

Border to Bayshore Bikeway

Overview

The Border to Bayshore Bikeway is a 6.7-mile bikeway that will connect one of the world’s busiest land border crossings at the San Ysidro Port of Entry to the Bayshore Bikeway in Imperial Beach. The bikeway will provide residents and visitors with a safer active transportation option to travel between the Mexican border at San Ysidro, San Diego, and Imperial Beach.

It will primarily run along Beyer Boulevard, Iris Avenue, Oro Vista Road, Grove Avenue/Ingrid Avenue/ Halo Street, and 13th Street to provide biking connections within and between the San Ysidro community of San Diego and Imperial Beach.

The entire Bayshore Bikeway project will extend 24 miles around San Diego Bay, providing a vital and scenic connection to several waterfront cities. It also will make visiting commercial centers, schools, and transit stations more comfortable and convenient for people of all ages and abilities.

Background

The project will help fulfill the vision laid out in the San Diego Regional Bike Plan, which aims to make riding a bike a safer and more convenient choice for everyday travel. The Border to Bayshore Bikeway project is a vital part of the regional bike network, GO by BIKE, and a high-priority project funded through the Regional Bike Plan Early Action Program.



Outreach

Extensive outreach was conducted for the project, with four public meetings held for community members to give input on route options between 2017 and 2018.

Design

The project improvements were strategically selected and designed to maximize safety for people biking and walking. The following page illustrates the project route and specific improvements – including descriptions, benefits, and images of key features.

Funding

The project is funded as part of the Regional Bike Early Action Program funded by TransNet, the regional half-cent sales tax for transportation approved by voters countywide.

Additionally, the project was awarded funding from the state Active Transportation Program to help cover engineering, right of way, and construction costs.

Project Improvements and Safety Benefits



Bend-Out Treatments



- » Position people biking ahead of the vehicle limit line at the intersection, giving them a head start to cross the intersection when the traffic light turns green. This improves visibility of people riding bikes, and increase reaction time for people driving
- » Eliminate the mixing zones where drivers can turn across the bikeway at an intersection
- » Reduce crossing distances

Curb Extensions



- » Visually and physically narrow the roadway to create shorter and safer crossings for people walking at intersections
- » Increase visibility of people walking by improving sight distances for people driving
- » Tighten turning areas to encourage slower turning speeds

Neighborhood Traffic Circle



- » Slow traffic and improve the safety and comfort of everyone who uses the streets
- » Provide an opportunity for public art or decorative hardscapes in the center island

Bus Islands



- » Eliminate the need for buses to jump to a bike lane
- » Allow people biking to continue in a straight line without merging into traffic
- » Provide more space for transit passengers and amenities while maintaining a clear pedestrian path on the sidewalk

Two-Way Cycle Track



- » Separate bikeways from vehicular traffic with curbs, medians, parked cars, bollards, or other barriers
- » Physically separate people biking from vehicular traffic to create a safer and more comfortable experience
- » Appeal to a wider range of bike riders

Protected Intersections



- » Create a physically protected intersection crossing alongside crosswalks to increase safety and comfort for people biking and walking
- » Provide protection via physical barriers and a dedicated or leading bicycle signal phase
- » Provide shorter bicycle and pedestrian crossing distances
- » Reduce vehicle speeds and increase visibility of, and yielding to, people biking



LEGEND

FACILITY TYPE

- Two-Way Cycle Track
- One-Way Cycle Track
- Buffered Bike Lanes
- Bike Boulevard
- Shared Bike Route
- Multi-Use Path

OTHER FEATURES

- Trolley Station
- City Boundary

PROJECT IMPROVEMENTS

- Neighborhood Traffic Circle
- Enhanced Pedestrian Crossing
- Protected Intersection
- Bend Out
- Bike-Friendly Intersection
- Bus Islands
- Curb Extensions
- Speed Cushion

Additional Benefits

Healthier Lifestyles



Up to 32% of people who bike use fewer sick days.

Up to 55% have lower health costs.

Up to 52% show an increase in productivity.¹

Job Creation



On average, every \$1M spent on bike infrastructure helped create 11.4 jobs compared to 7.8 jobs for road-only infrastructure.²

Schedule

Planning
2015 – 2018



Environmental
Clearance
2018 – 2019



Final Design
2019 – 2022



Construction
2022 – 2025



Project
Completion
2025



For More Information

Sign up to receive project email updates at sandag.org/subscribe by checking the box for “Border to Bayshore Bikeway” under the Bikeway & Walkway Projects section. Visit SANDAG.org/Bikes or contact the SANDAG GO by BIKE Team via email at GObyBIKE@sandag.org or by phone on our toll-free hotline at 833-899-BIKE (2453).

Sources:

¹ page 25, “Protected Bike Lanes Mean Business”, bikewalkalliance.org
² Pedestrian & Bicycle Infrastructure: A National Study of Employment Impacts

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