



NORTH PARK | MID-CITY BIKEWAYS

HOWARD – ORANGE BIKEWAY

AUGUST 7, 2017



OUTLINE

- I. Project Process / Timeline**
- II. Concept Plans**
- III. Preliminary Parking Assessment**
- IV. Traffic and Safety Impact Assessment**

SANDAG Project Manager

Alison Moss

Howard – Orange Bikeway

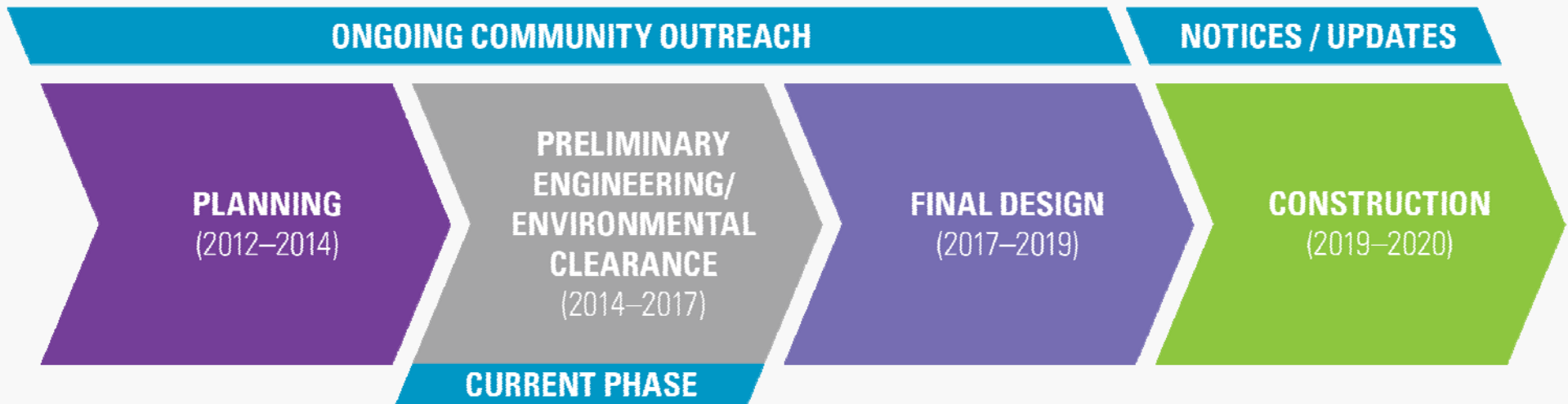
(619) 595-5354

alison.moss@sandag.org



NORTH PARK | MID-CITY BIKEWAYS

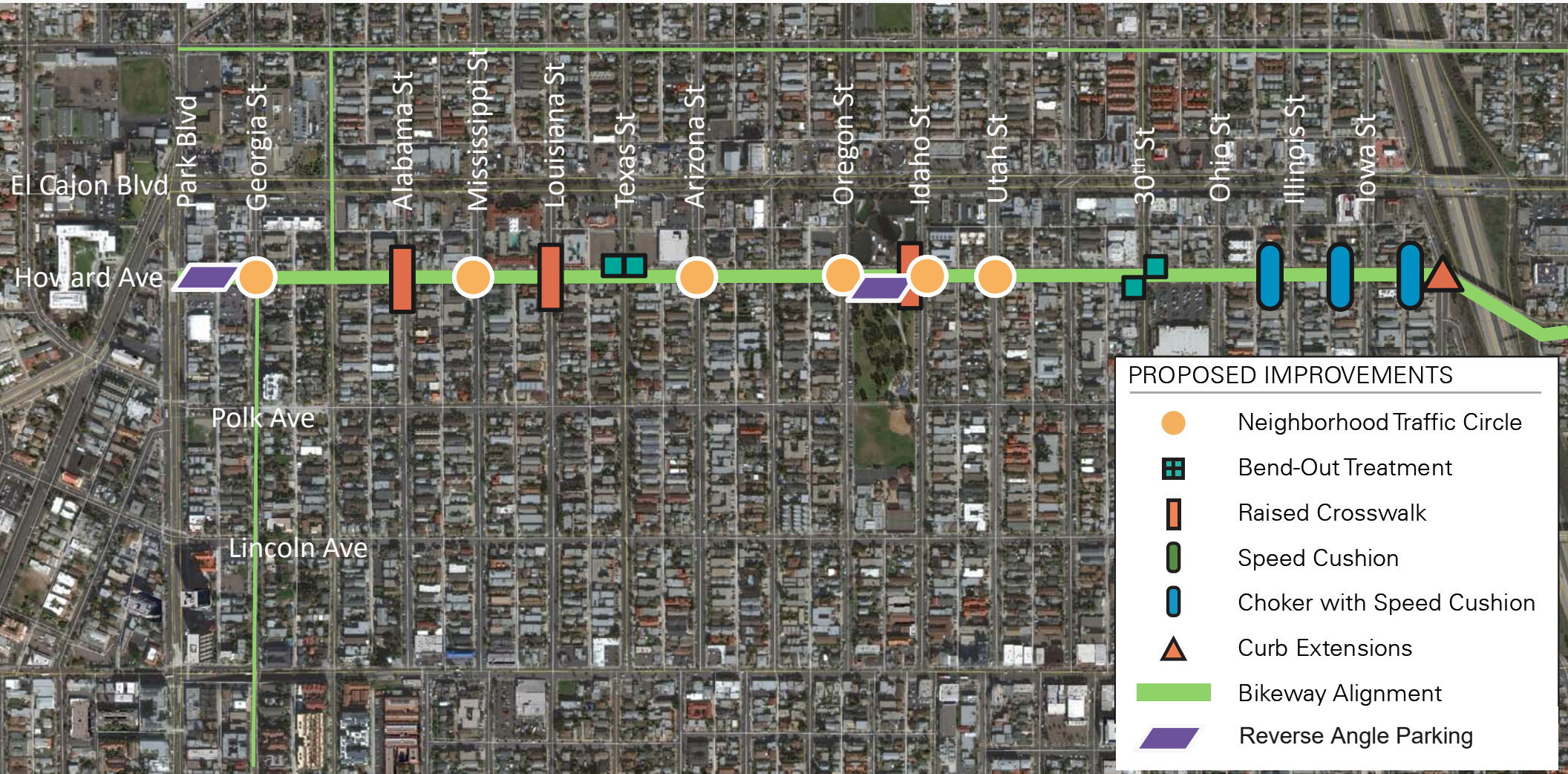
SCHEDULE: HOWARD – ORANGE BIKEWAY





HOWARD - ORANGE BIKEWAY NORTH PARK IMPROVEMENTS

PROPOSED IMPROVEMENTS



PROPOSED IMPROVEMENTS

- Neighborhood Traffic Circle
- Bend-Out Treatment
- Raised Crosswalk
- Speed Cushion
- Choker with Speed Cushion
- ▲ Curb Extensions
- Bikeway Alignment
- Reverse Angle Parking



HOWARD – ORANGE BIKEWAY CITY HEIGHTS IMPROVEMENTS

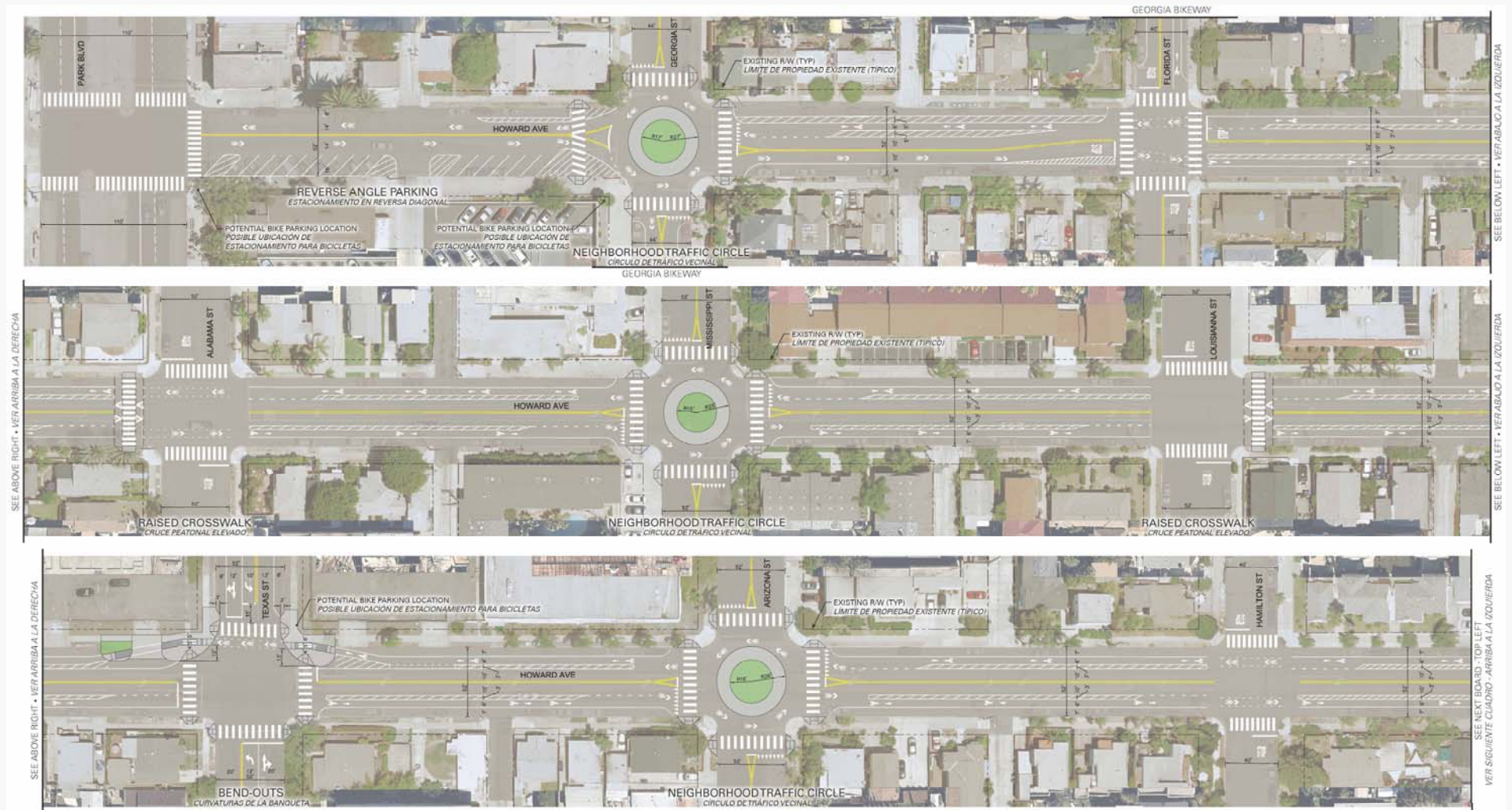
PROPOSED IMPROVEMENTS





HOWARD – ORANGE BIKEWAY

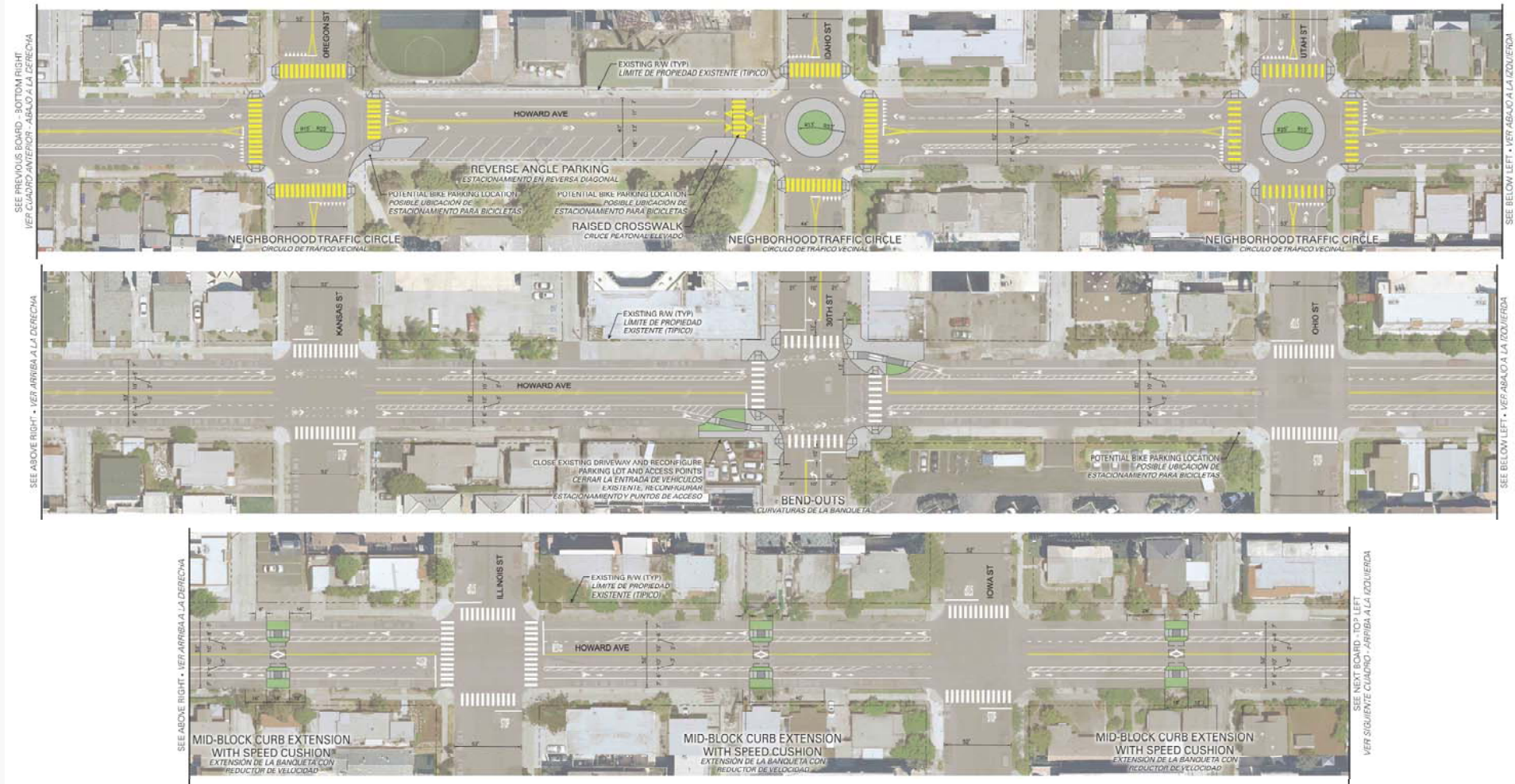
HOWARD AVE, FROM PARK BLVD TO HAMILTON ST





HOWARD – ORANGE BIKEWAY

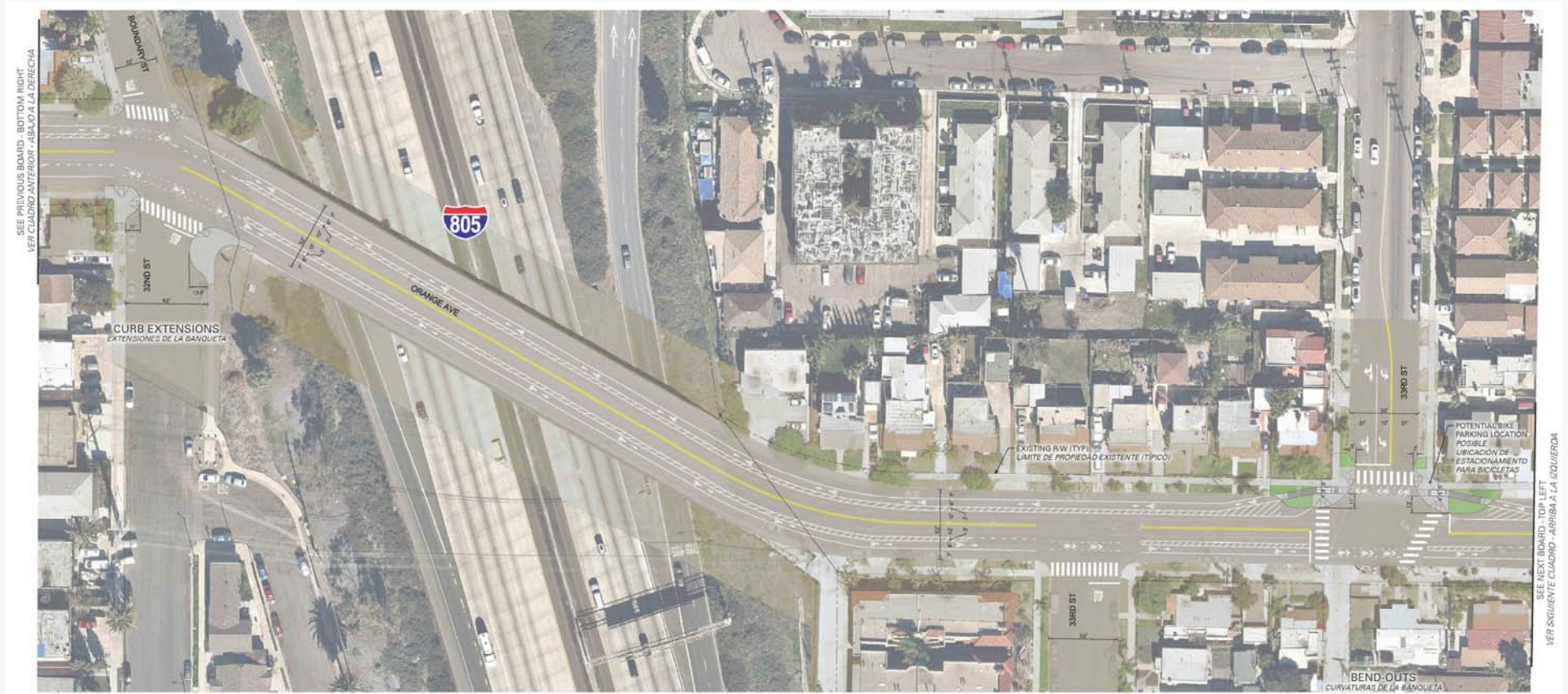
HOWARD AVE, FROM OREGON ST TO IOWA ST





HOWARD – ORANGE BIKEWAY

HOWARD AVE / ORANGE AVE, FROM BOUNDARY ST TO 33RD ST





HOWARD – ORANGE BIKEWAY

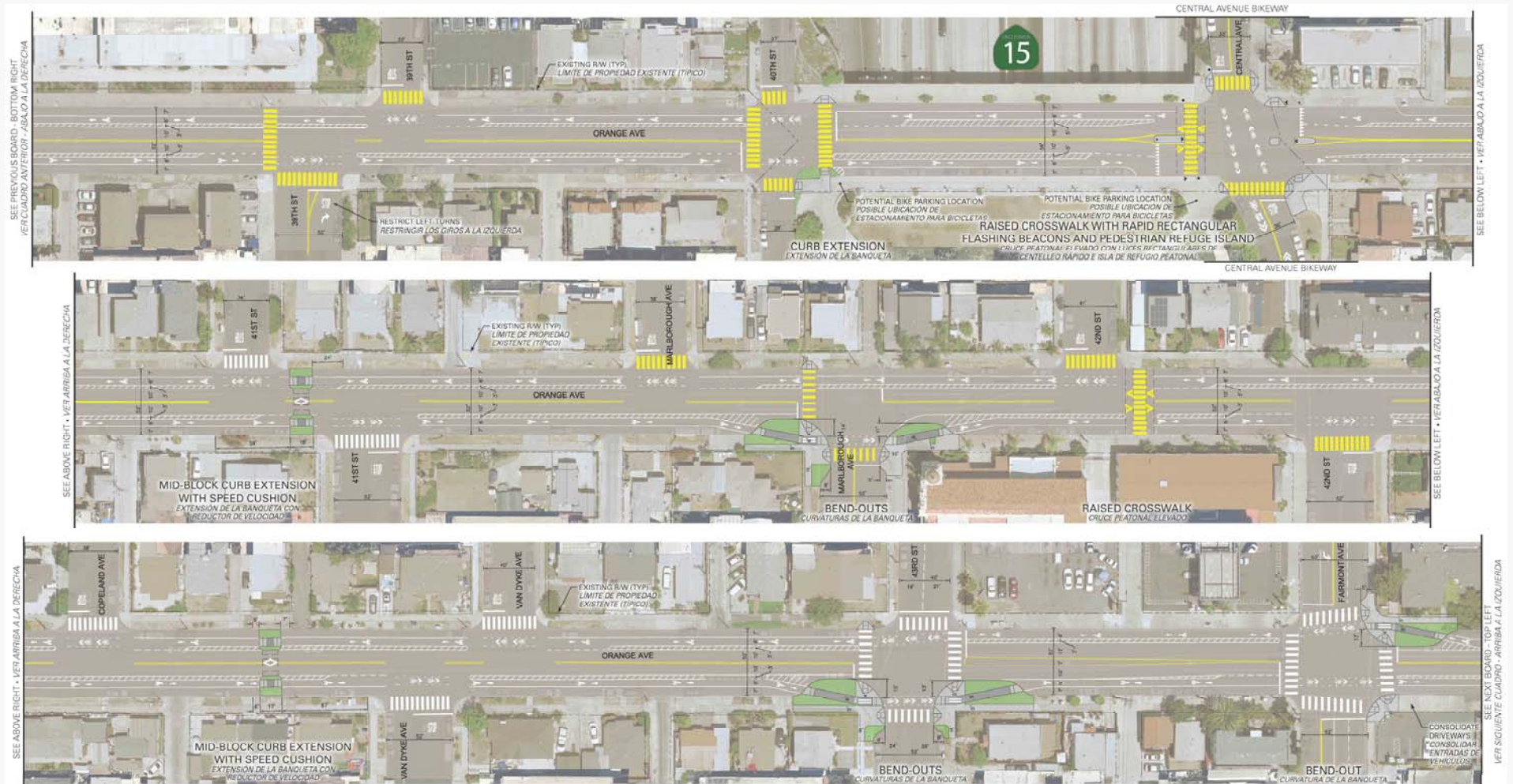
ORANGE AVE, FROM WABASH AVE TO 38TH ST





HOWARD – ORANGE BIKEWAY

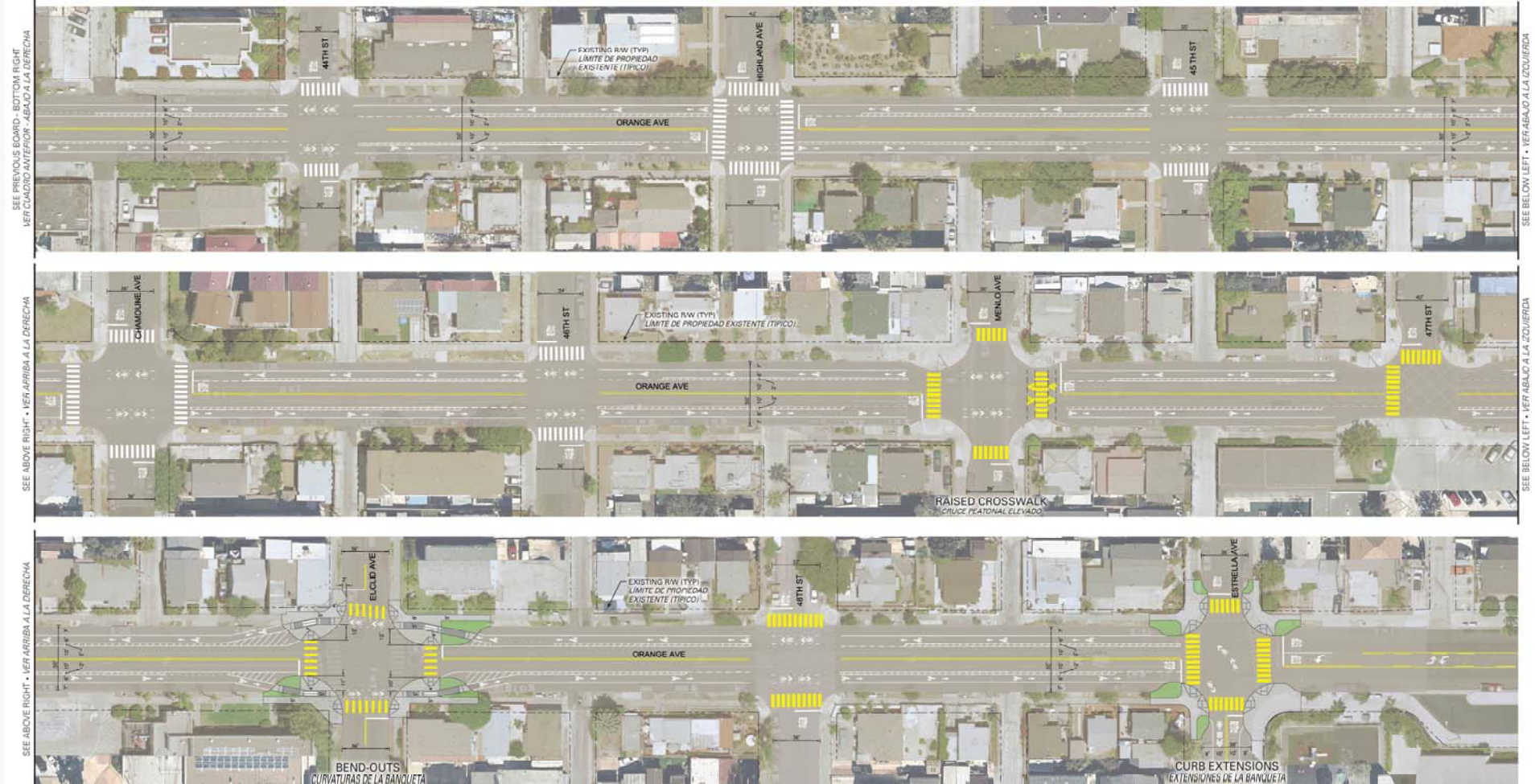
ORANGE AVE, FROM 39TH ST TO FAIRMOUNT AVE





HOWARD – ORANGE BIKEWAY

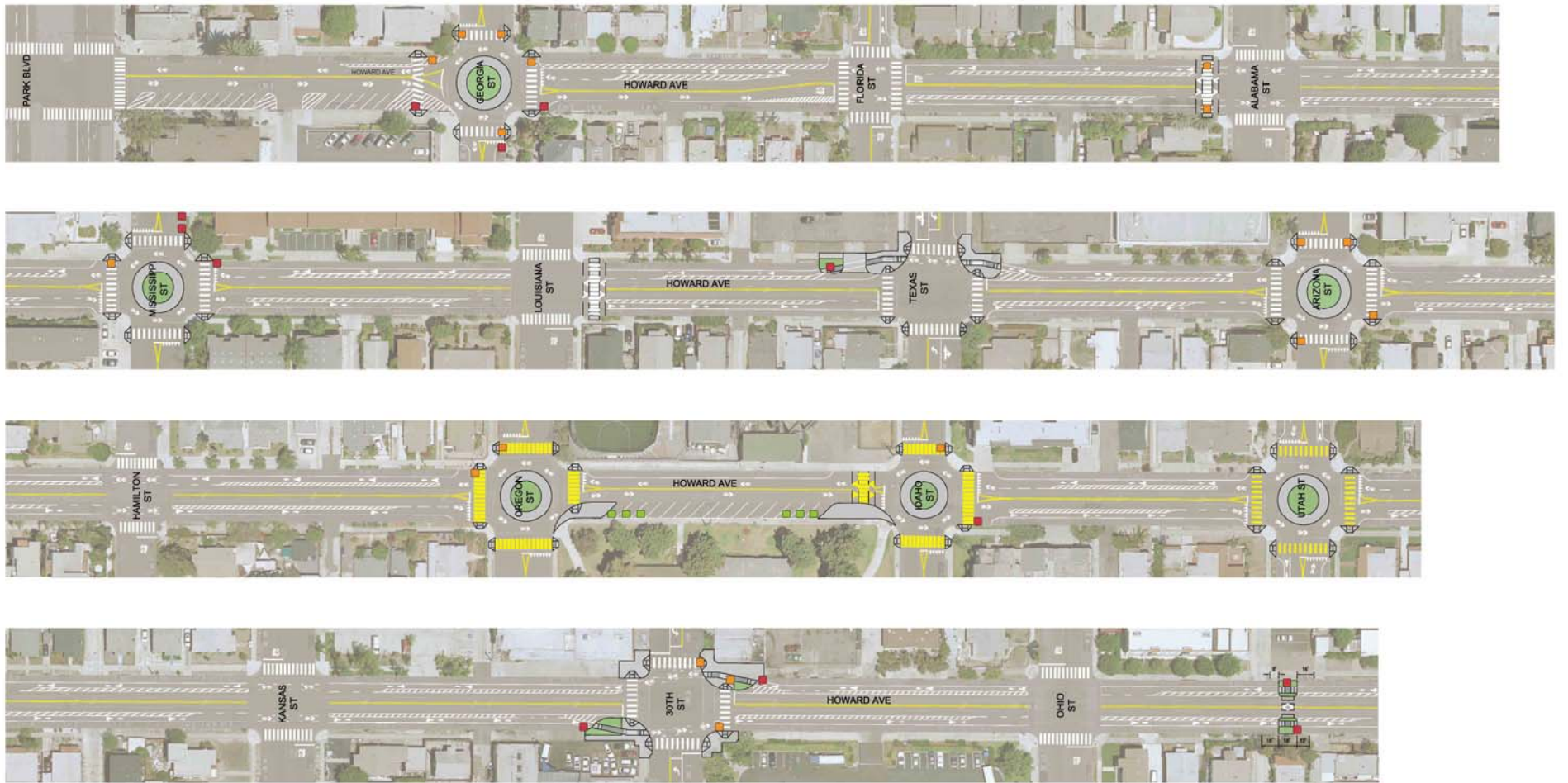
ORANGE AVE, FROM 44TH ST TO ESTRELLA AVE





PRELIMINARY PARKING ASSESSMENT

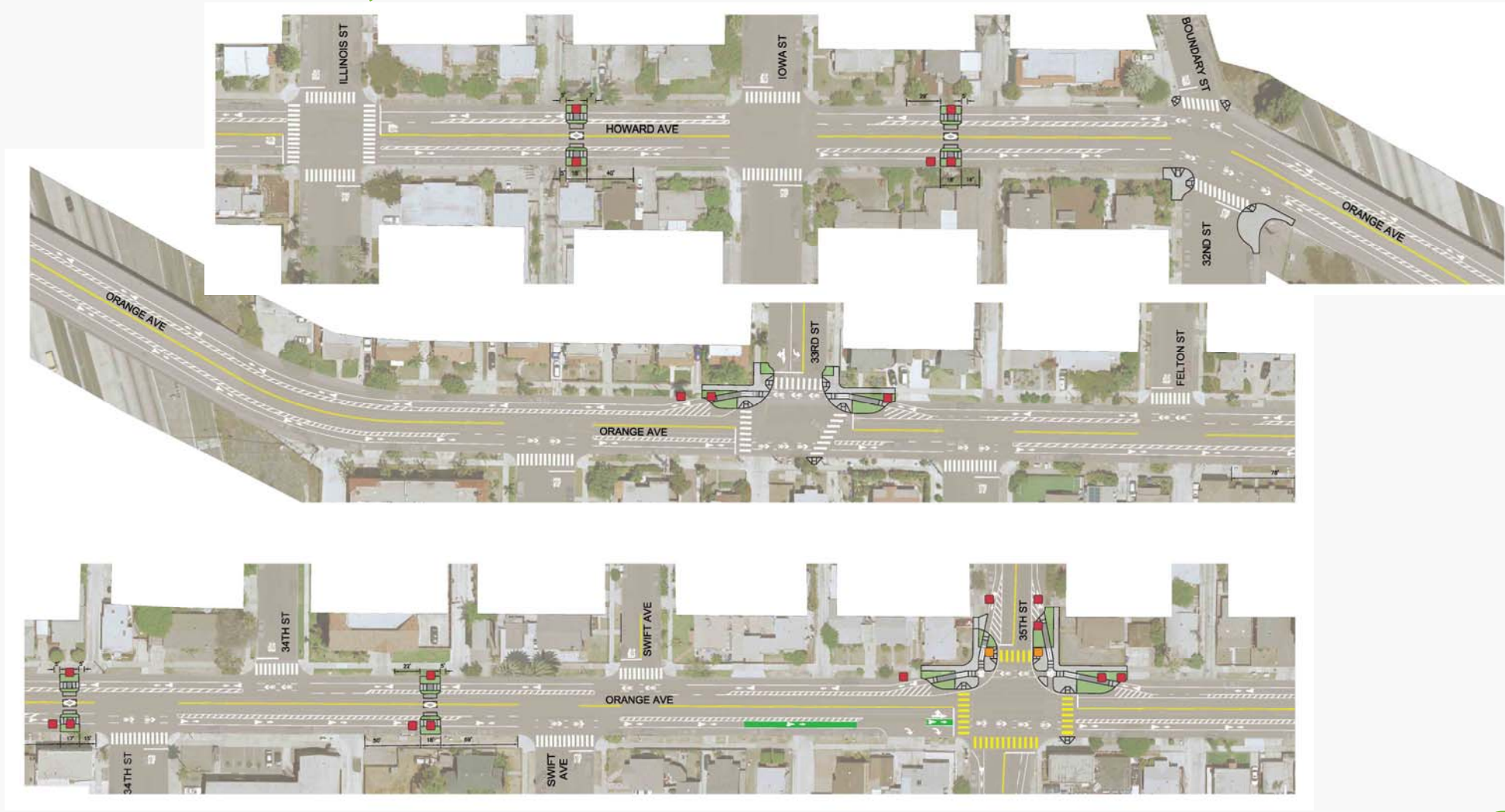
HOWARD AVE, FROM PARK BLVD TO OHIO ST





PRELIMINARY PARKING ASSESSMENT

ORANGE AVE, FROM ILLINOIS ST TO 35TH ST





PRELIMINARY PARKING ASSESSMENT

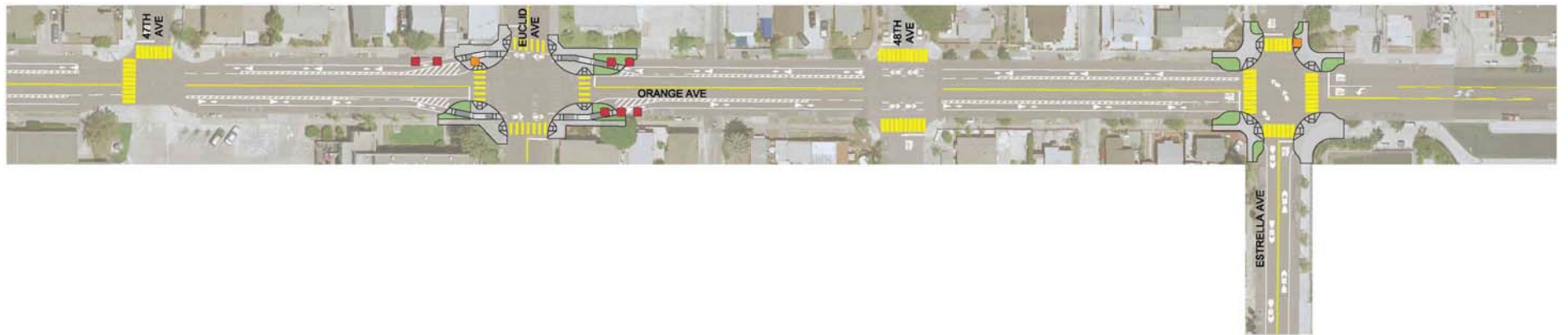
ORANGE AVE, FROM WILSON AVE TO HIGHLAND AVE





PRELIMINARY PARKING ASSESSMENT

ORANGE AVE, FROM CHAMOUNE AVE TO ESTRELLA AVE





TRAFFIC AND SAFETY IMPACT ASSESSMENT



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



Three Vehicular Traffic 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 32nd Street	No
All intersections on Orange Avenue, from 33rd Street to Estrella Avenue	No

PURPOSE OF TRAFFIC AND SAFETY IMPACT ASSESSMENT

The Traffic and Safety Impact Assessment analyzes the vehicular traffic impacts and bike and pedestrian safety impacts of the project. Preparation of this assessment is required before SANDAG can make a determination that the project is exempt from the California Environmental Quality Act (CEQA) under Public Resources Code Section 21080.20.5.

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 Swilt Avenue and 35th Street	Yes	Removal of center turn lane is inconsistent with Mid-City Communities Plan
Orange Avenue between 43rd 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 47th 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 32nd Street	No	
All intersections on Orange Avenue, from 33rd Street to Estrella Avenue	No	

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



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HOWARD – ORANGE BIKEWAY



KeepSanDiegoMoving.com/HowardOrangeBikeway





THANK YOU

Alison Moss
Project Manager
San Diego Association of Governments
(619) 595-5354 / Alison.Moss@sandag.org

KeepSanDiegoMoving.com/HowardOrangeBikeway