

# HOWARD BIKEWAY

## North Park | Mid-City Bikeways



### Overview

The Howard 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 Howard Bikeway will provide vital connectivity for residents to walk and bike within San Diego’s vibrant urban core of North Park.

The Howard Bikeway will run 1.2 miles along Howard Street between Park Boulevard and 32nd Street. The bikeway also will provide important connections to several regional bikeways including the Georgia – Meade Bikeway to the west and the Orange Bikeway to the east, which will in turn connect to the University and Central Avenue Bikeways.

Project 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 safer and more convenient choice for everyday travel.

The Howard 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 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, ten open houses were held and more than 100 presentations were made to existing community groups to discuss project details and gather 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 Bikeway are ongoing. To get involved or to learn more about the project, visit [KeepSanDiegoMoving.com/HowardBikeway](http://KeepSanDiegoMoving.com/HowardBikeway).

### Design

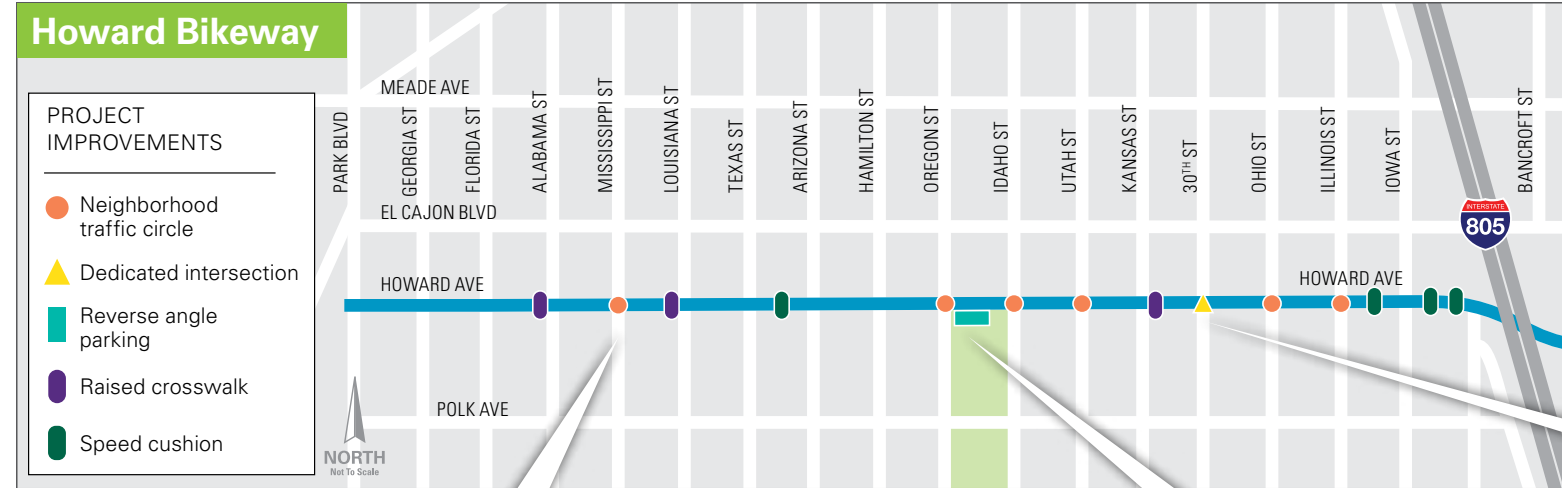
The project improvements were strategically selected and designed to maximize safety for people riding bikes and walking. Each block and intersection has been analyzed based on existing conditions. The project improvements collectively achieve the goals of the project.



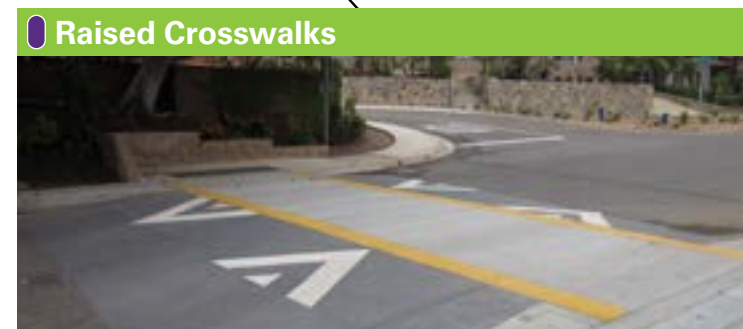
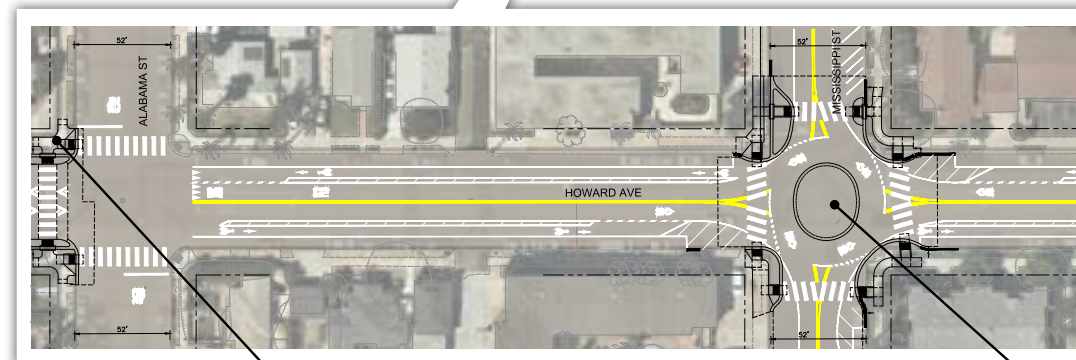
401 B Street, Suite 800  
 San Diego, CA 92101  
 (619) 699-1900  
 Fax (619) 699-1905  
[sandag.org](http://sandag.org)

- SANDAGregion
- @SANDAG
- SANDAGregion
- @SANDAGregion

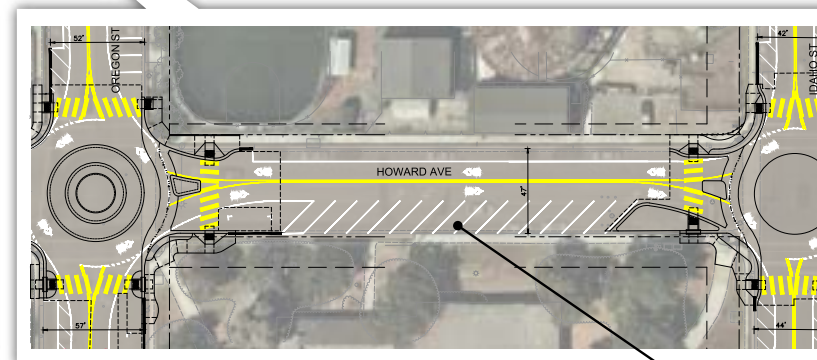
# PROJECT IMPROVEMENTS AND SAFETY BENEFITS



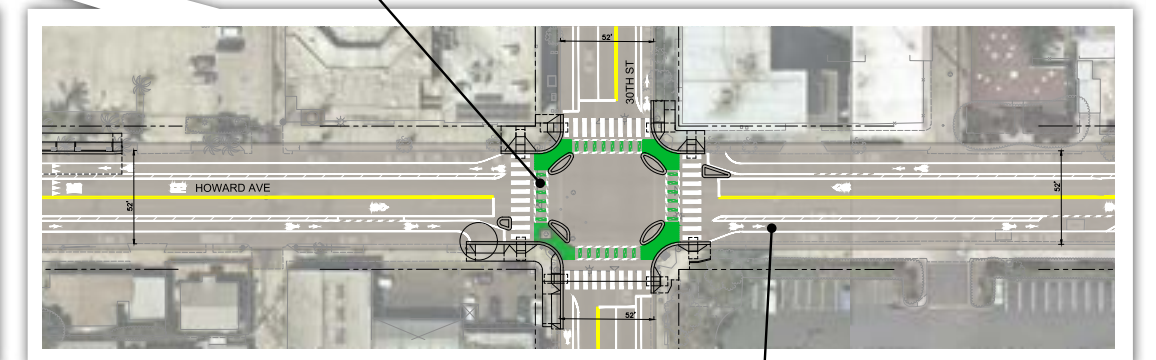
- Increase safety for people biking by eliminating the mixing zone with right-turning vehicles
- Calm traffic by creating a tighter and more effective corner radius, using mountable elements, if necessary, to accommodate truck turns
- Clearly indicate the intended path of people riding bikes, and provide clear boundaries between the paths of people riding bikes and people driving cars or walking, reducing conflicts



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



- 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



- 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



- 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

# 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/HowardBikeway](http://KeepSanDiegoMoving.com/HowardBikeway) 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](http://bikewalkalliance.org)

<sup>2</sup> Pedestrian & Bicycle Infrastructure: A National Study of Employment Impacts

*In compliance with the Americans with Disabilities Act (ADA), this document is available in alternate formats by contacting the SANDAG ADA Coordinator, the Director of Diversity and Equity, at (619) 699-1900 or (619) 699-1904 (TTY).*

## Schedule

- **Preliminary Engineering**  
2014 – 2018
- **Final Design**  
2018 – 2019
- **Construction**  
2020 – 2021

## 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