

BIKEWAY BENEFITS

MINI-ROUNDBABOUT

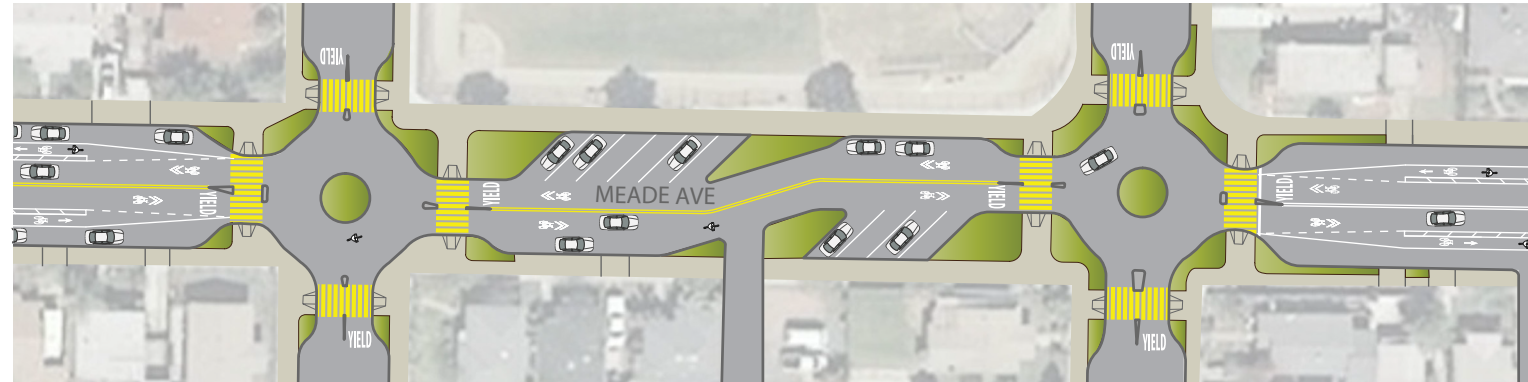
A circular intersection where traffic circulates around a central island. Curb extensions and splitter islands deflect oncoming traffic to slow vehicle speed as cars enter the circle.

- + Can reduce crash frequency and severity
- + Can calm two streets at once
- + Allow people riding bikes and driving cars to legally maintain some momentum through the intersection
- + Opportunity for stormwater capture and landscape plantings.

BACK-IN ANGLED PARKING

Reorients traditional head-in angle parking to allow drivers to back into a diagonal parking space.

- + Improves driver visibility of approaching traffic and people riding bikes
- + Improves vehicle passenger safety, especially for children, as open doors of the vehicle block pedestrian access to the travel lane and guide pedestrians to the sidewalk
- + Eases loading of cargo into trunk of vehicle



CURB EXTENSIONS

Traffic-calming measure meant to reduce speeding and increase driver awareness. Consists of an extension of the curb into the street, making the sidewalk and/or landscaping space wider.

- + Narrows the distance that a pedestrian has to cross and decreases pedestrian exposure to vehicles
- + Increases the sidewalk space on the corners
- + Improves pedestrian visibility
- + Lowers vehicle turning speeds
- + Provides opportunity to store and treat storm water runoff

CHICANE

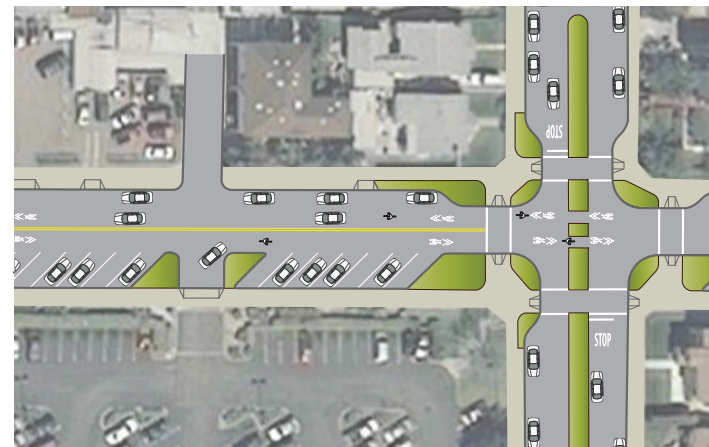
Curb extensions that alternate from one side of the street to the other, forming S-shaped curves along the roadway. They interrupt straight stretches of roadway. They can be created by alternating on-street parking between each side of the street.

- + Slows vehicle speeds
- + Shortens pedestrian crossing distance
- + Easily negotiable by large vehicles on low volume streets

MEDIAN ISLAND

Islands located along the centerline of a street continuing through an intersection to prevent vehicle through movement at a cross street, while allowing people walking and biking to continue through the intersection.

- + Improves safety by preventing dangerous turning movements
- + Reduces cut-through traffic



ECONOMIC & HEALTH BENEFITS

Increased Property Values: Homes located on a bicycle boulevard in Portland, OR are worth \$5,757 more than homes that are not.

Job Creation: On an average, every \$1M spent on bicycle infrastructure helped create 11.4 jobs compared to 7.8 jobs for road-only infrastructure jobs.

Increase in Retail Sales: Protected bike lanes on 8th and 9th Ave in New York City led to 49% increase in retail sales for locally based businesses compared to 3% borough-wide.

People who ride their bike regularly benefit in many different ways: Up to 32% use fewer sick days. Up to 55% have lower health costs. Up to 52% increase productivity.



WELCOME

North Park - Mid-City Regional
Bike Corridors Open House
Franklin Elementary School
4481 Copeland Ave., San Diego, CA 92116

MEETING AGENDA

Welcome by Councilmember Marti Emerald 5:30 p.m.

Presentation 5:40 p.m. - 6 p.m.

Open House 6 p.m. - 8 p.m.

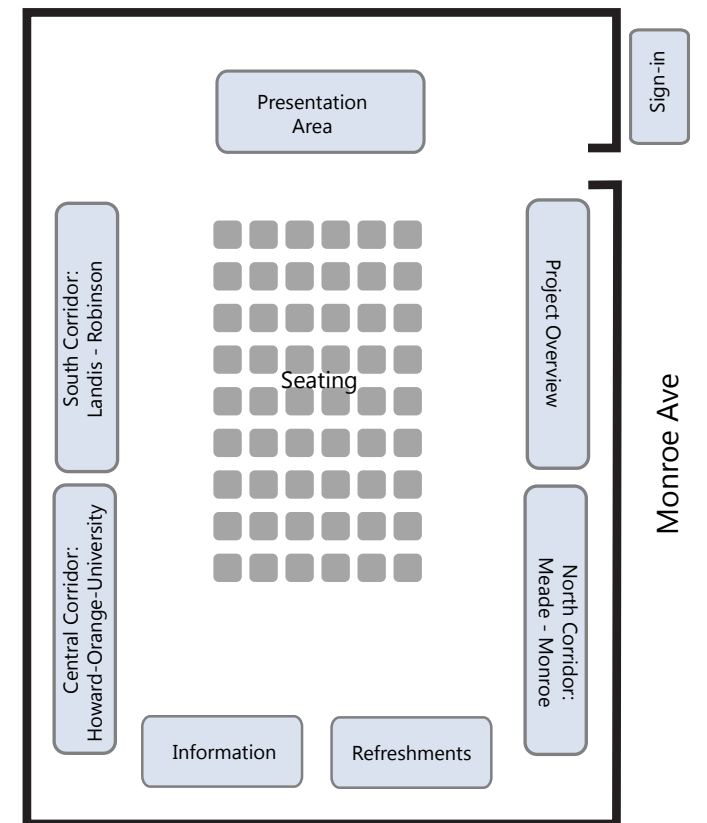
Project information stations are organized clockwise from the right of the entrance. First, is an overview of the project. Then, the recommended alignments with preliminary design concepts for key locations are presented at the remaining stations circling the room.

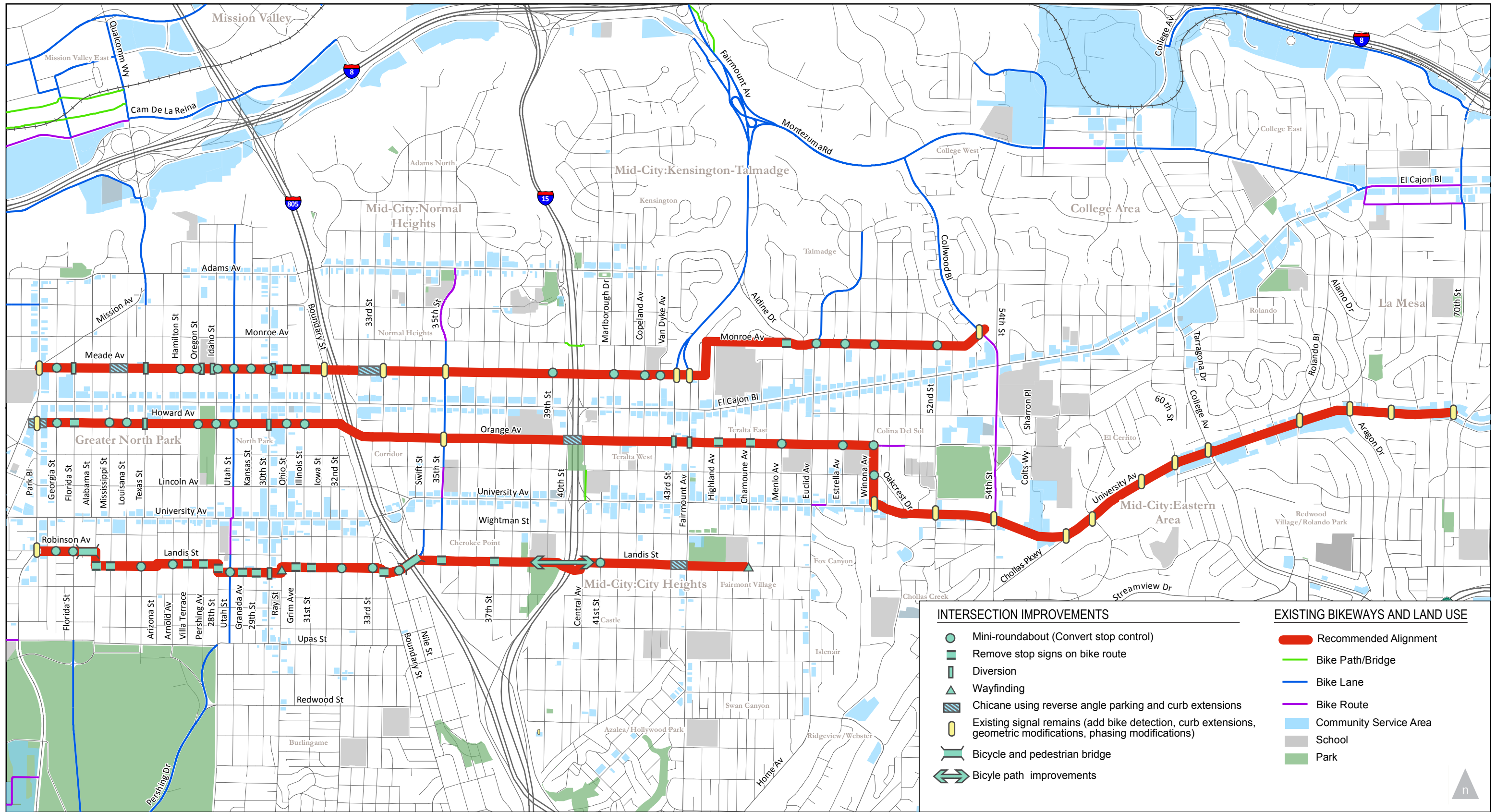
BACKGROUND

This project is designing three bikeways that will make it safer for people of all ages and comfort levels to bike between North Park and Mid-City and will add green space and other features that make streets more attractive and safer for everyone.

For more information, please contact Bridget Enderle at (619) 595-5612 or sign up for project updates at: KeepSanDiegoMoving.com/NorthParkMidCityBike.

MEETING INFORMATION STATIONS





RECOMMENDED ALIGNMENTS

