

# 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.<sup>1</sup>

## Job Creation



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

## For More Information

Visit [KeepSanDiegoMoving.com/HowardOrangeBikeway](http://KeepSanDiegoMoving.com/HowardOrangeBikeway) or contact Project Manager, Alison Moss, at (619) 595-5354 or [alison.moss@sandag.org](mailto:alison.moss@sandag.org) to be added to the project mailing list.

Sources:

<sup>1</sup> page 25, "Protected Bike Lanes Mean Business", bikewalkalliance.org  
<sup>2</sup> Pedestrian & Bicycle Infrastructure: A National Study of Employment Impacts

# HOWARD – ORANGE BIKEWAY

## North Park | Mid-City Bikeways



## Schedule

- **Preliminary Engineering**  
2014 – 2017
- **Final Design**  
2017 – 2019
- **Construction**  
2019 – 2020

## Funding

- Construction of the Howard – Orange Bikeway is estimated to be \$5.8 million
- 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 Howard – Orange Bikeway is one of six 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 Howard – 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 Howard – Orange Bikeway will be 3.3 miles and will run along Howard Street, between Park Boulevard and 32nd Street, and along Orange Avenue between 32nd Street and Estrella Avenue. The proposed bikeway will also provide important connections to several regional bikeways including the Georgia-Meade Bikeway to the west, the University Bikeway to the east and the Central Avenue Bikeway in the center.

Proposed features include buffered bike lanes, 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 more convenient and safer choice for everyday travel. The Howard – 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 is also identified as a high priority project in the City of San Diego Bicycle Master Plan and the 2016 North Park Community Plan Update.

Since the North Park | Mid-City Bikeways planning process began in 2013, seven open houses were held and 91 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. Additional opportunities to provide input on the Howard – Orange Bikeway are ongoing. To get involved or to learn more about the project, visit [KeepSanDiegoMoving.com/HowardOrangeBikeway](http://KeepSanDiegoMoving.com/HowardOrangeBikeway).

## Design

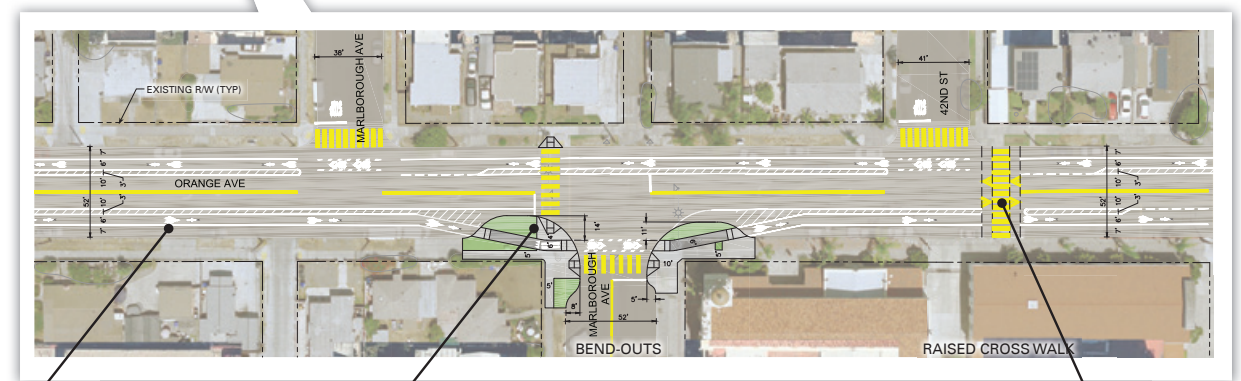
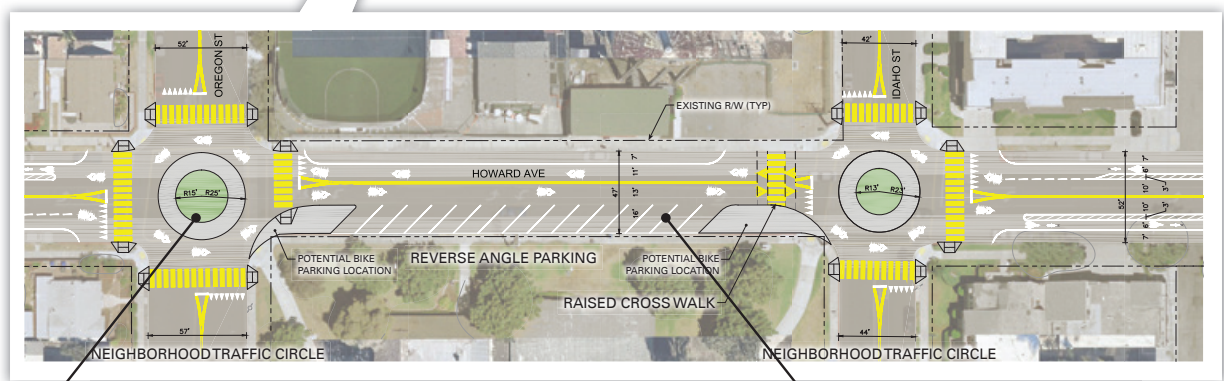
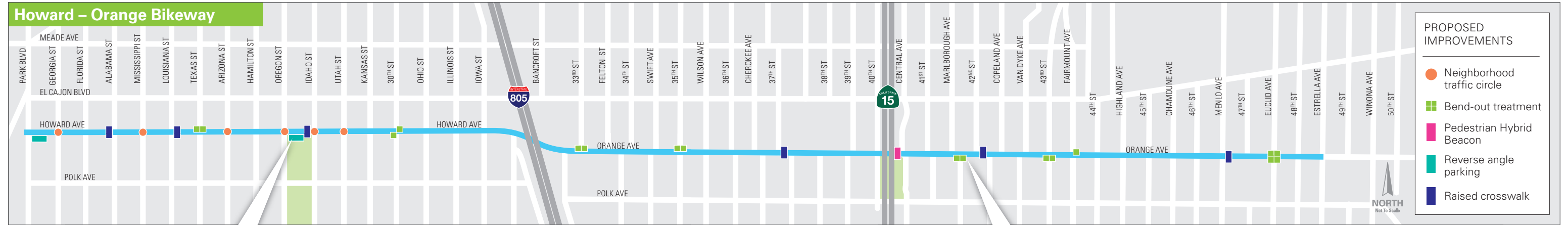
The proposed improvements were strategically selected and designed to maximize safety for people riding bikes and walking. Each block and intersection has been analyzed based on existing conditions. The proposed improvements collectively achieve the goals of the project.



401 B Street, Suite 800  
 San Diego, CA 92101  
 (619) 699-1900  
 Fax (619) 699-1905  
[sandag.org](http://sandag.org)

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# PROPOSED IMPROVEMENTS AND SAFETY BENEFITS



## Neighborhood Traffic Circles



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

## Reverse Angle Parking



- Enhances safety for people riding bikes by improving visibility of people pulling out of parking spaces
- Situates vehicle doors, when opened, to guide people to the sidewalk for improved safety
- Increases comfort of loading cargo into vehicle's trunk/bed

## 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

## Bend-Out Treatments



- Increase comfort of people riding bikes by positioning them further ahead of the vehicle limit line at the intersection, creating separation that gives people riding bikes a head start from people driving when the traffic light turns green, improve visibility of people riding bikes, and increase reaction time for people driving
- Increase safety for people biking by eliminating the mixing zone with right-turning vehicles
- Increase safety for people walking by reducing crossing distances

## Raised Crosswalks



- Alert people driving to a crossing for people walking
- Slow traffic and improve the safety and comfort of streets for people walking