CITY OF SAN DIEGO
BICYCLE MASTER PLAN UPDATE

SAN DIEGO, CALIFORNIA

THE CITY OF SAN DIEGO

alta PLANNING + DESIGN

DRAFT – March 2010

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The City of San Diego

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Executive Summary

The San Diego Bicycle Master Plan is an update to the City's previous 2002 plan, presenting a renewed vision for bicycle transportation, recreation and quality of life in San Diego. This vision is closely aligned with the City's 2008 San Diego General Plan mobility, sustainability, health, economic and social goals. The bicycle network, projects, policies and programs included in this document provide the City with a strong framework for improving bicycling through 2030 and beyond. The major components of the plan are described below.

Goals and Policies

The goals and objectives of the Bicycle Master Plan are derived from the 2008 San Diego General Plan and are strengthened with additional policies that provide specific guidance for achieving an ideal bicycling environment. The goals of the plan are:

- *A city where bicycling is a viable travel choice, particularly for trips of less than five miles*
- *A safe and comprehensive local and regional bikeway network*
- *Environmental quality, public health, recreation and mobility benefits through increased bicycling*

These goals are supported by twelve key policies that will help bicycling become a more viable transportation mode for short trips, to connect to transit and for recreation.

Existing Bicycling Conditions

Understanding existing bicycling conditions is critical to identifying appropriate and impactful recommendations and is achieved by reviewing existing land uses, the bicycle network and support facilities, multimodal connections, bicycle programs, constraints and opportunities.

San Diego's existing bicycle network consists of approximately 312 miles of bike lanes, 114 miles of bike route, 9 miles of freeway shoulder open to bicycling, and 72 miles of off-street paved bike paths. San Diego's current network is supported by multimodal connectivity and bike parking, however there are ample opportunities for strengthening these crucial elements of the city's bicycle system. The City has recently revitalized its bicycle education and public awareness efforts with the "Lose the Roaditude" campaign that targets bicyclists, motorists, and pedestrians with the aim of promoting safe roadway behaviors. The campaign highlights hazardous actions such as failing to stop

Bicyclist stopped for a traffic light at the Congress Street/Taylor Street intersection

at stop signs and promotes safety measures such as wearing bright colors when bicycling or walking at night.

Relationship to Other Plans and Policies

This plan includes a summary of legislation and other planning or policy documents from the state of California, SANDAG, and the city of San Diego that are most pertinent to bicycling in San Diego. This includes a brief synopsis of important state policies such as California Government Code §65302 and California SB 375 as well as the bicycle-related elements of each of San Diego's currently adopted Community Plans.

Bicycle Needs Analysis

The Bicycle Master Plan includes an assessment of current bicycling demand and barriers in San Diego and estimates potential future demand and benefits that could be realized through implementation of this plan. Assessing needs and potential benefits is instrumental to planning a system that serves the needs of all user groups; and is useful when pursuing competitive funding and attempting to quantify future usage and benefits to justify future expenditures.

Bicycle Master Plan Update Pubic Workshop
Photo credit: Vincent Noto

The needs analysis relies on spatial modeling techniques, public input, bicycle collision data, and bicycle commuting statistics to gauge current demand and to establish a baseline against which progress can be measured. The spatial modeling highlights segments of the roadway network with the greatest propensity for bicycle activity compared to other locations in San Diego. Reviewing US Census data reveals that San Diego's bicycle commute mode share is 0.8%, which is slightly higher than the county estimate (0.6%) and above the national average (0.5%) but slightly lower than the state average (0.9%). Reviewing the number of total collisions and collisions involving bicyclists in San Diego from 2004 – 2008 shows that San Diego has relatively consistent collision rates over this five year period and that the proportion of fatal bicycle collisions in San Diego in 2007 was substantially higher at 4.8% compared to the statewide average of 2.7% and the nationwide average of 1.7%. Collectively, the needs analysis validates a robust approach to bicycle facility improvements and programs and provides guidance on where to direct improvements.

Bicycle Facility Recommendations

The plan's major infrastructure recommendations consist of bikeway facilities, intersection and other spot improvements, as well as bicycle support facilities. Recommended bicycle support facilities and programs include bike parking, routine maintenance, signage, and bicycle signal detection maintenance. The recommended bicycle network consists primarily of on-street facilities, including

approximately 826 miles of proposed bike lane and bike route, 40 miles of bicycle boulevard, and 8 miles of cycle track. The plan also recommends 170 miles of paved multi-use paths. These totals include existing facilities and proposed unbuilt facilities.

The plan also identifies 40 top priority bicycle projects by applying a prioritization process to the recommended bicycle network presented. These 40 top priority projects comprise the first phase in implementing the recommended bicycle network.

The bikeway projects and facility improvements recommended in the Bicycle Master Plan Update should be complemented by programs designed to educate people about bicyclists' rights and responsibilities and safe bicycle operation; connect current and future bicyclists to existing resources; encourage residents to bicycle more frequently; and monitor the performance of the bicycle system and programs.

Bicycle Program Recommendations

The plan recommends several education, enforcement, encouragement, and monitoring and evaluation efforts the City should pursue, as well as programs the City currently provides and should continue. Major programmatic recommendations include developing a bike commute challenge program, instituting Sunday Parkways, fully funding a Bicycle Coordinator position, convening a Bicycle Advisory Committee and implementing a bicycle and pedestrian count and annual progress report program. The plan also recommends maintaining the City's current education programs and Safe Routes to School efforts.

Implementation and Funding

The plan supports the implementation of this plan's recommendations by providing planning level cost estimates of the entire proposed unbuilt network, more detailed cost estimates associated with the 40 high priority projects and an overview of funding sources that the City should pursue. The cost of completing the proposed bicycle network is estimated to be about $323 million for total system build out. The estimated cost for implementation of the 40 top priority bicycle projects is approximately $29 million.

Bicyclists riding on a bike path near Harbor Drive

I. Introduction

The San Diego Bicycle Master Plan (Plan) serves as a policy document to guide the development and maintenance of San Diego's bicycle network, including all roadways that bicyclists have the legal right to use, support facilities, and non-infrastructure programs over the next 20 years.

This updated Plan seeks to build upon the foundation established by the first San Diego Bicycle Master Plan adopted in 2002. The updated Plan provides direction for expanding the existing bikeway network, connecting gaps, addressing constrained areas, improving intersections, providing for greater local and regional connectivity, and encouraging more residents to bicycle more often. As stated in the 2008 City of San Diego's General Plan:

> *"The BMP contains detailed policies, action items, and network maps, and addresses issues such as bikeway planning, community involvement, facility design, bikeway classifications, multi-modal integration, safety and education, and support facilities... The BMP is intended to provide a citywide perspective that is enhanced with more detailed community plan level recommendations and refinements. The BMP also identifies specific bicycling programs and addresses network implementation, maintenance and funding strategies." (ME-36)*

Setting

The city of San Diego is the largest city in San Diego County and the metropolitan center of the San Diego region. The city's estimated population in 2008 was 1,279,329[1], making it the 9th largest city in the United States. The San Diego region's estimated 2008 population is 3,001,072[2], which makes it the 17th largest metropolitan area in the United States. San Diego encompasses 337 square miles and is the southwestern most state in the continental United States. The majority of San Diego's western boundary borders the Pacific Ocean and its southern boundary lies along the international border with Mexico. To the north and east, San Diego shares borders with 13 of the other 19 neighboring jurisdictions which comprise the San Diego region. San Diego is connected to the national interstate highway system through Interstates 5, 8 and 15 which, along with a number of other state highways, constitute the regional freeway network. There are two ports of entry with Tijuana, Mexico.

Class I bike path in Mission Beach

[1] United States Census Bureau (2008)
[2] Ibid.

San Diego is divided into 56 Community Planning Areas that stretch across coastal areas, inland hills, and mesas. These communities have developed over distinct time periods and have unique physical, community, and design characteristics that distinguish each of them. Community Planning Groups in each community provide the City with input on planning issues and each works with City staff to develop a Community Plan that is used as a tool for guiding development and public facilities within its respective boundary. The bicycle recommendations presented in this plan take into consideration existing facilities, future bicycle facilities desired by each community, and also the recommendations set forth in the Draft San Diego Regional Bicycle Plan. **Figure 1-1** displays San Diego's location within the region, its major freeways, and Community Planning Area boundaries.

Why Bicycling?

The bicycle is a low-cost and effective means of transportation that is quiet, non-polluting, extremely energy-efficient, versatile, healthy, and fun. Bicycles also offer low-cost mobility to the non-driving public. Bicycling as a means of transportation has been growing in popularity as many communities work to create more balanced transportation systems by giving bicyclists a greater share of the roadway network. In addition, recent national surveys find that more people are willing to cycle more frequently if better bicycle facilities are provided.

The city of San Diego is in a unique position to capitalize on its bicycle-friendly features, such as temperate climate, grid-based street network in the urban core, parks and trails, and scenic vistas to increase the number of residents and visitors who see San Diego via bicycle.

Purpose of the Bicycle Master Plan

This updated bicycle master plan provides a broad vision, strategies and actions for improvements to bicycling in San Diego. It is important to note that the city of San Diego is by no means starting from scratch in terms of accommodating and encouraging bicycling. This updated Bicycle Master Plan focuses on developing a feasible plan for an interconnected on-street and off-street bicycle network that serves all of San Diego's neighborhoods and provides connections to transit centers, shopping districts, parks and other local amenities. The bikeway facility recommendations are supplemented by recommended support, education, and encouragement programs, including improved maintenance of bikeway facilities, development of wayfinding signage, and support of motorist and bicyclist educational programming. Updating the Plan is important for the following reasons:

Maximize Funding Sources for Implementation. A key reason for updating the Plan is to satisfy requirements of Caltrans' California Bicycle Transportation Account (BTA) and other bicycle-related state and federal funding programs. In order to qualify for available funding, the State of California requires that applicants have a master plan adopted or updated within the past five years that includes a number of specific elements related to bicycle commuting, land uses, multi-modal connections, funding, and public input. The complete list of required BTA elements and their locations in this document is provided in **Appendix A** of this document.

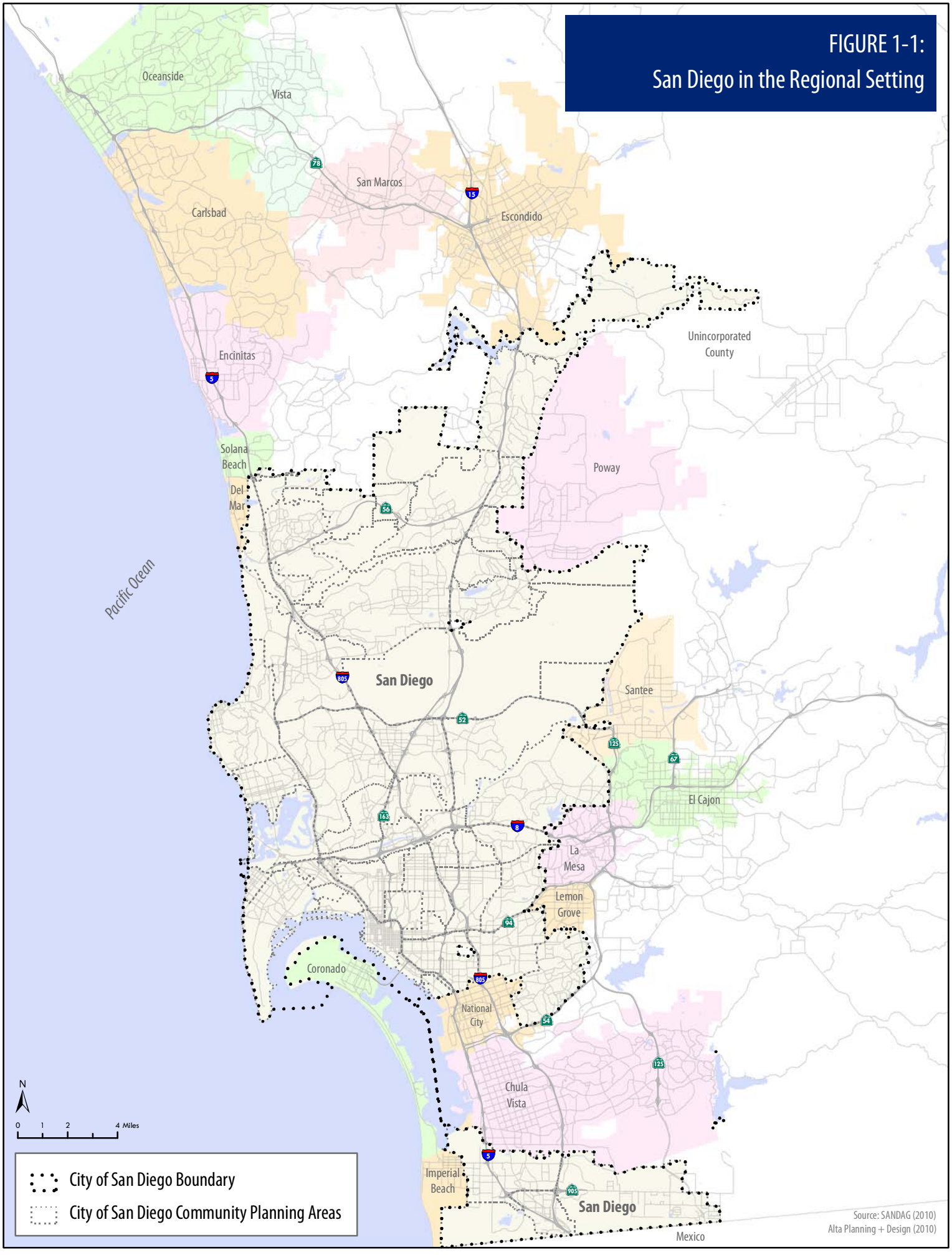
FIGURE 1-1:
San Diego in the Regional Setting
Oceanside
Vista
San Marcos
Carlsbad
Escondido
Encinitas
Unincorporated County
Solana Beach
Del Mar
Poway
Pacific Ocean
San Diego
Santee
El Cajon
La Mesa
Lemon Grove
Coronado
National City
Chula Vista
Imperial Beach
San Diego
Mexico
N
0 1 2 4 Miles
City of San Diego Boundary
City of San Diego Community Planning Areas
Source: SANDAG (2010)
Alta Planning + Design (2010)

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Define High Priority Projects. A primary objective of the Plan is to identify the 40 highest priority bikeway projects based on a combination of demand and deficiencies in the bicycling environment. These top 40 priority projects will undergo preliminary feasibility analysis and costing as part of the Plan effort.

Provide Needed Facilities and Services. San Diego has over four hundred miles of existing bikeways. Many of these on-street facilities provide direct routes for experienced cyclists comfortable with riding on streets with relatively high traffic volumes and moderately high vehicular traffic speeds. However, the existing network has several gaps, does not provide easy north-south access, and has limited facilities that cater to less experienced cyclists. Attracting new cyclists requires developing an interconnected network that provides bicycle access within and between neighborhoods and that meets the needs of all levels of cyclists. This network should be enhanced with support facilities such as clear directional signage and secure bicycle parking at schools, employment centers and transit stops.

Improve Safety and Encourage Cycling. This plan provides tools to reduce the accident rate for bicyclists in San Diego through education and enforcement. Encouragement programs are also recommended to motivate San Diego residents to ride to work, school, for utilitarian trips, exercise and recreation.

Enhance the Quality of Life in San Diego. The development of bicycle facilities provides for complete streets, paths, trails, and activity centers accessible to everyone, and supports sustainable community development. Shifts from motorized travel modes to bicycling can reduce traffic congestion, vehicle exhaust emissions, noise, and energy consumption. It is a healthy and active form of travel. A good bicycling environment can also mean good economic sense for businesses in San Diego by providing enjoyable and safe bicycle access to restaurants and stores.

Plan Contents

The San Diego Bicycle Master Plan is organized as follows:

Chapter 2 documents the goals and policies of the Bicycle Master Plan that provide a vision for future bicycling in San Diego and serve as the foundation for the plan recommendations.

Chapter 3 provides a description of existing bicycle conditions in San Diego. The conditions presented include the existing bicycle network, support facilities and programs as well as existing land use patterns, activity centers and destinations, constraints and opportunities.

Chapter 4 provides an overview of the relevant local, regional, and state plans and policies. The Bicycle Master Plan has been developed to ensure consistency with these plans and policies, in accordance with BTA requirements.

Chapter 5 presents quantitative and qualitative assessments of bicycle demand in San Diego based on GIS modeling, public input, bicycle collision data, and commute statistics. An analysis of potential vehicular trip reduction and air quality benefits is also presented.

Chapter 6 presents the recommended bicycle network, prioritization of the bicycle network and identification of the 40 Top Priority Projects, as well as support facilities including bicycle parking, end-of-trip facilities, bicycle signal detection, signage and striping and multimodal connections.

Chapter 7 recommends a combination of education programs, enforcement efforts, encouragement programs, and monitoring and evaluation strategies intended to improve safety, encourage more people to bicycle, and monitor progress.

Chapter 8 provides planning level cost estimates of the proposed unbuilt network, more detailed cost estimates for the 40 Top Priority Projects, and a summary of funding sources the City should pursue.

II. Goals and Policies

The City's General Plan provides the foundation for all land use and development decisions in the city. It articulates the community's vision of an ideal built environment and contains public policies to direct future land uses toward this ideal state. The Strategic Framework Element sets forth details of the City of Villages strategy and establishes the structure of the General Plan. The Strategic Framework Element espouses guiding principles, including:

> *"An integrated regional transportation network of walkways, bikeways, transit, roadways, and freeways that efficiently link communities and villages to each other and to employment centers;" (SF-6)*

The San Diego General Plan Mobility Element elaborates upon the vision for mobility in San Diego. The overarching goal of the Mobility Element is to advance the achievement of a balanced, multi-modal transportation network that provides efficient travel with minimal impacts to environmental and neighborhood quality. The strategy for accomplishing this goal is spelled-out in the Mobility Element through goals and policies specific to various transportation modes and components of the transportation system, including walking, transit, the street and freeway system, transportation demand management, and bicycling. The most pertinent bicycle-related goals and policies established in the Mobility Element serve as the foundation for this Plan's goals and policies, and as such, are restated below verbatim. These Mobility Element policies are augmented with additional policies that will further enhance the state of bicycling in San Diego, most of which are carried over from the 2002 San Diego Bicycle Master Plan.

Goals portray the desired end-state of bicycling in San Diego, whereas policies describe how the goals will be achieved. The General Plan Action Plan (2009) delineates a strategy for implementing the General Plan. The Action Plan's bicycle-related implementation measures are reflected in Chapter 6 and Chapter 7 along with the other major Plan recommendations.

Goals

- A city where bicycling is a viable travel choice, particularly for trips of less than five miles
- A safe and comprehensive local and regional bikeway network
- Environmental quality, public health, recreation and mobility benefits through increased bicycling

Policies

1. Implement the Bicycle Master Plan, which identifies existing and future needs, and provides specific recommendations for facilities and programs over the next 20 years. (Mobility Element, Policy ME-F.1)
    a. Update the plan periodically as required by Caltrans, in a manner consistent with General Plan goals and policies. (Mobility Element, Policy ME-F.1.a)

b. Coordinate with other local jurisdictions, SANDAG, schools, and community organizations to review and comment on bicycle issues of mutual concern. (Mobility Element, Policy ME-F.1.b)

c. Create a bicycle advisory committee that will coordinate with various City agencies, schools, neighboring jurisdictions, SANDAG and community organizations, and will comment on bicycle issues.

d. Reference and refine the plan, as needed, in conjunction with community plan updates. (Mobility Element, Policy ME-F.1.c)

e. Improve connectivity of the multi-use trail network, for use by bicyclists and others as appropriate. (Mobility Element, Policy ME-F.1.d)

f. Fund and maintain a City bicycle coordinator position to ensure plan implementation.

g. Regularly monitor bicycle-related accident levels, and seek a significant reduction on a per capita basis over the next twenty years.

2. Identify and implement a network of bikeways that are feasible, fundable, and serve bicyclists' needs, especially for travel to employment centers, village centers, schools, commercial districts, transit stations, and institutions. (Mobility Element, Policy ME-F.2)

    a. Develop a bikeway network that is continuous, closes gaps in the existing system, improves safety, and serves important destinations. (Mobility Element, Policy ME-F.2.a)

    b. Implement bicycle facilities based on a priority program that considers existing deficiencies, safety, commuting needs, connectivity of routes, and community input. (Mobility Element, Policy ME-F.2.b)

    c. Recognize that bicyclists use all City roadways.

        i. Design future roadways to accommodate bicycle travel; and

        ii. Upgrade existing roadways to enhance bicycle travel, where feasible. (Mobility Element, Policy ME-F.2.c)

    d. Support bicycle rental opportunities at San Diego and Mission Bays, Balboa Park, transit stations, and other key recreation destinations.

3. Maintain and improve the quality, operation, and integrity of the bikeway network and roadways regularly used by bicyclists. (Mobility Element, Policy ME-F.3)

    a. Expand upon the existing destination-based signage system for the bikeway network.

    b. Provide alternate bicycle routes when removing established bikeways.

    c. Coordinate roadway improvements so that bicycle facilities are not reduced or eliminated in construction zones and are maintained or incorporated into

future improvements in order to maintain the existing local and regional bicycle network or provide reasonable alternatives.

i. Ensure that detours through or around construction zones are designed safely and conveniently, and are accompanied with adequate signage for cyclists and motorists.

ii. Develop a procedure to ensure that all trench work performed within City streets be inspected after construction is completed to ensure that pavement quality is restored to acceptable conditions.

d. Include bicycles as one of the transportation modes that receive routine review in environmental assessments.

4. Provide safe, convenient, and adequate short- and long-term bicycle parking facilities and other bicycle amenities for employment, retail, multifamily housing, schools and colleges, and transit facility uses. (Mobility Element, Policy ME-F.4)

   a. Continue to require bicycle parking in commercial and multiple unit residential zones. (Mobility Element, Policy ME-F.4.a)

   b. Provide bicycle facilities and amenities to help reduce the number of vehicle trips. (Mobility Element, Policy ME-F.4.b)

5. Increase the number of bicycle-transit trips by coordinating with transit agencies to provide safe routes to transit stops and stations, to provide secure bicycle parking facilities, and to accommodate bicycles on transit vehicles. (Mobility Element, Policy ME-F.5)

   a. Include bikeways as part of future light-rail or Bus Rapid Transit corridors with exclusive right-of-way.

   b. Coordinate with MTS to increase bicycle carrying capacity on buses by installing bicycle tracks that accommodate three bicycles on all new busses and whenever racks are replaced on existing buses.

   c. Coordinate with MTS to educate transit vehicle drivers about operating their vehicles in a manner that is sage and cooperative with bicyclists.

6. Develop and implement public education programs promoting bicycling and bicycle safety. (Mobility Element, Policy ME-F.6)

   a. Increase public awareness of the benefits of bicycling and the availability of resources and facilities. (Mobility Element, Policy ME-F.6.a)

      i. Expand the Bicycle Program website to include more information about educational material, maps, schedules of upcoming events and other bicycling related information.

      ii. Collaborate with local advocacy and community groups to disseminate bicycle-related information to the public.

b. Increase government and public recognition of bicyclists' right to use public roadways. (Mobility Element, Policy ME-F.6.b)

c. Engage in a public education campaign to increase drivers' awareness of pedestrians and bicyclists, and to encourage more courteous driving. (Mobility Element, Policy ME-A.3)

   i. Seek funds for public awareness campaign.

   ii. Develop Public Service Announcements (PSA's) for distribution through print, audio, and video media.

   iii. Educate professional drivers on bicyclist's rights and safe vehicle behavior around bicyclists.

d. Promote "Walking School Bus" efforts where parents or other responsible adults share the responsibility of escorting children to and from school by foot or bicycle. (Mobility Element, Policy ME-A.2.b).

7. Increase government enforcement of bicyclists' equal right to use public roadways.

   a. Periodically provide bicycle education to City staff involved in decisions regarding bicycle facilities, to include traffic engineers, planners, field engineers, field inspectors, street maintenance personnel and parks and recreation staff.

   b. Periodically provide bicycle education for law enforcement personnel and increase enforcement of traffic violations by motorists and bicyclists.

   c. Implement a program that offers bicycle safety training as an alternative to regular traffic school for motorists and bicyclists cited for traffic violations.

   d. Reinstate the bicycle registration program to deter bicycle theft.

8. Design an interconnected street network within and between communities, which includes pedestrian and bicycle access, while minimizing landform and community character impacts. (Mobility Element, Policy ME-C.3)

   a. Identify locations where the connectivity of the street network could be improved through the community plan update and amendment process, the Regional Transportation Plan update process, and through discretionary project review (see also Urban Design Element, Policy UD-B.5). (Mobility Element, Policy ME-C.3.a)

   b. Ensure that bikeway design includes the latest standards including *AASHTO Guide for the Development of Bicycle Facilities*, the *Manual on Uniform Control Devices*, and *Caltrans Highway Design Manual, Chapter 1000*. Certain areas may require experimental or other proven non-standard treatments and should be considered.

   c. Use local and collector streets to form a network of connections to disperse traffic and give people a choice of routes to neighborhood destinations such as schools, parks, and village centers. This network should also be designed

to control traffic volumes and speeds through residential neighborhoods. (Mobility Element, Policy ME-C.3.b)

i. In newly developing areas or in large-scale redevelopment/infill projects, strive for blocks along local and collector streets to have a maximum perimeter of 1,800 feet. (Mobility Element, Policy ME-C.3.b)

ii. When designing modifications/improvements to an existing street system, enhance street or pedestrian connections where possible. (Mobility Element, Policy ME-C.3.b)

iii. Ensure that traffic calming efforts are carried out in coordination with the Bicycle Master Plan and will not preclude bicycle access or negatively affect the ability of bicyclists to proceed through an area targeted by traffic calming.

d. Provide direct and multiple street and sidewalk connections within development projects, to neighboring projects, and to the community at large. (Mobility Element, Policy ME-C.3.c)

e. Where possible, design or redesign the street network, so that wide arterial streets do not form barriers to pedestrian traffic and community cohesiveness. (Mobility Element, Policy ME-C.3.d)

9. Improve operations and maintenance on City streets and sidewalks. (Mobility Element, Policy ME-C.4)

a. Regularly optimize traffic signal timing and coordination to improve circulation. Implement new signal and intersection technologies that improve pedestrian, bicycle, and vehicular safety while improving overall circulation. (Mobility Element, Policy ME-C.4.a)

b. Adequately maintain the transportation system through regular preventative maintenance and repair, and life cycle replacement. (Mobility Element, Policy ME-C.4.b)

i. Undertake routine maintenance of bikeway facilities, such as sweeping streets, bicycle lanes and paths. This will include paint and striping, signage, pavement surface maintenance, tree trimming, and other facets of maintaining the operational integrity of the bikeway network.

ii. Establish an online program to encourage and empower citizens to report maintenance issues that impact bicyclist safety, track maintenance requests, and add them to scheduled maintenance activities.

c. Encourage community participation in planning, assessing, and prioritizing the life cycle management of the circulation system. (Mobility Element, Policy ME-C.4.c)

d. When new streets and sidewalks are built and as existing streets and sidewalks are modified - design, construct, operate, and maintain them to

accommodate and balance service to all users/modes (including walking, bicycling, transit, high occupancy vehicles (HOVs), autos, trucks, automated waste and recycling collection vehicles, and emergency vehicles). (Mobility Element, Policy ME-C.4.d).

10. Require new development to have site designs and on-site amenities that support alternative modes of transportation. Emphasize pedestrian and bicycle-friendly design, accessibility to transit, and provision of amenities that are supportive and conducive to implementing TDM strategies such as car sharing vehicles and parking spaces, bike lockers, preferred rideshare parking, showers and lockers, on-site food service, and child care, where appropriate. (Mobility Element, Policy ME-E.6)

11. Implement innovative and up-to-date parking regulations that address the vehicular and bicycle parking needs generated by development. (Mobility Element, Policy ME-G.2)

    a. Adjust parking rates for development projects to take into consideration access to existing and funded transit with a base mid-day service frequency of ten to fifteen minutes, affordable housing parking needs, shared parking opportunities for mixed-use development, provision of on-site car sharing vehicles and parking spaces and implementation of TDM plans. (Mobility Element, Policy ME-G.2.a)

    b. Strive to reduce the amount of land devoted to parking through measures such as parking structures, shared parking, mixed-use developments, and managed public parking (see also ME-G.3), while still providing appropriate levels of parking. (Mobility Element, Policy ME-G.2.b)

12. Work with SANDAG to increase the share of regional funding (over the 2030 RTP levels) allocated to pedestrian, bicycle, and transportation systems management projects. (Mobility Element, Policy ME-K.3).

III. Existing Conditions

This chapter describes existing bicycling conditions within the city of San Diego. Information presented in this chapter was obtained via field visits, existing planning documents and data, mapping analyses, and conversations with City and other agency staff.

Land Uses

Figure 3-1 displays San Diego's existing land uses. San Diego has a large mix of land use types, with the greatest proportion (28 percent) of city land acreage being parks, open space, and recreation areas. Residential uses comprise the second largest use of land (24 percent) and range from low-density suburban to relatively dense multifamily and mixed use development. Older urban neighborhoods, such as City Heights, Greater North Park, and Uptown, include medium and high density residential, intermixed with commercial land uses. More recently developed areas of the city, such as Rancho Bernardo, Mira Mesa, Carmel Valley, and Tierrasanta, include a mix of high, medium, and low intensity residential and commercial land uses although uses tend to be more segregated in these newer communities. San Diego also has an increasingly vibrant urban downtown core, which in recent years has attracted high-density housing development.

Several large districts of industrial/office/commercial land uses are located in the city, including the Kearny Mesa and University City areas. San Diego is home to many military facilities, including Fort Rosecrans on Point Loma and Miramar Marine Corps Air Station. Three airports currently exist, including San Diego International Airport/Lindbergh Field near downtown, Montgomery Field in Kearny Mesa, and Brown Field in Otay Mesa. Open space reserves currently exist in the form of regional parks and preserves, including Los Penasquitos Canyon Preserve, Mission Trails Regional Park, and Torrey Pines State Reserve.

The city of San Diego General Plan set forth a renewed approach to development with the "City of Villages" strategy. The "City of Villages" strategy emphasizes infill development and redevelopment and envisions focusing growth into mixed-use activity centers that contain transit-oriented and pedestrian-friendly features, including accessible, attractive streets and public spaces. Each "village," defined as "the mixed-use heart of a community where residential, commercial, employment, and civic uses are present and integrated," is intended to embody the unique characteristics of that community (LU-6). The "City of Villages" strategy also calls for high capacity transit corridors to connect all "villages,' thereby providing for non-single-occupant vehicle travel across the city. This strategy is introduced in the General Plan Strategic Framework and is central to the Mobility Element theme of a balanced multi-modal and minimally intrusive transportation system. Currently, five urban "village" pilot projects are underway in select opportunity areas within the older urbanized parts of the city. **Figure 3-2** shows San Diego's planned land uses.

Bikeways

"Chapter 1000 Bikeway Planning and Design" of the *California Highway Design Manual* identifies three classes of bikeways. **Table 3.1** describes these bikeway classes.

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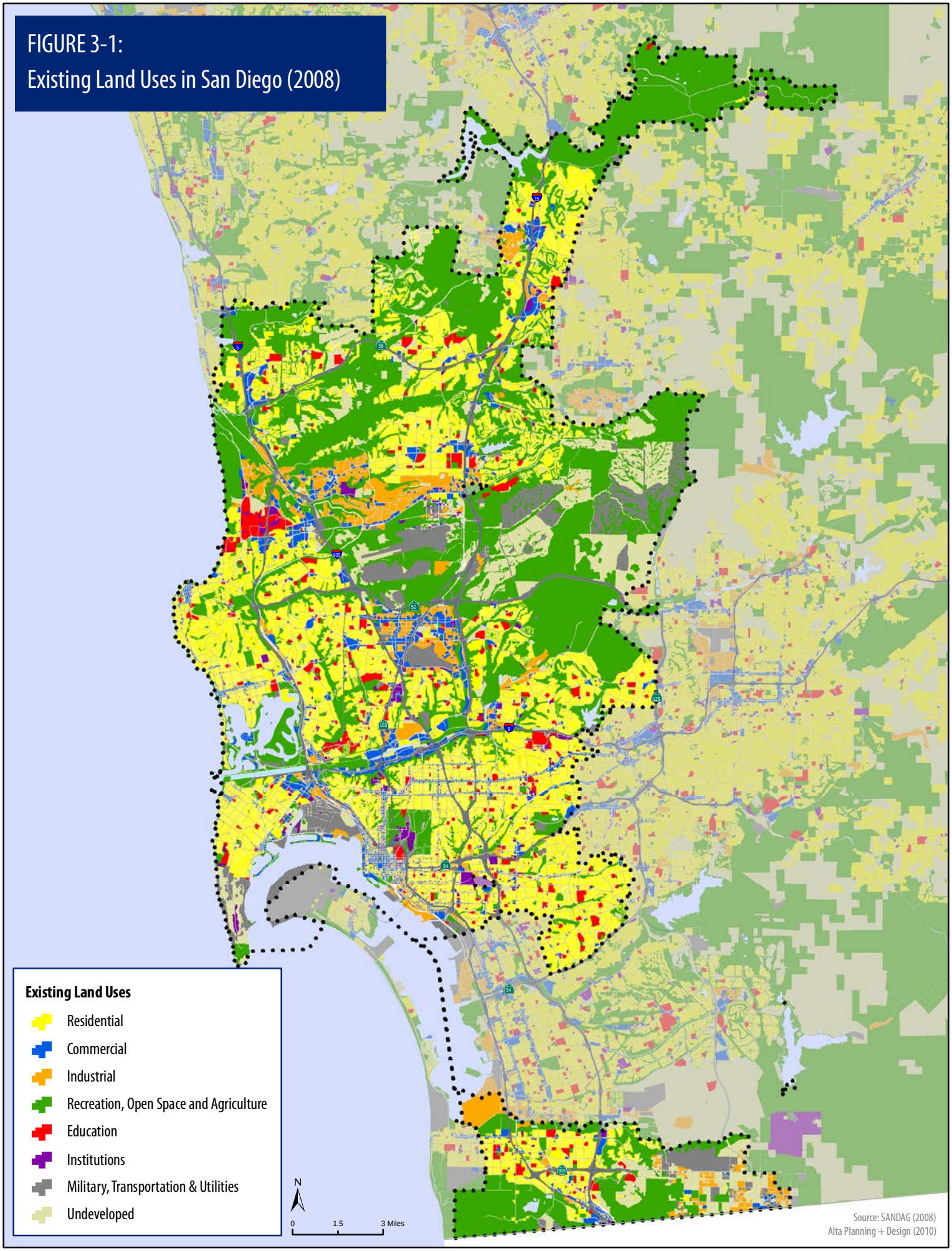
FIGURE 3-1:
Existing Land Uses in San Diego (2008)



Source: SANDAG (2008)
Alta Planning + Design (2010)

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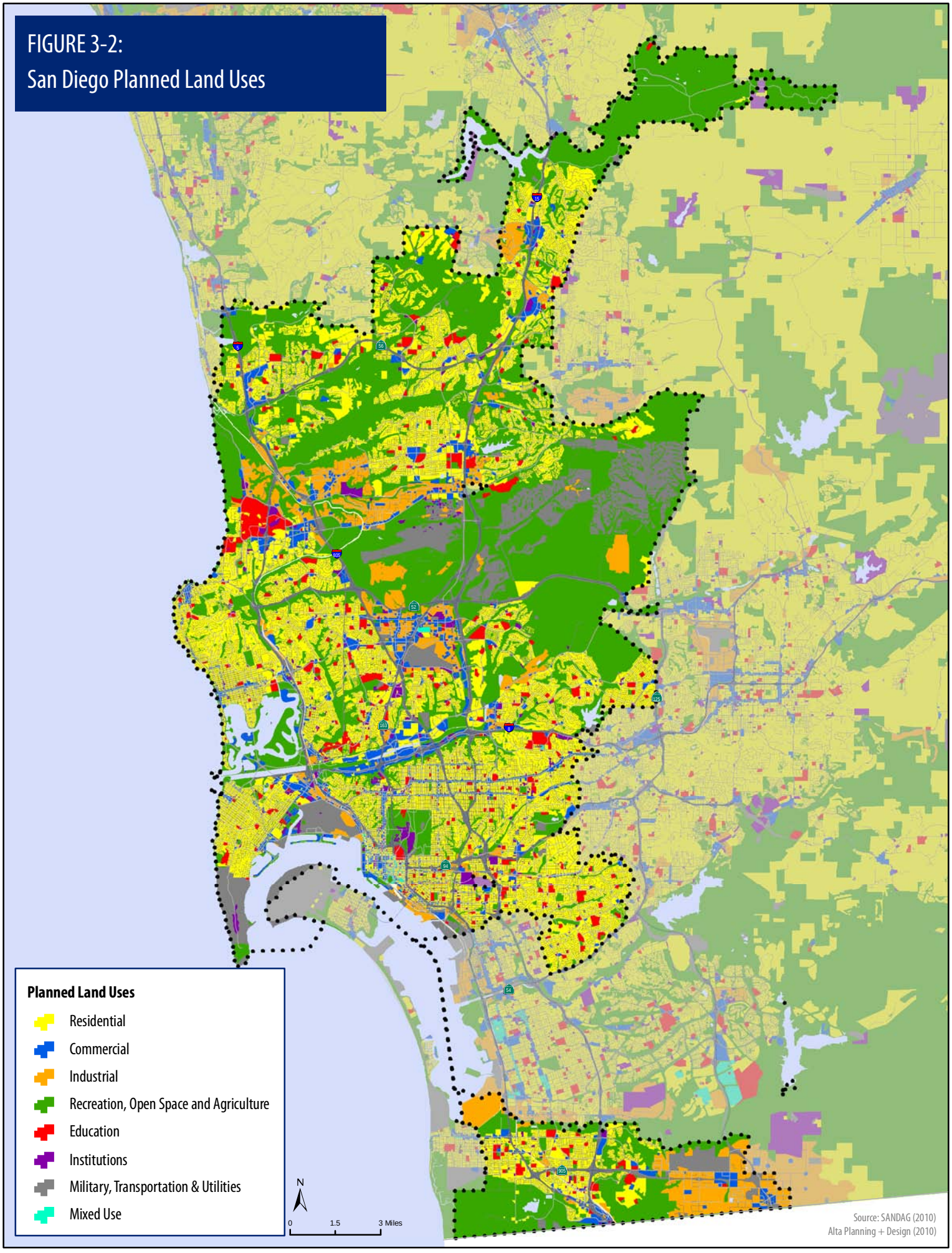
FIGURE 3-2:
San Diego Planned Land Uses



Source: SANDAG (2010)
Alta Planning + Design (2010)

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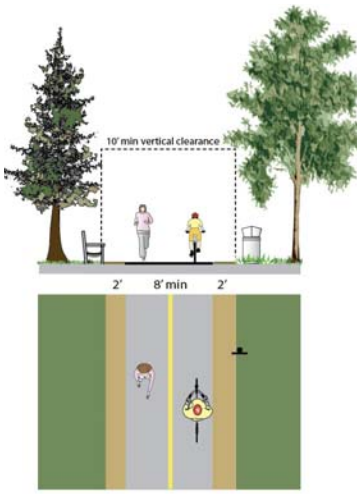
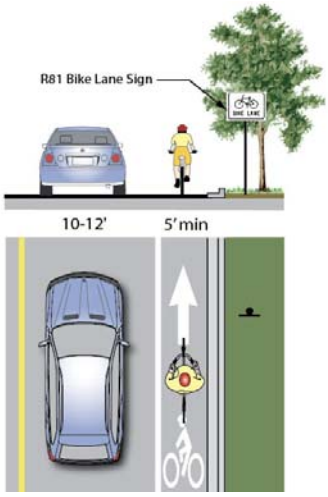
Table 3.1: California Bikeway Classification System

Class I – Bike Path Bike paths, also termed shared-use or multi-use paths, are paved right of way for exclusive use by bicycles, pedestrians and other non-motorized travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or independent right-of-way. Bike paths provide critical connections in the city where roadways are absent or are not conducive to bicycle travel.	
Class II - Bike Lanes Bike lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive or preferential bicycle travel. Bike lanes are one-way facilities on either side of a roadway. Bike lanes can be enhanced with treatments that improve safety and connectivity by addressing site-specific issues, such as additional warning or wayfinding signage.	
Class III - Bike Routes Bike routes provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, bike routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand. Bike routes can be enhanced with treatments that improve safety and connectivity by addressing site-specific issues, such as "shared lane markings."	

Source: Alta Planning + Design, February 2010

The city of San Diego has a developed network of bike paths, lanes and routes. As of 2009, the city bicycle network contains approximately 511 miles of facility. **Table 3.2** summarizes existing bicycle facility by classification in the city of San Diego.

Table 3.2: Mileage of Existing San Diego Bicycle Facilities by Classification

Facility Classification	Mileage
Class I	72.3
Class II	309.4
Class III	112.9
Freeway Shoulder	16.1
All Classifications	510.7

Source: Alta Planning + Design, February 2010

Figures 3-3A and **3-3B** show the existing network of bikeways within the city. Many bike paths are located in Mission Valley, Mission Bay Park, and along the beachfronts in Pacific Beach and Mission Beach. Other bike paths of significant length can be found in Carmel Valley, Rancho Penasquitos, Mira Mesa, Rose Canyon, near the San Diego International Airport, and in the Mission Trails Park. Many Class I bikeways provide critical links between communities that would otherwise be inaccessible to bicyclists, such as the Rose Canyon and Murphy Canyon paths, which provide for convenient bicycle travel in areas with no other alternative route adjacent to busy freeways.

Most of the bike lane facilities are located in areas of the city developed within the last 30 years and include Rancho Bernardo, Rancho Penasquitos, Sabre Springs, Mira Mesa, University City, Carmel Valley, and Tierrasanta. Some important north-south Class II bikeways of significant length include Torrey Pines Road, Genesee Avenue, Linda Vista Road, Kearny Villa Road, Black Mountain Road, and Harbor Drive. Some significant east-west Class II bikeways include Aero Drive, Friars Road, Mission Gorge Road, and Carmel Mountain Road.

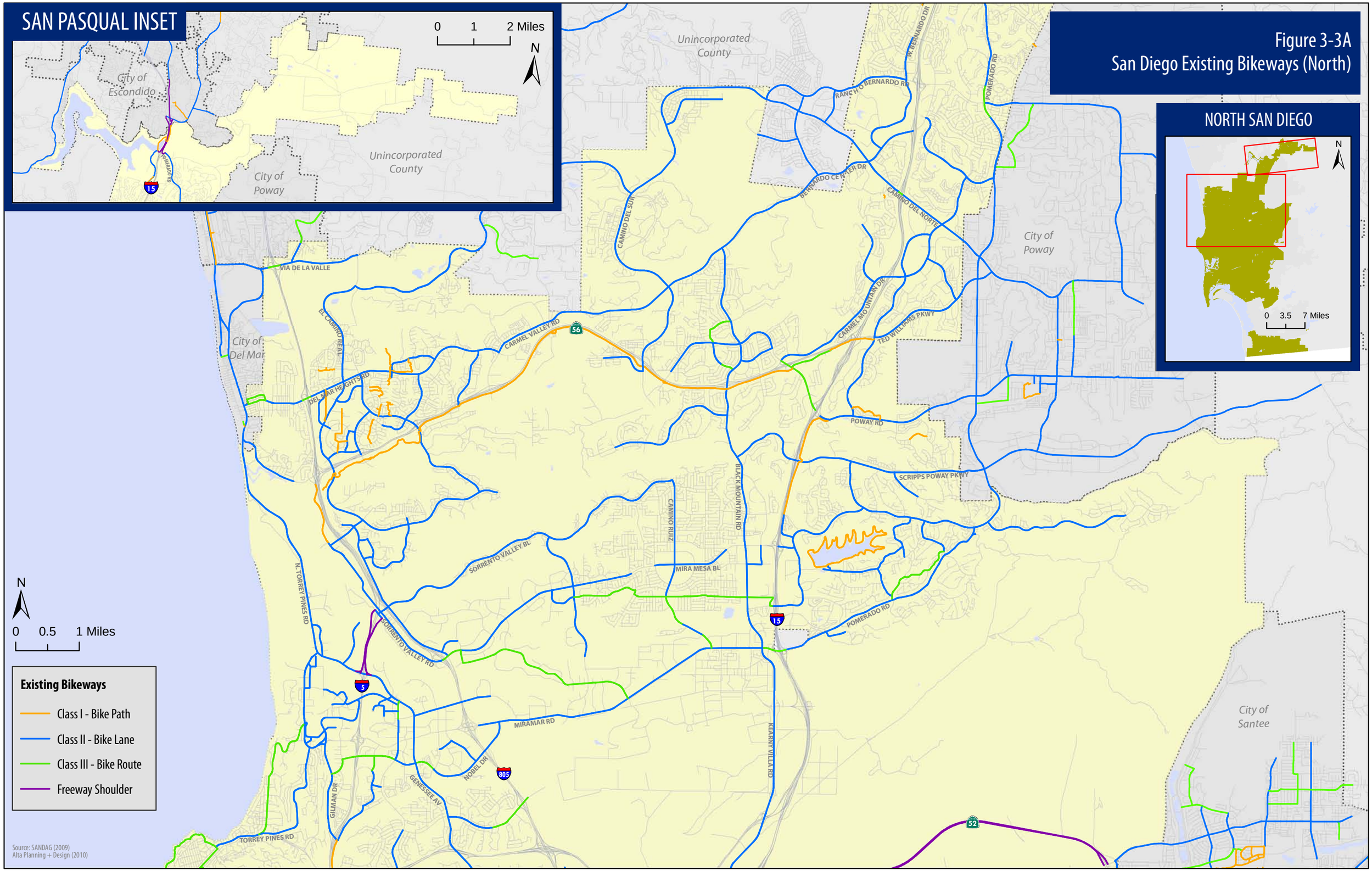
Bike routes are located along major arterials as well as along quiet neighborhood streets. Arterial Class III routes are located along such roadways as Miramar Road, Rancho Penasquitos Boulevard, Pacific Highway, 4th Street, 5th Street, 6th Street, Camino Ruiz, Saturn Boulevard and Del Sol Boulevard. Neighborhood bike routes are located along roadways such as Orange Avenue in City Heights, Gold Coast Drive in Mira Mesa, Fort Stockton Drive in Mission Hills, Hornblend Avenue in Pacific Beach, L Street near Golden Hill, and Iris Avenue in Nestor-Otay Mesa.

There are five sections of the freeway system within the city where bicyclists are allowed to travel. These freeway bikeway links are in areas where there is no viable alternative for bicycle travel.

Figure 3-3A
San Diego Existing Bikeways (North)

SAN PASQUAL INSET

NORTH SAN DIEGO



Source: SANDAG (2009)
Alta Planning + Design (2010)

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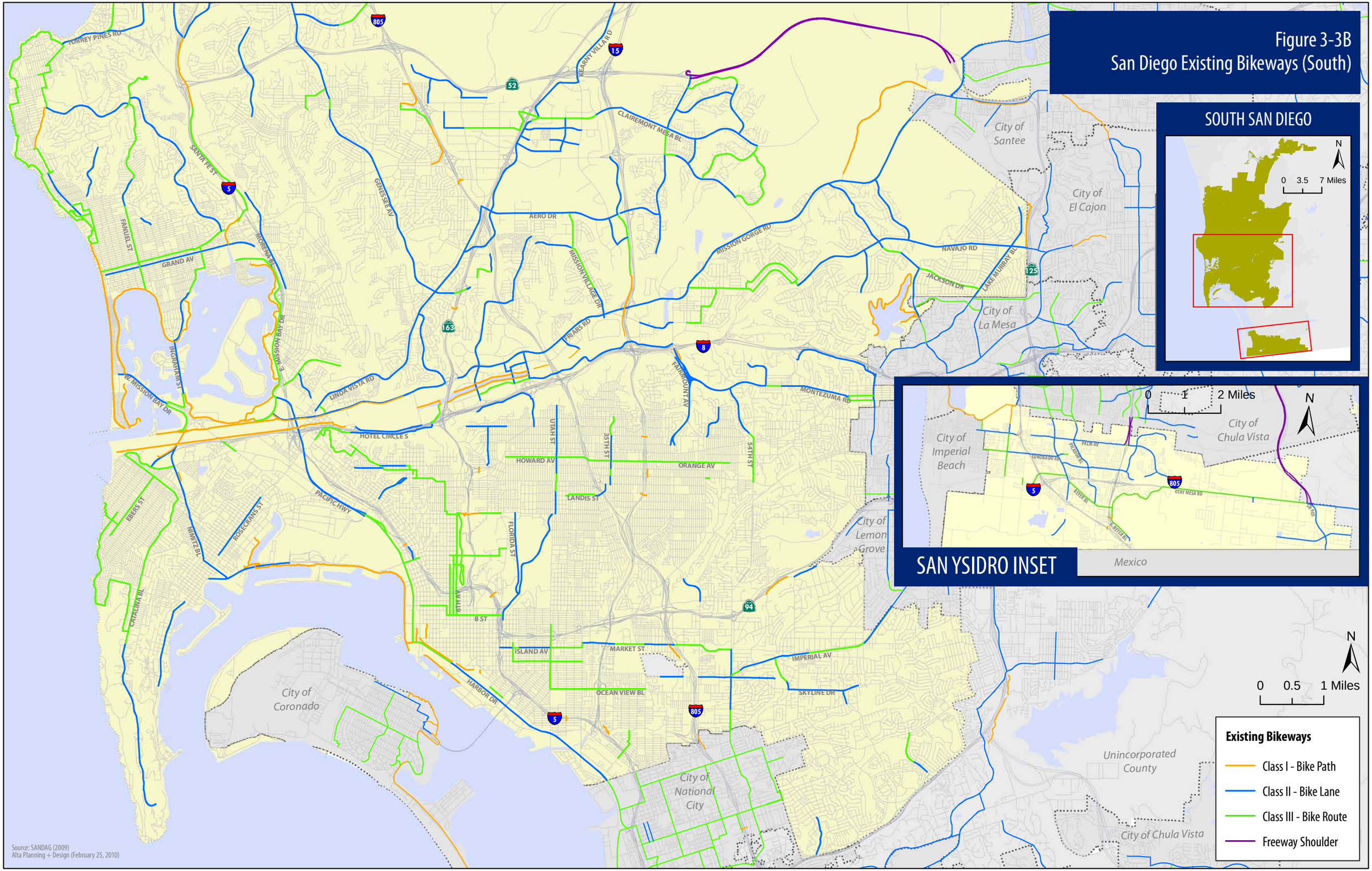
Figure 3-3B
San Diego Existing Bikeways (South)

SOUTH SAN DIEGO

SAN YSIDRO INSET



N

0 0.5 1 Miles

Existing Bikeways

- Class I - Bike Path
- Class II - Bike Lane
- Class III - Bike Route
- Freeway Shoulder

Source: SANDAG (2009)
Alta Planning + Design (February 25, 2010)

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The following segments of the freeway system allow travel by bicyclists within San Diego:

- I-5 between Sorrento Valley Road and Genesee Avenue
- I-15 between Via Rancho Parkway in Escondido and West Bernardo Drive/Pomerado Road
- SR-52 between Santo Road and Mast Boulevard in Santee
- I-805 between Palm Avenue and Main Street in Chula Vista
- SR-125 between Birch Road in Chula Vista and Otay Mesa Road

Bicyclists are permitted to ride on freeway shoulders in these areas. In some cases, the shoulders have signage and destination signs, while in others there is no signage informing bicyclists of the availability of the freeway route.

There are several bikeway projects that are currently in planning or design phases, including:

- Class I along the San Diego River from Qualcomm Way to Qualcomm Stadium
- Class I along the San Diego River from Qualcomm Stadium to Zion Avenue
- Class I along the San Diego River from Zion Avenue to Princess View Drive
- Class I from Jamacha Road and Meadowbrook Avenue to Woodman Avenue and Imperial Avenue
- Coastal Rail Trail from Downtown San Diego to Del Mar
- Class I connection between Tierrasanta Boulevard and Princess View Drive
- Class I along the eastern and western termini of the SR-56 Freeway

Since the adoption of the City's 2002 Bicycle Master Plan, several major bikeway projects have been completed, including:

- Ocean Beach-Mission Valley Class I extension to Hotel Circle Place
- Class I Lake Hodges crossing
- A segment of Class I along the SR-56 Freeway
- Class I Bayshore Bikeway connecting Otay Mesa-Nestor to Imperial Beach

Bicycle Parking and End-of-Trip Facilities

Bicycle parking accommodation is an important component in encouraging widespread bicycle use for utilitarian trips and for commuting. Various forms of bike parking are provided throughout San Diego to support longer and shorter trips, as described in the following sections.

Bike Racks

Bike racks are best used to accommodate visitors, customers, messengers, and others expected to depart within two hours. Bicycle racks provide support for the bicycle but do not have locking mechanisms. Racks are relatively low-cost devices that typically hold between two and eight bicycles, allow bicyclists to securely lock their frames and wheels, are secured to the ground, and are located in highly visible areas. They are usually located at schools, commercial locations, and activity centers such as parks, libraries, retail locations, and civic centers.

The City's standard bike rack is a blue inverted-U rack, which can be found in commercial areas and activity centers throughout the city. The City does not have a current inventory of existing bicycle racks but is in the process of collecting this data. Bicycle racks are often found at the following locations:

- Municipal and state parks
- Municipal and state beaches
- Colleges and universities
- Museums and facilities at Balboa Park
- Municipal libraries
- Shopping centers
- Regional shopping malls
- Government offices and buildings
- Retail and tourist locations in the downtown business and shopping district
- Qualcomm Stadium

Bike Racks along University Avenue in North Park

The City installs new bike racks by public request with grant funding from SANDAG. When bike rack requests are received, the City conducts a site analysis of the requested location, and, if eligible, places the location on an "unfunded requests list." When funds are available, racks are installed in the order in which the request was received.

Bike Lockers

Bike lockers are used to accommodate long-term parking needs for those expecting to park their bikes for more than two hours, such as employees, students, residents, and transit commuters. This parking should be provided in a secure, weather-protected manner and location.

SANDAG Bike Lockers

Lockers can be controlled with traditional key systems or through subscription systems. Subscription locker programs, like e-lockers, allow even greater flexibility with locker use. Instead of restricting access for each patron to a single locker, subscribers can gain access to all lockers within a system, controlled by magnetic access cards. These programs typically have fewer administrative costs because they simplify or eliminate key management and locker assignment. SANDAG's Compass Card enables access to bike lockers.

SANDAG provides bike locker facilities throughout the city and county. As of 2009, there were 25 bicycle locker locations throughout the city, primarily at San Diego Trolley Stations. These facilities contain 126 lockers and space for the storage of 251 bicycles. **Figure 3-4** shows the location of bike lockers and activity centers where bike racks are typically found.

To continue to expand bike parking, the City of San Diego has a bicycle parking ordinance that requires bike parking to accompany various forms of new development in the city. Chapter 6 of this Plan also outlines a bike parking program to provide additional short-term and long-term parking facilities in new and existing commercial, retail, and employment areas.

Innovative High-Volume Bike Parking

Many cities across the United States provide high-volume bicycle parking facilities to enable bicycling to locations with exceptionally high bicycle demand. Innovative structures such as bike oases, on-street bike corrals, and bike stations are currently lacking in San Diego. In Chapter 6 recommendations for innovative high-volume bike parking options are outlined. The Draft San Diego Regional Bicycle Plan also provides guidelines for innovative, high-volume parking facilities.

Currently the San Diego County Bicycle Coalition (SDCBC) works with organizations to operate valet bike parking pavilions during major events such as Padres' games. Valet parking pavilions accommodate a high volume of bicycles and also serve as a bicycle encouragement program. Valet bike parking systems generally work similar to a coat check during an event. The bicyclist gives their bicycle to the attendant, who tags the bicycle with a number and gives the bicyclist a claim stub. When the bicyclist returns to get their bicycle, they present the claim stub and the attendant retrieves their bicycle for them. Locks are not needed. The valet is open for a period before and after the event.

End-of-Trip Amenities

In addition to parking accommodations, many local employers and colleges and universities provide shower and clothing locker facilities that may be used by bicyclists at the end of their trips to work or school. These amenities contribute to the viability of bicycling as a commute option for many people. There are no City-owned facilities that offer such amenities however the City has adopted an ordinance requiring showers and clothing lockers to be provided within developments of a certain size. **Figure 3-5** shows major employment and educational institutions where end-of-trip amenities are most likely to be found.

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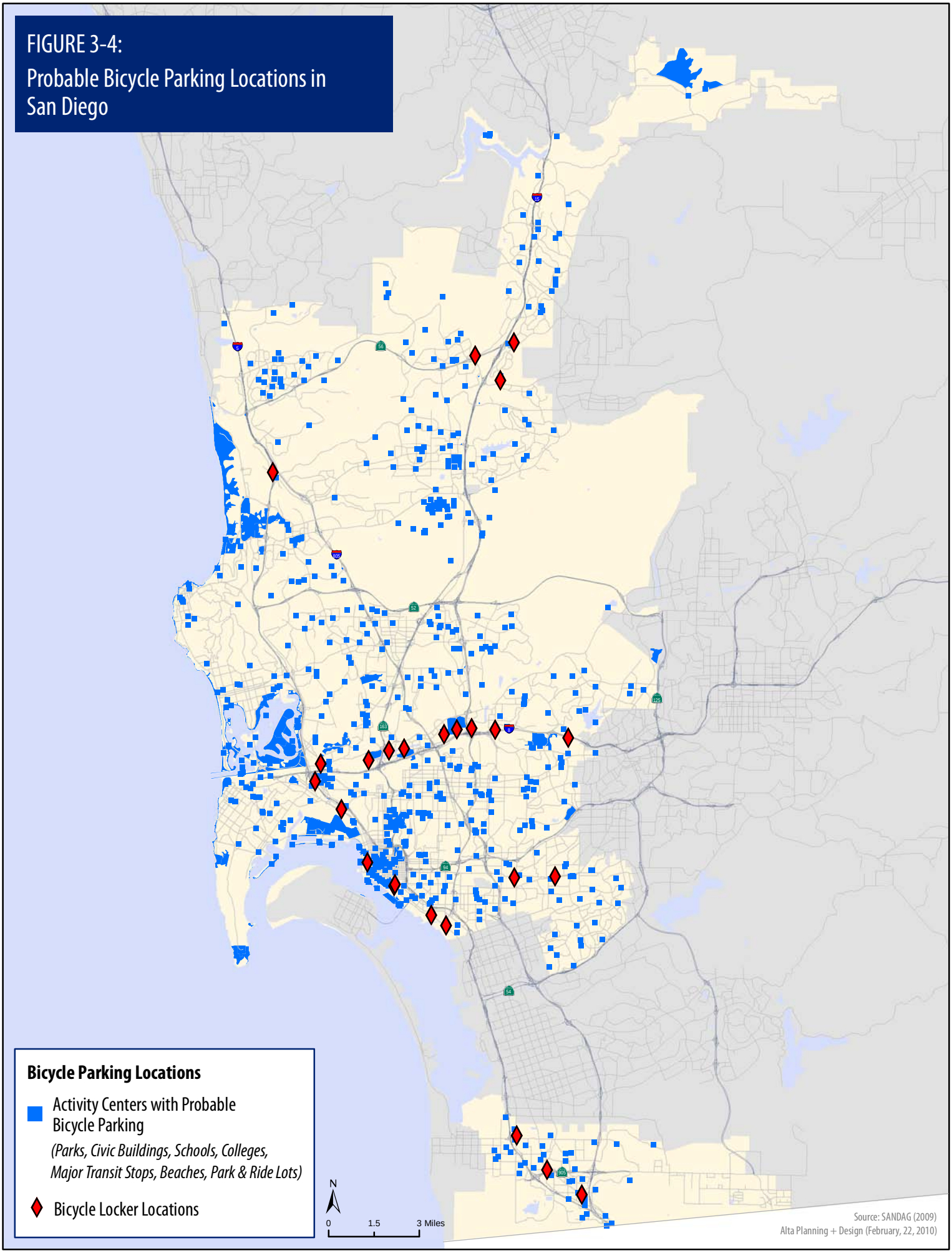
FIGURE 3-4:
Probable Bicycle Parking Locations in San Diego



Source: SANDAG (2009)
Alta Planning + Design (February, 22, 2010)

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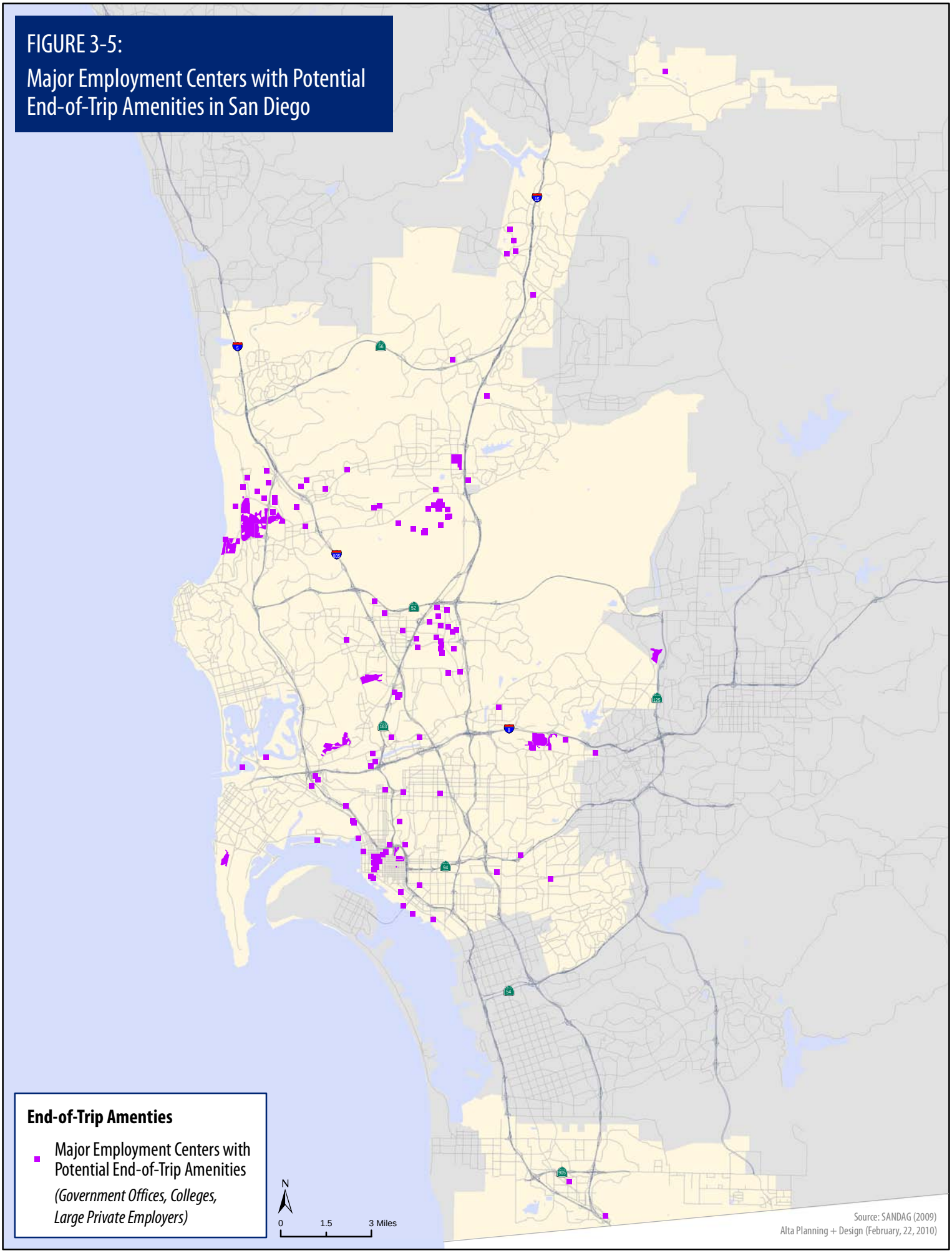
FIGURE 3-5:
Major Employment Centers with Potential End-of-Trip Amenities in San Diego



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Multi-Modal Connections

Improving the bicycle-transit link is an important part of making bicycling a part of daily life in San Diego. Linking bicycles with mass transit (bus, trolley, commuter rail, and ferry) overcomes such barriers as lengthy trips, personal security concerns, and riding at night, in poor weather, or up hills. Park-and-ride locations provide for intermodal travel by bicyclists to carpools and vanpools. Bicycle parking facilities are often placed at these locations to facilitate links to ride-sharing activities. Bicycling to transit instead of driving benefits communities by reducing taxpayer costs, air pollution, demand for park-and-ride land, energy consumption, and traffic congestion with relatively low investment costs.

There are four main components of bicycle-transit integration:

- Allowing bicycles on transit
- Offering bicycle parking at transit locations
- Improving bikeways to transit
- Encouraging usage of bicycle and transit programs

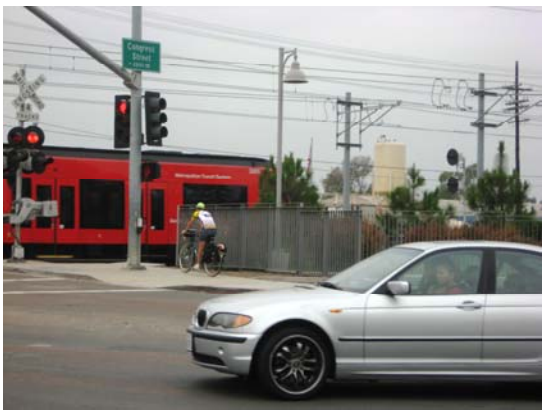
Currently, all San Diego Transit buses are equipped with bicycle racks that carry up to two bicycles on the front of each bus. Bicyclists may also bring bicycles onto the San Diego Trolley cars. However, the trolley cars are not equipped with racks to secure bicycles during trips. Bicyclists are instructed to stand and hold their bicycles upright in designated locations. This can be awkward for bicyclists, particularly during peak periods. Capacity restraints can also be an issue on the San Diego Trolley during peak periods of the day. **Figures 3-6** displays the locations of transit centers where bicycle parking facilities are located in the city. All existing Amtrak, Coaster, and Trolley stations currently have some form of bicycle parking facilities available. These include the following locations:

Amtrak

- Santa Fe Depot/San Diego

Coaster

- Santa Fe Depot/San Diego
- Old Town
- Sorrento Valley



Bicyclist approaching the Old Town Transit Center

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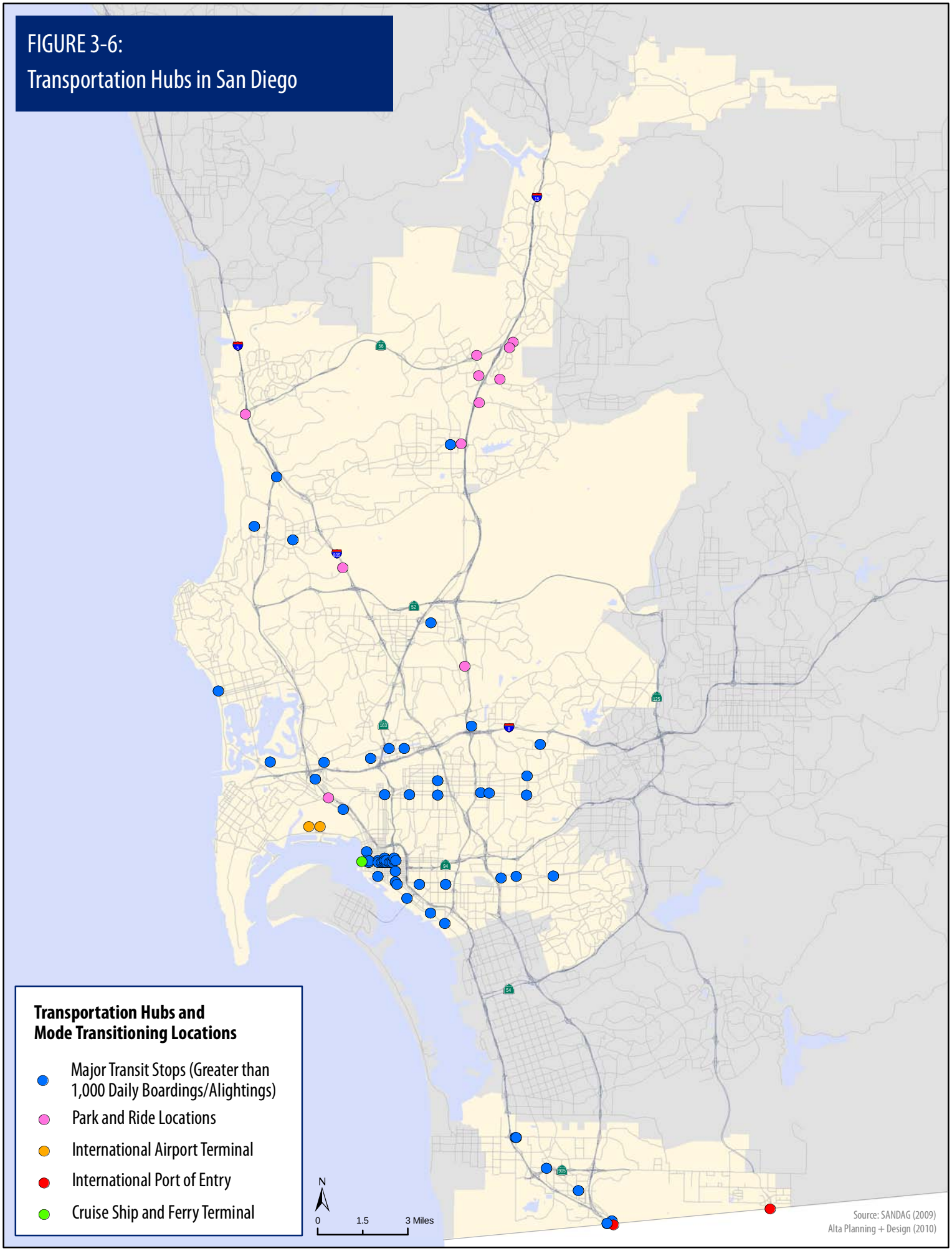
FIGURE 3-6:
Transportation Hubs in San Diego



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San Diego Trolley

- Alvarado Medical Center Station
- SDSU Transit Center
- Grantville
- Mission San Diego
- Qualcomm Stadium
- Rio Vista
- Mission Valley Center
- Hazard Center
- Fashion Valley Transit Center
- Morena/Linda Vista
- Old Town Transit Center
- Washington Street
- Middletown
- County Center/Little Italy
- Santa Fe Depot
- Gaslamp Quarter
- Convention Center
- Seaport Village
- American Plaza
- Civic Center
- 5th Avenue
- City College
- Park and Market
- 12th and Imperial Transit Center
- Barrio Logan
- Harborside
- Palm Avenue
- Iris Avenue
- Beyer Boulevard
- San Ysidro Transit Center

Numerous park-and-ride locations in the city offer intermodal connections for bicyclists to carpools and vanpools. Most of these locations are near freeways for those making longer distance trips, and several are located near the northern terminus of the I-15 Carpool/Fastrak lanes in order to facilitate use of the express lanes for carpooling commuters. Bicycle park-and-ride facilities are found at the following locations:

- Mira Mesa Bloulevard at I-15
- Black Mountain Road at Miramar College
- Vista Sorrento Parkway
- Taylor Street
- Governor Drive at I-805
- Carmel Valley Road at Sorrento Valley
- Sabre Springs Parkway at Poway Road
- Sabre Springs Parkway at Ted Williams Parkway
- Carmel Mountain Road at Rancho Carmel Drive
- Gilman Drive at I-5
- Rancho Carmel Road near Provencal Place
- Navajo Road at Cowles Mountain

Road
- 47th Street at Castana Street
- 62nd Street at Akins Avenue
- Palm Avenue at Hollister Avenue
- 30th Street at Iris Avenue
- Market St at Euclid Avenue
- Seaward Avenue

Boulevard
- Carmel Mountain Road at Paseo Cardiel
- Carmel Mountain Road at Stoney Creek Road
- Rancho Bernardo Road at I-15
- Rancho Penasquitos Boulevard at I-15
- Carmel Mountain Road at Freeport Road

The Coronado/San Diego Ferry allows bicycles on board for no additional charge for the trip between the Broadway Pier and Convention Center in downtown San Diego and the Coronado Ferry Landing. The Ferry departs from Broadway Pier on the hour from 9:00am until 9:00pm on weekdays, and 10:00pm on weekends; and from Coronado every half hour from 9:30am until 9:30pm, and 10:30 on weekends. Ferry service also serves the San Diego Convention Center, departing the Coronado Ferry Landing every other hour starting at 9:15am until 8:15pm.

Education, Awareness and Enforcement Programs

The City's bicycle education and awareness activities include such initiatives as public awareness campaigns, safety education programs for children, partnering with agencies and organizations in the region to host events and provide literature, and City staff presentations to various organizations.

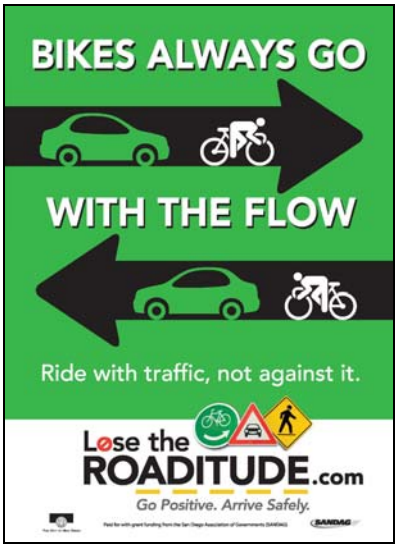
Public Awareness Campaign

In September 2009 the City, in partnership with SANDAG, launched the "Lose the Roaditude" public awareness campaign. The campaign targets bicyclists, motorists and pedestrians with the aim of promoting safe roadway behaviors. The campaign is intended to highlight unsafe practices and reinforce the following safety measures:

- Bicycling with the flow of traffic
- Wearing bright colors when bicycling or walking at night

- Crossing at crosswalks
- Crossing when pedestrian signals permit
- Looking both ways before crossing
- Stopping at red lights and stop signs
- Obeying the speed limits
- Sharing the road when no bike lane is present
- Stopping for pedestrians at intersections
- Being courteous toward other roadway users

The campaign relies on billboards, bus panels, transit shelters, circulars, the City TV 24 message board and the website to convey the "Lose the Roaditude" messages.



"Lose the Roaditude" was launched in 2009 with funding from SANDAG

Bicycle Safety Education Program

The City is in the process of establishing a Pedestrian and Bicycle Safety Education program that focuses on traffic safety in schools. The program will be modeled after the City's previous safety education program that was carried out through a contractual relationship with Safe Moves.

From mid-1999 through 2000 and 2005, the City contracted with Safe Moves to conduct bicycle and pedestrian safety education in primarily public elementary schools. The program was designed to create positive attitudes towards cycling while teaching personal traffic safety. It consisted of workshops, rodeos and a helmet program.

The safety education program reached thousands of kids through classroom workshops at elementary, middle and high schools. The bicycle portion of the course taught:

- Helmet use
- Choosing the right bike
- Proper bicycling clothing
- Recognition and avoidance of common bicycle collisions
- Bicycle maintenance and repair
- Rules, regulations and ordinances that govern bicyclists
- Bicycle registration
- Using safe bike routes to and from school
- Consequences of unsafe bicycle use

Safe Moves also conducted bicycle rodeos at elementary, middle and high schools designed to develop the following bicycle handling skills:

- Proper braking techniques for hills, wet pavement, sand, rain gutters, debris, car doors
- Proper mounting and dismounting techniques
- Left and right hand turns
- Left hand shoulder check
- Proper turning techniques and avoiding hazards

The third component of the San Diego safety education program consisted of a bike helmet program. Approximately 3,000 helmets were given away to school-aged children during the 18-month program in 1999 and 2000.

Last, Safe Moves conducted traffic safety rodeos in high-volume traffic neighborhoods. The target audience for these rodeos was families with school-aged children and neighborhood residents who drive in the area.

Police Department Enforcement

The San Diego Police Department enforces all traffic laws, for bicycles and motor vehicles as part of their regular duties. They ticket violators as they see them and respond to needs and problems as they arise. This includes bicyclists who break traffic laws, as well as motorists who disobey traffic laws and make the bicycling environment less safe. The level of enforcement depends on the availability of officers. A representative of the Police Department also served on the plan update Project Working Group (PWG) and provided substantive input during the development of this Plan.

The Police Department dispatches a fleet of 49 bicycle-mounted officers. These officers have had special training in bicycle safety and assist in enforcing traffic laws. They are especially qualified to enforce laws as they pertain to bicycles.

At present, it cannot be determined whether San Diego's education and encouragement programs and police enforcement efforts have had any effect on the number of bicyclists involved in accidents.

Constraints and Opportunities

With its many ridges, mesas, and canyons, San Diego's topography presents both constraints and opportunities for bicyclists in the city. The many hilly areas of the city can be a hindrance to commuting and recreational cyclists, and the narrow canyons can create chokepoints where automobile traffic becomes concentrated such as at the I-5/I-805 merge or in the I-15 corridor north of Mira Mesa. Many of these chokepoints have bikeway alternatives, such as the Rose Canyon path parallel to I-5, and bicycles have been permitted use of the freeway shoulders in some areas, such as along I-5 between Sorrento Valley and Genesee Avenue. In addition, many arterial streets are not continuous through an area where the freeway has been designated the primary automobile route. Examples include Murphy Canyon Road along I-15 near Friars Road, along SR-94 east of Kelton Avenue, and near the interchange of SR-94 and Home Avenue. In Murphy Canyon and along SR-94 near Kelton, Class I paths have been built to provide vital bicycle linkages, however near SR-94 and Home Avenue, no such linkage exists.

Bike paths have been built along many sections of the freeway system to provide critical bicycle linkages. These include I-15 between Mira Mesa and Sabre Springs, and adjacent to a majority of SR-56. One project currently in design will provide a critical connection between Mission Valley and Normal Heights via the I-15 corridor.

The city's canyons provide opportunities for bike paths in many locations. Many canyon corridors can provide for long stretches of bikeway uninterrupted by busy arterial streets. Such opportunities for canyon corridor bikeways include San Clemente Canyon, Rose Canyon east of Gilman Drive, Tecolote Canyon, Chollas Canyon, and other small canyons that could provide intra-neighborhood linkages in older parts of the city.

Bicyclist riding along 30th Street in the North Park neighborhood

Some areas of the city have numerous bikeway facilities and others have very few. Generally, older sections of the city have less bikeway infrastructure than newer areas. For example, Centre City, Southeast San Diego, the Mid-City communities, and Paradise Hills all have very little faciltiy. One reason for the lack of facilities in older areas of the city is the narrow curb-to-curb street widths that would require reengineering to include bike lanes or to provide adequate room for bicycles in a wide curb lane. Most of the streets in these areas also have curbside parking, which can be an obstacle to the implementation of bikeways.

Most areas of the city could benefit from an increase in bikeway mileage, and there are numerous gaps in the existing system, such as along Friars Road near SR-163. Although there is a significant amount of bicycle facility in San Diego, more is needed in underserved areas and where there are obvious gaps in the network.

IV. Relationship to Other Plans and Policies

This chapter provides a summary of bicycle-related legislation and other planning or policy documents from the State of California, SANDAG, and the City of San Diego. Legislation, plans and policies are considered relevant if they directly address bicycle facilities, or if they address land use patterns that affect bicycle planning.

State Policies

The California Bicycle Transportation Act (1994) is perhaps one of the most important pieces of bicycle-related legislation and requires all cities and counties to have an adopted bicycle master plan in order to qualify to apply for the Bicycle Transportation Account funding source. Caltrans plays an oversight and review role for TEA-21 funding programs for bicycle projects. All of these bicycle-funding programs require approval of a bicycle master plan with specified elements in order to qualify for the programs. Two additional pieces of State legislation were recently adopted and directly relate to bicycle planning at the local and regional levels and are described below.

California Government Code §65302

California Assembly Bill (AB) 1358, also known as the Complete Streets Bill, amended the California Government Code §65302 to require that all major revisions to a city or county's Circulation Element include provisions for the accommodation of all roadway users including bicyclists and pedestrians. Accommodations include bikeways, sidewalks, crosswalks, and curb extensions. The Government Code §65302 reads:

> "(2)(A)Commencing January 1, 2011, upon any substantive revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.
>
> (B)For purposes of this paragraph, "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors."

California SB 375 – Sustainable Communities (2009)

Senate Bill (SB) 375 requires metropolitan planning organizations in California to create a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan. The SCS must identify ways the region will meet the greenhouse gas emissions targets outlined by the California Air Resources Board. One way to help meet the greenhouse gas emissions targets is to increase the bicycle mode share, substituting bicycle trips for automobile trips.

In addition to these policies, the *California Highway Design Manual* contains bikeway design standards and the *California MUTCD* includes specifications for traffic control devices, signs and pavement markings that must be adhered to in California.

Regional Bicycle Plan

As of February 2010, the San Diego Regional Bicycle Plan is in public draft form. The Regional Bicycle Plan proposes a unified bicycle network for the San Diego region by the year 2030, providing bikeway connections to activity centers, transit facilities, and regional trail systems in addition to bicycle education, marketing/awareness campaigns, encouragement, enforcement, and monitoring and evaluation programs.

Figure 4-1 displays the San Diego Regional Bicycle Plan revenue constrained network.

San Diego General Plan – Mobility Element

As presented in Chapter 2, the 2008 San Diego General Plan's Mobility Element has a section dedicated to bicycle planning goals and policies. The three overarching goals are:

- A city where bicycling is a viable travel choice, particularly for trips of less than five miles
- A safe and comprehensive local and regional bikeway network
- Environmental quality, public health, recreation and mobility benefits through increased bicycling

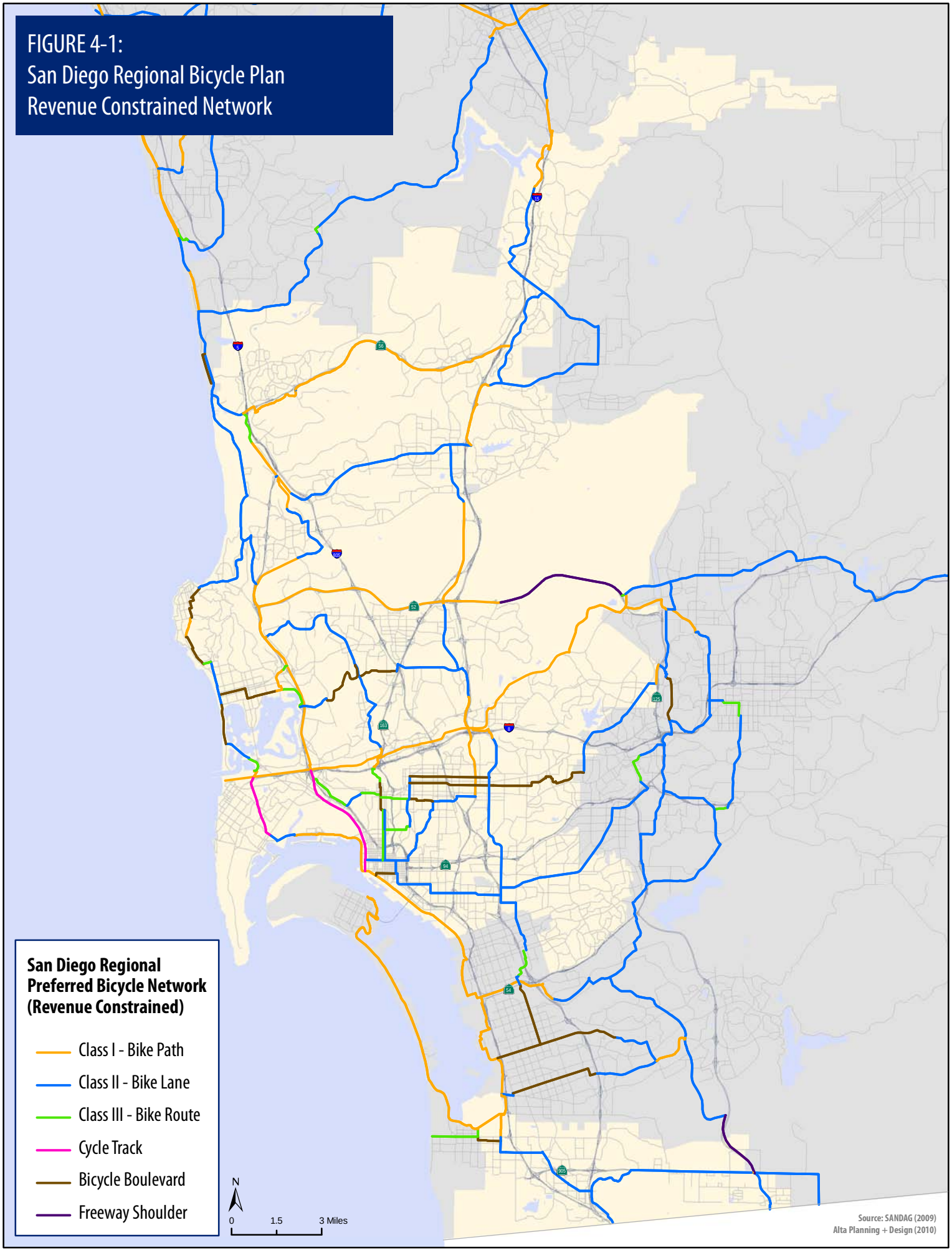
The Mobility Element specifically calls out the Bicycle Master Plan as the guiding document for implementation of bikeways, support facilities, and bicycling programs over the next 20 years. Policies under the three overarching goals include identifying and funding bikeways that serve employment centers, village centers, schools, commercial districts, transit stations, and institutions as well as maintaining the network, providing long- and short-term bike parking, increasing bike-transit trips, and developing bicycle education and safety programs.

Several other policies under other goal sections reference bicycling in San Diego. These include increasing bicycling to school programs, providing interconnected streets that provide bicycle access, incorporating bicycle access with traffic calming measures, and including bicycle infrastructure projects and programs in transportation demand management. These goals and policies were considered in the development of this Plan's overarching policy statements and in the recommendations.

Community Plans

The city of San Diego is comprised of a number of communities that stretch from the coast to inland hills and mesas. These communities have different physical, community, and design characteristics that define one community from another.

FIGURE 4-1:
San Diego Regional Bicycle Plan
Revenue Constrained Network



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

Many of the Community Plans are dated and some of the facilities mentioned in the plans have been installed since the plans were adopted. **Table 4.1** lists the Community Plans and the year of adoption or most recent revision.

Table 4-1: San Diego Community Plans

Community Plan	Adoption Year of Current Plans	Notes
Barrio Logan Community Plan	1978	Undergoing update
Black Mountain Ranch Subarea Plan	1998	
Carmel Mountain Ranch Community Plan	1984	Minor revisions in 1995
Carmel Valley (North City West) Community Plan	1975	Specific Plans added in 1997
Centre City/Downtown Community Plan	2006	
Clairemont Mesa Community Plan	1989	
College Area Community Plan	1989	
Del Mar Mesa Specific Plan	2000	
East Elliot	2002	
Fairbanks Ranch Country Club Specific Plan	1982	
Greater Golden Hill Community Plan	1990	
Greater North Park Community Plan	1986	Undergoing update
Kearny Mesa Community Plan	2002	
La Jolla Community Plan	2004	
Linda Vista Community Plan	1998	
Midway/Pacific Highway Corridor Community Plan	1991	Update to begin in 2010
Mid-City Communities Plan (City Heights, Eastern Areas)	1998	
Miramar Ranch North	1980	
Mira Mesa Community Plan	1992	Last amended in 2001
Mission Beach Precise Plan	1974	Amended in 1982
Mission Valley Community Plan	2008	
Navajo Community Plan	1982	
Normal Heights	1998	
North City West	NA	
Ocean Beach Local Coastal Program	1991, NA	Undergoing update
Old Town San Diego Community Plan	1987	
Otay Mesa	1981	Undergoing update
Otay Mesa-Nestor Community Plan	1997	
Pacific Beach Community Plan and Local Coastal Program Land Use Plan	1995	
Pacific Highlands Ranch	1998	
Peninsula Community Plan and Local Coastal Program Land Use Plan	1981	Last amended in 1999
Rancho Bernardo Community Plan	1988	
Rancho Encantada	2001	
Rancho Penasquitos Community Plan	1993	Amendment proposed
Sabre Springs Community Plan	1982	
San Pasqual Valley Plan	1995	

Community Plan	Adoption Year of Current Plans	Notes
San Ysidro Community Plan	2000	Last amended in 2000
Scripps Miramar Ranch Community Plan	1978	
Serra Mesa Community Plan	1977	Last amended in 2000
Skyline-Paradise Hills Community Plan	1987	
Southeast San Diego Community Plan (Encanto)	1987	
Tierrasanta Community Plan	1982	
Tijuana River Valley	1976	
Torrey Highlands	1996	
Torrey Hills	1997	
Torrey Pines	1995	
University Community Plan	1990	
Uptown Community Plan	1988	Undergoing update
Via de la Valle	1984	

Source: Alta Planning + Design, February 2010

Barrio Logan Community Plan

The City and Barrio Logan community are currently updating the original 1978 plan. The updated version will be complete in 2010. At the time the community plan was adopted in 1978, no bikeway facilities existed.

Black Mountain Ranch Sub-Area Plan

This community plan was adopted and approved in 1998. All primary and major roadways within the Black Mountain Ranch area, including the North Village, include plans for bicycle lanes. The plan indicates that appropriate bicycle parking facilities are required at major activity centers and proposes bike lanes on the following regional connectors: Camino del Norte, Camino Ruiz, and Carmel Valley Road. Bike lanes currently exist along Carmel Valley Road through the community. Bike lanes also existing along San Dieguito Road, Camino del Sur, and Paseo del Sur.

Carmel Mountain Ranch Community Plan

This plan includes a system of bicycle facilities intended to connect residences with community facilities, services, and open space, and to provide connections between neighborhoods. The 1984 plan recommends safe, accessible pathways within neighborhoods, through open spaces, public utility easements, and along roadways. The plan's bikeway map primarily recommends bicycle lanes along major corridors.

Carmel Valley (North City West) Community Plan

The current Carmel Valley Community Plan was adopted in 1975. There are also precise plans for neighborhoods identified in the community plan. The community plan proposes bike lanes for the arterial streets of El Camino Real and Del Mar Heights Road to connect to proposed community bicycle and pedestrian paths and bike lanes. Bike lanes have been built along El Camino Real and Del Mar Heights Road since this plan was adopted. Additionally, the plan recommends Class I path connections through cul-de-sacs to prevent circuitous

routes. Many of these bike path segments have been built. Bike paths provide connections to the area's open space and to East Torrey Pines High School. The plan recommends bicycle racks and lockers and indicates that bicycle racks should be closer to activity centers than the closest vehicle parking space.

Centre City/Downtown Community Plan

The Downtown Community Plan was adopted by City Council in 2006. One goal of the proposed transportation system is to "develop a cohesive and attractive walking and bicycle system within downtown that provides links within the area and to surrounding neighborhoods" (7.2-G-1) with a policy that reads: "Require bike racks and locking systems in all residential projects, multi-tenant retail and office projects, and government and institutional uses" (7.2-P-3). The plan includes a network of streets for bike lanes or bike paths with connections to the Bayshore Bikeway and surrounding neighborhoods. The Centre City Development Corporation developed the Downtown Community Plan and has worked with the City through this plan update process to ensure the community plan and bicycle plan are consistent.

Bicyclist riding along Harbor Drive in Centre City

Clairemont Mesa Community Plan

The Clairemont Mesa Community Plan states that its objective is to create a system of bicycle lanes and paths that link parks, recreation areas, schools, and commercial areas throughout the community. The plan proposes many bike paths, lanes, and routes with an emphasis on the development of those facilities south of SR-52 and along Genesse Avenue. Genesee Avenue currently has bike lanes along the length of the community with the exception of a small segment of bike route in the northern part of the community. The plan also recommends that the San Clemente Canyon Bikeway (I-5 to I-805) run along the northern boundary of Marian Bear Memorial Park to ensure that the bikeway does not interfere with biological resources in the canyon park. The San Clemente Canyon Bikeway has not been built. The plan indicates that bikeway signs should include directional signage to lead bicyclists to their desired destinations and that secure bicycle racks should be placed in visible locations near building entrances, and that employers should provide bicycle lockers for employees that commute by bicycle. Bikeways in this area should be directed to serve future Trolley and bus transit stations with bicycle racks and lockers at each location.

College Area Community Plan

At the time this plan was adopted in 1989, proposed bikeway facilities included primarily bike lanes and routes, most of which were planned to follow major corridors in the community. The plan also recommends completion of the following bikeway facilities:

- Bike lanes on College Avenue
- Bike lanes on El Cajon Boulevard, east from College Avenue

- Bike route along Alvarado Road from College Avenue to 70th Street
- Bike lanes on 70th Street between Alvarado Road and Montezuma Road
- Bike route on Remington Drive west to Dover Drive
- Bike route along the Plaza Drive right-of-way between College Avenue and 55th Street
- Bike route on Monroe Street west of Collwood Boulevard
- Upgrade of the Class III bike route on Montezuma Road and Collwood Boulevard to Class II lanes

Currently, the only existing bike lanes are along:

- Montezuma Road from the west to east termini, with a segment of bike route between 55th Street and Campanile Drive, as proposed in the 1989 plan
- 70th Street, as proposed in the 1989 plan
- Remington Road/55th Street from Hewlett Drive to Montezuma Road
- Collwood Boulevard from Montezuma Road to Monroe Avenue, where it becomes bike route through the community's southern boundary
- Alvarado Road from Campus Drive to the community's western boundary

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

Del Mar Mesa Specific Plan

The Del Mar Mesa Specific Plan, adopted in 2000, proposes six-foot wide Class II bike lanes on Carmel Mountain Road and Camino Santa Fe. Currently there are no on-street facilities in the community. The plan also proposes a system of multi-use trails adjacent to all Circulation Element roadways. These trails are proposed to accommodate bicyclists, pedestrians and horseback riding activities with a ten foot right of way separated from the roadway by a six-foot landscaped parkway.

East Elliott Community Plan

East Elliot's Community Plan was most revised in 2002, designating the majority of the community sanitary fill and potential landfill. There are no proposed bikeways.

Fairbanks Ranch Country Club Specific Plan

This community plan, adopted in 1982, briefly discusses the deeding of the river valley and adjacent slopes to the city of San Diego and utilizing the remaining open space for possible riding and/or hiking trails.

Greater Golden Hill Community Plan

The most recently revised Greater Golden Hill Community Plan (1990) states that an extensive bikeway system for this area is not feasible due to topography. However, it does recommend developing a bikeway system to provide access within the community, to regional destinations such as Balboa Park, adjacent communities, and four recreational areas (Grape Street picnic area, Golden Hill Park, the 28th Street Strip, and Golden Hill Community Center). The plan recommends extensive signing for bikeway users including destination plates, route signs, and arrows for users to ensure that they are able to follow the designated route. The plan also recommends bicycle parking facilities at major activity centers and transit centers. It has established the goal of reducing traffic in the community by encouraging alternative transportation, including bicycling.

Greater North Park Community Plan

The Greater North Park Community Plan of 1990, states that there are no bike lanes in this community.

The plan recommends implementing an extensive bikeway system that provides access to community attractions and regional destinations such as Balboa Park and adjacent communities. The plan also recommends bicycle racks and lockers be installed in visible locations with appropriate signage. The following roadways are cited as those that should be included in a comprehensive bikeway system:

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

Since the adoption of the plan, bike lanes have been installed along a northern segment of Texas Street into Mission Valley and along the majority of Utah Street. Bike routes currently exist along Howard Street and along the eastern portion of Landis Street.

Bicyclist rid ing on the Utah Street bike

Midway/Pacific Highway Corridor Community Plan

The Midway/Pacific Highway Corridor Community Plan and Local Coastal Program Land Use Plan was adopted in 1991 and most recently amended in 2006. This community plan establishes a policy to "promote access to commercial centers, employment sites, and coastal and recreational areas by providing bicycle access along major public thoroughfares". Additionally, the plan sets forth an Action Plan for implementing the recommended bicycle facilities. The plan proposes bike lanes along Rosecrans Street, Midway Drive, Sports Arena Boulevard, Kurtz Street, Pacific Highway, Lytton Street and Barnett Avenue and Class I path along the canal alignment. Currently, bike lanes exist along portions of Rosecrans Street and Pacific Highway.

Mid-City Communities Plan (City Heights, Normal heights, Eastern Areas, Kensington-Talmadge)

A vision statement of the Mid-City Community Plan is to "encourage and enhance pedestrian and bicycling as effective modes of personal transportation." The approved bicycle system identifies primarily Class II bike lanes along the major roadways including Fairmont Avenue, 54th Street, Chollas Parkway, College Grove, Federal Boulevard, and Monroe Avenue. At present, none of these roadways have bike lanes.

Miramar Ranch North Community Plan

An objective of the Miramar Ranch North Plan is to develop a system of bikeways tying into the regional network and connecting to the I-15 pathway. The plan proposes Class II bike lanes on Spring Canyon Road, Scripps Ranch Boulevard, and Cypress Canyon; and bicycle parking facilities at schools, industrial areas, parks, and the I-15 / Mercy Road interchange park-and-ride. All of three roadways listed above currently have bike lanes.

Mira Mesa Community Plan

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

Mission Beach Precise Plan

Due to traffic congestion and lack of parking, biking is a convenient form of transportation in this area. Bicycle activity primarily occurs along a 2-mile stretch along the beach known as the Ocean Front Walk. The Bayside Walk is also a popular multi-use pathway along the shores of Mission Bay. The Plan recommends widening both Ocean Front Walk and the Bayside Walk in order to accommodate the demand for these frequently used multi-use pathways. The Ocean Front Walk has been widened however the Bayside Walk has not been widened. The plan also recommends bike routes extending the entire length of the community.

Mission Valley Community Plan

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

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

Navajo Community Plan

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

- Regional Class I bike route from the beach through Mission Valley to Mission Trails Regional Park along the San Diego River (incomplete)
- A 2.0 mile bike route along Del Cerro Boulevard (unbuilt)
- A 2.0 mile bike route connecting the Allied Gardens bike route and the proposed San Diego River route in the vicinity of Zion Avenue (bike route exists along Zion Avenue)
- An extension of the Jackson Drive route connecting to the San Carlos Community Center.

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

North City West

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

Ocean Beach Local Coastal Program

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

Old Town San Diego Community Plan

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

Otay Mesa

This Plan is currently being updated.

Otay Mesa-Nestor Community Plan

A bicycle system adopted in 1979 identifies the Bayshore Bikeway project, which is currently a funded project to extend the Class I bikeway north through the cities of Chula Vista and National City and will connect with the Silver Strand Bikeway and Coronado to the west. In 2009, a one mile segment of the Bayshore Bikeway was completed connecting the Saturn Boulevard Bike Path to the Silver Strand Bike Path.

Pacific Beach Community Plan and Local Coastal Program Land Use Plan

Pacific Beach identifies a bikeway system for both commuter-oriented use and recreational use consisting of Class I, II, and III facilities. The Plan encourages bicycle usage for both

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

There is existing Class II facility shown in Pacific Beach along Soledad Mountain Road, Foothill Boulevard, and Grand Avenue. Future Bikeway maps in the Plan identify future bike lanes along the entire Grand Avenue corridor, connecting the Ocean Front Walk to the Rose Creek Bike Path. Class III bike routes are proposed in the community plan for Loring Street, Cass Street, Mission Boulevard, Pacific Beach Drive, Jewel Street, and Lamont Street. A Class III facility currently exists along Hornblend Avenue and serves as an alternate to Garnet and Grand Avenues.

Pacific Highlands Ranch

In Pacific Highlands Ranch, bike lanes are proposed on all cross-sections of roadway types and proposed pending feasibility.

Peninsula Community Plan

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

Rancho Bernardo Community Plan

Recognizing the increased usage of bicycles throughout San Diego, this Community Plan identifies a system of existing and proposed bikeways. Many of the major roadways in Rancho Bernardo already include Class II lanes, such as Rancho Bernardo Road, Bernardo Center Drive, Camino Del Norte, West Bernardo Drive, Bernardo Heights Parkway and Pomerado Road. In 2009, the Lake Hodges Bike Path bridge was completed, providing improved connections to the city of Escondido. Throughout the community, Class III bikeways are proposed for most of the community's street network. The Plan identifies the need for bicycle parking facilities and bicycle lockers for employees arriving at major activity centers.

Rancho Encantada

Class II bicycle lanes in Rancho Encantada will follow Pomerado Road and Stonebridge Parkway. Class III bicycle routes will accommodate bicycle travel on local residential streets. Bicycle parking facilities are anticipated at the public school/park site.

Rancho Penasquitos Community Plan

The Rancho Penasquitos Community Plan recommends that a bikeway system provide access from residential areas to public facilities, commercial destinations, and link neighborhoods. The plan recommends implementing Class II lanes on all major streets and Class I paths along the County Water Authority's right-of-way and through public parklands including Black Mountain Park and Los Penasquitos Canyon Preserve. In addition, the Plan recommends that bike lockers and locking racks be located at major activity and transit centers. A Class I bikeway currently exists along the southern edge of the SR-56 freeway from I-5 to Rancho Penasquitos Boulevard.

Sabre Springs Community Plan

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

San Pasqual Valley Plan

The existing bikeway system in the San Pasqual Valley is limited to the newly constructed Lake Hodges Bike Path connecting Rancho Bernardo with the city of Escondido. The community plan identifies goals that support a bicycle circulation system throughout the Valley with connections to bikeways in adjacent communities. The future widening of major two-lane roads in the community will facilitate bicycle lane improvements. Via Rancho Parkway, Cloverdale Road, San Pasqual Road, and Highland Valley Road are designated to be widened to include bicycle lanes. The Plan includes a proposed Class I path along the San Dieguito River climbing through a finger canyon along the steep south slope of the Valley.

San Ysidro

The San Ysidro Community Plan proposes a number of bikeways.

- Dairy Mart Road from Beyer Boulevard to Monument Road
- Smythe Avenue from SR-905 to Beyer Boulevard
- Willow Road from San Ysidro Boulevard to Camino de la Plaza with a grade separated crossing of I-5
- Beyer Boulevard between SR-905 and Siempre Viva Road
- Otay Mesa Road between Beyer Boulevard and SR-905

- Camino de la Plaza between Dairy Mart Road and San Ysidro Boulevard.
- San Ysidro Boulevard from Dairy Mart Road to Camino de la Plaza
- East Beyer Boulevard from Otay Mesa Road to San Ysidro Boulevard
- Smythe Avenue from Beyer Boulevard to San Ysidro Boulevard
- Border Village Road along the entire length of the proposed couplet
- Camiones Way/I-5 (southbound only) from Camino de la Plaza to the international border
- Virginia Avenue, if the commercial border crossing is closed and reopened as a pedestrian crossing, from Camino de la Plaza to the international border

Additionally, the Plan calls for Pacific Coast Bicentennial bike route signs and a map and kiosk of the route, a monument at the border encouraging bicycle use, and providing a bicycle only lane at the border crossing. Portions of Class II bike lane have been built along Dairy Mart Road, Smythe Avenue and East Beyer Boulevard.

Scripps Miramar Ranch Community Plan

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

Bicyclist riding on the Aero Drive bike lane

Serra Mesa Community Plan

The Serra Mesa Community Plan states that a community bikeway system should be designated as reflected on the Bikeways Map shown in the Plan. Bicycle facilities on Aero Drive, Murphy Canyon Road, Mission Village Drive and Murray Ridge Road have been built since the adoption of the community plan. The Plan also suggests improving vehicular/bicycle connections through the use of "bicycle park-bus ride" and "piggy-back" bicycle bus transportation concepts.

Skyline-Paradise Hills Community Plan

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

Sorrento Hills Community Plan

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

Southeast San Diego Community Plan (Encanto)

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

Currently, bike routes exist along segments of Market Street, Imperial Avenue, Valencia Parkway, and Euclid Avenue. Portions of Imperial Avenue, Churchward Street, and Skyline Drive have bike lanes.

Tierrasanta Community Plan

Personal health and the environment are some important reasons for bicycling according to the Tierrasanta Community Plan. In response, the plan encourages alternative forms of transportation and a bikeway system for both community and regional needs. The bikeway plan identifies Class II lanes along Clairemont Mesa Boulevard, Tierrasanta Boulevard, and Spring Canyon Road. Bike lanes currently exist along Clairemont Mesa Boulevard, Tierrasanta Boulevard but not along Spring Canyon Road. A feasibility study has recently been completed for a Class I path to close the gap between Tierrasanta Boulevard and Mission Gorge Road. Funding is currently being pursued for this project.

Torrey Highlands

Torrey Highlands contains several bikeways which travel the span of the community providing access to adjacent communities, including: the SR-56 Bike Path, Carmel Valley Road and Camino del Sur.

Torrey Hills

Torrey Hills Community Plan has proposed and built on street bikeways along Carmel Mountain Road and El Camino Real and along Vista Sorrento Parkway. Class II bicycle facility also exists along Ocean Air Drive.

Torrey Pines

Class I and II bicycle lanes have been constructed along the northern portion of Sorrento Valley Road between Carmel Valley Road and the Sorrento Valley Industrial Park. The Coastal Rail Trail alignment is proposed to travel along the Santa Fe railroad.

University Community Plan

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

Uptown Community Plan

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

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

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

provided to cycling employees. Employer incentives that allow flexible hours for bike commuters should be considered.

Via de la Valle

Via de la Valle has a Class II bikeway, providing connections between the city of Del Mar and El Camino Real. Class II also exists along San Andres Drive feeding northward into the boundary with unincorporated San Diego County.