The University 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.

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. Additional opportunities to provide input on the University Bikeway are ongoing.

To get involved or to learn more about the project, visit KeepSanDiegoMoving.com/UniversityBikeway.

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 improvements collectively achieve the goals of the project.
• 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

• Increase safety at intersections for people walking and biking
• Alert people driving of crossings through use of high-visibility paint, signage and, in some cases, flashing lights
• Increase comfort for people walking and biking by allowing a two-stage crossing via median pedestrian refuge islands

• Eliminate bus-bike “leapfrogging”
• Allow people biking to continue in a straight line without merging into traffic
• Provide more space for transit passengers and amenities while maintaining a clear pedestrian path on the sidewalk

• 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)

• Increase safety and comfort for people biking by providing a physically protected intersection crossing alongside pedestrian crosswalks
• Provide protection via physical barriers and a dedicated or leading bicycle signal phase
• Provide shorter bicycle and pedestrian crossing distances
• Reduce driver speed and increase visibility of, and yielding to, people biking

• Separate bikeway from vehicular traffic by a curb, a median, parked cars, bollards, or other barriers
• Create a safer and more comfortable experience for people biking by physically separating them from vehicular traffic
• Appeal to a wider range of bike riders
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