

PERSHING BIKEWAY

NORTH PARK TO DOWNTOWN



KeepSanDiegoMoving.com/PershingBikeway



SHARED-USE PATHS



Off-street trails or shared-use paths are paved spaces designated for people riding bikes, skateboarding, walking, or rollerblading. Trails are physically separated from vehicle traffic.

SEPARATED BIKEWAYS



A separated bikeway is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A separated bikeway is physically separated from motor traffic and distinct from the sidewalk (National Association of City Transportation Officials). Separated bikeways can be either one or two-way bike facilities.

BUFFERED BIKE LANES



Buffered bike lanes are bike lanes combined with a designated buffer space creating a greater separation between people riding bikes and people driving cars.

BIKE LANES



A bike lane is a striped lane for exclusive use by people riding bikes. Bike lanes can be striped adjacent to the curb where no parking exists, or to the left side of on-street parking lanes and includes pavement stencils.

SHARED LANE MARKINGS (SHARROWS)



A signed Shared Roadway (also called a Bike Route) is a bikeway where people riding bikes share the travel lane with people driving cars. It can be designated with Bike Route signage, or supplemented with the use of the Shared Lane Marking (Sharrows). Sharrows are only recommended where there is a speed limit of 35 MPH or less to help position a bike rider at an intersection or bring awareness to people that ride bikes in conflict areas.

BIKE BOULEVARDS



Bike boulevards are streets with low car traffic volumes and speeds, designated and designed to give people riding bikes priority. Bike Boulevards use signs, pavement markings, and speed and volume management measures to discourage through trips by cars and create safe, convenient bike crossings of busy arterial streets (NACTO).

BIKE-FRIENDLY INTERSECTIONS



Bike friendly intersections can be created by providing crossing markings at signals and with the addition of active warning beacons at unsignalized intersections. Crossing markings guide those who bike on a safe and direct path through intersections, including driveways and ramps. They can also provide areas to queue in front of vehicles in the form of bike boxes. A protected intersection or crossing is a junction in which people walking and riding bikes are separated from cars.

ACTIVE WARNING BEACONS



Active warning beacons are amber flashing lights that can be manually actuated by a push-button or passively through detection to alert drivers to yield where people walking and riding bikes have the right-of-way crossing a road. Rectangular Flash Beacons (RRFBs) are a type of active warning beacon and use an irregular flash pattern similar to emergency flashers on law enforcement vehicles. RRFB's enhance the compliance of motorists yielding to people walking and biking.



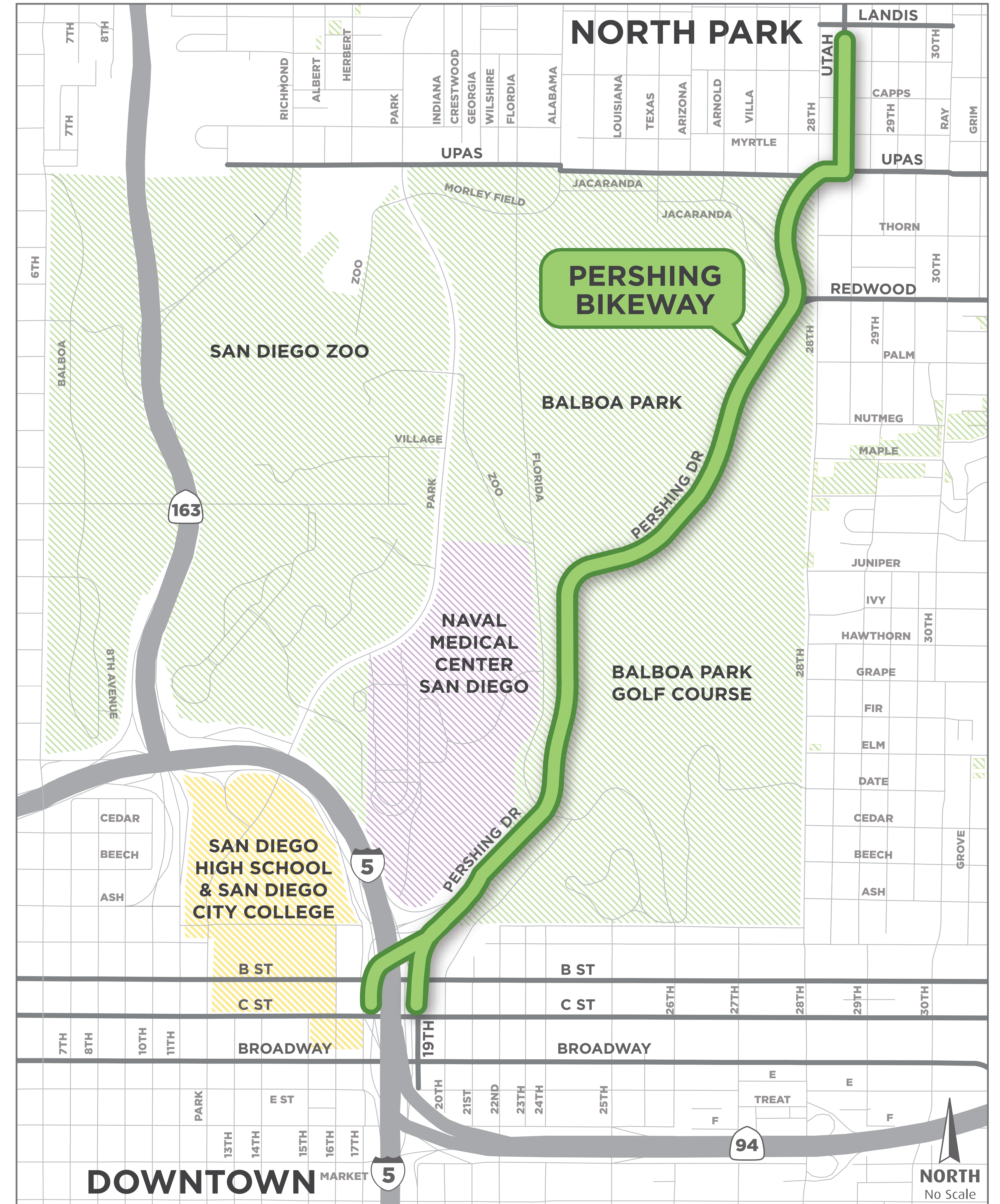
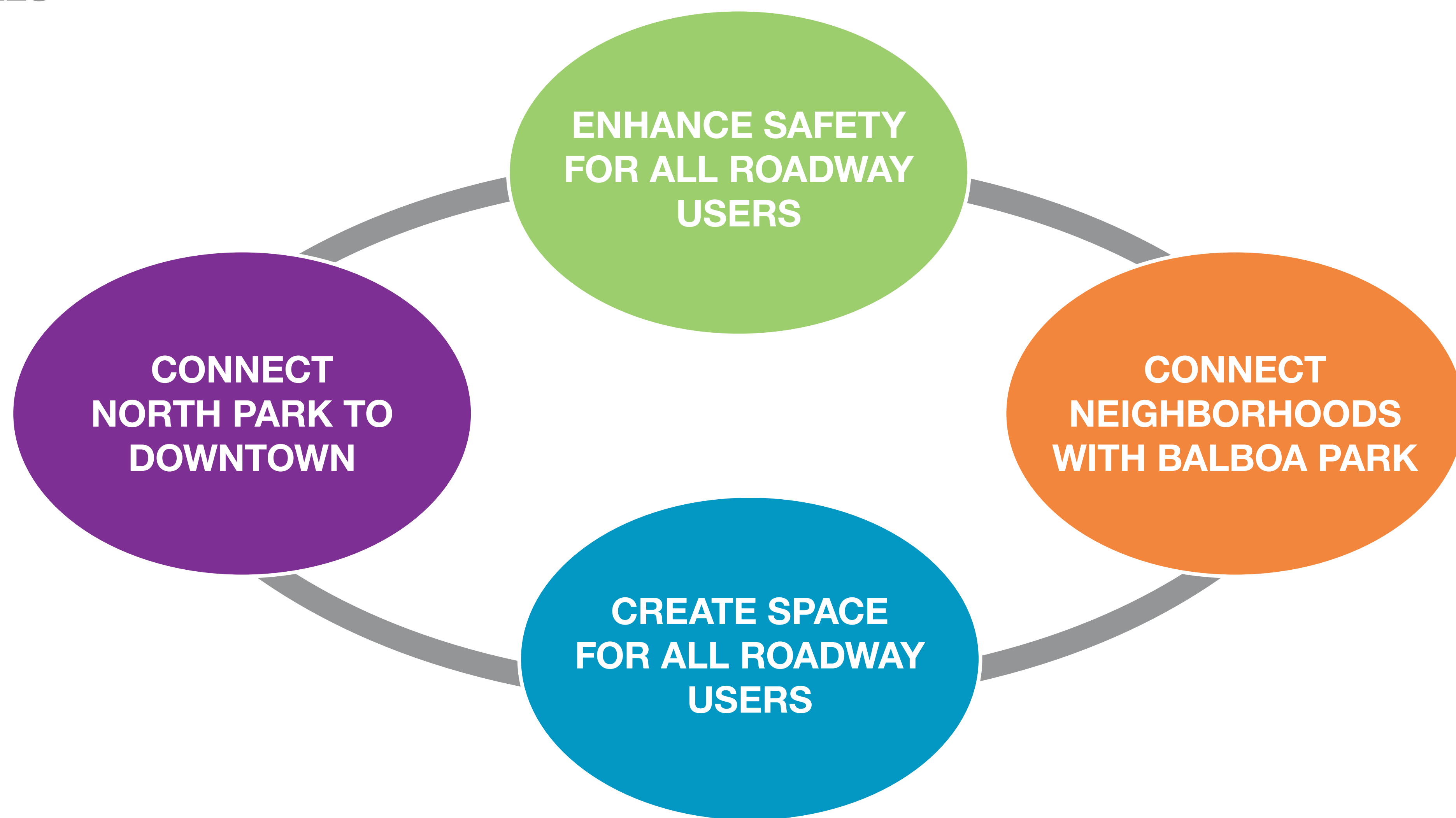
PERSHING BIKEWAY

- 2.6 mile bikeway through Balboa Park, connecting North Park and Downtown San Diego
- Features safe, low-stress streets, protected bikeways, and traffic calming measures

PROJECT BENEFITS

- Enhances Balboa Park’s recreational amenities and destinations
- Provides a safe and convenient route to and through Balboa Park for people walking and biking
- Connects people to employment, schools, and activity centers
- Helps fulfill the vision of the San Diego Regional Bike Plan, Community Plan, Balboa Park Master Plan, and East Mesa Precise Plan
- Provides regional active transportation connectivity
- Expands transportation choices

GOALS



PERSHING BIKEWAY

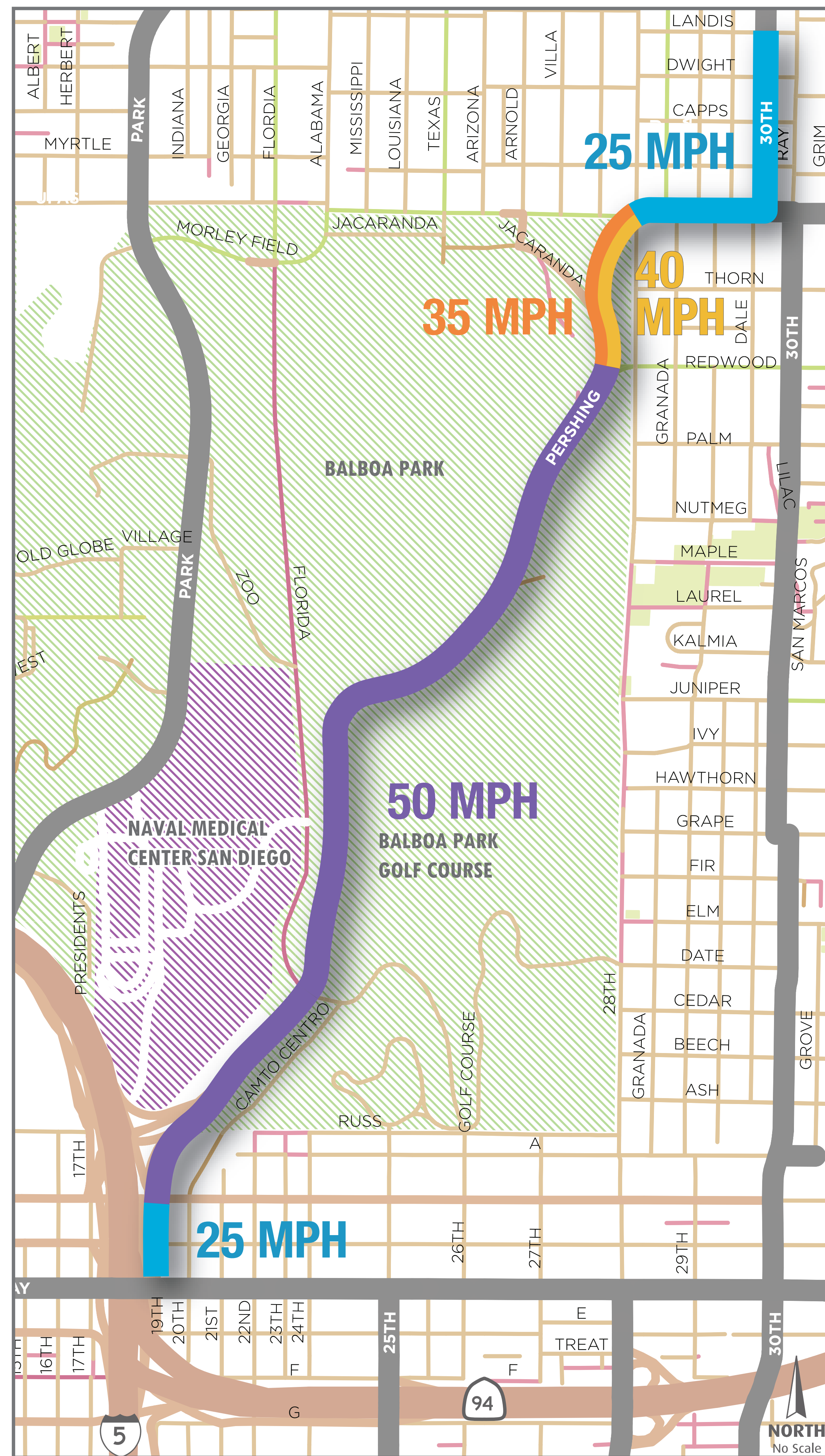
NORTH PARK TO DOWNTOWN



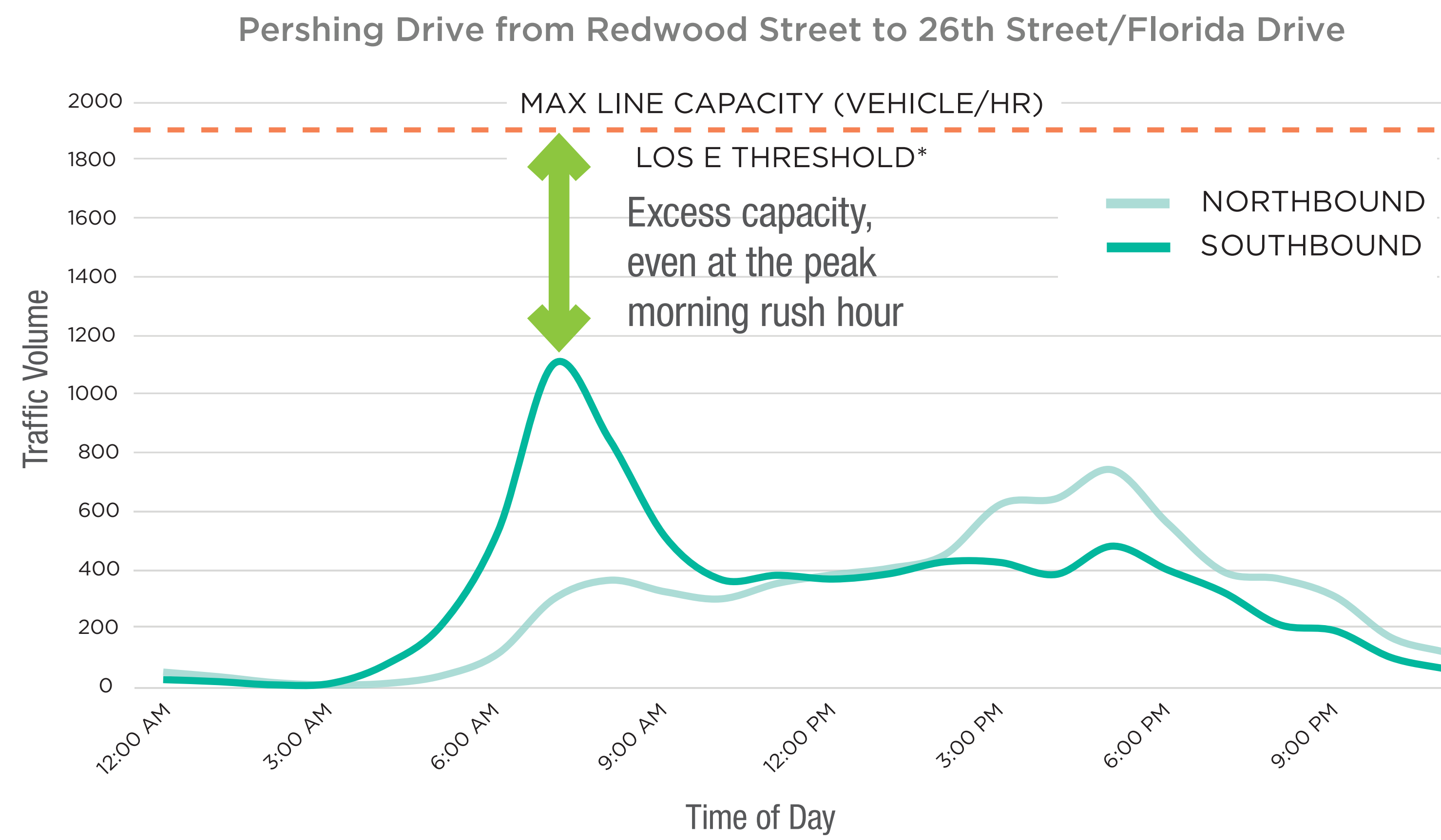
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CURRENT SPEED LIMITS



BALANCING THE ROADWAY TO MAINTAIN COMFORTABLE TRAVEL FOR EVERYONE

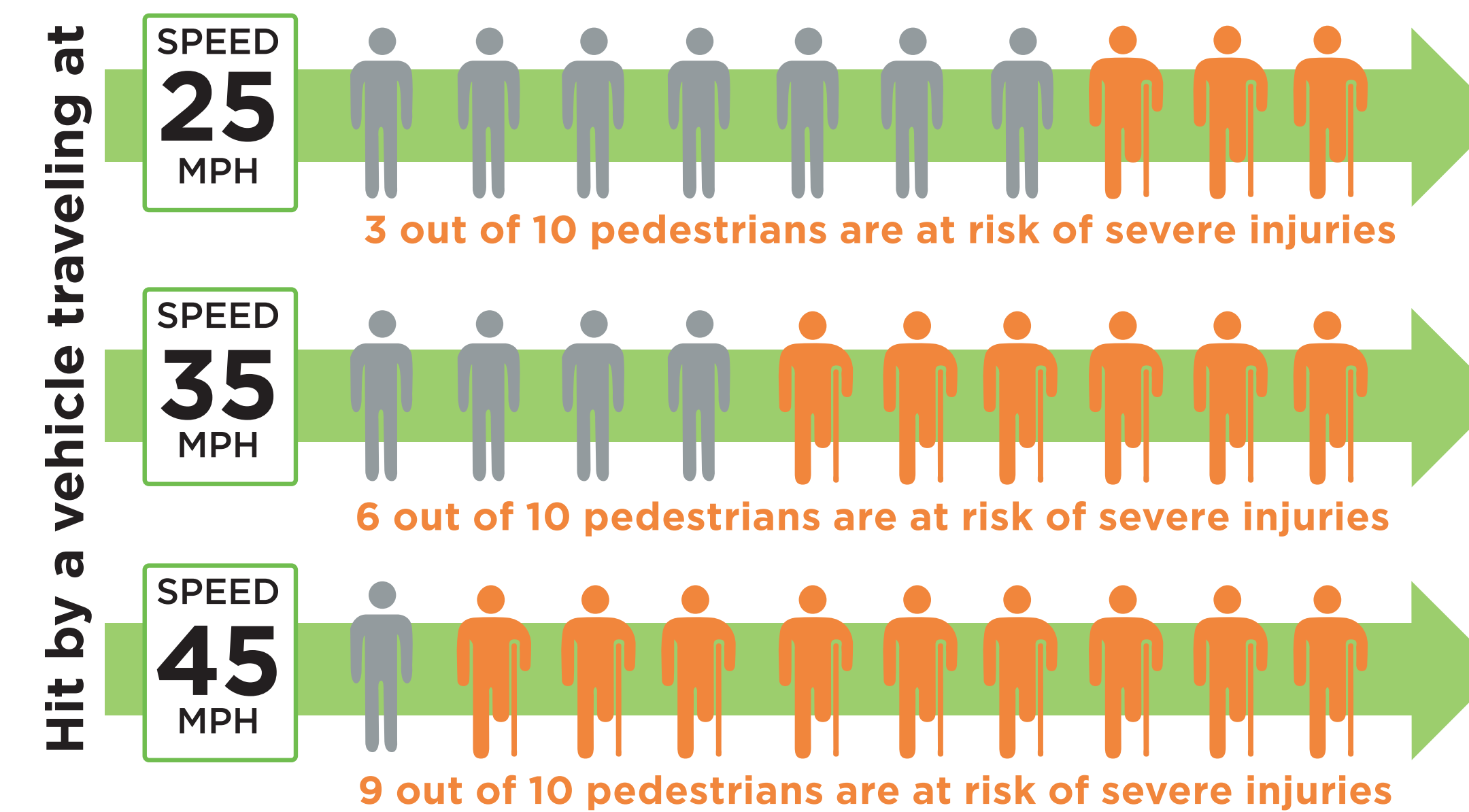


*The LOS E threshold line represents a single travel lane in free-flow conditions, notwithstanding geometry, access, controls, and other elements that influence road capacity. For the vast majority of the corridor, these characteristics are not present.

- Existing traffic volume figures from May 2015 show the current road configuration has excess capacity.
- The project will not disrupt the vehicle level of service (LOS) on Pershing Drive.
- Excess capacity often results in higher speeds, creating safety and connectivity challenges.

IMPROVE NEIGHBORHOOD CONNECTIVITY THROUGH SLOWING VEHICLE SPEEDS

- Posted speed limits have a direct correlation with the feeling of safety and severity of collisions.
- Reducing vehicle speeds north of Florida Drive will improve safety and reduce the risk of severe injuries.



AAA, 2011

IMPROVE NEIGHBORHOOD CONNECTIVITY THROUGH INTERSECTIONS AND CROSSING IMPROVEMENTS

Only one crossing exists on Pershing Drive between B and Upas Streets, creating a 2.5 mile stretch with no connectivity for people who bike and walk.



There is currently no safe crossing option from 28th Street to Florida Drive within Balboa Park. Introducing a roundabout to this intersection will enhance safety and connectivity.

CREATING A SPACE FOR ALL TO ENJOY



Repurposing Pershing Drive back to park space will create an enhanced experience in one of the top five urban parks in the nation, providing greater connectivity and facilitating interaction between people, neighborhoods, parks, and downtown.

Pershing Bikeway features may include wide buffer bike lanes and separated bikeways to make it more pleasant for people who bike and walk.



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PURPOSE OF TRAFFIC AND SAFETY IMPACT ASSESSMENT

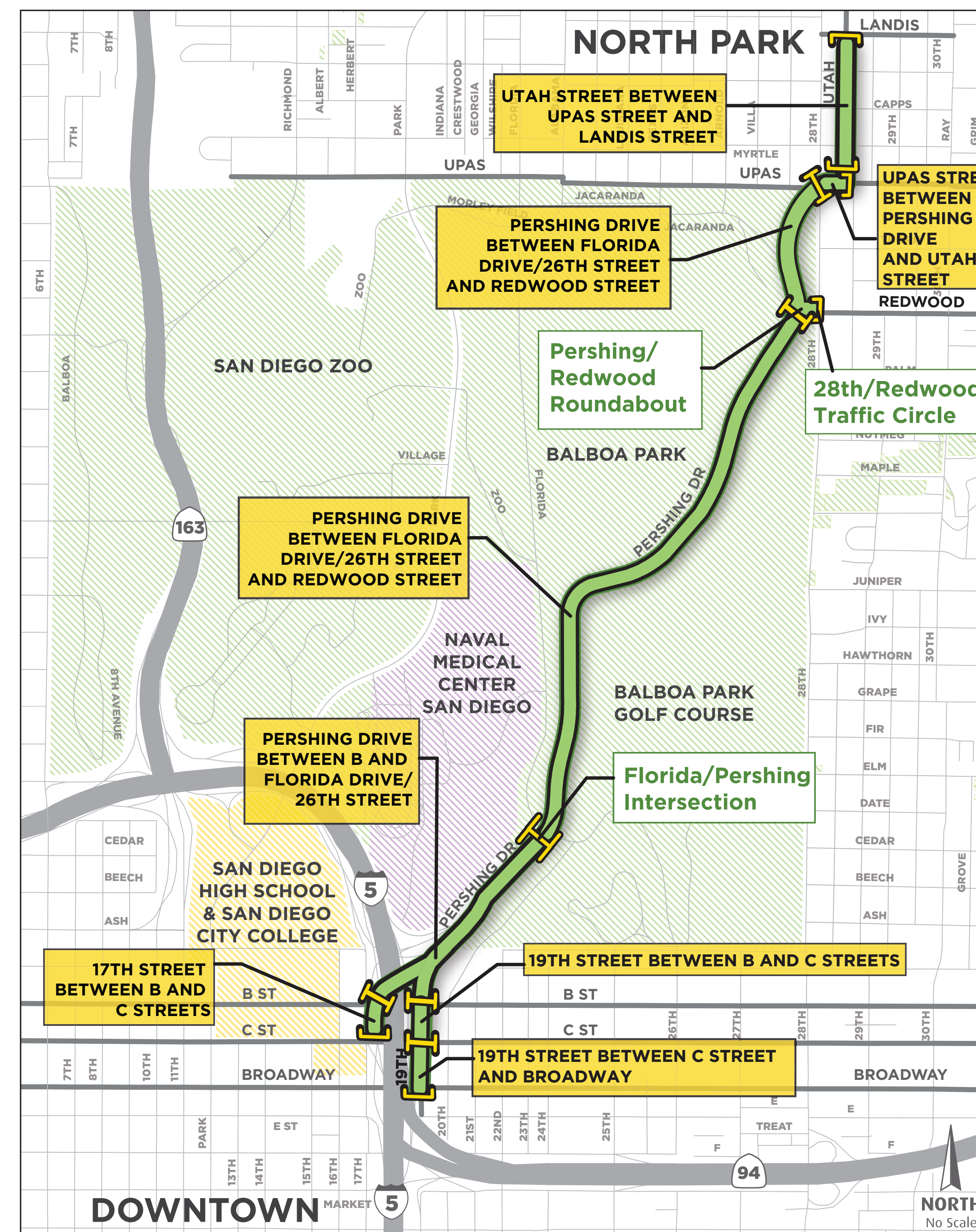
The Traffic and Safety Impact Assessment analyzes the vehicular traffic impacts and bike and pedestrian safety impacts of the project. Preparation of this assessment is required before the SANDAG Transportation Committee can make a determination that the project is exempt from the California Environmental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

KEY FINDINGS

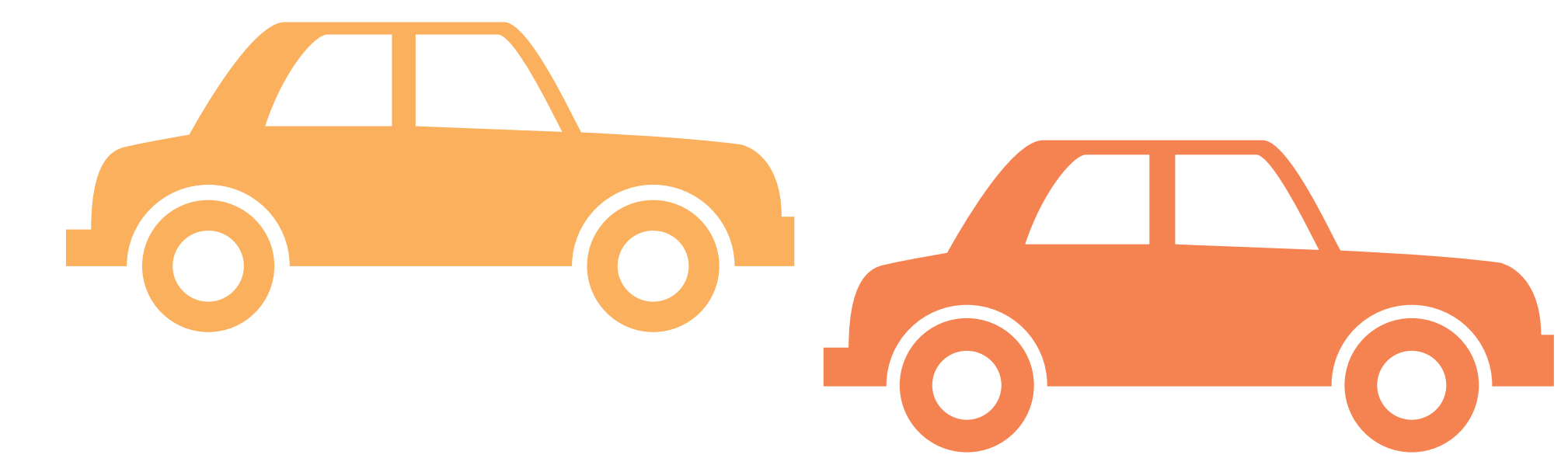
The assessment concluded that the project would not result in any vehicular traffic impacts, as defined by the City of San Diego Significance Thresholds for Traffic Impacts, and would not have any negative bike or pedestrian safety impacts.



PERSHING BIKEWAY PROJECT SEGMENTS



RESULTS



No Vehicular Traffic Impacts



No Bike and Pedestrian Safety Impacts

