

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

For More Information

Visit KeepSanDiegoMoving.com/OrangeBikeway or contact the SANDAG GO by BIKE Public Outreach Team at (833) 899-BIKE (2453) or GObyBIKE@sandag.org to be added to the project mailing list.

Sources:

¹ page 25, "Protected Bike Lanes Mean Business", bikewalkalliance.org

² Pedestrian & Bicycle Infrastructure: A National Study of Employment Impacts

ORANGE BIKEWAY

North Park | Mid-City Bikeways



Schedule

- **Preliminary Engineering**
2014 – 2019
- **Final Design**
TBD
- **Construction**
TBD

Funding

- The project is fully funded through construction as a part of the \$200 million Regional Bike Early Action Program funded by *TransNet*, the regional half-cent sales tax for transportation approved by voters countywide



Overview

The Orange Bikeway is one of seven segments planned as part of the North Park | Mid-City Bikeways, which will add approximately 13 miles of bike boulevards and protected bikeways and connect the North Park and Mid-City neighborhoods. The proposed Orange Bikeway will provide a vital connection for residents to walk and bike between vibrant communities within San Diego's urban core – North Park and City Heights.

The Orange Bikeway will be 2.1 miles and will run along Orange Avenue between 32nd Street and Estrella Avenue. The proposed bikeway also will provide important connections to several regional bikeways including Howard Bikeway to the west, University Bikeway to the east, and Central Avenue Bikeway in the center.

Proposed features include buffered bike lanes, median island traffic diverters, neighborhood traffic circles, curb extensions, and traffic calming measures designed to make the streets more pleasant for everyone – people who walk, bike, work, and live there.

Background

The project will help fulfill the vision laid out in the San Diego Regional Bike Plan to make riding a bike a safer and more convenient choice for everyday travel. The Orange

Bikeway 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. The project also is identified as a high-priority project in the City of San Diego Bicycle Master Plan and the Mid-Cities Community Plan.

Since the North Park | Mid-City Bikeways planning process began in 2013, nine open houses were held and more than 100 presentations were made to existing community groups to discuss project details and gather community input for the project in order to create more opportunities to walk and bike in a low-stress environment. To get involved or to learn more about the project, visit KeepSanDiegoMoving.com/OrangeBikeway.

Design

The proposed improvements were strategically selected and designed to maximize safety for people riding bikes and walking. Each block and intersection has been analyzed based on existing conditions. The proposed improvements collectively achieve the goals of the project.



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PROPOSED IMPROVEMENTS AND SAFETY BENEFITS



Speed Cushions

- Reduce traffic volumes and speeds on Bike Boulevards by slowing traffic
- Allow larger vehicles like emergency vehicles and small vehicles like bicycles to pass through easily by including wheel cutouts



Median Island Traffic Diverters

- Require drivers to turn left or right rather than driving through an intersection while allowing people walking and biking to travel through the intersection
- Reduce cut-through traffic by redirecting people driving on Orange Avenue
- Create a safer and more comfortable experience for people biking and walking by lowering traffic volumes and speeds



Enhanced Pedestrian Crossings

- Alert people driving of crossings through use of high-visibility paint, signage and, in some cases, flashing lights
- Increase separation between people waiting to cross the street and people driving with medians or bollards
- In some cases, provide a new crossing for people walking and biking between intersections
- Can include raised crosswalks, which slow traffic and improve the safety and comfort of streets for people walking



Neighborhood Traffic Circles

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



Buffered Bike Lanes

- Increase the comfort of people riding bikes by separating them from people driving cars with a painted buffer
- Increase comfort of people walking by creating more distance between the sidewalk and people driving cars
- Calm traffic by narrowing roadways



Bike Friendly Intersections

- Reduce conflicts and increase safety for people biking, walking, and driving
- Indicate clear paths of travel and staging areas for people biking, walking, and driving
- Improve visibility and intersection operations by allowing bikes to queue in front of vehicles (bike box) and by signaling bikes to cross (bike signal head)