

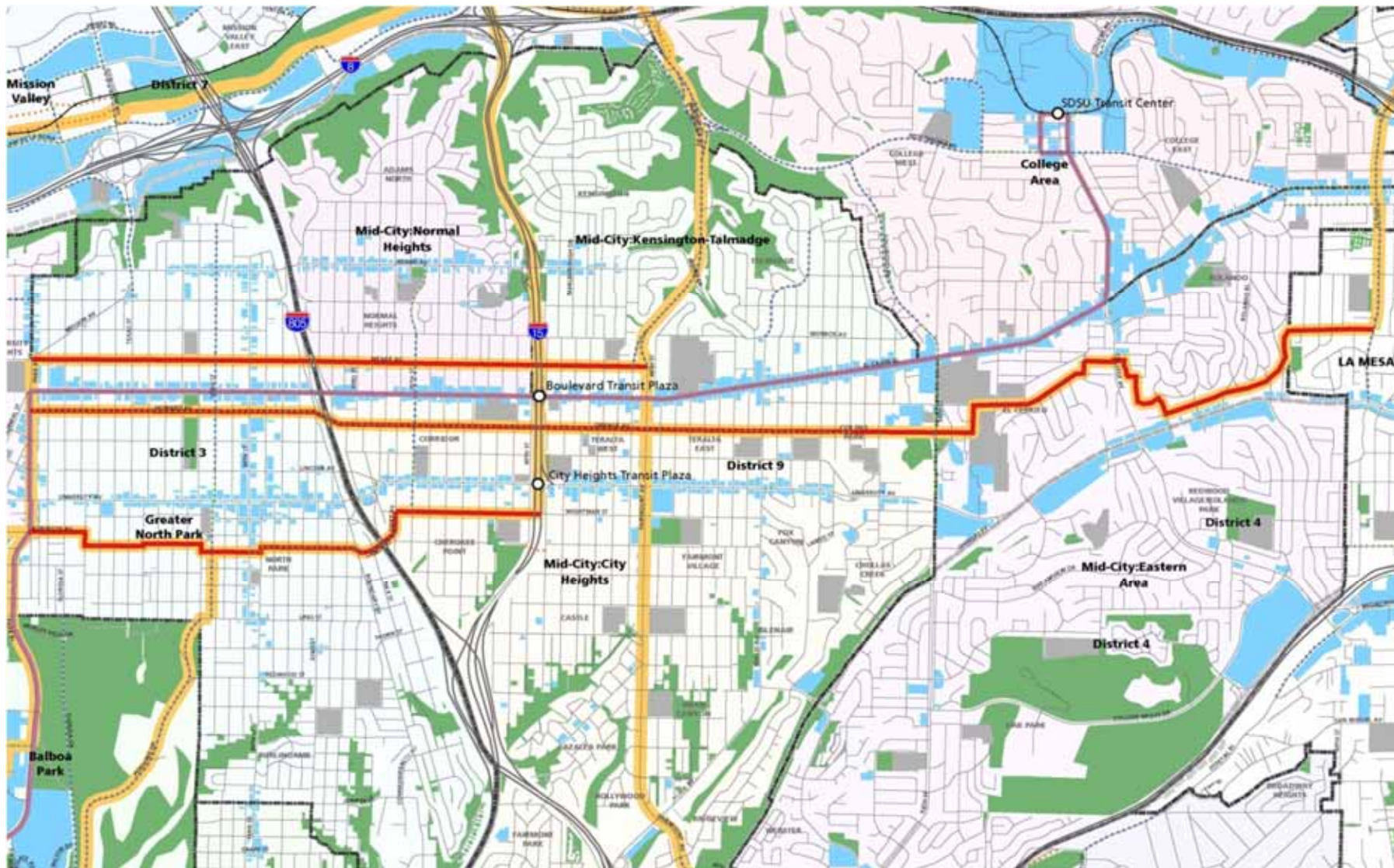
NORTH PARK – MID-CITY REGIONAL BIKE CORRIDORS PROJECT

Community Open House
August 27, 2013

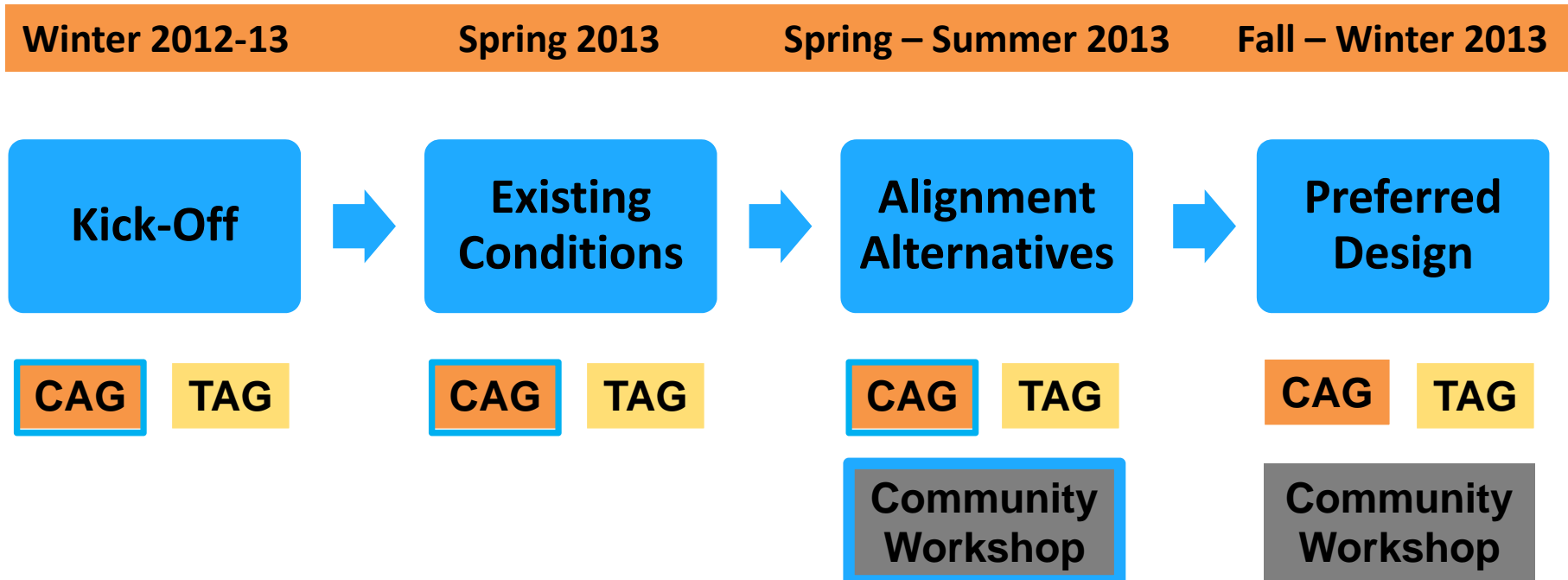
WELCOME

- I. Project Overview**
- II. Alignment Study Process & Outcomes**
- III. Potential Design Concepts**
- IV. Next Steps**

NORTH PARK – MID-CITY PROJECT AREA

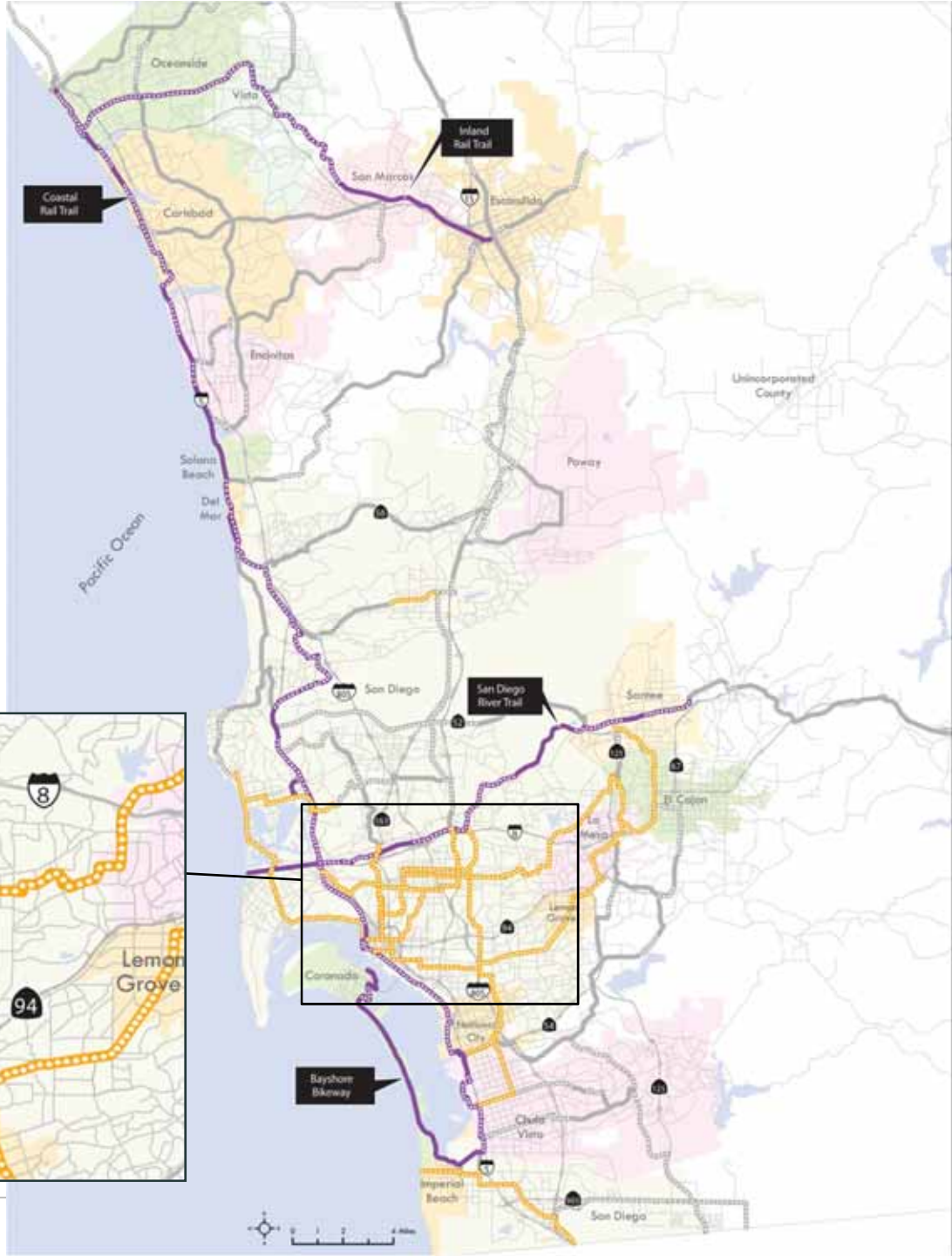


PLANNING & DESIGN PROCESS



REGIONAL NETWORK

HIGH PRIORITY BIKE PROJECTS



PROJECTS IN PLANNING & DESIGN



EVERYDAY PEOPLE, EVERYDAY TRIPS

No Way

Interested,
but Concerned
(potential bikeway users)

Anywhere, Anytime



**BENEFITS OF
LOW STRESS
STREETS:**

**Safety
Place-making
Traffic calming
Accessibility**

“High Stress” – Mira Mesa Boulevard

San Diego



“Low Stress” - Broadway

Long Beach



“Low Stress” – Bicycle Boulevard

Long Beach



GOAL 1: SAFETY



Provide safe, livable, complete streets that serve people of all ages and abilities

GOAL 2: ACCESS



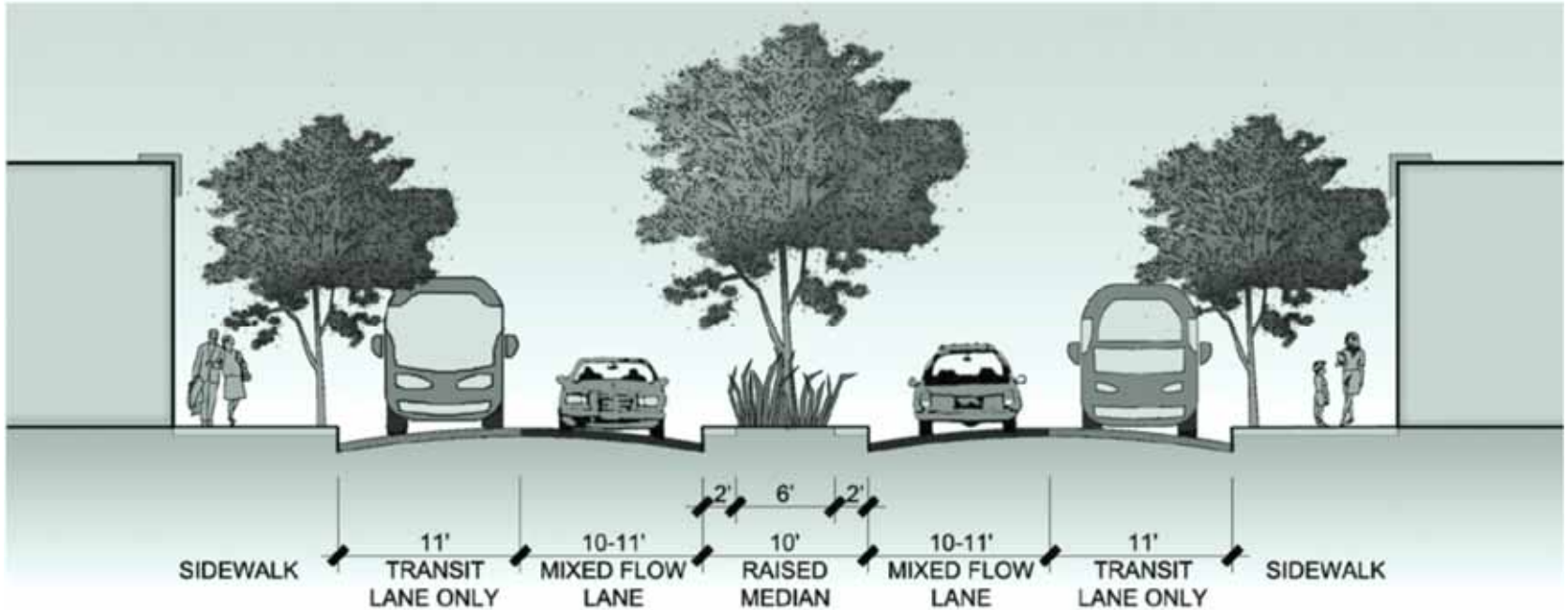
Provide direct access to schools, transit, community destinations, and commercial centers

GOAL 3: EXPERIENCE



Design innovative facilities with appropriate separation from vehicular traffic, traffic calming elements, and end-of-trip facilities

GOAL 4: COMMUNITY



University Avenue Mobility Plan

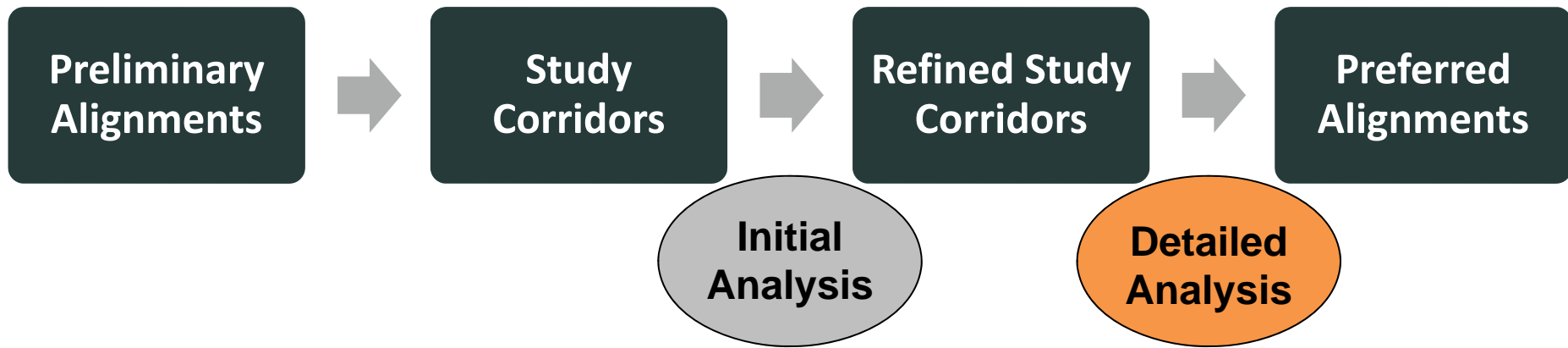
Be consistent with and leverage community planning efforts

GOAL 5: PLACE-MAKING & SUSTAINABILITY

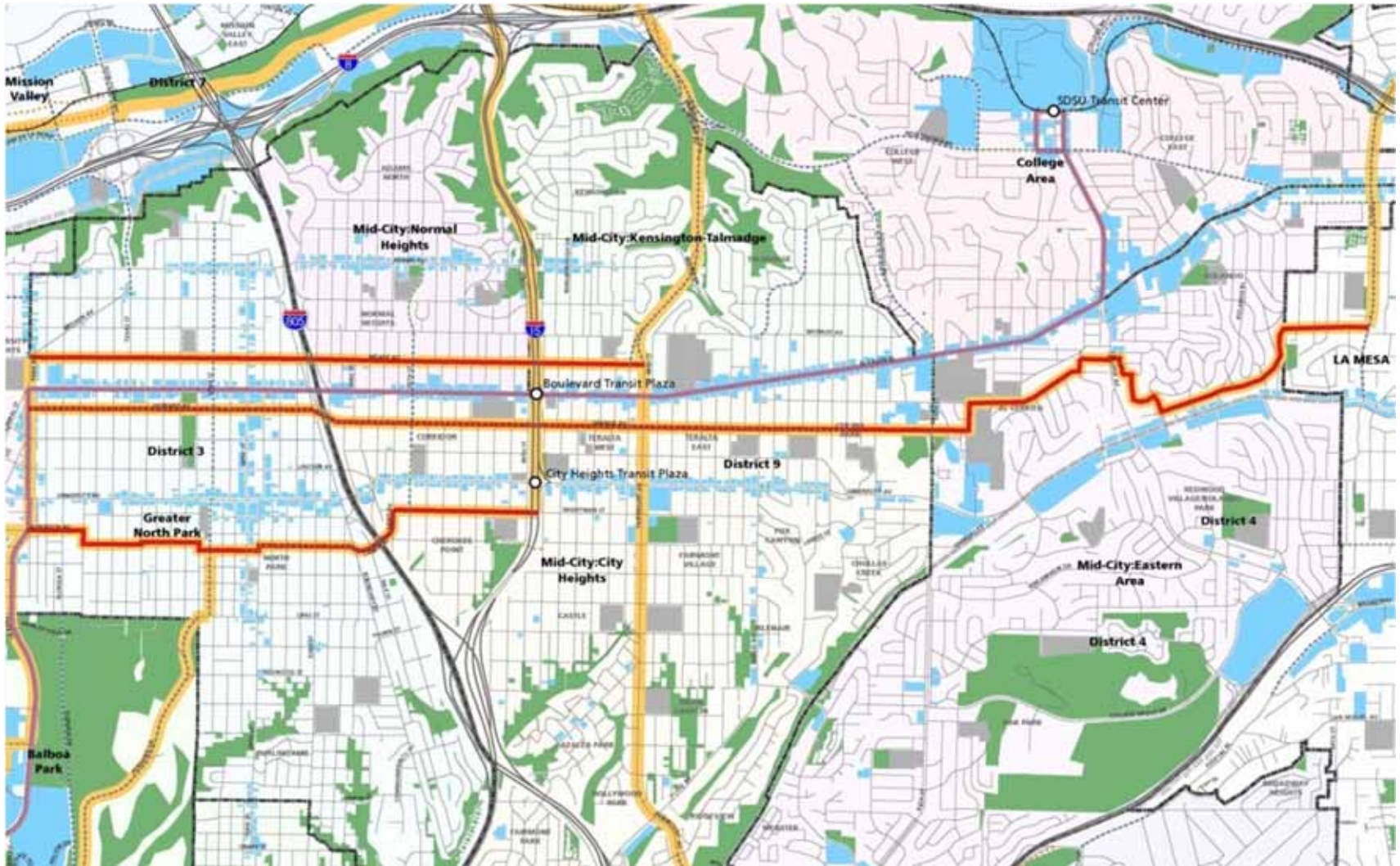


Support place-making, sustainability, equity, and economic development and redevelopment efforts

ALIGNMENT STUDY PROCESS



PRELIMINARY ALIGNMENTS



DEVELOPING ALTERNATIVES

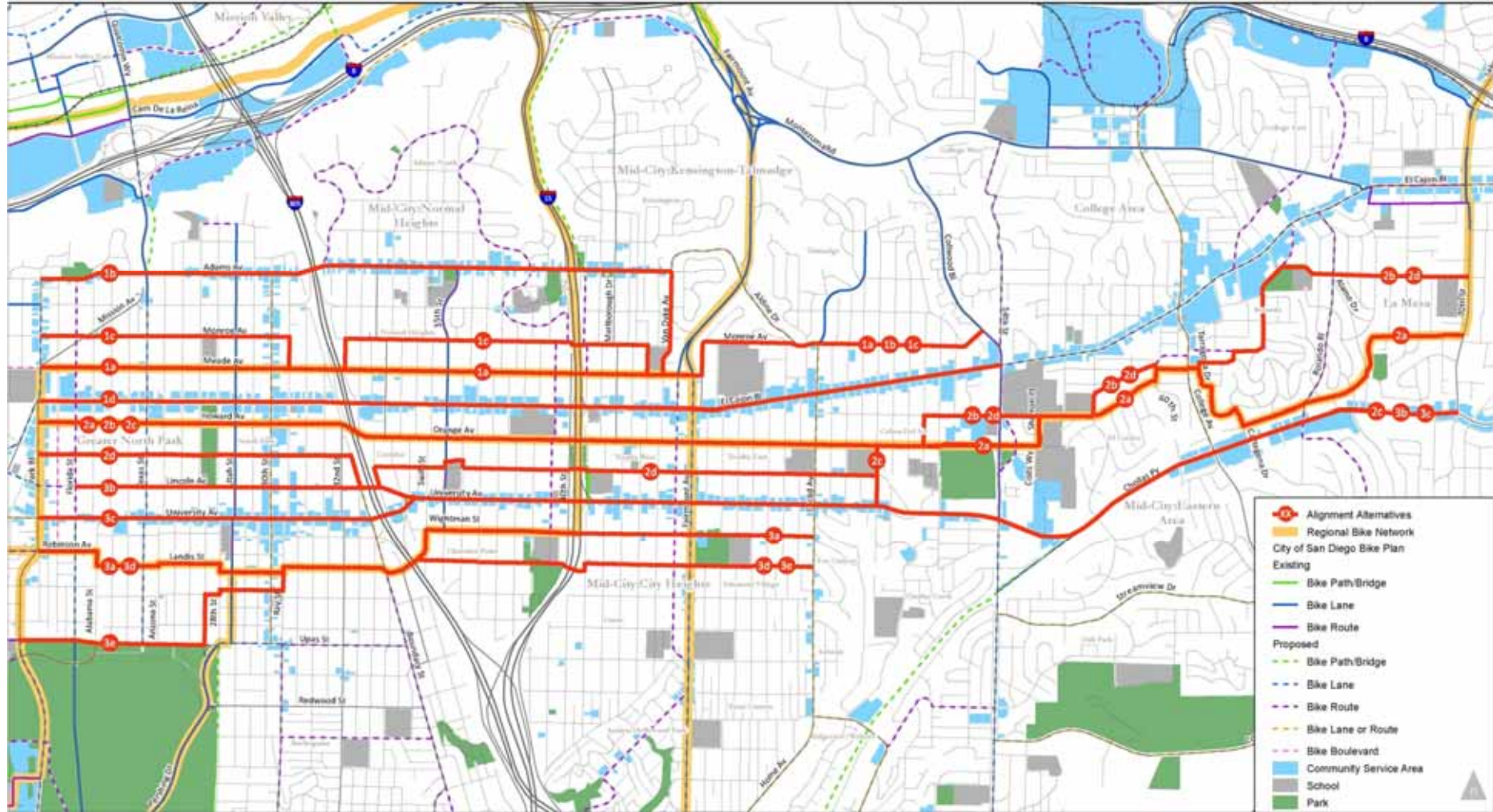
Community Input



Field Work



ALIGNMENT ALTERNATIVES



TIER I: INITIAL SCREENING CRITERIA

- **Low Stress Feasibility (Goal 1)**
- **Route Directness (Goal 1)**
- **Topography (Goal 1)**
- **Access to Destinations (Goals 2 & 5)**
- **Consistency with Community Efforts (Goals 4 & 5)**

TIER II: DETAILED ALIGNMENT ANALYSIS

- **Energy Use (Goal 1)**
- **Route Directness (Goal 1)**
- **Access to Destinations (Goals 2 & 5)**
- **Level of Traffic Stress (Goal 1)**
- **“Implementability” (Goals 3 & 4)**

ENERGY USE

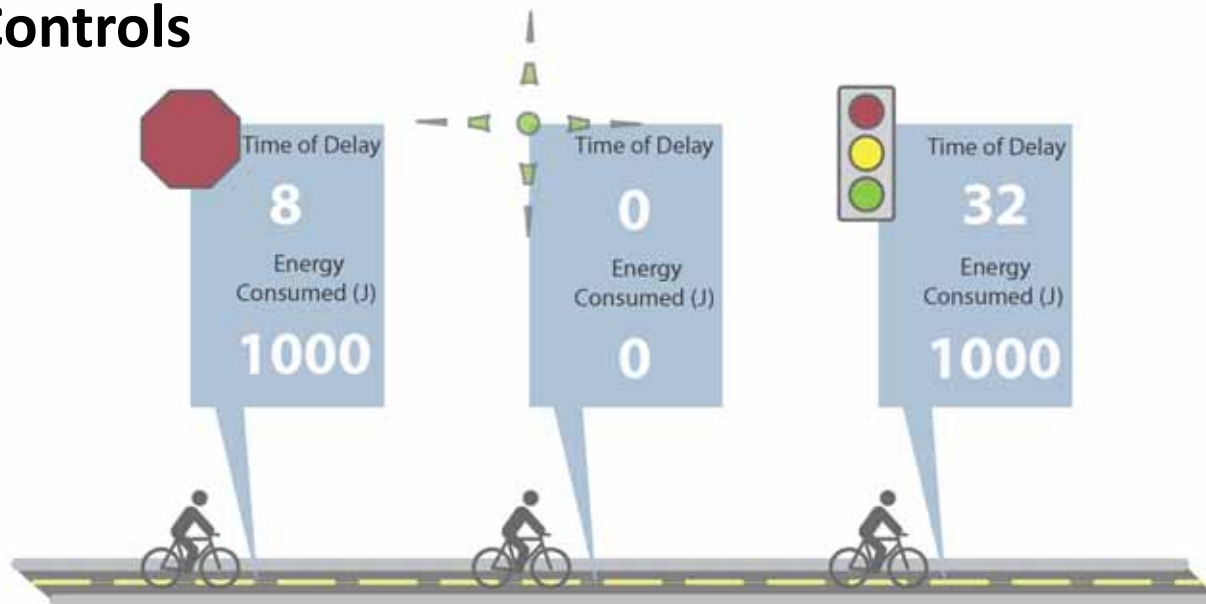
Distance



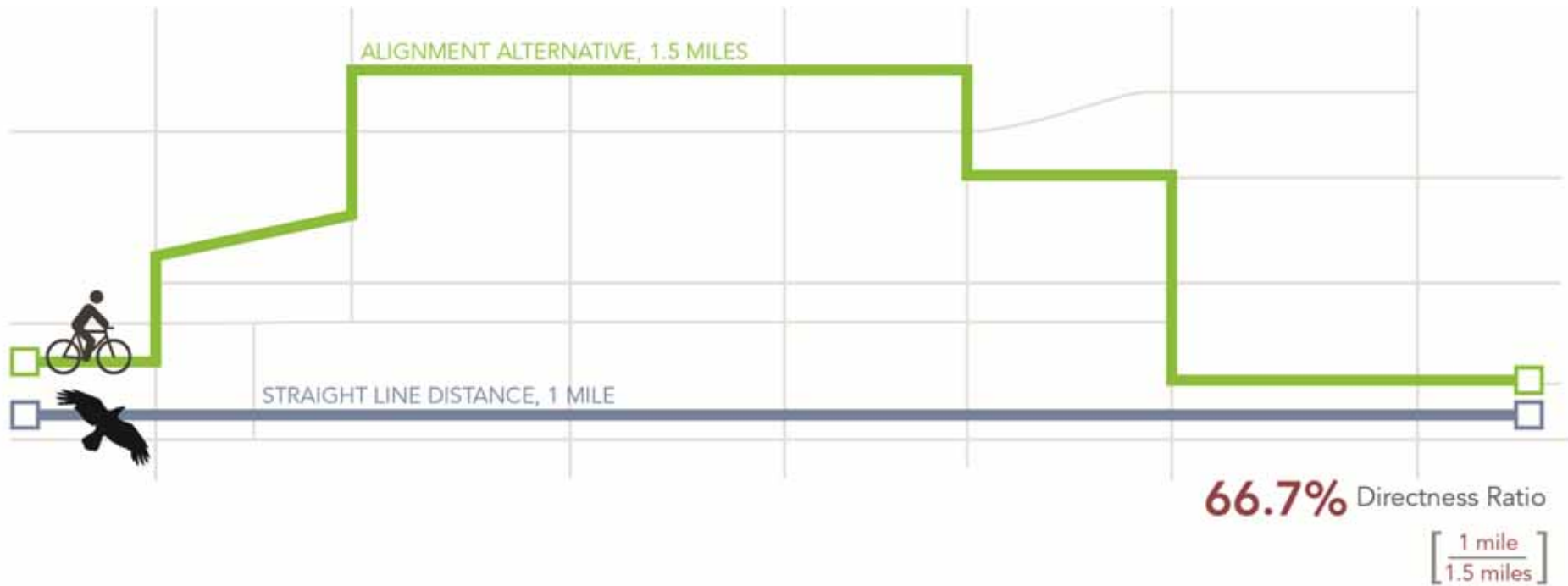
Grade



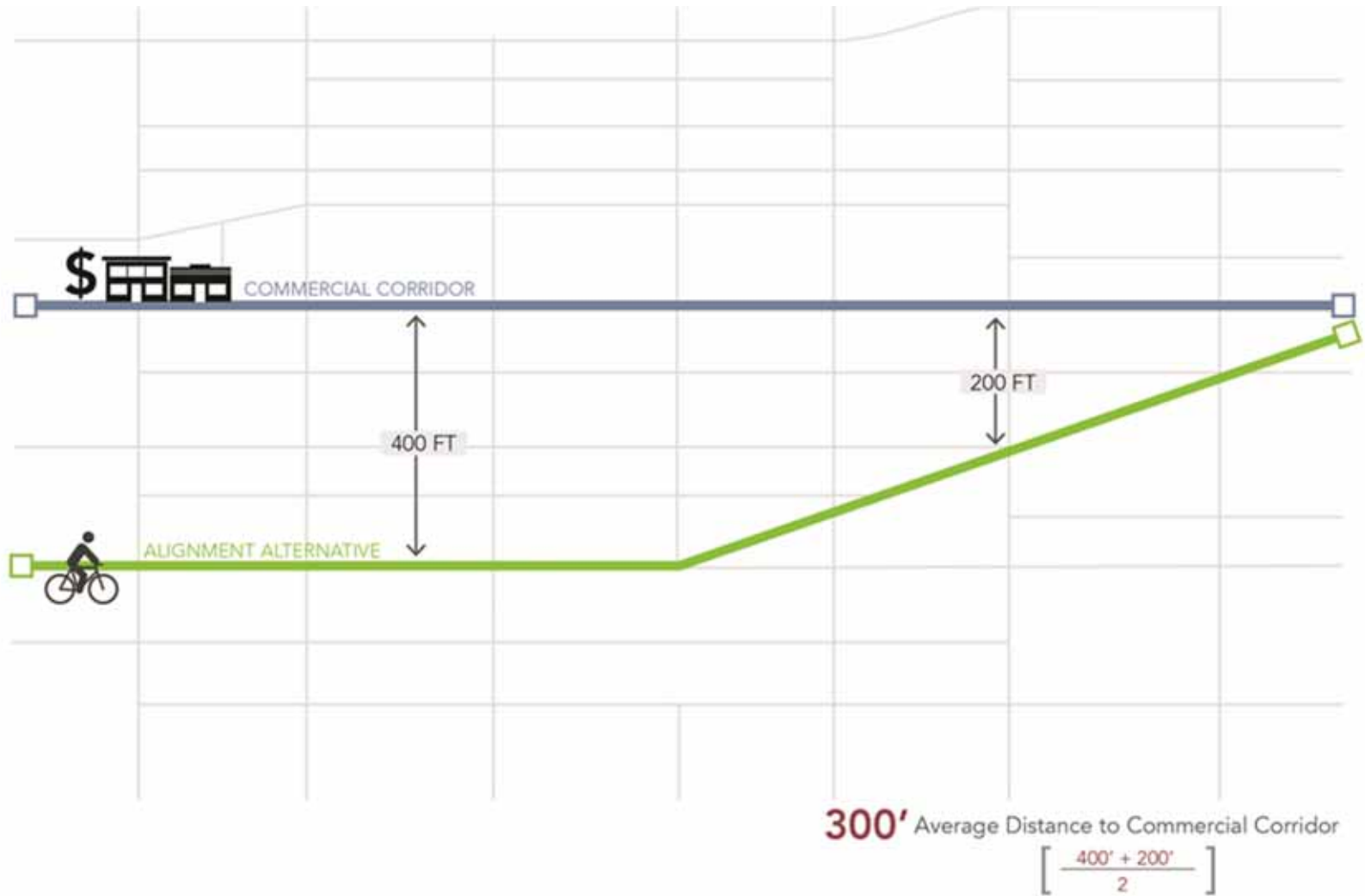
Traffic Controls



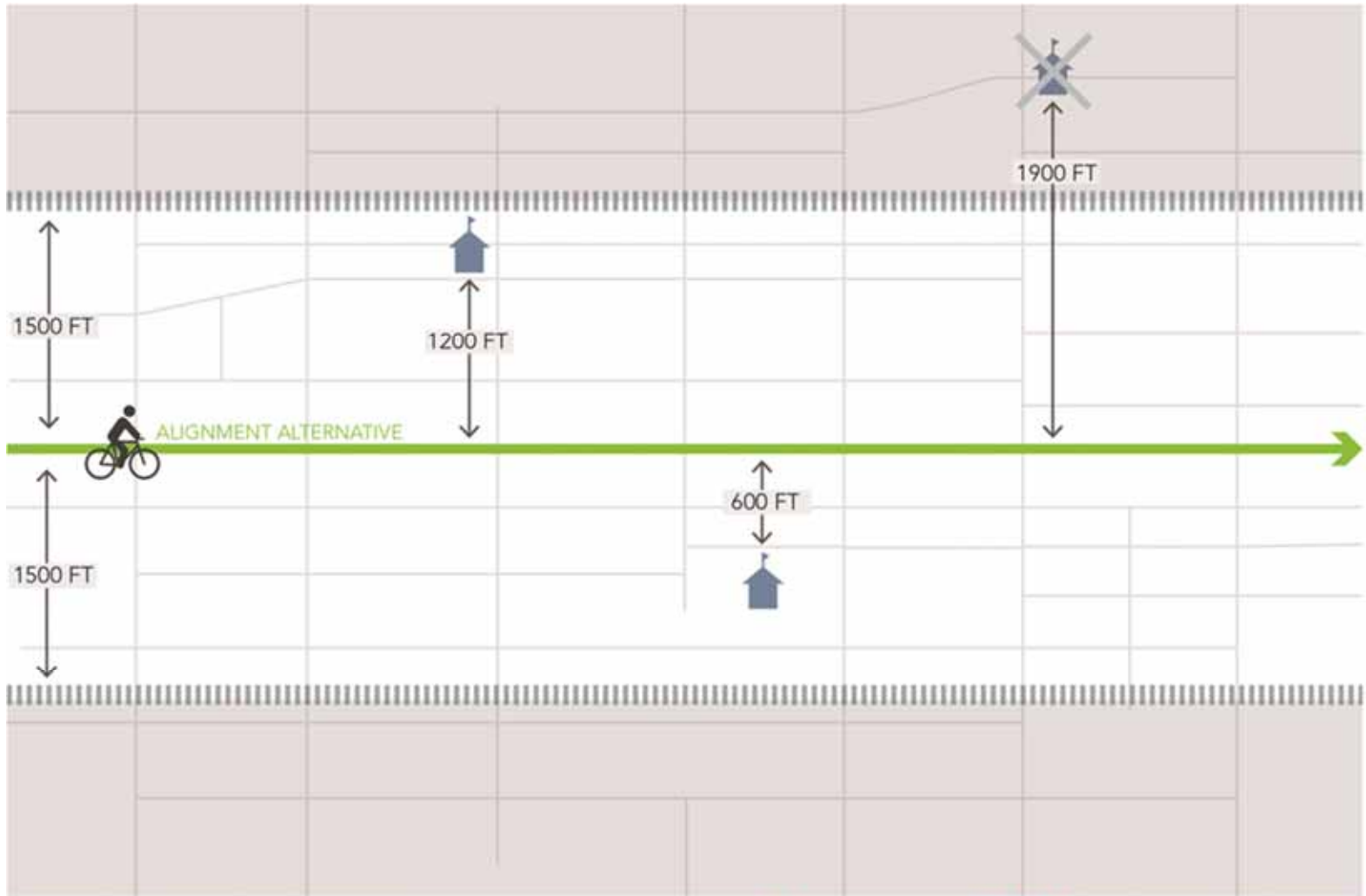
ROUTE DIRECTNESS



ACCESS TO MIXED USE, TRANSIT



ACCESS TO SCHOOLS, PARKS & DESTINATIONS



2 Schools Served **900'** Average Distance to School
 $\left[\frac{1200' + 600'}{2} \right]$

LOW STRESS “IMPLEMENTABILITY”



OTHER “IMPLEMENTABILITY”

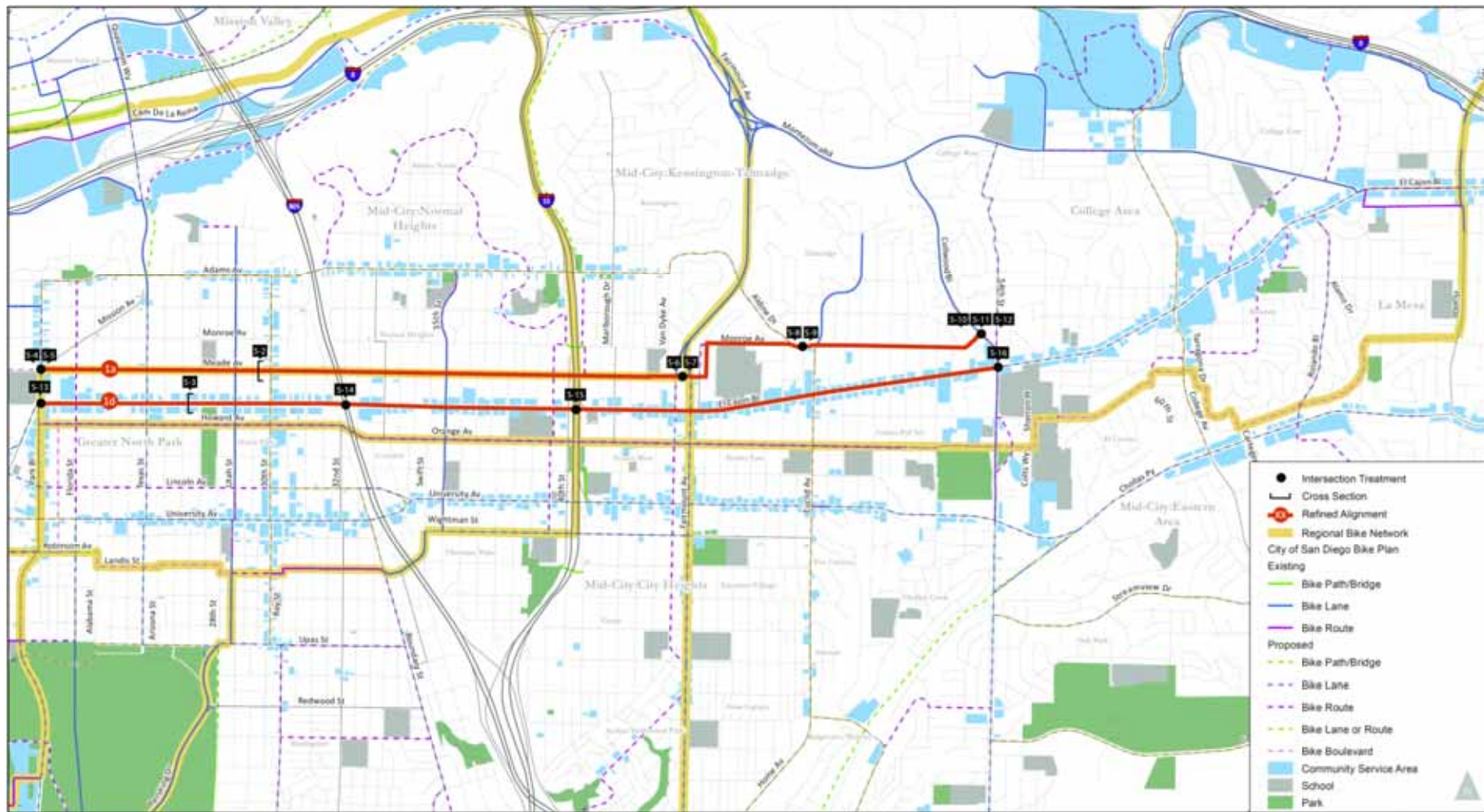
- **Vehicular Level of Service & Delay**
- **Traffic Control Devices**
- **Automobile Parking**
- **Complex Intersections**
- **Capital Cost**
- **Months to Completion**

ENVISIONING THE POTENTIAL

- NACTO Cities for Cycling Roadshow
- Portland Bicycle Boulevards/Neighborhood Greenways

NORTHERN CORRIDOR

Options: Meade – Monroe and El Cajon



EL CAJON BLVD

POTENTIAL CYCLE TRACK



MEADE – MONROE

POTENTIAL BUFFERED BIKE LANE + TRAFFIC CALMING



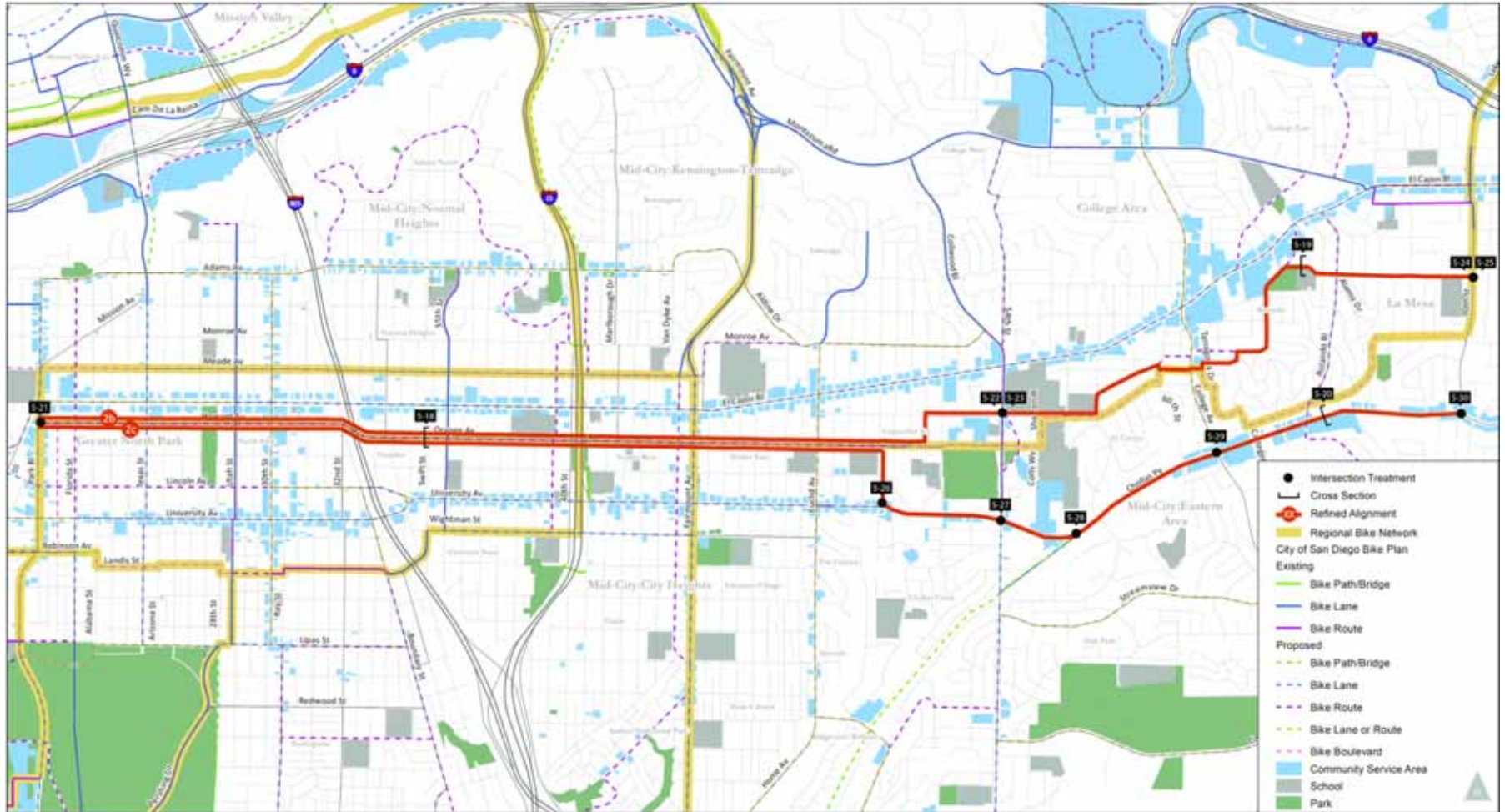
MEADE – MONROE

POTENTIAL BIKE BOULEVARD + TRAFFIC CALMING



CENTRAL CORRIDOR

Options: Howard/Orange-Tower and Howard-Orange-University



HOWARD/ORANGE

POTENTIAL BIKE BOULEVARD + TRAFFIC CALMING



HOWARD/ORANGE – TOWER

POTENTIAL BIKE BOULEVARD + TRAFFIC CALMING



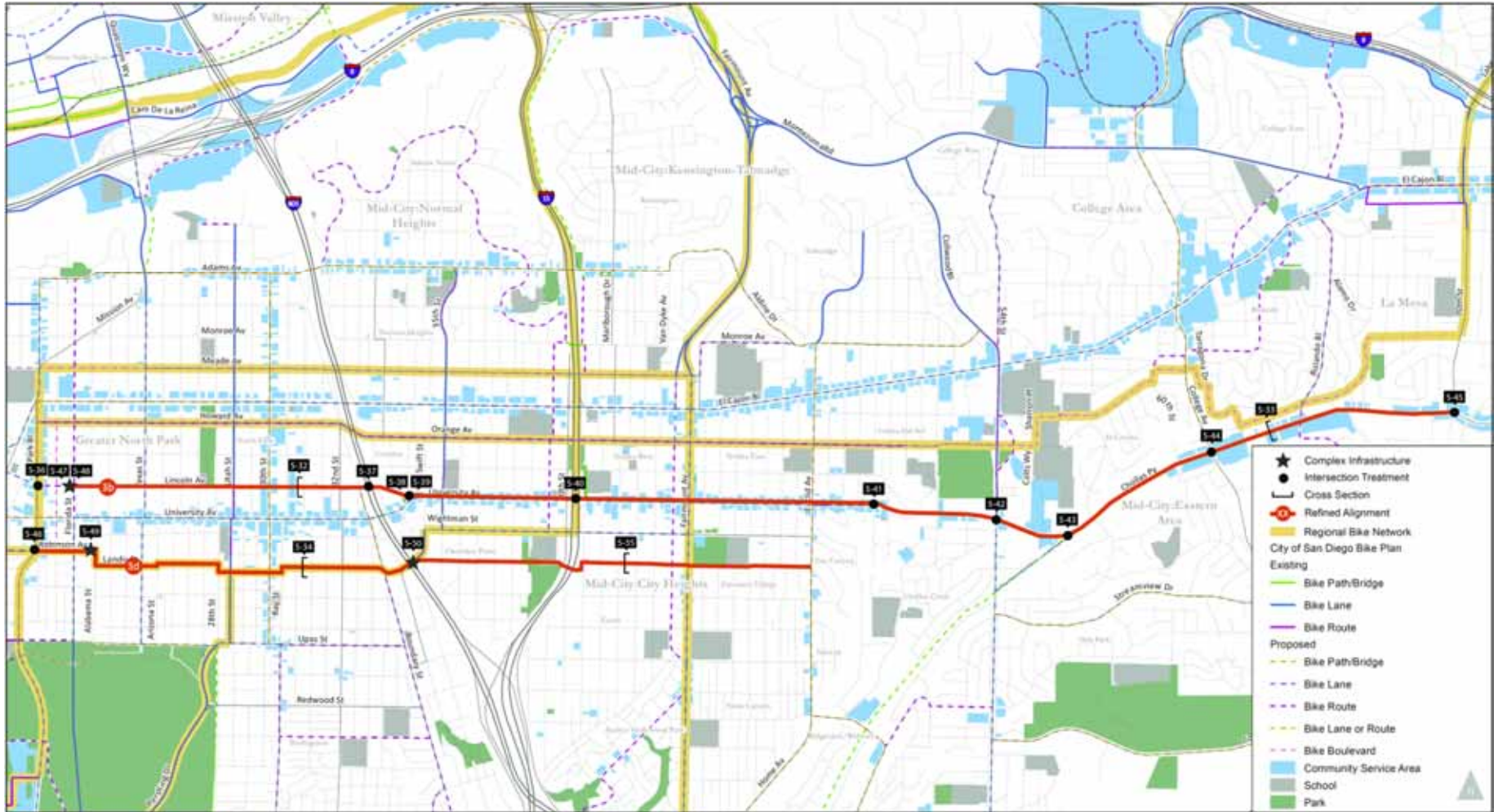
HOWARD/ORANGE – UNIVERSITY

POTENTIAL BIKE BOULEVARD – CYCLE TRACK



SOUTHERN CORRIDOR

Options: Lincoln-University and Landis-Robinson



LINCOLN – UNIVERSITY

POTENTIAL BIKE BOULEVARD + TRAFFIC CALMING



LINCOLN – UNIVERSITY

POTENTIAL CYCLE TRACK



LINCOLN – UNIVERSITY

Bicycle/Pedestrian Path Between Florida and Georgia



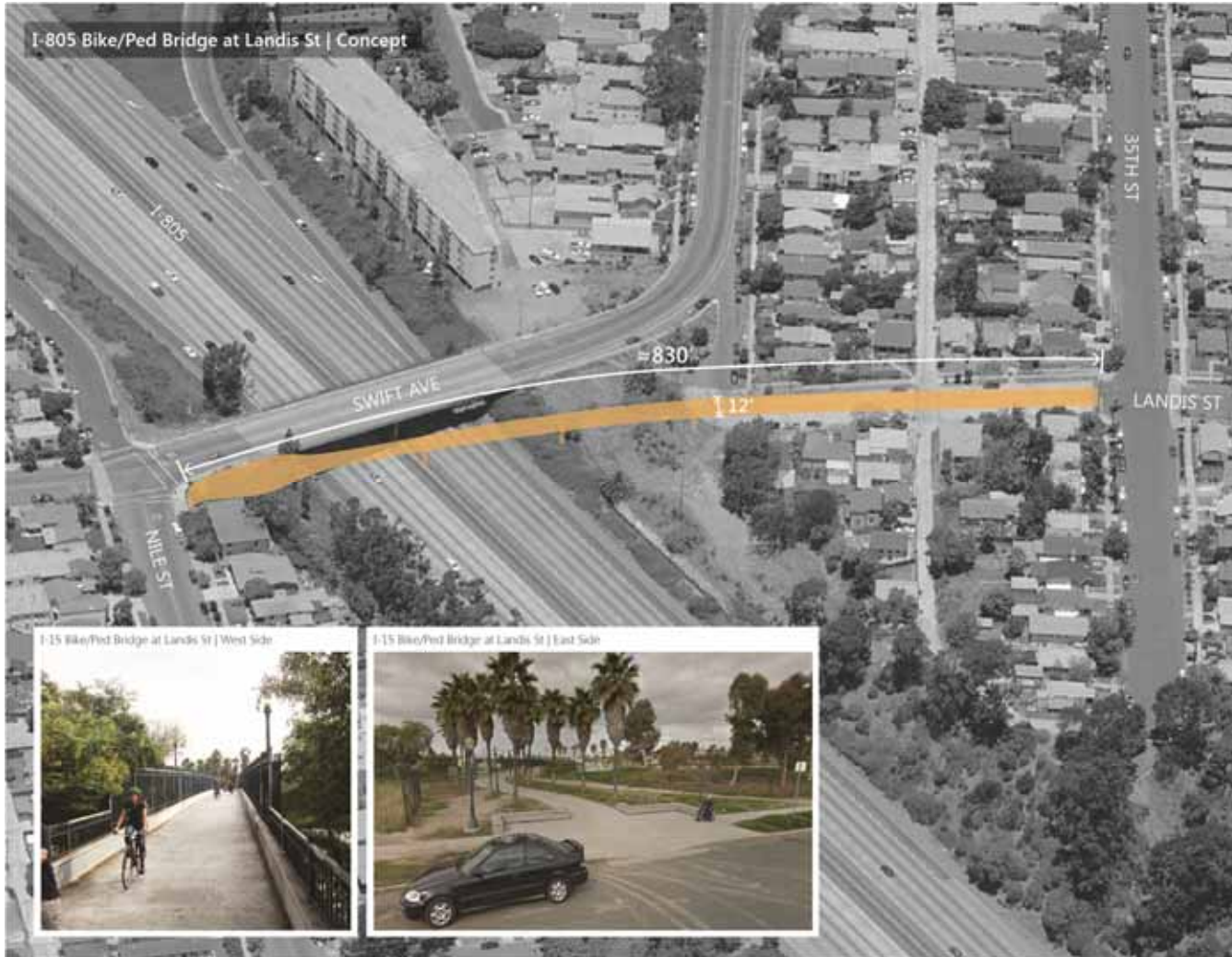
LANDIS – ROBINSON

BIKE BOULEVARD + TRAFFIC CALMING



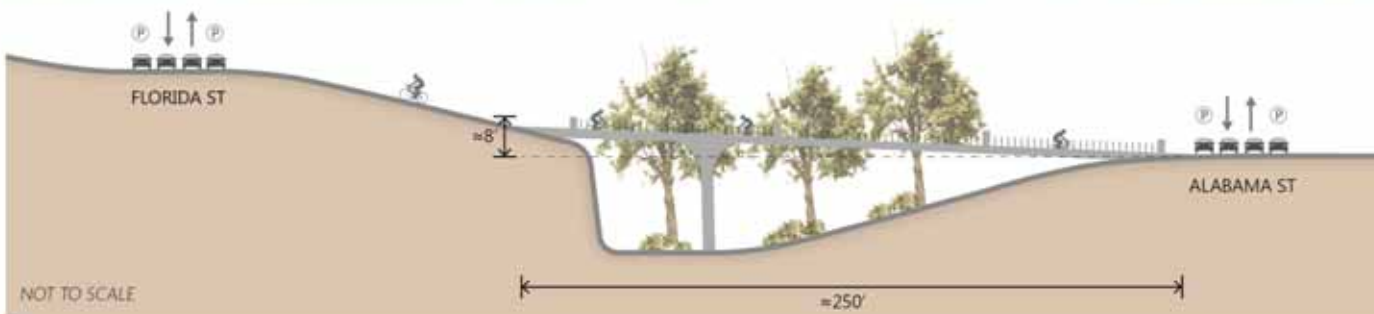
LANDIS – ROBINSON

Bicycle/Pedestrian Bridge Between Nile and 35th



LANDIS – ROBINSON

Bicycle/Pedestrian Bridge Between Florida and Alabama



NEXT STEPS

- **Review Advisory Group and Workshop Input**
- **Collect Additional Technical Advisory Group Feedback**
- **Select Preferred Alternatives in Early Fall**