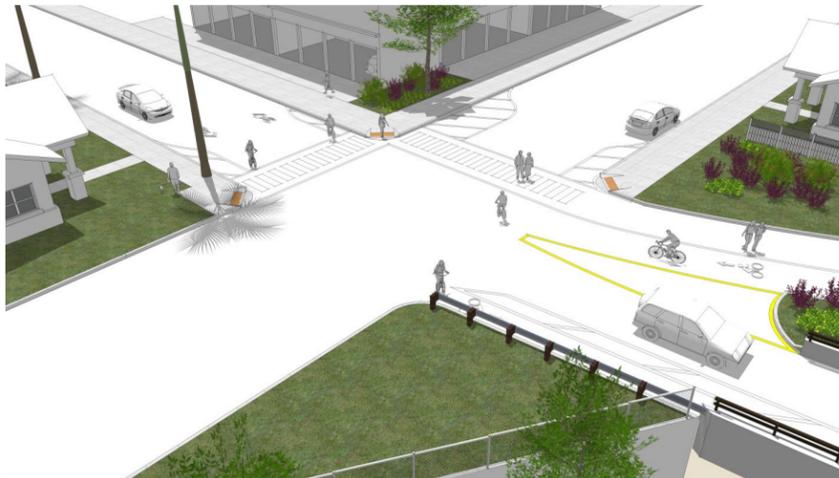


UPTOWN REGIONAL BIKE CORRIDORS PROJECT UNIVERSITY BIKE BOULEVARD IBIS TO FRONT FACT SHEET



Bikeway and Pedestrian Improvements – University Ave and Ibis St



Potential Additional Improvements



Potential Community-Based Enhancements

Benefits

- » Create vibrant, safe and inviting streets that improve neighborhood connections and link to the regional bike network.
- » Enhance the biking and walking experience, and encourage more people to bike for short trips within their neighborhood or nearby.
- » Improve safety for all street users.

All users will benefit from the project improvements; residents and businesses, as well as people walking, biking, and driving. In addition, the new bikeways and calmer traffic can act as a catalyst for other desired improvements over time, such as public spaces, street lighting, public art, and beautification. A bikeway is one element of public infrastructure investment that, together with other community initiatives, encourage stronger, better places to live, work, and play.

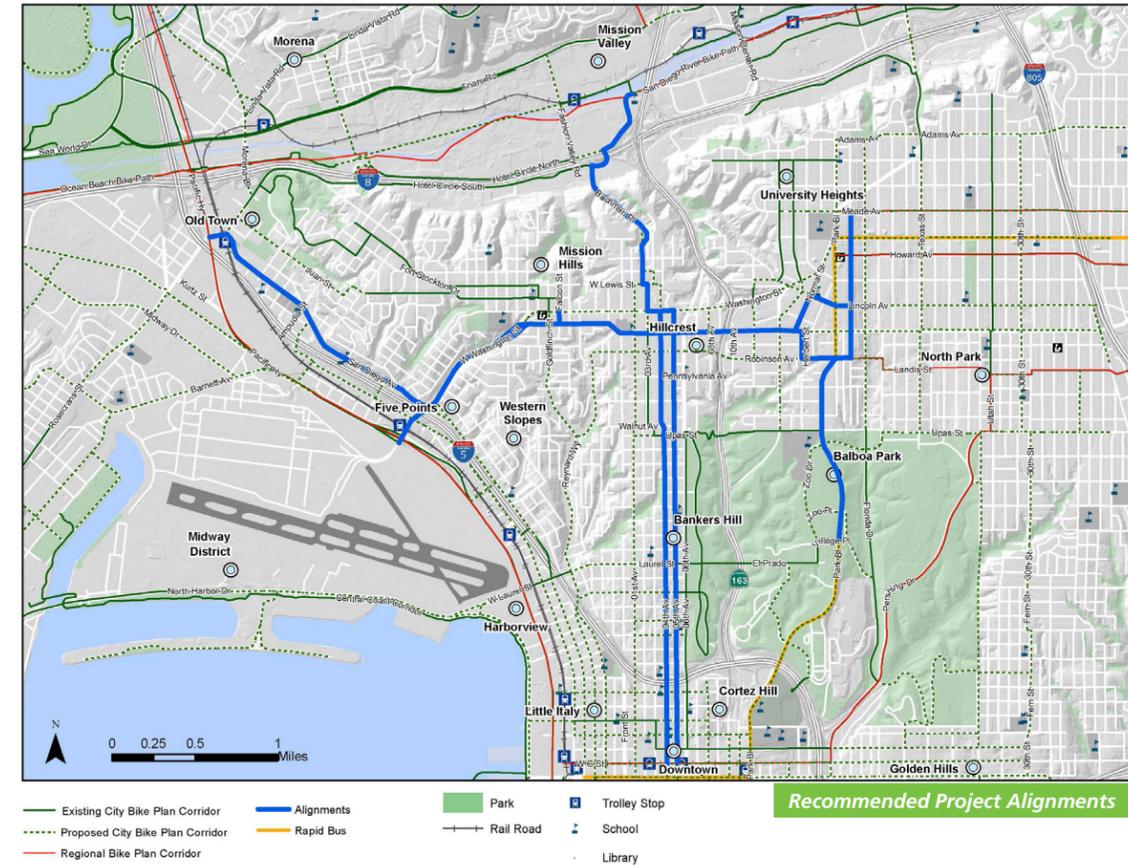
The bikeway and pedestrian improvements will be implemented by SANDAG and can be considered a baseline improvement. Whether additional enhancements can also be implemented to create more inviting neighborhood spaces will depend on the total overall costs for all 12 miles of the project and the identification of other funding sources.

Funding

The Uptown project is being implemented as part of the Regional Bike Plan Early Action Program (EAP) and is being funded by *TransNet*, the local half-cent sales tax for transportation approved by voters countywide.

For More Information

Follow us on Twitter @SANDAG #UptownBikes. Visit KeepSanDiegoMoving.com/UptownBike or contact Project Manager Beth Robrahn at (619) 699-6980 or beth.robahn@sandag.org to be added to the project email list.



Overview

The Uptown Regional Bike Corridors Project will improve travel between San Diego neighborhoods within the Uptown area, connecting Uptown to Old Town, Mission Valley, Downtown, North Park, and Balboa Park. The project will create inviting and convenient bikeways that link key community destinations, including schools, parks, transit, and commercial centers. The bikeways will feature design elements that enhance the bicycling and pedestrian experience, and benefit all street users, residents, and neighborhood businesses.

The proposed Uptown project is a set of three corridors through the Uptown neighborhoods.

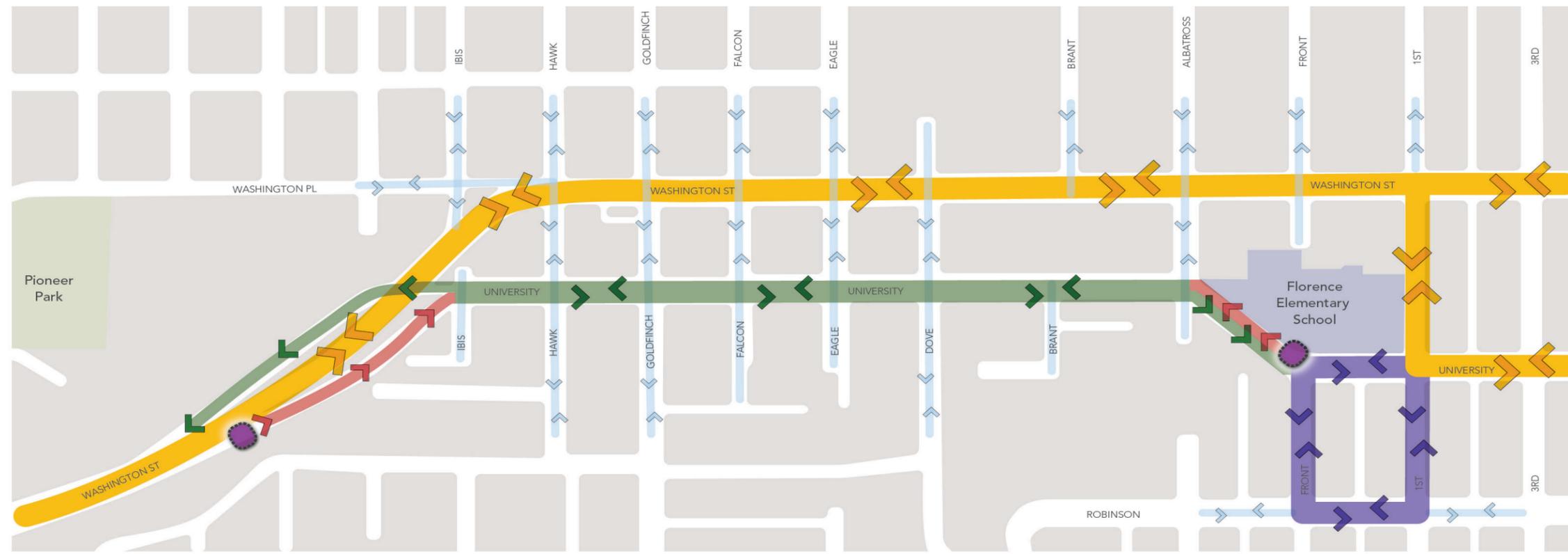
After an extensive public outreach process and preliminary technical analysis, the specific routes (the streets the bikeways will be built on) that present the most opportunity to create a community asset have been identified along all 12 miles of the three project corridors. More detailed engineering analysis will be conducted throughout 2014 to address challenges and evaluate design solutions and cost feasibility. In addition, collaboration with public agencies and community organizations, including direct outreach to residents and businesses along the project routes, is being undertaken to align the project design with community initiatives to achieve the best project possible.

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University Avenue BIKE BOULEVARD IBIIS TO FRONT PROPOSED CIRCULATION

Legend

- local traffic flow
- lane remains open to local automobile traffic
- lane closed to automobile traffic; proposed bike/ped access only
- through traffic flow
- oops loop
- partial diverter

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University Bike Boulevard Ibis to Front

The central east-west route comprises one of the three corridors of the Uptown project. It connects Five Points and International Restaurant Row to Mission Hills, Hillcrest, and North Park. The segment of this route connecting Five Points to Mission Hills runs along Washington Street from India Street to the University Avenue access ramps. During public outreach efforts, SANDAG heard from community members that they would like to add a safe path to walk between Five Points and Mission Hills. We also have heard from residents along University Avenue through Mission Hills that the street is used as a cut-through for people driving to and from the freeway access at the bottom of Washington Street. An analysis shows that University Avenue – a two-lane residential street in this area – is carrying more traffic than it was designed for, and at higher speeds.

The Concept

SANDAG has developed initial design concepts for this segment, as well as the rest of the Uptown project. The concept for the segment of the project between Five Points and Mission Hills includes:

- » A sidewalk and protected bikeway on the uphill side of Washington Street (a sidewalk alongside a bike lane separated from moving cars in the vehicle travel lane). For some people riding bikes the hill is long, but the sidewalk would provide a place to stop and rest or walk their bikes.
- » Near the top of the hill at the eastbound University Avenue access ramp, University Avenue would be reserved for people walking or biking only.
- » Area residents driving home would continue up Washington Street to the intersection closest to their

neighborhood destination (such as Hawk or Dove).

- » University Avenue from Ibis Street to Albatross Street, or Front Street, would be transformed into a calm residential local access street, with traffic slowed and a more comfortable space for people to walk and bike.
- » The neighborhood would remain fully accessible; no other access between Ibis and Albatross or Front is proposed to be changed under the current design concept.
- » Residents and visitors would be able to reach Hillcrest and destinations to the east the same as they do today, traveling eastbound on University.
- » Westbound access to the Mission Hills neighborhood from points east of Front also would remain unchanged for people walking or riding bikes.
- » Washington Street would provide access to vehicle traffic headed to all

points west of Front; with all of the local north-south cross streets providing access to the residential area south of Washington Street in Mission Hills.

For You, Your Family, Friends, and Neighbors

Research suggests that a large number of people consider themselves “interested but concerned,” or willing to ride a bicycle if they feel safe and comfortable. The goal of the Uptown Regional Bike Corridors Project is to benefit as many people as possible – from those who already ride to those who are interested but concerned, as well as those who will never ride a bike but enjoy walking and being in a comfortable and interesting neighborhood setting. This can be achieved by lowering the traffic stress level of a street – designing a street to reduce speeding traffic, create safer crossings for people walking, enhance the streetscape, and increase accessibility.

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