike paths are needed for safe bicycling.
- San Diego is not a bike-friendly city.
- Street cleaning should be a priority. Bike lane and roadway shoulder maintenance is needed.
- Pave roadway shoulders.
- Include road grade information on bicycle user maps.
- Linda Vista Road and Kearny Villa Road were repaved but the roadway shoulders were not. This is a problem for bicyclists.
- More bicycle-sensitive loop detectors are needed in left turn lanes so that bicyclists aren't forced to wait until a car arrives and activates the light.
- Label neighborhoods on maps.
- Show more graphics at the workshop to describe to cyclists how they would fit into the proposed network. Include plans and sections of example corridors.
- Use painted bike lanes to increase the visibility of bicyclists and facilities.
- Robinson Avenue becomes a narrow bridge between 6th Avenue and 10th Avenue which is difficult for bicyclists to maneuver with traffic.
- Reduce the amount of free on-street parking. Convert parking space to bicycle facilities.

City of San Diego Bicycle Master Plan Update

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- Sharrows should be added to Class III bike routes.
- There are inaccuracies in the existing facilities shown in the map displayed. There are no existing bike lanes on Mira Mesa Road, as shown on the map. There are bike lanes on Camino Santa Fe that aren't shown on the map. There is no existing facility on Miramar Road; it is a gap. There are bike lanes on Texas Street from Madison Avenue to Camino del Rio S. that aren't shown on the map.
- Traffic calming is greatly needed. University Avenue, Gilman Drive and Park Boulevard would be improved by traffic calming. La Jolla Boulevard in the Bird Rock neighborhood is a good example of effective traffic calming.



Station 3: Bicycle Demands Analysis

PUBLIC COMMENTS RECORDED AT STATION 3

- Schools and the areas surrounding schools should have a higher weight in the Attractors Model.
- Harbor Drive is dangerous through the National Association of Security Companies (NASCO) area. There is debris along the roadway and it needs resurfacing.
- The bike lane on Kearny Villa Road near Miramar Road should be resurfaced and debris should be removed.
- The western terminus of the SR-56 Bikeway is a significant gap.
- An east-west connection through Mid-City is needed.
- High traffic speeds along Adams Avenue in Normal Heights are a problem.
- The lack of stop signs on 30th Street south of University Avenue is a problem because this results in motorists traveling too fast in the residential area between University Avenue and Upas Street.
- On Pershing Drive through Balboa Park the bike lane is located in motorists' blind spot in various places.



Station 4: Proposed Bicycle Network

PUBLIC COMMENTS RECORDED AT STATION 4

- University Ave through Hillcrest and North Park is too treacherous for bicycling.
- An east-west connection through Mid-City is needed on a low-volume roadway parallel to El Cajon Boulevard and University Avenue.
- Motorists on El Cajon Boulevard are inconsiderate toward bicyclists.
- The portions of the bike path connecting Ocean Beach to Hotel Circle that are under construction should be completed.
- Pavement markings are needed to indicate where bicyclists should be positioned to trigger loop detector activated signals.
- Connect the eastern terminus of Hotel Circle S.
- East of Fashion Valley Mall the bike lane on Friars Road drops.
- A bicycle-sensitive sensor is needed on Friars Road on the left turn lane onto east at Ulric Street.
- A bicycle-sensitive sensor is needed on Pacific Highway next at the Trolley Center.
- Kearny Villa Road near Balboa Avenue is hazardous to bicyclists.
- An east-west connection thru Mid-City needed.
- San Diego planners should inform themselves about the “Interstate Bicycle Network” program that is under development.
- The four-way stop sign on 30th Street and A Street is located in the wrong place.
- The bike lane on Hotel Circle drops. This is dangerous for inexperienced bicyclists.
- There is an unpaved section of San Diego River Pedestrian and Bike Path.
- Do not include gutter in 5’ lane widths. Bike lanes should have two line markings.
- Be caution about the design of bike lanes. The cycle track on Friars Road is not swept.
- Cyclists are trapped in cycle tracks, which is dangerous. Bike lanes are preferred.
- “Share the Road” signs are needed.
- More bike lanes, as opposed to separated paths, are needed.
- Sharrows are desirable.
- More bike-sensitive loop detectors are needed.
- Maintain the density of the proposed network.



Station 5: Prioritization Process

PUBLIC COMMENTS RECORDED AT STATION 5

- Sharrows are needed on all Class III routes. They should be placed outside of the door zone.
- The prioritization maps should include facility types.
- It is important to decide how to allocate priorities considering bicycle boulevards and traffic calming measures require higher treatment levels than sharrows.
- More traffic calming efforts are needed in San Diego. We need livable streets for all pedestrians and bicyclists, particularly surrounding parks, schools, and in university areas.
- Remove free on-street parking on 30th Street or install sharrows to help prevent cyclists colliding with car doors.
- The northern terminus of Black Mountain Road should connect thru to Rancho Bernardo.
- There is a six foot drop in the facility on Morena Boulevard due to road construction.
- Northbound Fairmont Avenue at Montezuma Road is very dangerous.
- The pedestrian/bicycle bridge over I-15, north of SR-94, out of Fairmont Park is very dangerous.
- Commuting out of the I-805/Mira Mesa Boulevard is three miles longer than it should be because the area is boxed in.
- Waring Road northbound from I-8 is uphill and there is not sufficient room for bikes. There are narrow lanes and high speed traffic.
- There is no detection of bicyclists where Bayshore Bikeway intersects F Street. The light never changes for waiting bicyclists.
- Safer ways to cross I-8 are needed. Fairmont Avenue is a joke and Texas Street is dicey.
- A bike connection along I-5 from UCSD to Downtown is needed. Gilman Drive to Morena Boulevard is recommended.
- Install escalators or elevators or flatten hills.
- The bike lane on Jamacha Road, which is a 50 mile per hour roadway, has been obstructed for five years.
- Do not construct bicycle facilities in Rose Canyon between I-5 and Genesee Avenue to preserve the canyon.
- A safe connection between Morena Boulevard and Santa Fe Street.
- Education program development should be prioritized above facilities.

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- Speed enforcement is needed on Kearny Villa Road. People travel up to 70 miles per hour entering and existing freeway ramps. Three bicyclists have died in this location within five years.
- A bike lane is needed between SR-56 and SR-52. Miramar Road and Mira Mesa Boulevard are options.
- Harbor Drive is dangerous. Resurfacing or repair and street cleaning is needed.
- Resurfacing and street cleaning is needed on Kearny Villa Road.
- The SR-56 bike path connection from Del Mar to San Diego remains unfinished.
- A bicycle boulevard on Meade Avenue or Adams Avenue is a good idea. A Mid-City east-west connection that serves as an alternative to El Cajon Boulevard and University Avenue is needed.
- Roadways that run north-south around Balboa Park are nice two-lane roads that could be converted to one-lane roads with bike lanes.
- In Mid-City cyclists are forced to use Washington Street or University Avenue as a west-east corridor. Parallel and diagonal parking on these streets between North Park and Mission Hills make them hazardous to bicyclists.
- Clairemont/Kearny Mesa is a large employment center. These results are too focused on UTC.
- Create a bike/bus lane on 4th and 5th Avenues.



Station 6: Program Strategies

PUBLIC COMMENTS RECORDED AT STATION 6

- The Police Department should meet regularly with the San Diego County Bicycle Coalition.
- There should be a bike path around the circumference of Montgomery Field.
- “Yield to Bicyclists” signs are needed at interstate on and off ramps along Friars Road.
- Bicycle valet parking should be provided at all major events.
- Resurface bike lanes in addition to traffic lanes. Bike lanes on Kearny Villa Road, for example, were not resurfaced along with traffic lanes.
- Do not just conduct sting operations to enforce bicycle-related laws. Police officers should be trained and should regularly ticket bicyclists and motorists behaving dangerously.
- Improve the transition between the Rose Canyon Bike Path, Santa Fe Street and Morena Boulevard. Currently bicyclists must use Balboa Avenue which is too dangerous due to traffic speeds.
- Incorporate bike paths along the San Diego River Park project currently being planned.
- Law enforcement officers need to be better educated about laws related to bicyclists, specifically CVC 21202.
- Encourage the California Department of Motor Vehicles to include more bicycle-related issues in their handbooks. For example, handbooks should inform truck drivers approaching cyclists on their right to wait until there is sufficient room rather driving close to bicyclists.
- More Public Service Announcements (similar to “Give ‘Em 5”) concerning lane width and informing drivers of fines and other punitive issues are needed.
- Separate bike lanes are awesome for commuters if they are maintained. Currently, the Friars Road path is a vacuum for garbage; as a result, bicyclists must ride in the road to avoid the debris.
- “Bike to Work Day” should be a monthly event not an annual event.
- Incentives for employers by encouraging more showers and facilities for bicyclists
- The education provided to motorists and cyclists before and during their commute needs to be improved.
- Public Service Announcements are beneficial.
- Better bicycle user maps are needed.
- Signage improvements should be a priority.
- Bicycle safety programs should be provided in schools.

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- Use radio, billboard, and television ads to educate people on simple issues such as to avoid door zones and to move left of right turning areas when traveling straight thru intersections.
- Print and distribute bike maps more often.
- Develop incentive programs to encourage employers to provide bike parking, shower facilities and lockers at work places.
- Work with San Diego State University to identify a good north-south route south of Interstate 8. College Avenue has no shoulder up this hill.
- There are no bike racks at the shopping center located at El Cajon Boulevard and College Avenue. This makes no sense.
- Education targeting children and police officers should be priority.
- Signage is needed to inform riders that according to California law, bicyclists should ride on the right side of the road with traffic.
- Decision makers who actually ride bicycles are needed in San Diego. A photo opportunity on “Bike to Work Day” does not cut it.
- Make it easier for women, children, and the elderly (anyone who doesn’t feel comfortable riding with cars) to get places by bicycle. It is legal to ride on the sidewalk in most places in San Diego. Inform people about when and where it is legal to ride on the sidewalk. Considering the sidewalk to be a part of the bicycle system expands the bicycle network without costing any money. Statistically, it is safer to ride on the sidewalk than in the street, isn’t it?

Appendix D: Preliminary Network Refinement Process

Preliminary Network Refinement Process

Chapter 5 of this Plan describes the process for identifying the proposed bicycle network. In the initial stage of this process, a preliminary bicycle network was developed by synthesizing existing facilities, planned facilities, and bicycling demand. This appendix describes the refinement process applied to the preliminary bicycle network. The preliminary bicycle network was refined to avoid proposing facility on very low traffic volume roadways, to avoid disconnected facilities, and to ensure basic sensibility. **Table D.1** summarizes the refinement approaches, which were only applied to segments of the demand network that did not overlap with the preliminary proposed bicycle network.

Table D.1: Refinements to the Preliminary Proposed Bicycle Network

Purpose	Refinement Approach
Remove facility recommendations from very low potential bicycle automobile conflict roadways	Intersect non-overlapping demand segments with the bicycle detractor model and remove segments with a detractor score of 4 or less. Detractor scores range from 0 to 32. Chapter 5 describes the bicycle detractor model employed in this planning process.
Maintain connectivity in the recommended network	The non-overlapping demand segments were inspected for dangling cul-de-sacs. Those routes which abruptly ended and provided no meaningful destination upon their termination were removed from the network.
	The non-overlapping demand segments were inspected for paths requiring excessive turn movements. Paths showing excessive turn movements were removed from the network unless they provided a meaningful connection to a particular origin or destination, or unless they comprised part of a meaningful alternative route.
Avoid excessive redundancy	Non-overlapping demand segments running parallel to other existing or proposed facilities were evaluated and considered for removal if they did not provide a useful alternative.
Downtown refinement	Additional refinements were applied to Downtown since nearly every Downtown roadway provided a shortest path connection during the demand analysis, as well as almost every Downtown roadway being part of the City's Circulation Element. All existing, proposed, and non-overlapping demand segments entering Downtown from outside of this community were continued through Downtown along the same roadway until the roadway terminated. All other non-overlapping demand segments within Downtown were removed from the proposed network.

Source: Alta Planning + Design, March 2010