



TRAFFIC AND SAFETY IMPACT ASSESSMENT

The assessment concluded that the project would not result in any bike and pedestrian safety impacts. It also concluded that the project would result in three vehicular traffic impacts according to the City of San Diego’s Significance Thresholds for Traffic Impacts.

KEY FINDINGS



No Bike and Pedestrian Safety Impacts



STREET SEGMENTS	BIKE OR PEDESTRIAN SAFETY IMPACTS?
Howard Avenue between Park Boulevard and Florida Street	No
Howard Avenue between Florida Street and Oregon Street	No
Howard Avenue between Oregon Street and Idaho Street	No
Howard Avenue between Idaho Street and Boundary Street	No
Orange Avenue between Boundary Street and Estrella Avenue	No
INTERSECTIONS	
All intersections on Howard Avenue, from Park Boulevard to 32 nd Street	No
All intersections on Orange Avenue, from 33 rd Street to Estrella Avenue	No



Three Vehicular Traffic Impacts



STREET SEGMENTS	VEHICULAR TRAFFIC IMPACTS?	REASON FOR IMPACT*
Howard Avenue between Georgia Street and Florida Street	No	
Howard Avenue between Utah Street and Kansas Street	No	
Orange Avenue between Swift Avenue and 35 th Street	Yes	Removal of center turn lane is inconsistent with Mid-City Communities Plan
Orange Avenue between 43 rd Street and Fairmount Avenue	Yes	Removal of center turn lane is inconsistent with Mid-City Communities Plan Unacceptable LOS E under existing and future conditions; however, project would improve signal timing to decrease travel time
Orange Avenue between 47 th Street and Euclid Avenue	Yes	Removal of center turn lane is inconsistent with Mid-City Communities Plan
INTERSECTIONS		
All intersections on Howard Avenue, from Park Boulevard to 32 nd Street	No	
All intersections on Orange Avenue, from 33 rd Street to Estrella Avenue	No	

*Reason for impact, according to the City of San Diego’s Significance Thresholds for Traffic Impacts



NORTH PARK | MID-CITY BIKEWAYS

HOWARD – ORANGE BIKEWAY



KeepSanDiegoMoving.com/HowardOrangeBikeway