



COUNTY OF SAN DIEGO

BICYCLE TRANSPORTATION PLAN



Alta Planning + Design
In Association with KTU&A
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Bicycle Transportation Account Requirements			
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1.0 Introduction

The County of San Diego recognizes that a bikeway network where motorist, bicyclist, and other users of the road can effectively interact enhances the quality of life for residents and visitors to the County. This comprehensive Bicycle Transportation Plan will create the foundation for a bicycle friendly environment to serve commuter and recreational riders.

This Bicycle Transportation Plan serves as a policy document to guide the development and maintenance of a bicycle network, support facilities and other programs for the unincorporated portions of San Diego County. These policies address important issues related to the County's bikeways such as planning, community involvement, utilization of existing resources, facility design, multi-modal integration, safety education, support facilities, as well as specific programs, implementation, maintenance, and funding.

The success of the plan will only be assured by continued support of County staff, the bicycling public and other residents who recognize the benefits of cycling in their community. Priority 1 recommended projects in this document have been extracted from the currently adopted Circulation Element map and were chosen by criteria identified in Chapters 4 and 5. Priority 2 projects are non-Priority projects identified on the Circulation Element map of the General Plan. Priority 3 projects are other recommended projects that are not on the Circulation Element map and may require a General Plan Amendment to be implemented.



1.1 Planning Process

With a year 2000 population over 441,900 (U.S. Census) in its unincorporated areas and a total population of approximately 2,813,800, San Diego County is one of the largest counties in the State of California. Numerous communities characterize the unincorporated areas, each with its own distinct identity. Community planning and sponsor organizations represent these communities and assist the County in guiding issues and policies within each community. The communities include the following:

- Bonsall
- Fallbrook
- North County Metro
- North Mountain
- Pala-Pauma
- Pendleton-De Luz

- Rainbow
- San Dieguito
- Valley Center
- Alpine
- Central Mountain
- Crest-Dehesa-Granite Hills-Harbison Canyon
- Desert
- Julian
- Lakeside
- Mountain Empire
- Ramona
- Jamul-Dulzura
- Otay
- Spring Valley
- Sweetwater
- Valle de Oro

Each community was asked for input in the planning of new bikeways and other bicycle facilities. Bikeways suggested by the communities were explored in the field. School districts were also contacted to inquire about their Safe Routes to School planning. Two districts (Grossmont Union High School and Julian Union High School) had plans where future bikeways were identified. These bikeways have been included in the Bicycle Transportation Plan.

Six workshops were held throughout the County where input from the public was provided. These workshops were advertised through television, radio and print media.

A Technical Advisory Group was created that consisted of County staff from the departments of Public Works, Planning and Land Use, and Parks and Recreation, as well as individuals from Caltrans and the San Diego County Bicycle Coalition. This group provided guidance and direction on various issues related to the development of the plan.

1.2 Transportation Access

Although bikeways are generally located on arterial and collector streets, many highways and one freeway allow bicycles in the unincorporated areas of the County. In addition, most transit services allow bicycles on board to assist bicyclists with longer commutes. This section highlights these bikeways and support services.

Freeways

Many freeways traverse the unincorporated areas of the County, providing regional vehicular travel as well commuter travel for both private vehicles and public transit services. The freeways that are located within the unincorporated portions of San Diego County include the following:

- San Diego Freeway (I-5)
- Escondido Freeway (I-15)
- Anza Freeway (SR-78)
- Vicente Freeway (SR-67)
- I-8 Freeway
- SR-94 Freeway
- SR-125 Freeway
- South Bay Freeway (SR-54)

Currently, there is one segment of freeway in the unincorporated area on which bicycle travel is permitted. It is on I-8 between East Willows Road and Japatul Valley Road/SR-79. Adding bicycle facilities to any freeway is solely at Caltrans' discretion.

State Highways

Other State Highways also traverse the County and connect with north and east county communities and destinations. These often consist of two-lane roadways where bicycle access is allowed per the California Vehicle Code. They include the following State Routes (SR):

- SR-76
- SR-78
- SR-79
- SR-67
- SR-54
- SR-94
- SR-188

Most of the County's destinations are located along arterial streets. These primarily include State Highways in rural areas and other arterial streets in more developed suburban areas. The California Vehicle Code permits bicycle travel on all non-freeway roadways. Adding bicycle facilities to any State Highway is solely at Caltrans' discretion.

Public Transit

Several rail corridors can be found within the unincorporated County areas. One of them is the North County Transit District's coastal corridor, which provides for freight service as well as Amtrak, Metrolink, and Coaster commuter trains between Oceanside, Los Angeles, and San Diego. All passenger rail services allow bicycles on board. An east-west corridor in the north county area is slated to be developed as a light rail transit line between Oceanside and Escondido. A parallel bikeway will also be implemented along this same corridor. Public transit service within the unincorporated areas is provided by several different agencies. The individual service providers include the following:

- Chula Vista Transit
- North County Transit District (NCTD)
- San Diego Transit

More in-depth discussion of the bicycle policies and services on these transit operators can be found in the community plans in Chapter 4.



2.0 Goals, Policies, Objectives, and Actions

Goals and policies provide the context for the specific objectives and actions discussed in the Bicycle Transportation Plan. Bicycle Circulation Element goals and policies have been established by the County and are provided in the Bicycle Element of the County's General Plan Circulation Element. The goals and policies provide the long-term vision and serve as the foundation of the plan. Goals are broad statements of purpose that do not provide specific descriptions. Objectives are more specific statements of purpose, and actions provide a bridge between general policies and actual implementation guidelines, which are provided in Chapters 6 and 7.

2.1 Bicycle Circulation Element Goals

The following goals were developed for the Bicycle Network sub-element of the Circulation Element as amended on July 27, 1994:

1. Provide for the safe and convenient use of bicycles throughout San Diego County for recreation and as a viable alternative to the automobile as a form of local transportation.
2. Maximize citizen participation in the planning, programming, and financing of bikeways.
3. Utilize the community planning process to the maximum extent in planning for bikeways.
4. Utilize public property, such as utility and drainage easements, parks, and lightly traveled roads, whenever possible, for construction of bikeways.
5. Provide continuous bikeways, affording safe and convenient community-wide accessibility while preserving the natural environment to the greatest extent practical.
6. Provide the related facilities and services necessary to allow bicycle travel to assume a significant role as a form of local transportation and recreation.
7. Encourage commuter bicycling as a means to reduce air pollution, energy consumption, and traffic congestion.

2.2 Bicycle Circulation Element Policies

The following policies were developed for the Bicycle Network sub-element of the Circulation Element, as amended on July 27, 1994:

1. Program State and Federal funds for acquisition and construction of bikeways.
2. Actively seek new sources of funds for the acquisition and construction of bikeways.
3. Locate bikeways along designated scenic highways wherever possible.
4. Connect cultural facilities, recreation areas, commercial areas, and educational facilities by bikeways.
5. Separate bicycles and automobiles whenever it is economically and physically possible to do so with either a bike lane or bike path.

6. Design bikeways as an integrated part of all subdivisions and planned residential developments with connections to the bicycle network.
7. Provide secure storage for bicycles in all major activity centers, employment, education, commercial, and recreation.
8. Provide bike carrying racks or space for bikes on public transportation vehicles connecting to major activity centers when a need is demonstrated.

2.3 Additional Bicycle Transportation Plan Goals

The following goals supplement the goals and policies established in the County's General Plan Bicycle Network. More detailed plans for implementation of these goals are contained in Chapters 6 and 7.

Goal 1: Promote Bicycle Transportation

Encourage bicycle travel as an integral part of daily life in the unincorporated portions of San Diego County, particularly for trips of less than five miles, by implementing and maintaining a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer.

Goal 2: Increase Bicycle Commuter Transportation

Strive to increase the percentage of bicycle commuter traffic in the unincorporated area from the current 0.4 percent of commuters to 3 percent by the year 2020.

Goal 3: Improve the Local and Regional Bikeway Network

Identify an integrated system of bicycle lanes, routes, and paths along with support facilities such as bicycle lockers and racks to serve local and regional commuting and recreational bicyclists.

Goal 4: Increase the Availability of Bicycle Facilities

Identify and implement a network of bicycle facilities to accommodate non-motorized travel that will reduce vehicle use, improve air quality, and provide health benefits.

2.4 Recommended Implementation Objectives and Actions

The following are recommended objectives and actions to implement the goals and policies. More detailed plans for implementation of these actions are contained in Chapters 6 and 7.

Objective A:

Implement the Bicycle Transportation Plan, which identifies existing and future needs, and provides specific recommendations for facilities and programs through the year 2020.

Objective A Policy Actions

1. Provide a Bicycle Coordinator position and adequate staff to ensure Bicycle Transportation Plan implementation.
2. Update the Bicycle Transportation Plan periodically to reflect new policies and/or requirements for bicycle funding. Coordinate any updates with the Department of

Planning and Land Use and Department of Parks and Recreation to ensure that the Bicycle Transportation Plan is consistent with local land use plans and the Community Trails Master Plan.

3. Coordinate with the San Diego Association of Governments (SANDAG), schools, community planning groups, other community organizations, and local cities to review and comment on bicycle issues of mutual concern.
4. Regularly monitor reported bicycle-related crash levels, and seek a reduction in bicycle crash rates over the next twenty years.
5. Participate in SANDAG's Bicycle and Pedestrian Working Group meetings.
6. Coordinate with community planning and sponsor groups for plan implementation.

Objective B:

Identify and implement a network of bikeways that is feasible, fundable, and that serves bicyclists' needs.

Objective B Policy Actions

1. Develop a bikeway network that closes gaps in the existing system and serves important destinations.
2. Develop a bikeway network that provides connections to bikeways in adjacent jurisdictions.
3. Implement a destination-based signage system for the bikeway network where necessary.
4. Coordinate with community planning groups, planners, residents and developers during the land development review, capital improvement, project development, and transportation planning processes to ensure appropriate bicycle connections are planned, constructed, and maintained.
5. Evaluate the impacts on bicycle travel and integrate bicycle facility improvements into proposed roadway and development projects as part of the project review process.
6. Implement bicycle facilities based on a priority program that considers existing deficiencies, safety, commuting needs, connectivity of routes, and community input.
7. Identify Class I bikeways along public easements, waterways, railways, and utility rights-of-way that accommodate a wide range of user ages and abilities. This should be carefully coordinated with the Community Trails Master Plan.
8. Recognize that bicyclists use all County roadways. Consider designing future roadways to accommodate bicycle travel. Carry out routine maintenance of roadways, eliminate hazards to cyclists and attempt to upgrade existing roadways to enhance bicycle travel, including upgrading on-demand traffic signals to detect bicyclists.
9. Consider providing a suitable alternative bikeway of the same classification in the event that any Class I, II or III bikeway is removed.

Objective C:

Maintain and improve the quality, operation, and integrity of the unincorporated San Diego County bikeway network and roadways regularly used by bicyclists.

Objective C Policy Actions:

1. Undertake routine maintenance of bikeway facilities located within the County road right-of-way such as sweeping streets and roads regularly traveled by bicyclists and other designated bikeways. This will include paint and striping, signage, pavement surface maintenance, tree trimming, and other facets of maintaining the operational integrity of the bikeway network.
2. Establish provisions for maintenance of bicycle facilities located outside the County road right-of-way prior to their construction and/or installation. Per State Gas Tax Guidelines, such facilities may not be maintained with the County's gas tax revenue.
3. Coordinate roadway improvements to provide reasonable alternate routes, where feasible, to minimize disruption for cyclists.
4. Coordinate roadway improvements so that bicycle facilities are impacted as little as possible in construction zones or provide reasonable alternatives.
5. Ensure that detours through or around construction zones are designed safely and conveniently and are accompanied with good signage for cyclists and motorists.
6. Upgrade traffic control devices where merited, including signal detectors, signage, and minimum green light times along heavily used routes, in order to increase bicycle safety and facilitate ease of cycling.
7. Resurface the entire paved road width during road resurfacing projects.

Objective D:

Provide short- and long-term bicycle parking and other bicycle amenities in employment and commercial areas, in multifamily housing, at schools and colleges, and at transit facilities.

Objective D Policy Actions:

1. Encourage bicycle amenities requirements on new development projects that include both bicycle racks and storage lockers for short- and long-term parking needs, showers and clothing lockers.
2. Encourage installation of short- and long-term bicycle parking at public facilities. Such locations may include County buildings, parks, libraries, or community centers.
3. Develop and adopt bicycle storage standards for implementation at major employment centers, schools, transit centers, park-and-ride lots, bus stops, shopping centers, and public and semi-public recreational areas.

Objective E:

Increase the number of bicycle-transit trips.

Objective E Policy Actions:

1. Support and promote bicycle travel via transit systems that serve the unincorporated parts of the County.

2. Promote secure bicycle racks and lockers at transit stations and major bus stops.
3. Coordinate with SANDAG and local transit agencies on the provision of improvements and amenities that will encourage and better facilitate bicycle-transit trips.

Objective F:

Develop and implement education and encouragement plans aimed at youth and adults. Increase public awareness of the benefits of bicycling and of available resources and facilities.

Objective F Policy Actions

1. Encourage development and implementation of safe and effective cycling education programs.
2. Promote the health benefits of bicycling.
3. Promote and pursue funding programs for bicycle safety and education programs.
4. Support Transportation Demand Management programs at worksites to encourage commuters to bicycle to work.
5. Make available via the County's website, or provide a link to an established website, a current San Diego County Regional Bikeway map (coordinated with SANDAG's Ridelink map) in order to facilitate bicycling.

Objective G:

Increase government and public recognition of bicyclists' equal right to use public roadways.

Objective G Policy Actions

1. Provide bicycle education to County staff involved in decisions regarding transportation facilities. This would include, but not be limited to, traffic engineers, planners, field engineers, field inspectors, street maintenance personnel, and parks and recreation staff.
2. Provide bicycle education for law enforcement personnel.
3. Seek funds for a public awareness campaign to increase public recognition and to educate the general public about the rights and responsibilities of bicyclists and motorists.



3.0 Countywide Existing Conditions

3.1 Land Use

Maps 3.1 through 3.4 on the following pages show current and future land use patterns in the County of San Diego. The unincorporated portion of the County contains several land use types including Village, Semi-Rural Lands, Rural Lands, Commercial, and Industrial.

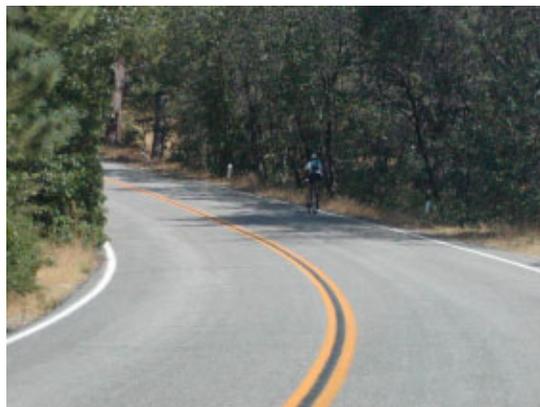
Communities such as Sweetwater, Spring Valley, and Valle do Oro contain Village and Semi-Rural areas ranging from medium to high-density residential development, as well as commercial and light industrial land uses. These areas of the County contain urban to suburban patterns of development that include multi-family developments and single-family homes on varying sized lots.

Patterns of development that exemplify Semi-Rural and Rural areas of development can be found in communities such as Alpine, Crest-Dehesa, Lakeside, Ramona, Fallbrook, Bonsall, and San Dieguito. Although these communities may contain a traditional Village area, they are surrounded by low to very low density residential with larger lots and significant amounts of undeveloped land or open space. Commercial and industrial uses exist in less dense areas. Open space often consists of parks and undeveloped private land.

Rural areas of the County contain wide tracts of undeveloped land. Rural lands are more often found in the northern and backcountry portion of the County. Small communities, such as Julian, Potrero, or Boulevard have a small central business district where commercial uses are located surrounded by sparsely populated low density residential. Industrial uses are limited to districts in rural lands such as in Tecate and Otay Mesa.

Approximately 80% of the future development is planned for land inside the County Water Authority (CWA) boundary, adjacent to areas of existing development. In all communities, Semi-Rural designations are contained and generally recognize existing development and parcelization.

New development will primarily consist of single and multi-family homes, with supporting commercial development following the residential development. Semi-Rural and Rural areas will remain less developed, with new development occurring on a far less intensive scale. As new development occurs across the County, bikeways may be incorporated into new and widened roads. San Diego County can expect that most of its future bikeway facilities can be created by new and widened roadways in future development projects.



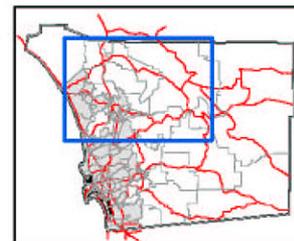
San Diego County Bicycle Master Plan

Current and Future Land Use

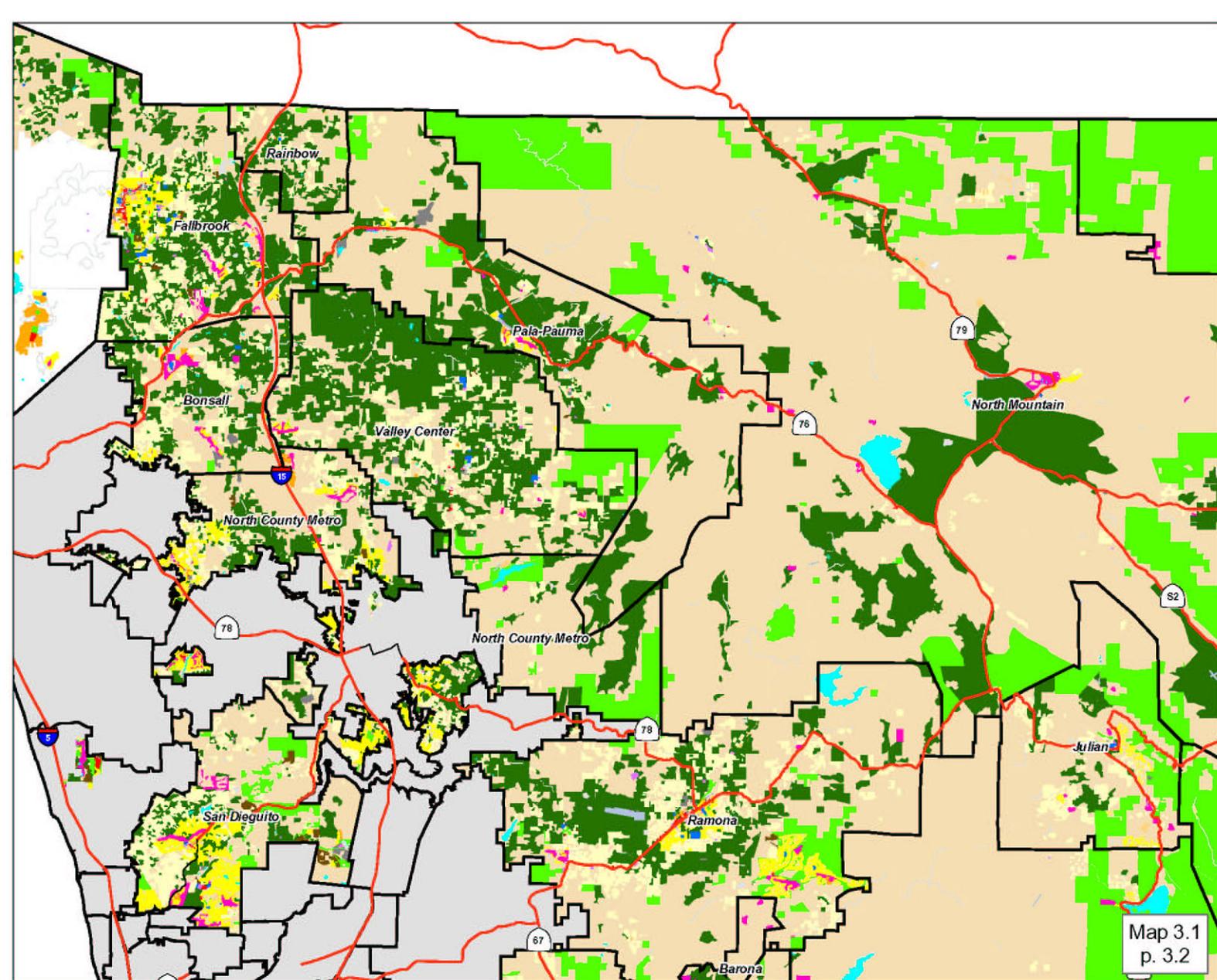
Legend

-  Community Plan Areas
-  Spaced Rural Residential
-  Single Family Residential
-  Multi Family Residential
-  Group Quarters
-  Industrial
-  Airports
-  Transportation
-  Commercial Retail
-  Office
-  Public Services
-  Medical
-  Military
-  Schools
-  Recreation
-  Parks & Open Space
-  Beach
-  Agriculture
-  Water Bodies
-  Vacant / Undeveloped
-  Under Construction

0 1.75 3.5 Miles



Map 3.1
p. 3.2

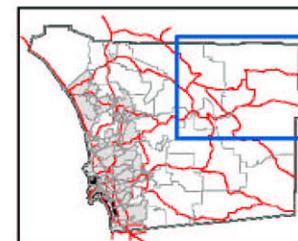


San Diego County Bicycle Master Plan

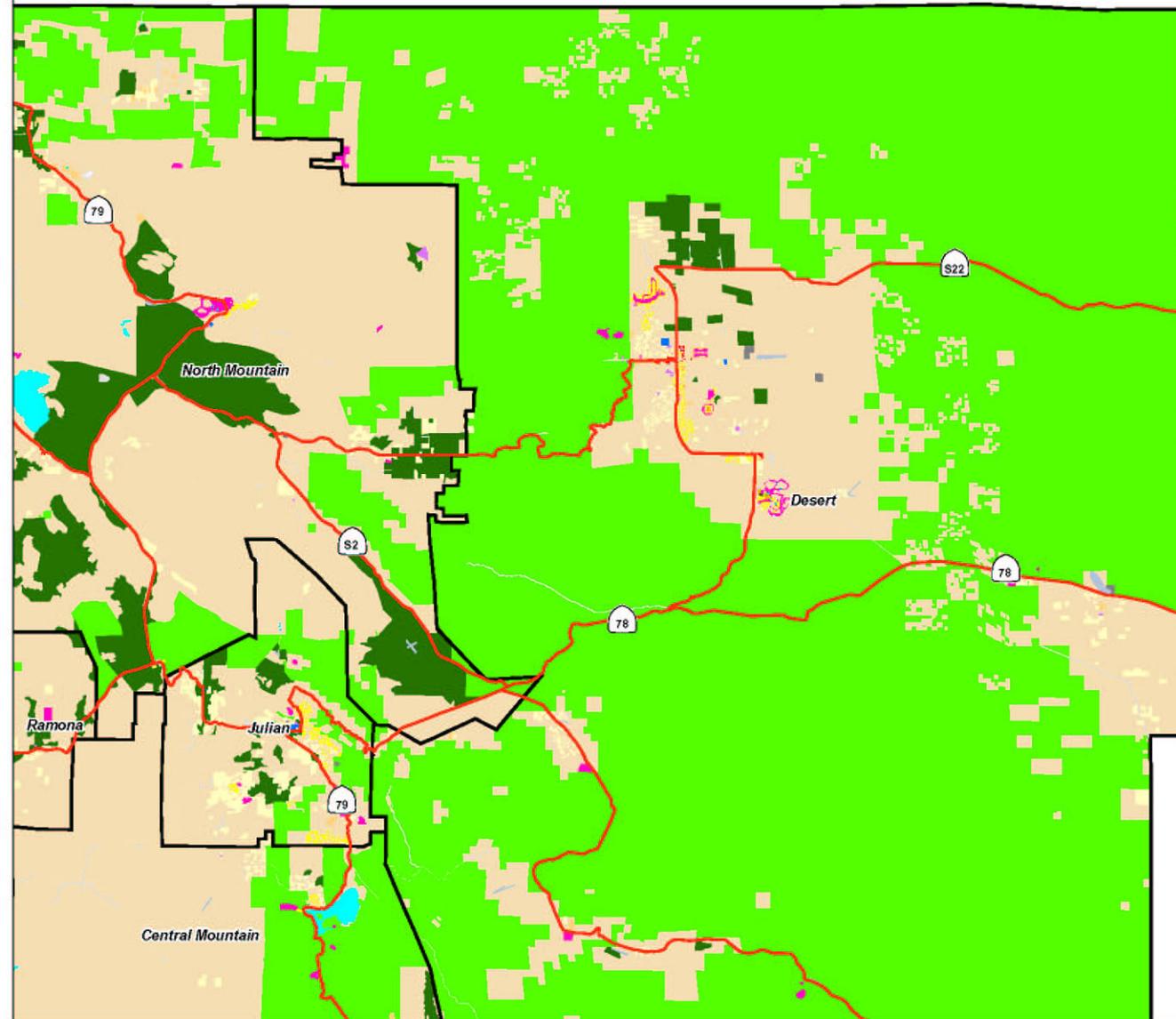
Current and Future Land Use

Legend

-  Community Plan Areas
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Map 3.2
p. 3.3

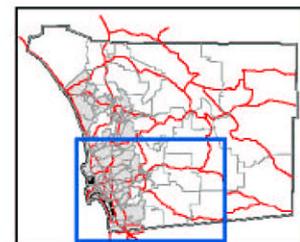


San Diego County Bicycle Master Plan Current and Future Land Use

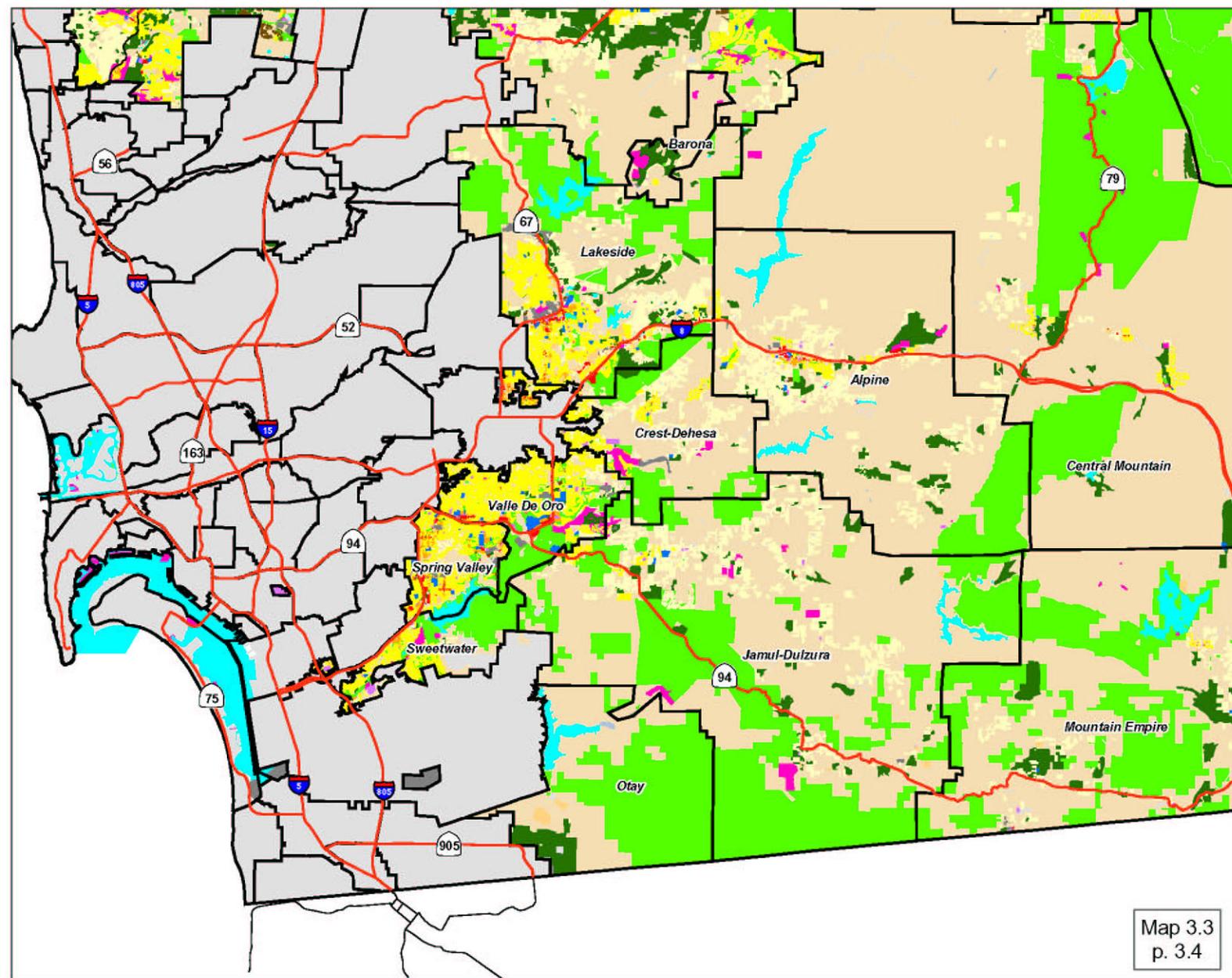
Legend

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-  Under Construction

0 1.75 3.5 Miles



Map 3.3
p. 3.4

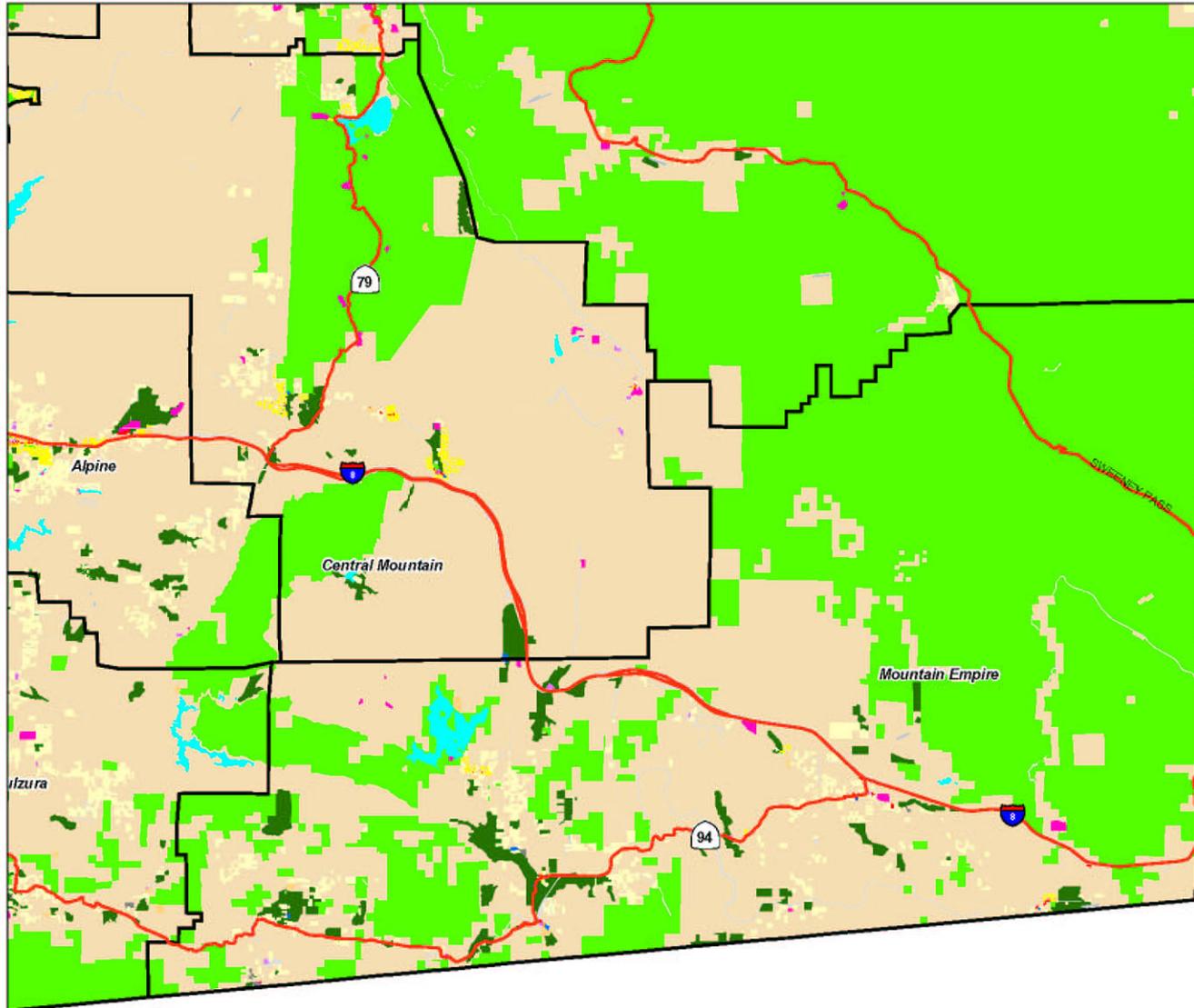
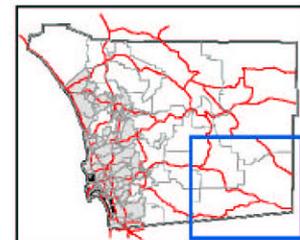
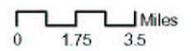


San Diego County Bicycle Master Plan

Current and Future Land Use

Legend

-  Community Plan Areas
-  Spaced Rural Residential
-  Single Family Residential
-  Multi Family Residential
-  Group Quarters
-  Industrial
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-  Under Construction



Map 3.4
p. 3.5

3.2 Existing Bicycle Commuters and Commuter Ridership Forecast

Table 3.1: Ridership Forecast and Air Quality Analysis

Forecast Parameters	Unincorporated San Diego County	Methodology Notes
1 Population	441,919	2000 US Census
2 # of Employed Persons	202,435	2000 US Census
3 # Bicycle-to-Work Commuters	722	2000 US Census
4 Bicycle-to-Work Mode Share	0.36%	calculated from above
5 Population: Ages 6-14 years	30,709	2000 US Census
6 # of College Students	27,394	2000 US Census
7 # Daily Bike-Transit Users	153	data provided by the SANDAG
8 Total # of Bicycle Commuters	5,150	assumes 5% of school students and 10% of college students commute by bicycle - base on national studies and estimates
9 # Miles Ridden by Bicycle Commuters per Weekday	10,400	work commuters (including bike-transit users) x 7 miles + college and school students x 1 mile (round trip)
10 # of Future Daily Bicycle Commuters	14,368	estimated using increase to 279% of baseline from 2000 LACMTA study by Alta Transportation Consulting
11 Future # Miles Ridden by Bicycle Commuters per Weekday	29,016	estimated using increase to 279% of baseline from 2000 LACMTA study by Alta Transportation Consulting
12 Reduced Vehicle Miles per Weekday	18,616	future bicycle miles traveled (row 10) minus existing bicycle miles ridden (row 9)
13 Reduced PM ₁₀ (lbs/weekday)	342.53	(.0184 lbs. per reduced mile)
14 Reduced NO _x (lbs/weekday)	928.55	(.04988 lbs. per reduced mile)
15 Reduced ROG (lbs/weekday)	1,351.50	(.0726 lbs. per reduced mile)
16 Reduced Vehicle Miles per Year	4,184,077	180 days for students, and 256 days for employed persons
17 Reduced PM ₁₀ (lbs/year)	76,987	(.0184 lbs. per reduced mile)
18 Reduced NO _x (lbs/year)	208,702	(.04988 lbs. per reduced mile)
19 Reduced ROG (lbs/year)	303,764	(.0726 lbs. per reduced mile)

NO_x are nitrogen oxides, PM-10 are particulate matter of diameter less than 10 microns, ROG are reactive organic gases.

Table 3.1 on this page shows the projected mode share of bicycling for the unincorporated parts of San Diego County. This forecast is based on year 2000 U.S. Census data and a methodology developed by Alta Transportation Consulting in the year 2000 to estimate the number of bicycle commuters if the entire bikeway network were to be implemented. This study may be obtained from the Los Angeles County Metropolitan Transportation Authority if desired. Bicycle use on transit was extrapolated from data obtained from the San Diego Association of Governments (SANDAG), the regional transit agency for the County.

As the table shows, the model forecasts the estimated number of future miles ridden by bicycle for unincorporated areas to be 29,016 miles per weekday. This would result in a reduction of 18,616 vehicle miles traveled each weekday.

The reduction in vehicle miles traveled would result in an air quality improvement of reduced emissions of unhealthful gases and particulate matter shown in rows 17-19. These reduced emissions would amount to 76,987 pounds per year of PM-10 (particulate matter of diameter less than 10 microns), 208,702 pounds per year of NO_x (nitrogen oxides), and 303,764 pounds per year of reactive organic gases (ROG).

3.3 Bicycle Counts

The San Diego Association of Governments (SANDAG) occasionally performs bicycle counts at selected locations throughout metropolitan San Diego County, including five intersections in the unincorporated area. Due to the lack of frequency with which these counts are performed, it is difficult to gain an understanding of a trend in bicycling activity at these five locations. The most recent counts available from SANDAG were from the year 1997. Counts were recorded between the hours of 6 am to 9 am and 3 pm to 6 pm. Table 3.2 displays count information at the five intersections in the unincorporated areas. The intersection of Madison Avenue and 4th Street is adjacent to Granite Hills High School, and the proximity of this location to the school likely accounts for the high percentage of children counted there.

Table 3.2: Bicycle Count Locations (1997)

Street	Street	Community	6am-9am	3pm-6pm	6-hour Total	Average Per Hour	% Children
Bonita Rd	Willow Rd	Sweetwater	23	32	55	9.2	11%
Dehesa Rd	Harbison Canyon Rd	Crest-Dehesa	4	7	11	1.8	0%
Madison Ave	4th Street	Crest-Dehesa	23	29	52	8.7	77%
Lemon Ave	Bancroft Dr	Valle de Oro	20	11	31	5.2	16%
Mission Rd	Stage Coach Ln	Fallbrook	8	9	17	2.8	0%



3.4 Past Expenditures for Bicycle Facilities

The County of San Diego has funded many bikeway development projects over the past five years. These are listed in Table 3.3 below. This information was obtained from data that was available from SANDAG in the year 2003.

Table 3.3: Past Expenditures for Bikeways 1998-2003

Year	Project	Community	Amount
1998	Arnold Way	Alpine	\$2,400
1998	Willows Road Bike Lanes	Alpine	\$14,200
1998	Dehesa Road Bike Lane Design	Crest-Dehesa	\$4,050
1998	Borrego Springs Road Bike Lanes	Desert	\$3,632
1998	Borrego Valley Road Bike Lanes	Desert	\$1,216
1998	Palm Canyon Drive Bike Lanes	Desert	\$5,131
1998	Peg Leg Road Bike Lanes	Desert	\$134
1998	Rango Way/Yaqui Pass Road Bike Lanes	Desert	\$2,895
2002	Stagecoach Ln/Gum Tree Ln/Mission Rd	Fallbrook	\$90,000
2001	Falbrook Street (north side)	Fallbrook	\$200,000
1999	Mission Road East III	Fallbrook	\$32,880
2000	Olive Vista Dr/ Jefferson Rd	Jamul-Dulzura	\$172,300
1998	Lyons Valley Road	Jamul-Dulzura	\$6,000
1998	Olive Vista Dr/ Jefferson Rd	Jamul-Dulzura	\$225,000
1998	Channel Road Bike Lanes	Lakeside	\$2,025
1998	Julian Avenue Bike Lanes	Lakeside	\$2,025
1998	Mountain Meadow Road	North County Metro	\$10,125
2000	Ramona Street	Ramona	\$242,150
1998	Ramona Street Bike Lanes	Ramona	\$4,050
1998	Paradise Valley Road	Spring Valley	\$2,025
2003	Sweetwater River Path Design	Sweetwater	\$85,000
2002	Sweetwater River Bikeway Engineering	Sweetwater	\$80,000
2000	Sweetwater Road	Sweetwater	\$25,470
1999	Plaza Bonita Bike Path	Sweetwater	\$45,000
2003	Ramona Drive	Valle de Oro	\$201,013
1998-2003 Expenditure Total			\$1,458,721

3.5 Public Process

3.5.1 Public Workshops

Working with the San Diego County Department of Planning and Land Use, community planning groups in the unincorporated areas of the county were arranged into three groups for purposes of establishing workshop locations. These were East County Communities, North County Communities and Backcountry Communities. The three communities of Ramona, Valley Center and Pine Valley were recommended by the County of San Diego staff to be the sites of the first round of community workshops. County of San Diego staff provided a listing of community planning group contacts. We used this list to call and email the community planning groups to get suggestions for venues for the first round of two community workshops. Many community planning group chairs gave us two or three additional contacts from their respective communities that were interested in bicycle issues. These were used to develop an email distribution list.

Working with San Diego County public relations staff, we developed printable 8-1/2" x 11" flyers for each of the three community workshops. An email announcement was prepared for the workshops as well. The email distribution list included the community planning group chairs, designated community planning group members or interested citizens, all of the bicycle coordinators and contacts from the incorporated cities in San Diego County, SANDAG, Caltrans, the San Diego Bicycle Coalition, and any bicycle shop in San Diego County that had an email contact. Bicycle shops that had fax number contacts in lieu of email contacts were sent community workshop flyers via fax. Letters were sent to all of the school districts in San Diego County telling them about the Bicycle Transportation Plan effort, requesting their input and notifying them of the planned community workshops. San Diego County public relations staff prepared a media alert and distributed this to newspapers, television and radio stations throughout the county. The San Diego Union Tribune printed a notice of the community workshops one week prior to the events.

During the first series of workshops, many people indicated they preferred community workshops closer to metropolitan areas. Based on this input and at the recommendation of the County of San Diego, the communities of Solana Beach, Lakeside and Spring Valley were selected for the second round of community workshops. The effort to develop and distribute the meeting notices was similar to the first round of workshops. The email distribution list was expanded to include anyone who came to the first round of workshops or had contacted us regarding the workshops. Once again, the San Diego Union Tribune printed a notice of the community workshops approximately one week prior to the events.

3.5.2 Survey Questionnaires

A brief survey of bicycle users was conducted at the public workshops where people were asked about their bicycling habits and issues that impact bicycling in the unincorporated parts of the County. Twenty surveys were returned from attendees, most of whom were cyclists. Most respondents cited recreational weekend bicycling on rural roadways.

Question 1 asked riders were asked what their preferences were for different types of bikeway facilities. They ranked their preferences for off-street bike paths, on-street bike lanes, and bike routes on local streets. The ranking revealed preferences for on-street bike lanes more than other types of bikeway facilities. The least preferable tended to be off-street bike paths.

Figures 3.1 and 3.2 show the results of questions 2 and 3, respectively, of the survey where people were asked how often they ride a bicycle and for what trip purpose they ride.

Figure 3.1: Respondents' Level of Bicycling

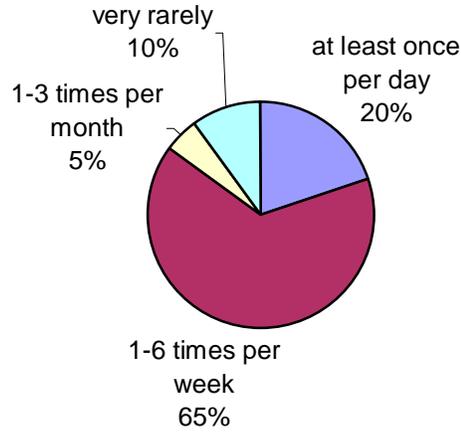
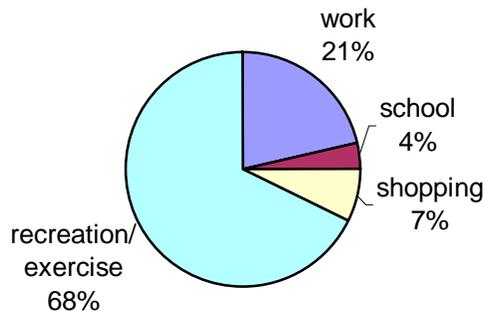


Figure 3.2 Bicycle Trip Purpose



Question 4 asked respondents to recount the typical number of miles they ride when they are bicycling. A large majority said that they ride more than 11 miles when they ride. Only one person said that they rode 6-10 miles, and 4 people said that they ride less than 6 miles.

Question 5 asked respondents to identify reasons why they do not ride their bicycles more often. Table 3.4 displays the ranking of the responses. The lack of bikeway facilities and concerns about safety were most often cited.

Table 3.4: Reasons Why People Don't Bicycle More Often

Reason	Times Mentioned	% of All Responses
Lack of bikeways to ride on	16	30.8%
Concerns about safety	17	28.8%
Weather/darkness	9	17.3%
Lack of storage/parking	7	13.5%
Need access to a car	5	9.6%

The final two questions asked people to identify trouble spots and ideas for improvements in facilities and programs. Below is a list of some of the more common issues that were identified.

- Need for wider shoulders on many roadways
- Better maintenance and clean-up of highways and roads
- More bike lanes
- More and better signage, such as "Share-the-Road"
- Public education on sharing the road
- Bicycle safety education

3.6 Consistency with other Transportation, Air Quality and Energy Planning Efforts

State Streets and Highways Code 891.2 requires that all bicycle plans demonstrate consistency with other transportation, air quality and energy plans. This section analyzes the consistency of the San Diego County Bicycle Plan with other local, regional, and state plans.

3.6.1 Coordination with Other City and County Bikeway Plans

This Plan has been coordinated with the incorporated cities of San Diego County in order to ensure bikeway connectivity across jurisdictional boundaries. Each municipality as well as the counties of Riverside and Imperial were contacted and those that responded provided maps and/or other information on their existing and proposed bikeway facilities. Below is a listing of existing and planned bikeways in adjacent jurisdictions (cities and counties) that lead into county jurisdiction.

Carlsbad

- None

Chula Vista

- Proctor Valley Rd (Class II, existing)
- Bonita Rd (Class II, existing)

- Sweetwater Rd (Class II, existing)

El Cajon

- 2nd Street (Class II, existing)
- Greenfield Dr (Class II, existing)
- Madison Ave (Class III, existing)
- Granite Hills Dr (Class II, existing)
- Washington Ave (Class II, existing)
- Chase Ave (Class II, existing)

Encinitas

- None

Escondido

- Bear Valley Pkwy (Class I, existing)
- Escondido Creek (Class I, existing)
- Bear Valley Pkwy (Class II, existing)
- Centre City Pkwy (Class II, existing)
- Del Dios Hwy (Class II, existing)
- San Pasqual Rd (Class II, existing)
- Felicita Rd (Class II, existing)
- El Norte Pkwy (Class II, existing)

La Mesa

- Bancroft Dr (Class II, existing)

Lemon Grove

- Broadway (Class II, existing)

National City

- Euclid Ave (Class III, existing)
- Sweetwater Rd (Class III, existing)
- Plaza Bonita Rd (Class III, existing)

Oceanside

- North River Rd (Class III, existing)
- San Luis Rey River (Class I, proposed)

Poway

- Scripps Poway Pkwy (Class II, existing)

San Diego

- San Dieguito Rd (Class II, existing)
- Camino del Norte (Class II, existing)
- Rancho Bernardo Rd (Class II, existing)
- Otay Mesa Rd (Class II, existing)

- Via de La Valle (Class II or III, proposed)
- Paradise Valley Rd (Class II or III, proposed)
- Jamacha Rd (Class II or III, proposed)
- Cloverdale Rd (Class II or III, proposed)
- San Pasqual Rd (Class II or III, proposed)

San Marcos

- Nordhal Rd (Class II, existing)
- Bennett Ave (Class II, existing)

Santee

- Woodside Ave (Class II, existing)

Solana Beach

- Lomas Santa Fe Dr (Class II, existing)
- Highland Dr (Class III, existing)

Vista

- Santa Fe Ave (Class II, existing)
- Sycamore Dr (Class II, existing)
- East Vista Way (Class II, proposed)
- Monte Vista Dr (Class II, proposed)
- Foothill Dr (Class II, proposed)

Orange County

- Avenida del Presidente (Class II, existing)

Riverside County

- None

Imperial County

- None



3.6.2 Coordination with other County of San Diego Plans

The priority projects identified in the Bicycle Transportation Plan are consistent with the current County of San Diego Circulation Element. New priority projects may require General Plan amendments before they may be included in the Circulation Element. The Circulation Element outlines future transportation improvements in unincorporated areas of the County.

The Bicycle Transportation Plan also is consistent with the County Trails Program, which outlines a future off-road pedestrian, hiking, and equestrian trail network through many communities in the unincorporated areas. The Bicycle Transportation Plan identifies where there may be potential conflicts with the Trails Master Plan. Conflicts between the Trails Program and the Bicycle Transportation Plan will be resolved at the time of implementation.

3.6.3 Coordination with Regional Plans

This Plan supports regional transportation goals, including those of the San Diego Association of Governments (SANDAG) and the Regional Transportation Plan (RTP) put forth by that agency.

As part of SANDAG's Regional Transportation Plan (RTP), regional bikeways are identified that represent important regional bicycle linkages in San Diego County. Many of these regional bikeways are located in unincorporated areas. Below is a listing of those regional bikeways identified in the most recent RTP that are located in unincorporated areas. Many portions of these currently exist, and many are proposed.

- San Luis Rey River Bike Path
- Camp Pendleton Bike Path
- I-15 Bikeway
- Inland Rail Trail (Bike Path)
- Mid-County Bikeway
- SR-125 Corridor
- Sweetwater River Bikeway
- SR-54 Bikeway
- I-8 Corridor
- SR-905 Corridor

Elements of the County's existing and proposed bikeway network as outlined in this Bicycle Transportation Plan will serve to close gaps in the completion of the RTP's regional bikeway network.

The San Diego County Air Pollution Control District is responsible for monitoring air quality in the region and supporting goals and policies that encourage alternative modes of transportation, including bicycling. As shown in Table 3.1, implementing the proposed bikeway network will have a positive impact on the region's air quality.

3.7 Bicycle Safety Education and Enforcement

3.7.1 Safety Education Program

The County of San Diego does not have a bicycle safety education program at this time. However, a program might be established if funding becomes available. Safe bicycling skills, equipment, and the rules of the road for both motorists and bicyclists would be beneficial topics in such a program.

The County co-sponsors Bike-to-Work Day in May. Bike-to-Work Day is designed to encourage bicycle commuting as an effective method of reducing traffic congestion, decreasing air pollution, and promoting active lifestyles. The County hosts a pit stop at the corner of Clairemont Mesa Boulevard and Ruffin Road on this day where bicycle commuters may receive T-shirts, food, and other freebies.

3.7.2 Bicycle Safety and Enforcement

The County Sheriff’s Department enforces all traffic laws for bicycles and motor vehicles as part of their regular duties and they do ticket violators as they see them. This includes bicyclists who break traffic laws as well as motorists who disobey traffic laws and make the cycling environment less safe. The level of enforcement depends on the availability of officers. The Department also responds to particular needs and problems as they arise.

3.7.3 Bicycle Collisions

Table 3.5: Bicycle Collision Analysis

Number of Bicycle Involved Collisions 1998 (SWITRS 1998)		Number of Bicycle Involved Collisions 1999 (SWITRS 1999)		Number of Bicycle Involved Collisions 2000 (SWITRS 2000)		Total # of Bicycle Collisions for 3 Years	Average # of Bicycle Collisions per Year	2000 Population (U.S. Census)	Accidents per 1000 people/yr.	Index (relative to state avg. of 0.36/1000)
Fatality	Injury	Fatality	Injury	Fatality	Injury					
2	92	2	92	0	90	278	93	441,909	0.21	0.58

Table 3.5 shows the number and rate of collisions involving bicyclists in the unincorporated areas of San Diego County for the three most recent years available: 1998, 1999, and 2000. This information was gathered from the California Highway Patrol’s SWITRS website, which provides collision information by jurisdiction. As the table shows, the collision rate for the unincorporated areas of San Diego County for the years 1998-2000 was below the state average for collisions involving bicyclists. The average rate of 0.21 collisions per thousand residents per year for unincorporated San Diego County was just over half the statewide average rate of 0.36 collisions per thousand residents per year.

Since the County of San Diego does not have a safety education program, there is no correlation that can be ascertained between education efforts and reductions in collisions over time. Neither can a relationship be found between enforcement efforts and bicycle collisions in the County. However, if many of the projects identified in Chapters 4 and 5 of this Plan are implemented, they may help to increase the safety of bicyclists on the County’s roadways. Implementation of these projects may reduce the number of collisions that occur due to poor visibility or lack of roadway space for bicycling.

3.8 Constraints and Opportunities

Many of the County’s roadways tend to be two-lane roads with narrow shoulders. Some roads have no shoulders, and others have wider shoulders. Shoulders are the most important part of the roadway surface for bicyclists on these types of roadways. Some of the more significant issues that became apparent during field reconnaissance were the lack of adequate roadway width for comfortable bicycling. In addition to this, there did not appear to be many opportunities to widen roadways to achieve wider shoulders due to topography, adjacent private property, or physical barriers.

Some of the more suburban areas of the County often have wider roadways with space to accommodate bicycles through a restriping of lanes. In some cases, roadways are being widened piecemeal as adjacent development occurs. This process reveals a total future roadway width that may be conducive to the accommodation of bikeway facilities as the length of the roadway is eventually widened over time.

There may be opportunities for improved signage in the County. Because most of the roadways are narrow two-lane facilities, signage may be an option for improving the bicycling environment in unincorporated San Diego County. Bicycle awareness signage currently exists along SR-79 between Pine Valley and Julian, and there are many other locations where such signage or “Share the Road” signage may be appropriate. Other opportunities for ensuring an improved future network will arise with the upgrading of existing roadways to include bikeways in the future. New and widened roadways as part of future development projects are likely to enhance the bikeway network for the future.

Waterways and railroad rights-of-way can often present opportunities for Class I bike paths. There may be opportunities to extend the San Luis Rey River path that currently exists in the City of Oceanside. The San Diego River may present opportunities to extend a path into Lakeside. The eastward extension of the Sweetwater River path is another consideration for taking advantage of available rights-of-way.

Much of the scenery of the rural parts of the County creates a very enjoyable riding experience for bicyclists. The challenges of the terrain and the pleasant surroundings create an environment where people want to ride a bicycle either for recreation or training. Weekend recreational riding is a common activity. This Bicycle Transportation Plan takes into consideration the attributes of the natural landscape, the experience of recreational and utilitarian bicycling, and the desire of people to ride more often to offer improvements and enhancements to the bicycling environment. This Plan strives to make bicycling in the County safer, easier, and more convenient.



4.0 Community Bicycle Plans

The San Diego County Bicycle Transportation Plan is a countywide plan for unincorporated areas that is intended to serve as a guiding document for bicycle facilities development within all unincorporated parts of the County. This chapter outlines mini-plans for bicycle facilities development for each individual community planning area within the unincorporated areas of the County.

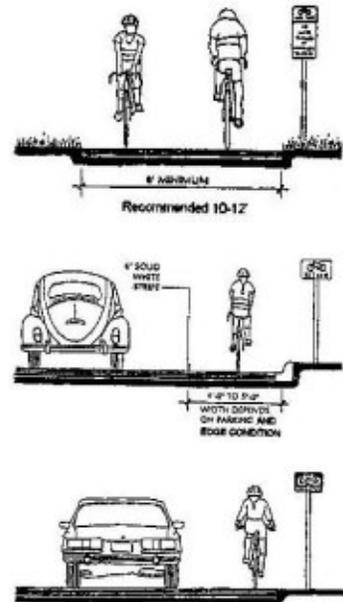
4.1 Community Plan Elements

In order to recognize the importance of each individual community within the unincorporated areas of San Diego County, each community will be addressed in this chapter in its own Community Bicycle Plan. Each Community Plan will consist of several elements, including both existing facilities and those proposed as part of this document. The items discussed in each community bicycle plan include bikeways, bicycle parking, bicycle amenities, and multi-modal connections. An introduction to each of these items precedes the community plans themselves.

4.1.1 Bikeways

Bikeways can be classified into three types:

- **Class I Bikeway** - Typically called a bike path, this provides for bicycle travel on a paved right-of-way completely separated from any street or highway. These are particularly popular with novice cyclists and avoided by experienced cyclists because they can become overly popular and crowded.
- **Class II Bikeway** - These are often referred to as a bike lane. It provides a striped and stenciled lane for one-way travel on a street or highway. When properly designed, bike lanes help improve the visibility of bicyclists.
- **Class III Bikeway** - Generally referred to as a bike route, it provides for shared use with pedestrian or motor vehicle traffic and is identified only by signing. This is recommended when there is enough right-of-way for bicyclists and motorists to safely pass.



Although these facilities are designed for bicycle travel, it is important to recognize that all public roadways, except for those segments of freeways where it is prohibited, are open to travel by bicycle. There are some corridors in the County that may be more suitable for "Share-the-Road" signage rather than official designation as bikeway facilities. These signage corridors are recommended in this Plan as part of the list of proposed bikeway projects.

In the unincorporated areas of San Diego County, there are 147.2 miles of existing bikeways: 1.2 miles of Class I bike paths, 137.5 miles of Class II bike lanes, and 8.5 miles of Class III bike routes.

Proposed priority 1 bikeway projects are selected using several criteria. These include, but are not limited to, the following.

- Regional connectivity
- Closing gaps in the bikeway network
- Input from the public
- Input from community workshops
- Completion of the bikeway network
- Availability of street width or right-of-way
- Existing plans the County has to improve and/or widen streets
- Linkages with adjacent cities and counties

Priority 2 proposed bikeways are those that are not identified as priority 1 but are included in the County’s Circulation Element map. Priority 3 proposed bikeways are those that are not found on the Circulation Element map. Priority 3 proposed bikeways would require a General Plan amendment for implementation. These proposed bikeways may be included in the new Circulation Element map when General Plan 2020 is adopted.

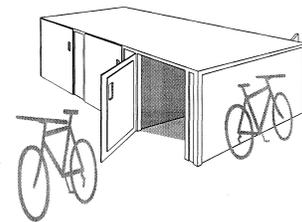
The ranking of priority 1, 2, and 3 projects was performed on a countywide basis. Some communities may not have proposed projects of each priority.

4.1.2 Bicycle Parking

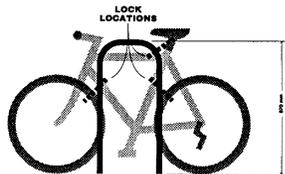
Bicycle parking accommodation is an important component in planning bicycle facilities and encouraging widespread use. Bicycles are one of the top stolen items in all communities, with components being stolen even when a bicycle is securely locked. Because today’s bicycles often cost between \$350 to over \$2,000, many people won’t use a bicycle unless they have secure parking available.

In California, parking facilities are classified as follows:

- *Class I* bicycle parking facilities accommodate employees, students, residents, commuters, and others expected to park more than two hours. This parking is to be provided in a secure, weather-protected manner and location. Class I bicycle parking will be either a bicycle locker or a secure area like a ‘bike corral’ that may be accessed only by bicyclists. The new “bike lid” locker is a new bicycle locker concept that has also gained popularity recently. These types of lockers allow for multiple users in the same day without requiring the administration of a lock-and-key program.



- *Class II* bicycle parking facilities are best used to accommodate visitors, customers, messengers, and others expected to depart within two hours. Bicycle racks provide support for the bicycle but do not have locking mechanisms. Racks are relatively low-cost devices that typically hold between two and eight bicycles, allow bicyclists to securely lock their frames and wheels, are secured to the ground, and are located in highly visible areas. It is recommended that racks not be of a design that may damage the wheels by causing them to bend. Bike racks are usually located at schools, commercial



locations, and activity centers such as parks, libraries, retail locations, and civic centers.

Bicycle parking facilities have not been identified at specific locations in the unincorporated areas of San Diego County. However, it can reasonably be assumed that bicycle parking facilities exist at schools, shopping centers, public buildings, and major employment centers in the unincorporated area.

4.1.3 Bicycle Amenities

In addition to parking accommodations, many local employers and colleges and universities provide shower and clothing locker facilities that may be used by bicyclists at the end of their trips to work or school. These amenities make bicycle commuting a viable option for many bicyclists and contribute to the viability of bicycling as a commute option.

4.1.4 Multi-Modal Connections

Improving the bicycle-transit link is an important part of making bicycling a part of daily life in San Diego County. Linking bicycles with mass transit (local bus, express bus, San Diego Trolley, and Coaster commuter rail) overcomes such barriers as lengthy trips, personal security concerns, and riding at night, in poor weather, or up hills. Park-and-ride locations provide for intermodal travel by bicyclists to carpools and vanpools. Bicycle parking facilities could be placed at these locations and would facilitate links to ride-sharing activities. Additionally, bicycling to transit instead of driving benefits communities by reducing taxpayer costs, air pollution, demand for park-and-ride land, energy consumption, and traffic congestion with relatively low investment costs.

There are four main components of bicycle-transit integration:

- Allowing bicycles on transit
- Offering bicycle parking at transit locations
- Improving bikeways to transit services
- Encouraging usage of bicycle and transit programs

Unincorporated San Diego County has several park-and-ride locations, which can be used by people to park their car and ride their bicycles either for commuting purposes or recreation. In fact, on weekends, many people utilize these locations for recreational riding in the rural north and east county areas.

4.2 Community Bicycle Plans

The maps shown in the following plan sections have a common legend for each community. The legend is shown in Figure 4.1.

San Diego Bicycle Master Plan - Existing and Proposed Bicycle Facilities - Legend

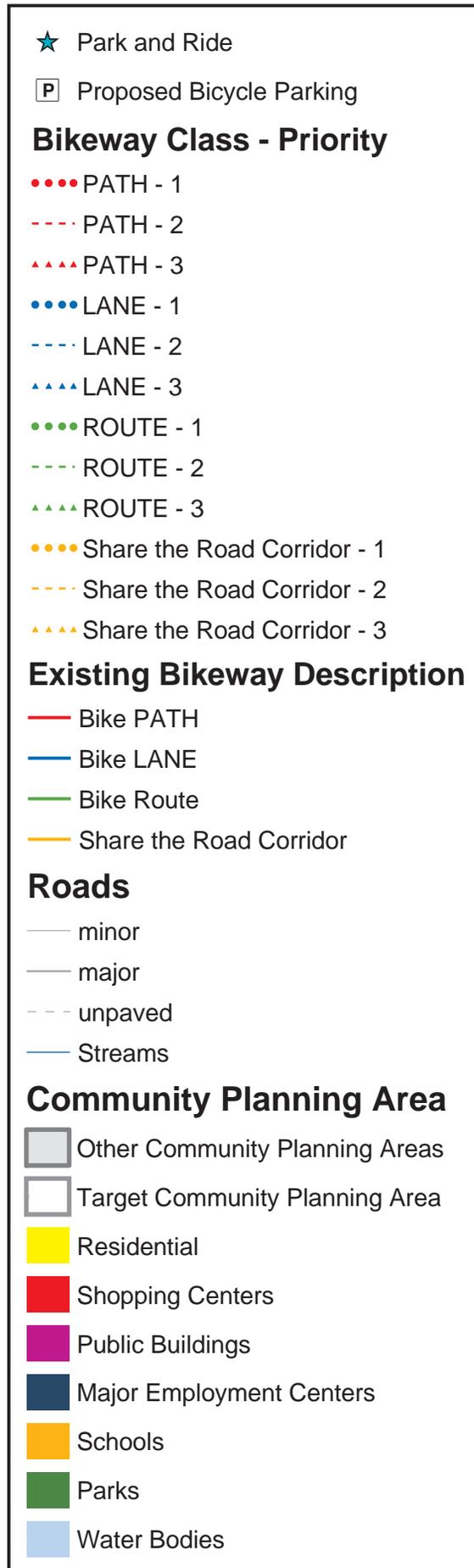


Figure 4.1
p.4.4

4.2.1 Alpine

Existing Bikeways

Alpine has an existing network of bikeways, including Class II bike lanes and Class III bike routes. These are listed in Table 4.1 and total 7.95 miles.

Table 4.1: Existing Bikeways in Alpine

Class	Street/Path	From	To	Length (mi)
II	Alpine Blvd	Dunbar Ln	Willows Rd/I-8	5.75
III	East Willows Rd	Viejas Outlet Center	I-8	0.30
II	East Willows Rd	Flo Bob Ln	Viejas Outlet Center	1.40
II	Olde Hwy 80	Lakeside Community boundary	Dunbar Ln	0.25
II	Tavern Rd	Alpine Blvd	Arnold Wy	0.25

Proposed Bikeways

Several bikeway facilities are proposed in the Community of Alpine. They include Class III facilities as well as Share-the-Road signage corridors. Tables 4.2, 4.3, and 4.4 show the segments of bikeway facilities proposed in Alpine.

Table 4.2: Priority 1 Proposed Bikeways in Alpine

Class	Street/Path	From	To	Length (mi)
II	South Grade Rd	Arnold Wy	Alpine Boulevard	4.00
II	Tavern Rd	Arnold Wy	Dehesa Rd	2.50
II	Willows Rd	I-8	Flo Bob Ln	1.35
Total				7.85

Table 4.3: Priority 2 Proposed Bikeways in Alpine

Class	Street/Path	From	To
II	Dehesa Rd	Crest-Dehesa Community boundary	Tavern Rd
II	Harbison Canyon Rd	Crest-Dehesa Community boundary	Arnold Wy
III	Viejas Grade Rd	Willows Rd	Central Mountain Community boundary
Sign	Japatul Rd	Tavern Rd	Japatul Valley Rd
Sign	Japatul Valley Rd	Lyons Valley Rd	Central Mountain Community boundary
Sign	Lyons Valley Rd	Jamul-Dulzura Community boundary	Japatul Rd

Table 4.4: Priority 3 Proposed Bikeways in Alpine

Class	Street/Path	From	To
III	Arnold Wy	Alpine Blvd	Alpine Blvd
III	El Monte Rd	Lakeside Community boundary	El Capitan Reservoir
III	Victoria Dr	Alpine Blvd	Alpine Blvd

Existing Bicycle Parking

No bicycle parking facilities have been identified in the community of Alpine. However, it can reasonably be assumed that bicycle parking facilities exist at schools, shopping centers, public buildings, and major employment centers in the unincorporated area.

Proposed Bicycle Parking

As part of the Countywide bicycle parking program, bicycle racks and lockers may be planned for locations in Alpine at parks, commercial districts, and civic and community buildings.

Existing Bicycle Amenities

No bicycle amenities, including shower and locker facilities, have been identified in the community of Alpine.

Proposed Bicycle Amenities

No bicycle amenities, including shower and locker facilities, are planned in the community of Alpine.

Existing Multi-Modal Connections

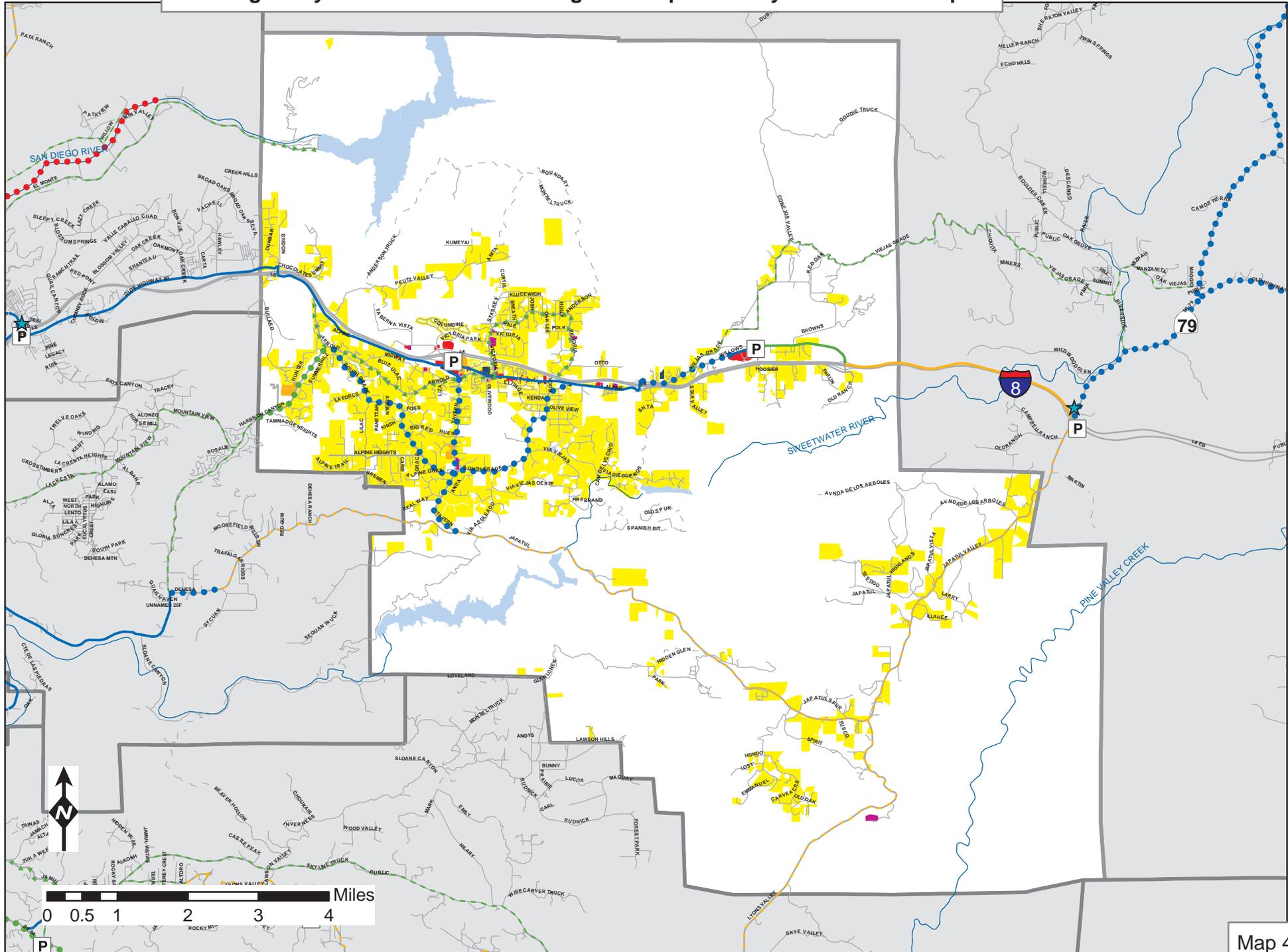
The community of Alpine has no park-and-ride facilities at this time. All Metropolitan Transit System (MTS) bus routes can accommodate bicycles, except Express 800s. There are no transit centers located in the unincorporated areas of the County.

Proposed Multi-Modal Connections

The County of San Diego will coordinate with SANDAG to provide bicycle racks on all transit vehicles that serve unincorporated areas of the County.

Existing and proposed bikeway, parking, amenity, and multi-modal connection facilities in Alpine may be found on the following map.

San Diego Bicycle Master Plan - Existing and Proposed Bicycle Facilities - Alpine



4.2.2 Bonsall

Existing Bikeways

Bonsall currently has two existing bikeway facilities that total 6.15 miles. These bikeways are shown in Table 4.5.

Table 4.5: Existing Bikeways in Bonsall

Class	Street/Path	From	To	Length (mi)
II	Old Hwy 395	Fallbrook Community boundary	Gopher Canyon Rd	4.35
II	Champagne Blvd	Gopher Canyon Rd	North County Metro Community boundary	1.80

Proposed Bikeways

Several bikeway facilities are proposed in the Community of Bonsall. They include Class I, II and Class III facilities as well as Share-the-Road signage corridors. Tables 4.6, 4.7, and 4.8 show the segments of bikeway facilities proposed in Bonsall.

Table 4.6: Priority 1 Proposed Bikeways in Bonsall

Class	Street/Path	From	To	Length (mi)
II	S Mission Rd	Fallbrook Community boundary	Pala Rd SR-76	0.50
II	SR-76	Oceanside city limit	Fallbrook Community boundary	3.95
Total				4.45

Table 4.7: Priority 2 Proposed Bikeways in Bonsall

Class	Street/Path	From	To
I	San Luis Rey River	Oceanside city limit	Fallbrook Community boundary
II	East Vista Wy	SR-76	Vista city limit
II	Twin Oaks Valley Rd	Gopher Canyon Rd	North County Metro Community boundary
III	Dulin Rd	West Lilac Rd	Fallbrook Community boundary
III	North River Rd	Oceanside city limit	SR-76
III	Olive Hill Rd	Fallbrook Community boundary	SR-76
III	Via Puerta del Sol	Olive Hill Rd	North River Rd
Sign	Camino del Rey	SR-76	Old Highway 395

Table 4.7: Priority 2 Proposed Bikeways in Bonsall (cont'd)

Class	Street/Path	From	To
Sign	Gopher Canyon Rd	East Vista Wy	Old Highway 395
Sign	Osborne St	Vista city limit	East Vista Wy
Sign	West Lilac Rd	Gopher Canyon Rd	Valley Center Community boundary

Table 4.8: Priority 3 Proposed Bikeways in Bonsall

Class	Street/Path	From	To
Sign	Old River Rd	Camino del Rey	SR-76

Existing Bicycle Parking

No bicycle parking facilities have been identified in the community of Bonsall. However, it can reasonably be assumed that bicycle parking facilities exist at schools, shopping centers, public buildings, and major employment centers in the unincorporated area.

Proposed Bicycle Parking

As part of the Countywide bicycle parking program, bicycle racks and lockers may be planned for locations in Bonsall at parks, commercial districts, civic buildings, and park-and-ride lots.

Existing Bicycle Amenities

No bicycle amenities, including shower and locker facilities, have been identified in the community of Bonsall.

Proposed Bicycle Amenities

No bicycle amenities, including shower and locker facilities, are planned in the community of Bonsall.

Existing Multi-Modal Connections

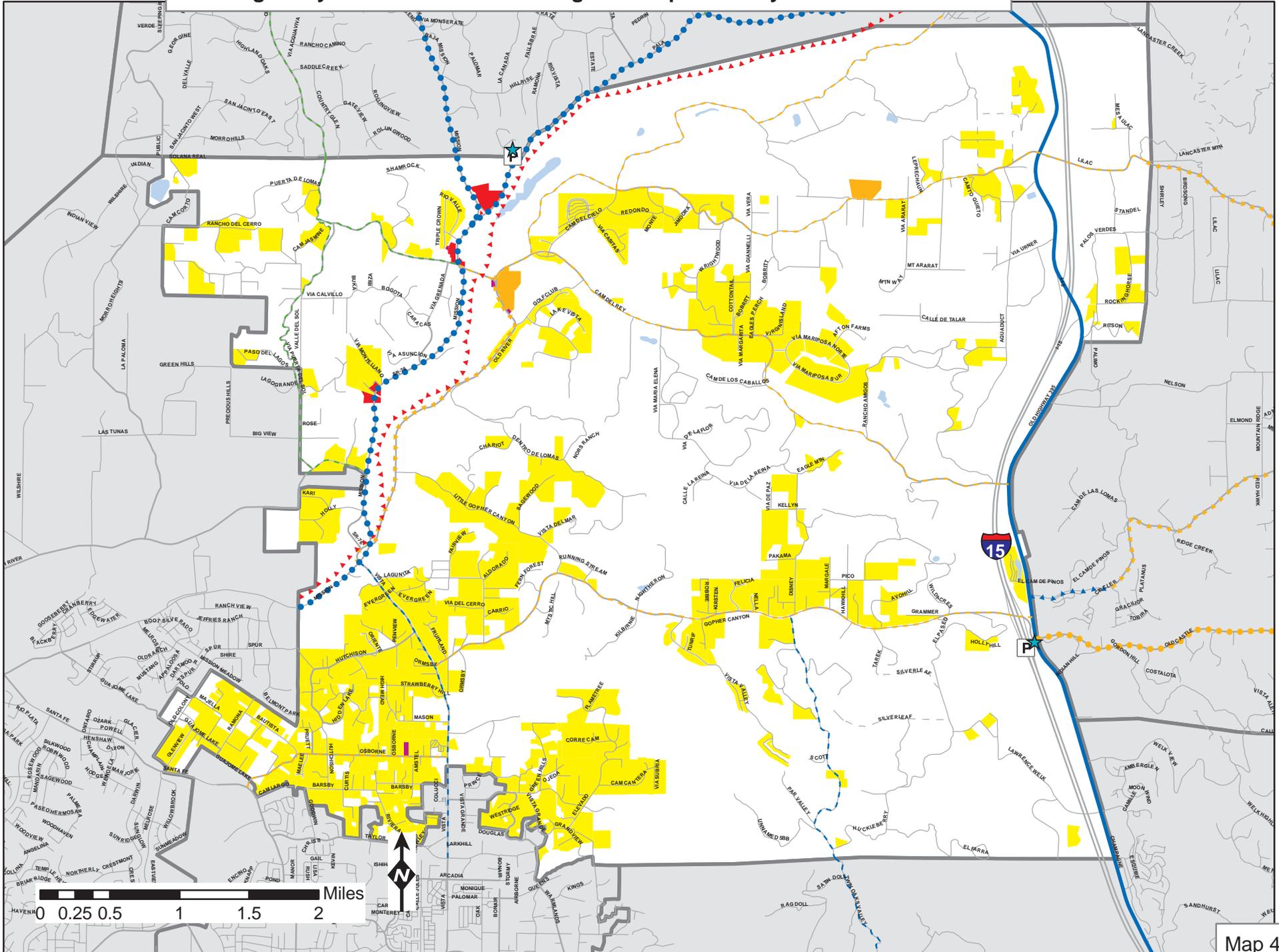
The community of Bonsall has two park-and-ride facilities located at 4980 Sweetgrass Lane and Gopher Canyon Rd/I-15. No bicycle parking facilities have been identified at the park-and-ride locations. Currently, all NCTD buses are equipped with state-of-the-art bike racks that can accommodate two bicycles at a time. All other Metropolitan Transit System (MTS) bus routes can accommodate bicycles, except County Transit Services (CTS) Express 800s. There are no transit centers located in the unincorporated areas of the County.

Proposed Multi-Modal Connections

The County of San Diego will coordinate with SANDAG to provide bicycle racks on all transit vehicles that serve unincorporated areas of the County. In addition, all park-and-ride lots will be equipped with bicycle parking facilities through the Countywide bicycle parking program.

Existing and proposed bikeway, parking, amenity, and multi-modal connection facilities in Bonsall may be found on the following map.

San Diego Bicycle Master Plan - Existing and Proposed Bicycle Facilities - Bonsall



4.2.3 Central Mountain

Existing Bikeways

Existing bikeway segments in Central Mountain can be found in Table 4.9. They total 2.45 miles.

Table 4.9: Existing Bikeways in Central Mountain

Class	Street/Path	From	To	Length (mi)
II	Old Highway 80	SR-79	Deodar Tr	0.90
III	Old Highway 80	Deodar Tr	Pine Blvd	0.50
II	Old Highway 80	Pine Blvd	Sunrise Hwy	1.05

Proposed Bikeways

Several bikeway facilities are proposed in the Community of Central Mountain. They include Class II and Class III facilities as well as Share-the-Road signage corridors. Tables 4.10 and 4.11 show the segments of bikeway facilities proposed in Central Mountain.

Table 4.10: Priority 1 Proposed Bikeways in Central Mountain

Class	Street/Path	From	To	Length (mi)
II	Cuyamaca Hwy SR-79	Julian Community boundary	Old Highway 80	15.00
II	Old Highway 80	SR-79	Pine Creek Rd	3.85
III	SR-79	I-8	Old Highway 80	2.65
Total				21.50

Table 4.11: Priority 2 Proposed Bikeways in Central Mountain

Class	Street/Path	From	To
II	Old Highway 80	Sunrise Hwy	Mountain Empire Community boundary
III	Pine Valley Rd	I-8 Freeway	Old Highway 80
III	Riverside Dr	SR-79	Viejas Blvd
III	Viejas Blvd	Riverside Dr	SR-79
III	Viejas Grade Rd	Alpine Community boundary	Riverside Dr
Sign	Japatul Valley Rd	Alpine Community boundary	I-8
Sign	Sunrise Hwy	Cuyamaca Hwy SR-79	Desert Community boundary
Sign	Sunrise Hwy	Desert Community boundary	Old Highway 80

Existing Bicycle Parking

No bicycle parking facilities have been identified in the community of Central Mountain. However, it can reasonably be assumed that bicycle parking facilities exist at schools, shopping centers, public buildings, and major employment centers in the unincorporated area.

Proposed Bicycle Parking

As part of the Countywide bicycle parking program, bicycle racks and lockers may be planned for locations in Central Mountain at parks, commercial districts, and park-and-ride lots.

Existing Bicycle Amenities

No bicycle amenities, including shower and locker facilities, have been identified in the community of Central Mountain.

Proposed Bicycle Amenities

No bicycle amenities, including shower and locker facilities, are planned in the community of Central Mountain.

Existing Multi-Modal Connections

The community of Central Mountain has one park-and-ride facility located at 7838 Japatul Valley Rd. No bicycle parking facilities have been identified at the park-and-ride location. All Metropolitan Transit System (MTS) bus routes can accommodate bicycles, except County Transit Services (CTS) Express 800s. There are no transit centers located in the unincorporated areas of the County.

Proposed Multi-Modal Connections

The County of San Diego will coordinate with SANDAG to provide bicycle racks on all transit vehicles that serve unincorporated areas of the County. In addition, the park-and-ride lot will be equipped with bicycle parking facilities through the Countywide bicycle parking program.

Existing and proposed bikeway, parking, amenity, and multi-modal connection facilities may be found on the following map.

San Diego Bicycle Master Plan - Existing and Proposed Bicycle Facilities - Central Mountain

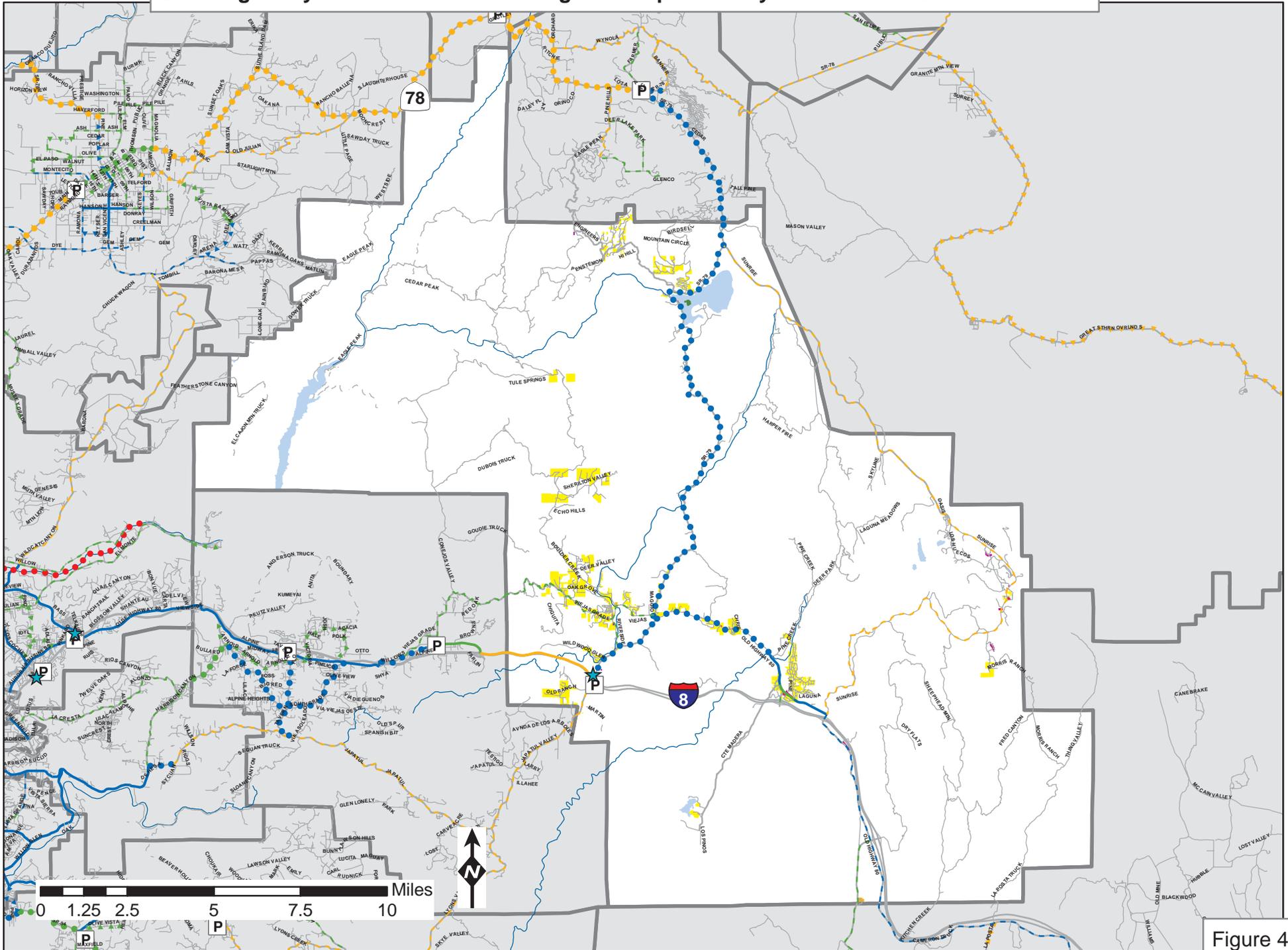


Figure 4.3
p. 4.14

4.2.4 Crest-Dehesa-Granite Hills-Harbison Canyon

Existing Bikeways

Crest-Dehesa-Granite Hills-Harbison Canyon currently has an existing network of bikeway facilities. The constituent bikeways of the network are shown in Table 4.12 and total 7.70 miles.

Table 4.12: Existing Bikeways in Crest-Dehesa-Granite Hills-Harbison Canyon

Class	Street/Path	From	To	Length (mi)
II	Dehesa Rd	El Cajon city limit	Harbison Canyon Rd	5.15
II	Granite Hills Dr	Melody Ln	El Cajon city limit	0.60
II	Greenfield Dr	Double D Dr (El Cajon city limit)	Madison Ave (El Cajon city limit)	0.85
II	Willow Glen Dr	Dehesa Rd	Valle de Oro Community boundary	1.10

Proposed Bikeways

Several bikeway facilities are proposed in the Community of Crest-Dehesa-Granite Hills-Harbison Canyon. They include Class II and Class III facilities as well as Share-the-Road signage corridors. Tables 4.13 and 4.14 show the segments of bikeway facilities proposed in Crest-Dehesa-Granite Hills-Harbison Canyon.

Table 4.13: Priority 1 Proposed Bikeways in Crest-Dehesa-Granite Hills-Harbison Canyon

Class	Street/Path	From	To	Length (mi)
II	Dehesa Rd	Harbison Canyon Rd	Sycuan Rd	0.75

**Table 4.14: Priority 2 Proposed Bikeways
in Crest-Dehesa-Granite Hills-Harbison Canyon**

Class	Street/Path	From	To
II	Dehesa Rd	Sycuan Rd	Alpine Community boundary
II	Vista Grande Rd	Dehesa Rd	Valle de Oro Community boundary
III	Harbison Canyon Rd	Dehesa Rd	Alpine Community boundary
III	La Cresta Rd	Greenfield Dr	Mountain View Rd
III	Mountain View Rd	La Cresta Rd	Harbison Canyon Rd

Existing Bicycle Parking

No bicycle parking facilities have been identified in the community of Crest-Dehesa-Granite Hills-Harbison Canyon. However, it can reasonably be assumed that bicycle parking facilities exist at schools, shopping centers, public buildings, and major employment centers in the unincorporated area.

Proposed Bicycle Parking

As part of the Countywide bicycle parking program, bicycle racks and lockers may be planned for locations in Crest-Dehesa-Granite Hills-Harbison Canyon at parks, commercial districts, and civic and community buildings.

Existing Bicycle Amenities

No bicycle amenities, including shower and locker facilities, have been identified in the community of Crest-Dehesa-Granite Hills-Harbison Canyon.

Proposed Bicycle Amenities

No bicycle amenities, including shower and locker facilities, are planned in the community of Crest-Dehesa-Granite Hills-Harbison Canyon.

Existing Multi-Modal Connections

The community of Crest-Dehesa-Granite Hills-Harbison Canyon has no park-and-ride facilities. All Metropolitan Transit System (MTS) bus routes can accommodate bicycles, except County Transit Services (CTS) Express 800s. There are no transit centers located in the unincorporated areas of the County.

Proposed Multi-Modal Connections

The County of San Diego will coordinate with SANDAG to provide bicycle racks on all transit vehicles that serve unincorporated areas of the County.

Existing and proposed bikeway, parking, amenity, and multi-modal connection facilities may be found on the following map.

San Diego County Bicycle Master Plan - Existing and Proposed Bicycle Facilities - Crest-Dehesa-Granite Hills-Harbison Canyon

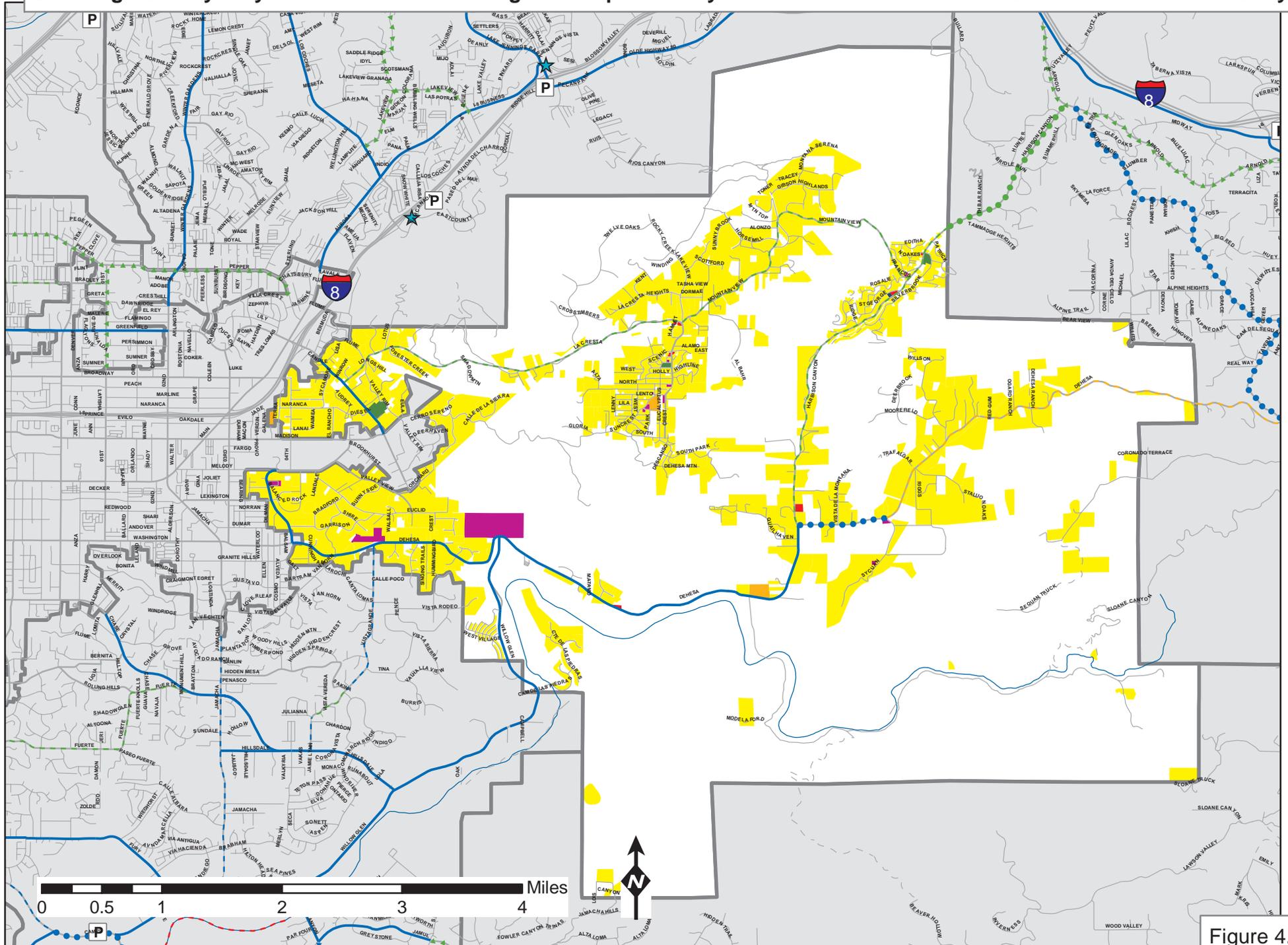


Figure 4.4
p. 4.18

4.2.5 Desert

Existing Bikeways

The Desert community currently has two existing bikeway facilities. These are shown in Table 4.15 and total 12.50 miles.

Table 4.15: Existing Bikeways in Desert

Class	Street/Path	From	To	Length (mi)
II	Borrego Springs Rd	Palm Canyon Dr	Borrego Valley Rd	4.30
II	Palm Canyon Dr	Montezuma Valley Rd	Peg Leg Rd	5.70
II	Peg Leg Rd	Palm Canyon Dr	Henderson Canyon Rd	2.50

Proposed Bikeways

Several bikeway facilities are proposed in the Community of Desert. They include Class II and Class III facilities as well as Share-the-Road signage corridors. Tables 4.16 and 4.17 show the segments of bikeway facilities proposed in Desert.

Table 4.16: Priority 2 Proposed Bikeways in Desert

Class	Street/Path	From	To
Sign	Great Southern Overland Trail	North Mountain Community boundary	Mountain Empire Community boundary
Sign	Sunrise Hwy	Central Mountain Community boundary	Central Mountain Community boundary



Table 4.17: Priority 3 Proposed Bikeways in Desert

Class	Street/Path	From	To
II	Borrego Springs Rd	Christmas Circle	Henderson Canyon Rd
II	Borrego Springs Rd	Borrego Valley Rd	Yaqui Pass Rd
III	Borrego Valley Rd	Henderson Canyon Rd	Rango Wy
III	Borrego Salton Seaway	Henderson Canyon Rd	Imperial County line
III	Borrego Springs Rd	Yaqui Pass Rd	SR-78
III	Rango Wy	Borrego Valley Rd	Yaqui Pass Rd
III	Yaqui Pass Rd	Rango Wy	Borrego Valley Rd
Sign	Montezuma Valley Rd	North Mountain Community boundary	Palm Canyon Dr
Sign	SR-78	Julian Community boundary	Imperial County line
Sign	Yaqui Pass Rd	SR-78	Borrego Springs Rd

Existing Bicycle Parking

No bicycle parking facilities have been identified in the Desert community. However, it can reasonably be assumed that bicycle parking facilities exist at schools, shopping centers, public buildings, and major employment centers in the unincorporated area.

Proposed Bicycle Parking

As part of the Countywide bicycle parking program, bicycle racks and lockers may be planned for locations in the Desert community at parks, commercial districts, and civic and community buildings.

Existing Bicycle Amenities

No bicycle amenities, including shower and locker facilities, have been identified in the Desert community.

Proposed Bicycle Amenities

No bicycle amenities, including shower and locker facilities, are planned in the community of Desert.

Existing Multi-Modal Connections

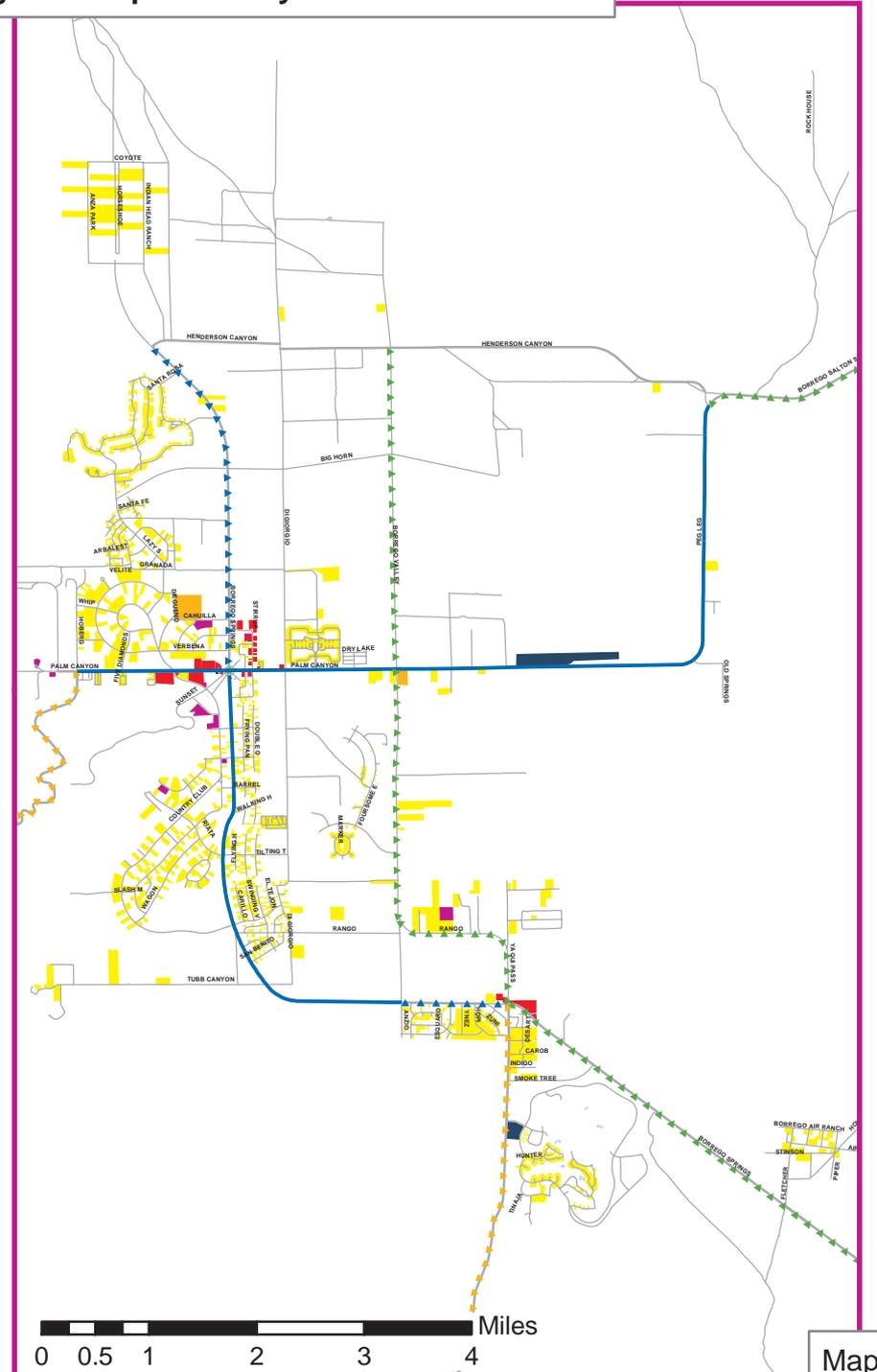
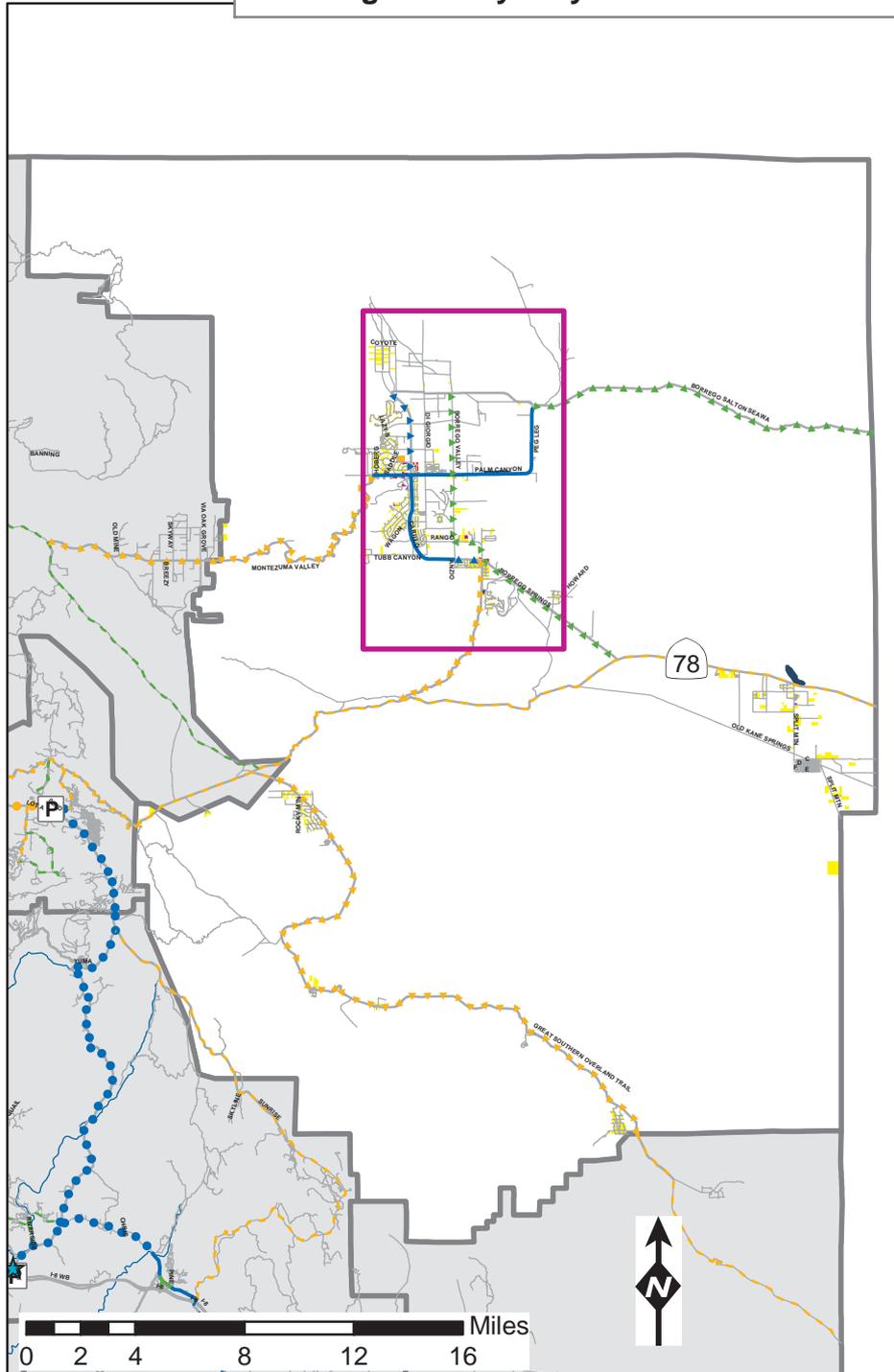
The Desert community has no park-and-ride locations. All Metropolitan Transit System (MTS) bus routes can accommodate bicycles, except County Transit Services (CTS) Express 800s. There are no transit centers located in the unincorporated areas of the County.

Proposed Multi-Modal Connections

The County of San Diego will coordinate with SANDAG to provide bicycle racks on all transit vehicles that serve unincorporated areas of the County.

Existing and proposed bikeway, parking, amenity, and multi-modal connection facilities may be found on the following map.

San Diego County Bicycle Master Plan - Existing and Proposed Bicycle Facilities - Desert



4.2.6 Fallbrook

Existing Bikeways

Fallbrook currently has three existing bikeway facilities. These are shown in Table 4.18 and total 16.45 miles.

Table 4.18: Existing Bikeways in Fallbrook

Class	Street/Path	From	To	Length (mi)
III	E Mission Rd	Old Hwy 395	Old Hwy 395/ Sterling View Dr	0.60
II	E Mission Rd	Old Hwy 395	Stage Coach Ln	3.40
II	S Mission Rd	Rockycrest Rd	Winter Haven Rd	1.25
II	Old Hwy 395	Rainbow Community boundary	Mission Rd	5.45
II	Old Hwy 395	Mission Rd	Bonsall Community boundary	5.75

Proposed Bikeways

Several bikeway facilities are proposed in the Community of Fallbrook. They include Class I, II, and Class III facilities as well as Share-the-Road signage corridors. Tables 4.19, 4.20, and 4.21 show the segments of bikeway facilities proposed in Fallbrook.

Table 4.19: Priority 1 Proposed Bikeways in Fallbrook

Class	Street/Path	From	To	Length (mi)
II	E Mission Rd	Main Ave	Stage Coach Rd	1.40
II	S Mission Rd	Winter Haven Rd	Bonsall Community boundary	3.40
II	SR-76	Bonsall Community boundary	Old Highway 395	3.95
III	S Mission Rd	W Mission Rd	Rockycrest Rd	0.50
Sign	Pala Rd SR-76	Old Hwy 395	Pala-Pauma Community boundary	3.00
Total				12.25

Table 4.20: Priority 2 Proposed Bikeways in Fallbrook

Class	Street/Path	From	To
I	San Luis Rey River	Bonsall Community boundary	Old Hwy 395
III	Gird Rd	Reche Rd	Pala Rd SR-76
III	Green Canyon Rd	Reche Rd	S Mission Rd
III	Olive Hill Rd	S Mission Rd	Bonsall Community boundary
Sign	De Luz Rd	Dougherty St	Pendleton-De Luz Community boundary
Sign	Pico Ave	W Mission Rd	Dougherty St
Sign	Reche Rd	Stage Coach Rd	Old Hwy 395
Sign	Dulin Rd	Bonsall Community boundary	Old Hwy 395

Table 4.21: Priority 3 Proposed Bikeways in Fallbrook

Class	Street/Path	From	To
II	Fallbrook St	Golden Rd	Stage Coach Ln
II	Alvarado St	Brandon Rd	Stage Coach Ln
III	Alvarado St	S Mission Rd	Brandon Rd
III	Fallbrook St	Golden Rd	S Mission Rd
III	Main Ave	E Mission Rd	S Mission Rd
III	Stage Coach Rd	E Mission Rd	S Mission Rd
III	Reche Rd	Stage Coach Rd	Gird Rd
Sign	Sandia Creek Rd	De Luz Rd	Riverside County line

Existing Bicycle Parking

No bicycle parking facilities have been identified in the community of Fallbrook. However, it can reasonably be assumed that bicycle parking facilities exist at schools, shopping centers, public buildings, and major employment centers in the unincorporated area.

Proposed Bicycle Parking

As part of the Countywide bicycle parking program, bicycle racks and lockers may be planned for locations in Fallbrook at parks, commercial districts, civic buildings, and park-and-ride lots.

Existing Bicycle Amenities

No bicycle amenities, including shower and locker facilities, have been identified in the community of Fallbrook.

Proposed Bicycle Amenities

No bicycle amenities, including shower and locker facilities, are planned in the community of Fallbrook.

Existing Multi-Modal Connections

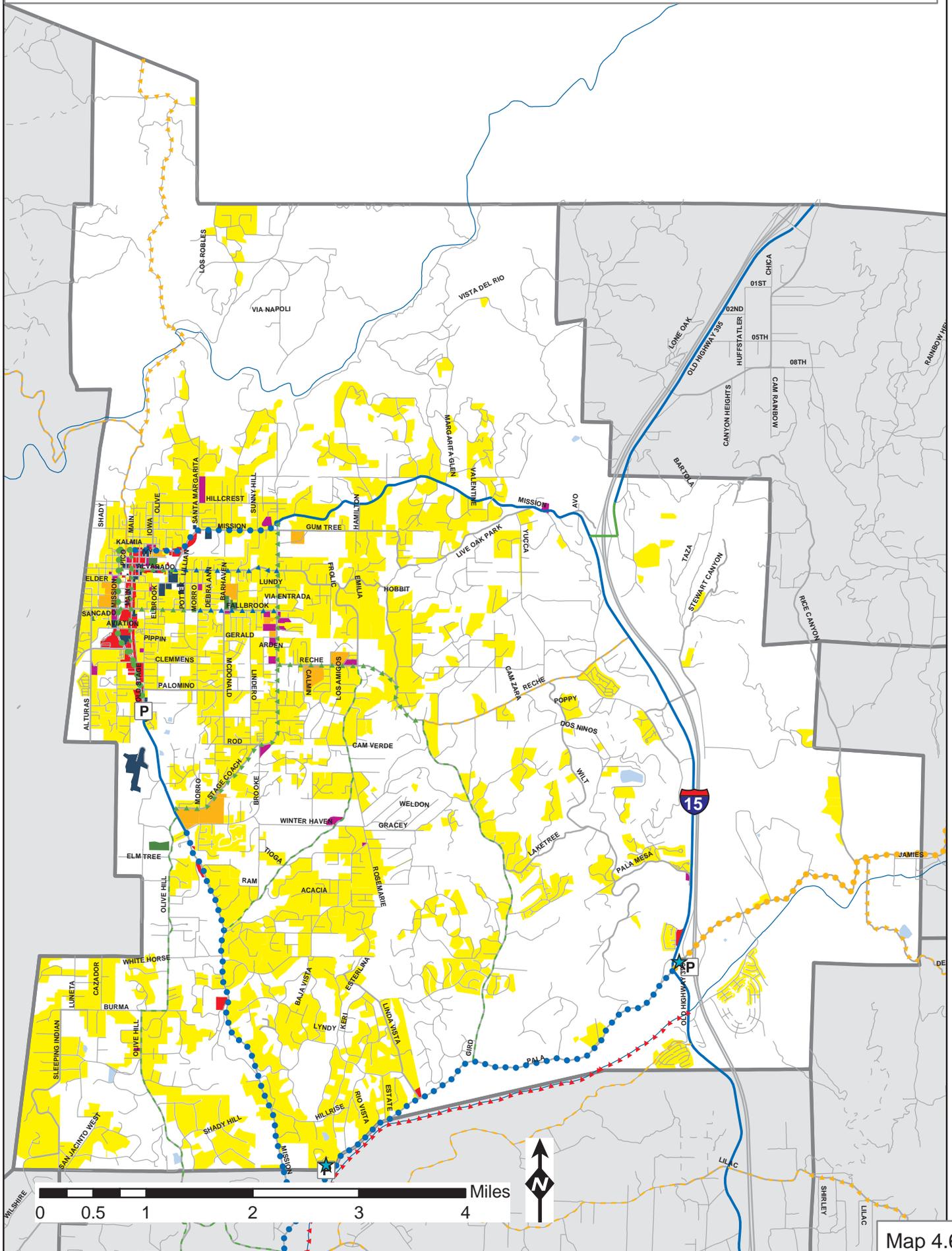
Fallbrook has one park-and-ride facility located at Pala Rd/Old Hwy 395. No bicycle parking facilities have been identified at the park-and-ride location. Currently, all NCTD buses are equipped with state-of-the-art bike racks that can accommodate two bicycles at a time. All other Metropolitan Transit System (MTS) bus routes can accommodate bicycles, except County Transit Services (CTS) Express 800s. There are no transit centers located in the unincorporated areas of the County.

Proposed Multi-Modal Connections

The County of San Diego will coordinate with SANDAG to provide bicycle racks on all transit vehicles that serve unincorporated areas of the County. In addition, all park-and-ride lots will be equipped with bicycle parking facilities through the Countywide bicycle parking program.

Existing and proposed bikeway, parking, amenity, and multi-modal connection facilities may be found on the following map.

San Diego County Bicycle Master Plan - Existing and Proposed Bicycle Facilities - Fallbrook



Map 4.6
p. 4.26

4.2.7 Jamul-Dulzura

Existing Bikeways

Jamul-Dulzura currently has one existing bikeway facility. It is shown in Table 4.22 and is 0.75 miles in length.

Table 4.22: Existing Bikeways in Jamul-Dulzura

Class	Street/Path	From	To	Length (mi)
II	Lyons Valley Rd	Campo Rd SR-94	Jamul Dr	0.75

Proposed Bikeways

Several bikeway facilities are proposed in the Community of Jamul-Dulzura. They include Class II and Class III facilities as well as Share-the-Road signage corridors. Tables 4.23, 4.24, and 4.25 show the segments of bikeway facilities proposed in Jamul-Dulzura.

Table 4.23: Priority 1 Proposed Bikeways in Jamul-Dulzura

Class	Street/Path	From	To	Length (mi)
II	Campo Rd SR-94	Valle de Oro Community boundary	Steele Canyon Rd	1.00
III	Campo Rd SR-94	Steele Canyon Rd	Proctor Valley Rd	3.25
Sign	Campo Rd SR-94	Proctor Valley Rd	Mountain Empire Community boundary	15.60
Sign	Otay Lakes Rd	Otay Community boundary	Campo Rd SR-94	4.80
Total				24.65

Table 4.24: Priority 2 Proposed Bikeways in Jamul-Dulzura

Class	Street/Path	From	To
III	Jefferson Rd	Lyons Valley Rd	SR-94
III	Lyons Valley Rd	Jamul Dr	Chaparral Heights
III	Proctor Valley Rd	Chula Vista city limit	SR-94
III	Skyline Truck Tr	Lyons Valley Rd	Lyons Valley Rd
Sign	Honey Springs Rd	Lyons Valley Rd	SR-94
Sign	Lyons Valley Rd	Chaparral Heights	Mountain Empire Community boundary

Table 4.25: Priority 3 Proposed Bikeways in Jamul-Dulzura

Class	Street/Path	From	To
II	Steele Canyon Rd	Valle de Oro Community boundary	Campo Rd SR-94
III	Jamul Dr	Valle de Oro Community boundary	Lyons Valley Rd
III	Olive Vista Dr	Lyons Valley Rd	Ma Lou Dr

Existing Bicycle Parking

No bicycle parking facilities have been identified in the community of Jamul-Dulzura. However, it can reasonably be assumed that bicycle parking facilities exist at schools, shopping centers, public buildings, and major employment centers in the unincorporated area.

Proposed Bicycle Parking

As part of the Countywide bicycle parking program, bicycle racks and lockers may be planned for locations in Jamul-Dulzura at parks, commercial districts, and civic and community buildings.

Existing Bicycle Amenities

No bicycle amenities, including shower and locker facilities, have been identified.

Proposed Bicycle Amenities

No bicycle amenities, including shower and locker facilities, are planned in the community of Jamul-Dulzura.

Existing Multi-Modal Connections

The community of Jamul-Dulzura has no park-and-ride facilities. All Metropolitan Transit System (MTS) bus routes can accommodate bicycles, except County Transit Services (CTS) Express 800s. There are no transit centers located in the unincorporated areas of the County.

Proposed Multi-Modal Connections

The County of San Diego will coordinate with SANDAG to provide bicycle racks on all transit vehicles that serve unincorporated areas of the County. In addition, all park-and-ride lots will be equipped with bicycle parking facilities through the Countywide bicycle parking program.

Existing and proposed bikeway, parking, amenity, and multi-modal connection facilities may be found on the following map.

San Diego County Bicycle Master Plan - Existing and Proposed Bicycle Facilities - Jamul - Dulzura

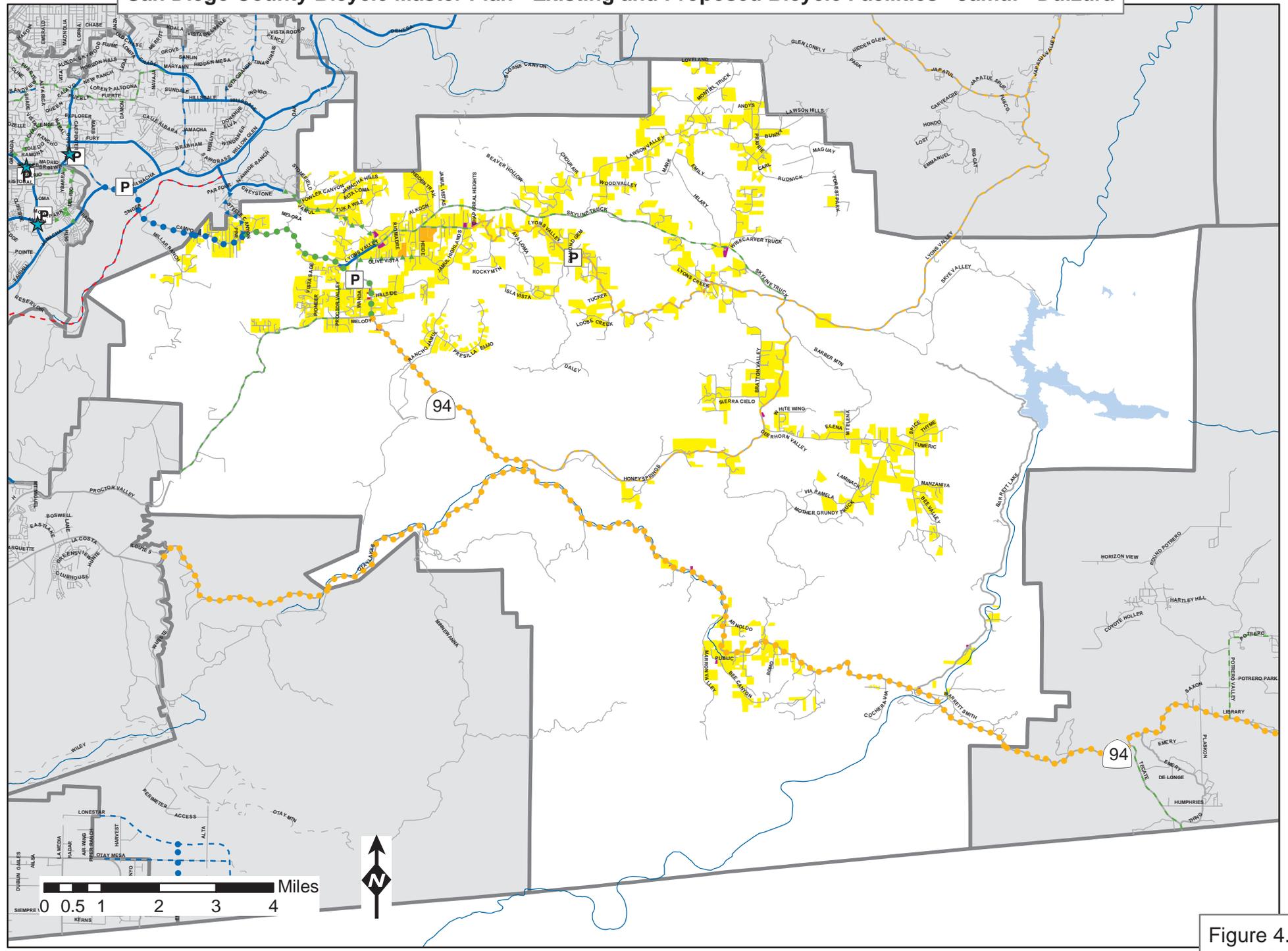


Figure 4.7
p. 4.29

4.2.8 Julian

Existing Bikeways

Julian does not have an existing bikeway network at this time.

Proposed Bikeways

Several bikeway facilities are proposed in the Community of Julian. They include Class II and Class III facilities as well as Share-the-Road signage corridors. Tables 4.26 and 4.27 show the segments of bikeway facilities proposed in Julian.

Table 4.26: Priority 1 Proposed Bikeways in Julian

Class	Street/Path	From	To	Length (mi)
II	Banner Rd SR-78	Cuyamaca Hwy SR-79	Hollow Glen Rd	0.45
II	Cuyamaca Hwy SR-79	Main St SR-78/SR-79	Central Mountain Community boundary	6.10
II	Main St SR-78/SR-79	Washington St SR-78/SR-79	Cuyamaca Hwy SR-79	0.25
II	Washington St SR-78/SR-79	4th Street	Main St SR-78/SR-79	0.05
Sign	SR-78	North Mountain Community boundary	4 th Street	6.00
Total				12.85

Table 4.27: Priority 2 Proposed Bikeways in Julian

Class	Street/Path	From	To
III	Deer Lake Park Rd	Pine Hills Rd	Frisius Dr
III	Farmer Rd	Wynola Rd	Washington St SR-78/SR-79
III	Frisius Dr	Pine Hills Rd	William Heise County Park
Sign	Pine Hills Rd	Julian Rd SR-78/SR-79	Frisius Dr
Sign	SR-78	Hollow Glen Rd	Desert Community boundary
Sign	Wynola Rd	Julian Rd SR-78/SR-79	Banner Rd SR-78

Existing Bicycle Parking

No bicycle parking facilities have been identified in the community of Julian. However, it can reasonably be assumed that bicycle parking facilities exist at schools, shopping centers, public buildings, and major employment centers in the unincorporated area.

Proposed Bicycle Parking

As part of the Countywide bicycle parking program, bicycle racks and lockers may be planned for locations in Julian at parks, commercial districts, and civic and community buildings.

Existing Bicycle Amenities

No bicycle amenities, including shower and locker facilities, have been identified in the community of Julian.

Proposed Bicycle Amenities

No bicycle amenities, including shower and locker facilities, are planned in the community of Julian.

Existing Multi-Modal Connections

The community of Julian has no park-and-ride facilities. All Metropolitan Transit System (MTS) bus routes can accommodate bicycles, except County Transit Services (CTS) Express 800s. There are no transit centers located in the unincorporated areas of the County.

Proposed Multi-Modal Connections

The County of San Diego will coordinate with SANDAG to provide bicycle racks on all transit vehicles that serve unincorporated areas of the County.

Existing and proposed bikeway, parking, amenity, and multi-modal connection facilities may be found on the following map.



4.2.9 Lakeside

Existing Bikeways

Lakeside currently has several bikeway facilities in place. These are shown in Table 4.28 and total 22.40 miles.

Table 4.28: Existing Bikeways in Lakeside

Class	Street/Path	From	To	Length (mi)
II	2 nd Street	Pepper Dr	El Cajon city limit	0.30
II	Ashwood St	Laurel St	Willow Rd	1.00
II	Greenfield Dr	w/o Vernon Wy (El Cajon city limit)	e/o Pierre Wy (El Cajon city limit)	0.55
II	Greenfield Dr	Denver Ln (El Cajon city limit)	w/o 2 nd Street (El Cajon city limit)	0.80
III	Channel Rd	Woodside Ave	SR 67	0.20
III	Lakeside Av	Channel Rd	Riverside Rd	0.25
III	Riverside Dr	Lakeside Av	Riverford Rd	1.00
II	I-8 Business Route	El Cajon city limit	Lake Jennings Park Rd	3.10
II	Lake Jennings Park Rd	Mapleview St	Olde Hwy 80	2.55
II	Laurel St	Vine St	Ashwood St	0.25
II	Los Coches Rd	Julian Ave	I-8 Business Route	2.30
II	Mapleview St	Vine St	Lake Jennings Park Rd	0.70
II	Olde Hwy 80	Lake Jennings Park Rd	Alpine Community boundary	3.55
II	Scripps Poway Pkwy	Poway city limit	SR-67	1.75
II	Winter Gardens Blvd	Woodside Ave	Pepper Dr	2.50
II	Woodside Ave	Santee city limit	Vine St	1.60

Proposed Bikeways

Several bikeway facilities are proposed in the Community of Lakeside. They include Class I, II, and Class III facilities as well as Share-the-Road signage corridors. Tables 4.29, 4.30, and 4.31 show the segments of bikeway facilities proposed in Lakeside.

Table 4.29: Priority 1 Proposed Bikeways in Lakeside

Class	Street/Path	From	To	Length (mi)
I	San Diego River	Santee city limit	El Monte County Park	7.20
II	Lakeside Ave	Channel Rd	Riverside Dr	0.20
II	Riverford Rd	El Nopal	Woodside Ave	0.55
II	Riverside Dr	Lakeside Ave	Riverford Rd	0.75
II	Vine St	Mapleview St	Woodside Ave	0.55
III	Lakeside Ave	SR-67	Channel Rd	0.50
Sign	SR-67	Mapleview St	Poway city limit	8.40
Total				18.15

Table 4.30: Priority 2 Proposed Bikeways in Lakeside

Class	Street/Path	From	To
II	Los Coches Rd	Julian Ave	Woodside Ave
II	Mast Blvd	Santee city limit	Riverford Rd
II	SR-67	Mapleview St	Poway city limit
II	Vine St	Mapleview St	Woodside Ave
III	Bradley Ave	El Cajon city limit	El Cajon city limit
III	Bradley Ave	El Cajon city limit	1st Street
III	El Monte Rd	Lake Jennings Park Rd	Alpine Community boundary
III	Julian Ave	Channel Rd	Lake Jennings Park Rd
III	Mussey Grade Rd	Ramona Community boundary	San Vicente Reservoir
III	Willow Rd	SR-67	Ashwood St
III	Willow Rd	Wildcat Canyon Rd	El Monte County Park
Sign	Wildcat Canyon Rd	Ramona Community boundary	Willow Rd

Table 4.31: Priority 3 Proposed Bikeways in Lakeside

Class	Street/Path	From	To
II	Riverford Rd	El Nopal	Woodside Ave
II	Channel Rd	Mapleview St	Julian Ave
II	Mapleview St	Channel Rd	Vine St
II	Magnolia Ave	Vernon Wy	Airport Dr
III	1st Street	Pepper Dr	El Cajon city limit
III	E Lakeview Rd	Lakeview Rd	Business Route
III	El Nopal	Santee city limit	Riverford Rd
III	Lakeview Rd	Los Coches Rd	Julian Ave
III	Moreno Ave	Vigilante Rd	Willow Rd
III	Pepper Dr	1st Street	El Cajon city limit
III	Pino Dr	Lake Jennings Park Rd	Julian Ave
III	Vigilante Rd	SR-67	Moreno Ave

Existing Bicycle Parking

No bicycle parking facilities have been identified in the community of Lakeside. However, it can reasonably be assumed that bicycle parking facilities exist at schools, shopping centers, public buildings, and major employment centers in the unincorporated area.

Proposed Bicycle Parking

As part of the Countywide bicycle parking program, bicycle racks and lockers may be planned for locations in Lakeside at parks, commercial districts, civic buildings, and park-and-ride lots.

Existing Bicycle Amenities

No bicycle amenities, including shower and locker facilities, have been identified in the community of Lakeside.

Proposed Bicycle Amenities

No bicycle amenities, including shower and locker facilities, are planned in the community of Lakeside.

Existing Multi-Modal Connections

The community of Lakeside has four park-and-ride facilities. No bicycle parking facilities have been identified at the park-and-ride locations. They may be found at the following locations.

- 11575 Woodside Ave
- 12522 Mapleview St
- 13702 Camino Canada
- 9001 Blossom Valley Rd

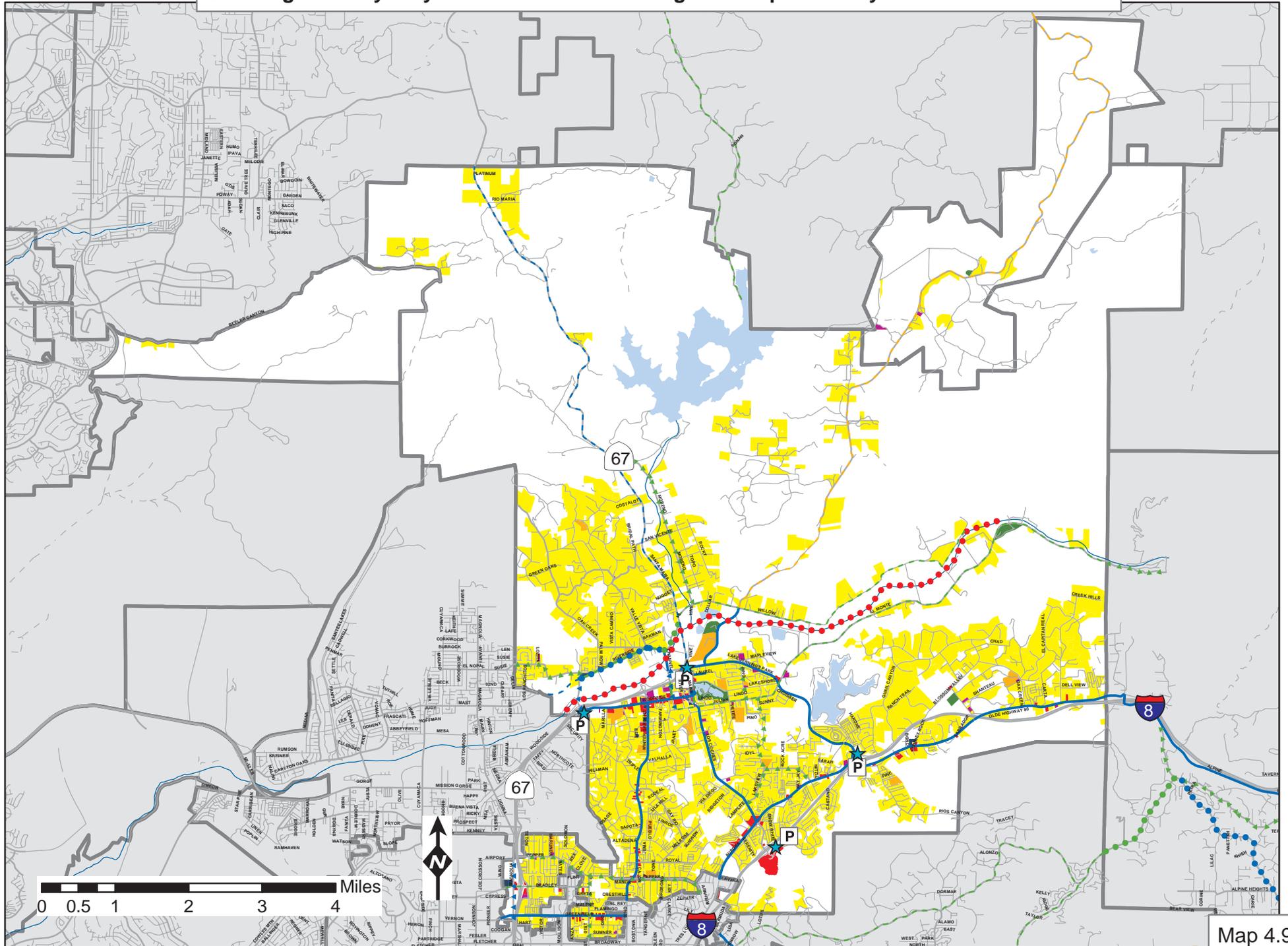
All Metropolitan Transit System (MTS) bus routes can accommodate bicycles, except County Transit Services (CTS) Express 800s. There are no transit centers located in the unincorporated areas of the County.

Proposed Multi-Modal Connections

The County of San Diego will coordinate with SANDAG to provide bicycle racks on all transit vehicles that serve unincorporated areas of the County. In addition, all park-and-ride lots will be equipped with bicycle parking facilities through the Countywide bicycle parking program.

Existing and proposed bikeway, parking, amenity, and multi-modal connection facilities may be found on the following map.

San Diego County Bicycle Master Plan - Existing and Proposed Bicycle Facilities - Lakeside



4.2.10 Mountain Empire

Existing Bikeways

Mountain Empire does not have an existing bikeway network at this time.

Proposed Bikeways

Several bikeway facilities are proposed in the Community of Mountain Empire. They include Class II and Class III facilities as well as Share-the-Road signage corridors. Tables 4.32, 4.33, and 4.34 show the segments of bikeway facilities proposed in Mountain Empire.

Table 4.32: Priority 1 Proposed Bikeways in Mountain Empire

Class	Street/Path	From	To	Length (mi)
Sign	Campo Rd SR-94	Jamul-Dulzura Community boundary	Old Highway 80	27.80

Table 4.33: Priority 2 Proposed Bikeways in Mountain Empire

Class	Street/Path	From	To
II	Old Highway 80	Central Mountain Community boundary	Ribbonwood Rd SR-94
III	Buckman Springs Rd	Old Highway 80	Campo Rd SR-94
III	Lake Morena Dr	Buckman Springs Rd	Oak Dr
III	Old Highway 80	Ribbonwood Rd SR-94	I-8
III	Tecate Rd SR-188	SR-94	International Border Crossing
III	Tierra del Sol Rd	Old Highway 80	SR-94
Sign	Great Southern Overland Trail	Desert Community boundary	Imperial County line
Sign	Lyons Valley Rd	Jamul-Dulzura Community boundary	Japatul Valley Rd

Table 4.34: Priority 3 Proposed Bikeways in Mountain Empire

Class	Street/Path	From	To
III	Morena Reservoir Rd	Oak Dr	Lake Shore Dr
III	Oak Dr	Buckman Springs Rd	Lake Morena Dr
Sign	La Posta Rd	Old Highway 80	SR-94

Existing Bicycle Parking

No bicycle parking facilities have been identified in the community of Mountain Empire. However, it can reasonably be assumed that bicycle parking facilities exist at schools, shopping centers, public buildings, and major employment centers in the unincorporated area.

Proposed Bicycle Parking

As part of the Countywide bicycle parking program, bicycle racks and lockers may be planned for locations in Mountain Empire at parks, commercial districts, and civic and community buildings.

Existing Bicycle Amenities

No bicycle amenities, including shower and locker facilities, have been identified in the community of Mountain Empire.

Proposed Bicycle Amenities

No bicycle amenities, including shower and locker facilities, are planned in the community of Mountain Empire.

Existing Multi-Modal Connections

The community of Mountain Empire has no park-and-ride facilities. All Metropolitan Transit System (MTS) bus routes can accommodate bicycles, except County Transit Services (CTS) Express 800s. There are no transit centers located in the unincorporated areas of the County.

Proposed Multi-Modal Connections

The County of San Diego will coordinate with SANDAG to provide bicycle racks on all transit vehicles that serve unincorporated areas of the County.

Existing and proposed bikeway, parking, amenity, and multi-modal connection facilities may be found on the following map.

San Diego County Bicycle Master Plan - Existing and Proposed Bicycle Facilities - Mountain Empire

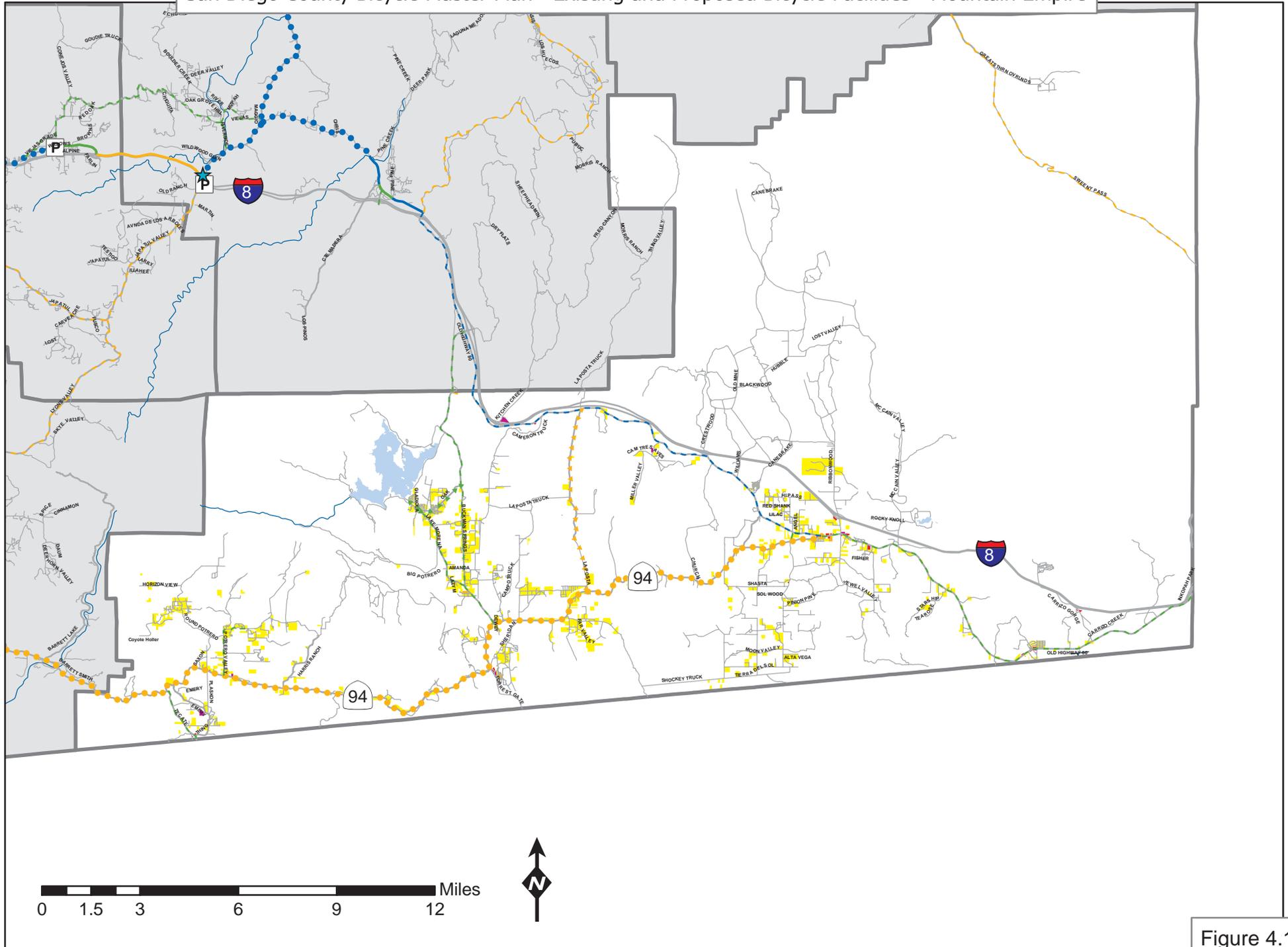


Figure 4.10
p. 4.40

4.2.11 North County Metro

Existing Bikeways

North County Metro currently has several bikeway facilities in place. These are shown in Table 4.35 and total 15.95 miles.

Table 4.35: Existing Bikeways in North County Metro

Class	Street/Path	From	To	Length (mi)
I	Bear Valley Pkwy	San Pasqual Rd SR-78	Boyle Ave (Escondido city limit)	0.55
II	Bear Valley Pkwy	Las Palmas Ave (Escondido city limit)	s/o Sunset Dr (Escondido city limit)	0.60
II	Bear Valley Pkwy	Choya Canyon Rd (Escondido city limit)	San Pasqual Rd SR-78	0.90
II	Centre City Pkwy	Escondido city limit	Mountain Meadow Rd	2.45
II	Champagne Blvd	Mountain Meadow Rd	Gopher Canyon Rd	2.55
II	Del Dios Hwy	Via Rancho Pkwy	Escondido city limit	0.50
II	El Norte Pkwy	San Marcos city limit	Escondido city limit	0.40
III	Mountain Meadow Rd	Champagne Blvd	Hidden Meadow Rd	1.40
II	Old Hwy 395	Gopher Canyon Rd	Fallbrook Community boundary	4.75
II	Santa Fe Ave	Vista city limit	Buena Creek Rd	0.95
III	Santa Fe Ave	Buena Creek Rd	Azalea Dr	0.40
II	Santa Fe Ave	Azalea Dr	San Marcos city limit	0.50

Proposed Bikeways

Several bikeway facilities are proposed in the Community of North County Metro. They include Class II and Class III facilities as well as Share-the-Road signage corridors. Tables 4.36, 4.37, and 4.38 show the segments of bikeway facilities proposed in North County Metro.

Table 4.36: Priority 1 Proposed Bikeways in North County Metro

Class	Street/Path	From	To	Length (mi)
II	Valley Center Rd	Escondido city limit	Valley Center Community boundary	0.80
Sign	Deer Springs Rd	San Marcos city limit	Champagne Blvd	2.40
			Total	3.20

Table 4.37: Priority 2 Proposed Bikeways in North County Metro

Class	Street/Path	From	To
II	Buena Creek Rd	Santa Fe Ave	San Marcos city limit
II	Twin Oaks Valley Rd	Bonsall Community boundary	Deer Springs Rd
II	Via Rancho Pkwy	Del Dios Hwy	Escondido city limit
Sign	Lake Wohlford Rd	Valley Center Community boundary	Valley Center Rd

Table 4.38: Priority 3 Proposed Bikeways in North County Metro

Class	Street/Path	From	To
II	Bennett Ave	Escondido city limit	Rock Springs Rd
II	Felicita Rd	Escondido city limit	Via Rancho Pkwy
II	Foothill Dr	Vista city limit	Monte Vista Dr
II	Hidden Meadows Rd	Mountain Meadow Rd	Meadow Glen Wy E
II	Monte Vista Dr	Vista city limit	Buena Creek Rd
II	Mountain Meadow Rd	Burnt Oak Ln	Hidden Meadows Rd
II	Nordahl Rd	Avocado Wy	El Norte Pkwy
II	Robelini Dr	Vista city limit	Santa Fe Ave
II	Rock Springs Rd	San Marcos city limit	Escondido city limit
II	San Pasqual Rd	Escondido city limit	San Pasqual Valley Rd SR-78
II	San Pasqual Valley Rd SR-78	Escondido city limit	San Diego city limit
III	Lake Dr	San Dieguito Community boundary	Via Rancho Pkwy
III	Meadow Glen Wy E	Hidden Meadows Rd	Mountain Meadow Rd
III	Mountain Meadow Rd	Kiwi Meadow Ln	Burnt Oak Ln
III	Sunset Dr	Vista city limit	Vista city limit
Sign	Jesmond Dene Rd	Champagne Blvd	Escondido city limit

Existing Bicycle Parking

No bicycle parking facilities have been identified in the community of North County Metro. However, it can reasonably be assumed that bicycle parking facilities exist at schools, shopping centers, public buildings, and major employment centers in the unincorporated area.

Proposed Bicycle Parking

As part of the Countywide bicycle parking program, bicycle racks and lockers may be planned for locations in North County Metro at parks, commercial districts, civic and community buildings, and park-and-ride lots.

Existing Bicycle Amenities

No bicycle amenities, including shower and locker facilities, have been identified in the community of North County Metro.

Proposed Bicycle Amenities

No bicycle amenities, including shower and locker facilities, are planned in the community of North County Metro.

Existing Multi-Modal Connections

The community of North County Metro has two park-and-ride facilities located at Deer Springs Rd/I-15 and Mountain Meadow Rd/I-15. No bicycle parking facilities have been identified at the park-and-ride locations. Currently, all NCTD buses are equipped with state-of-the-art bike racks that can accommodate two bicycles at a time. All other Metropolitan Transit System (MTS) bus routes can accommodate bicycles, except County Transit Services (CTS) Express 800s. There are no transit centers located in the unincorporated areas of the County.

Proposed Multi-Modal Connections

The County of San Diego will coordinate with SANDAG to provide bicycle racks on all transit vehicles that serve unincorporated areas of the County. In addition, all park-and-ride lots will be equipped with bicycle parking facilities through the Countywide bicycle parking program.

Existing and proposed bikeway, parking, amenity, and multi-modal connection facilities may be found on the following map.

San Diego County Bicycle Master Plan - Existing and Proposed Bicycle Facilities - North County Metro

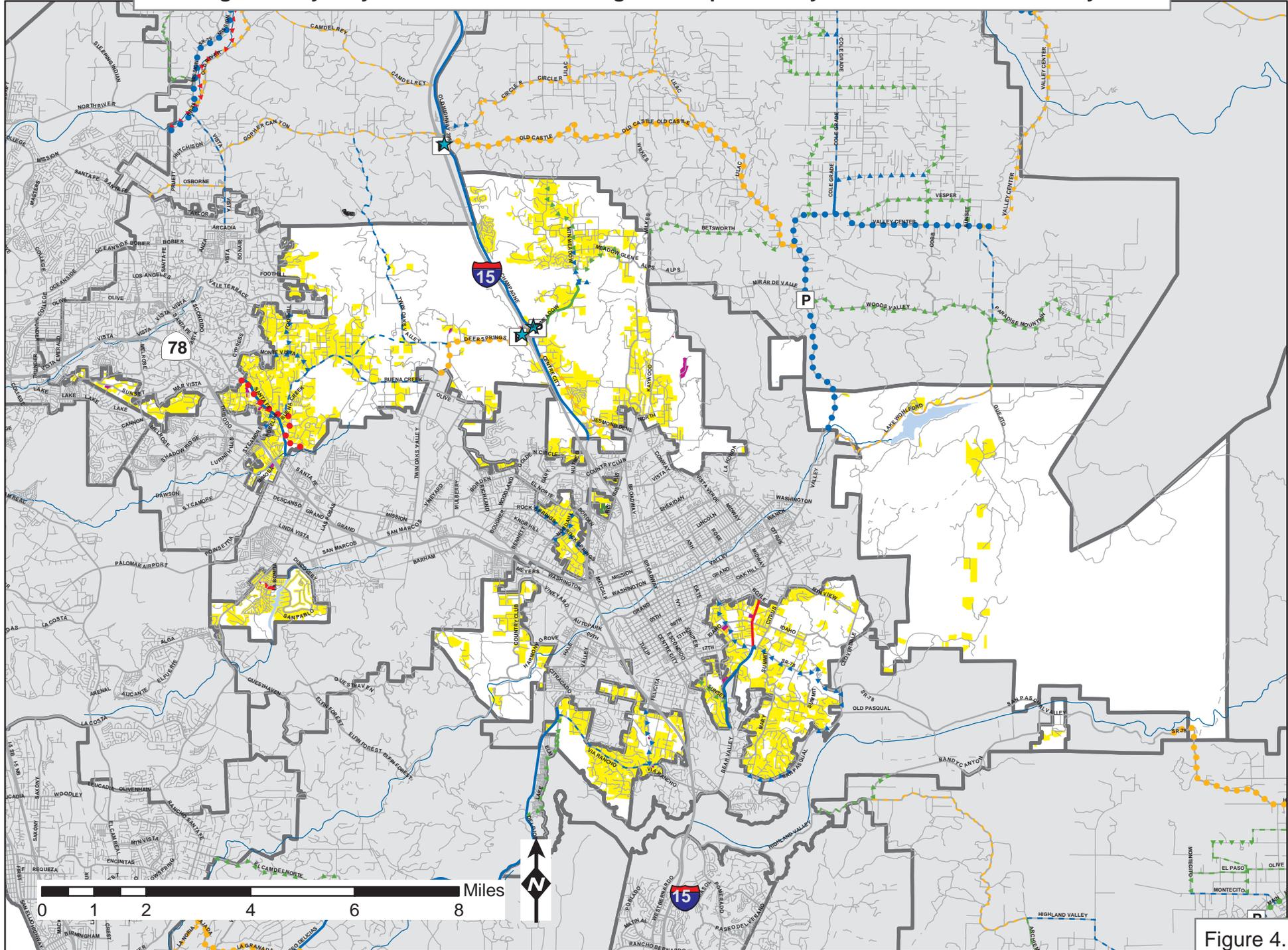


Figure 4.11
p. 4.44

4.2.12 North Mountain

Existing Bikeways

North Mountain does not have an existing bikeway network at this time.

Proposed Bikeways

Several bikeway facilities are proposed in the Community of North Mountain. They include a Class III facility as well as Share-the-Road signage corridors. Tables 4.39, 4.40, and 4.41 show the segments of bikeway facilities proposed in North Mountain.

Table 4.39: Priority 1 Proposed Bikeways in North Mountain

Class	Street/Path	From	To	Length (mi)
Sign	SR-78	Ramona Community boundary	Julian Community boundary	3.40

Table 4.40: Priority 2 Proposed Bikeways in North Mountain

Class	Street/Path	From	To
III	San Felipe Rd	SR-79	SR-78
Sign	Great Southern Overland Trail	SR-78	Desert Community boundary
Sign	SR-76	Pala-Pauma Community boundary	SR-79
Sign	SR-78	Julian Community boundary	Desert Community boundary
Sign	SR-79	Riverside County line	SR-78

Table 4.41: Priority 3 Proposed Bikeways in North Mountain

Class	Street/Path	From	To
Sign	Montezuma Valley Rd	San Felipe Rd	Desert Community boundary
Sign	South Grade Rd	Pala-Pauma Community boundary	East Grade Rd

Existing Bicycle Parking

No bicycle parking facilities have been identified in the community of North Mountain. However, it can reasonably be assumed that bicycle parking facilities exist at schools, shopping centers, public buildings, and major employment centers in the unincorporated area.

Proposed Bicycle Parking

As part of the Countywide bicycle parking program, bicycle racks and lockers may be planned for locations in North Mountain at parks and commercial districts.

Existing Bicycle Amenities

No bicycle amenities, including shower and locker facilities, have been identified in the community of North Mountain.

Proposed Bicycle Amenities

No bicycle amenities, including shower and locker facilities, are planned in the community of North Mountain.

Existing Multi-Modal Connections

The community of North Mountain has no park-and-ride facilities. All Metropolitan Transit System (MTS) bus routes can accommodate bicycles, except County Transit Services (CTS) Express 800s. There are no transit centers located in the unincorporated areas of the County.

Proposed Multi-Modal Connections

The County of San Diego will coordinate with SANDAG to provide bicycle racks on all transit vehicles that serve unincorporated areas of the County.

Existing and proposed bikeway, parking, amenity, and multi-modal connection facilities may be found on the following map.



San Diego County Bicycle Master Plan - Existing and Proposed Bicycle Facilities - North Mountain

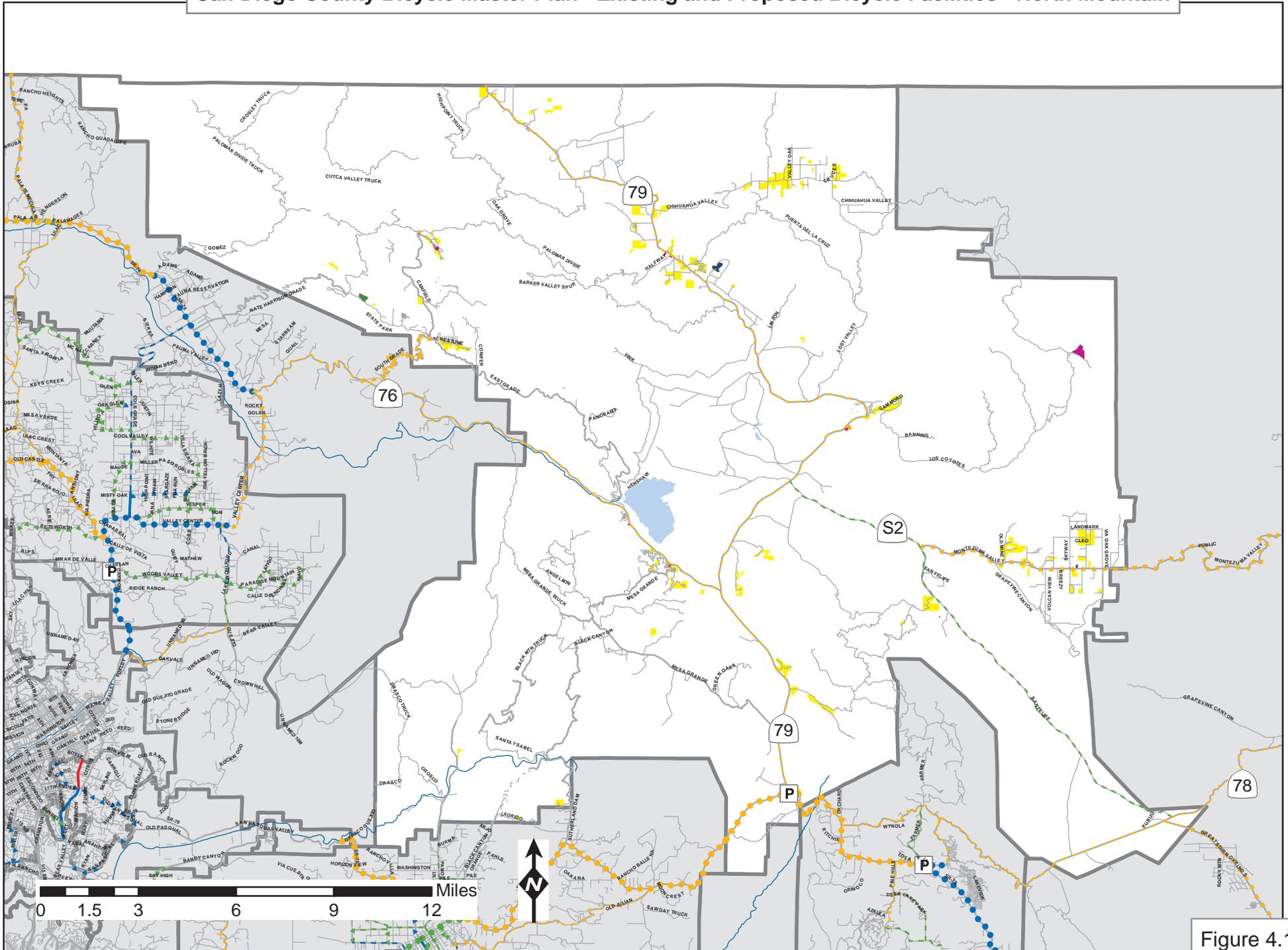


Figure 4.12
p. 4.48

4.2.13 Otay

Existing Bikeways

Otay does not currently have any bikeway facilities.

Proposed Bikeways

Several bikeway facilities are proposed in the Community of Otay. They include Class II and Class III facilities as well as Share-the-Road signage corridors. Tables 4.42 and 4.43 show the segments of bikeway facilities proposed in Otay.

Table 4.42: Priority 1 Proposed Bikeways in Otay

Class	Street/Path	From	To	Length (mi)
II	Airway Rd	San Diego city limit	Loop Rd	1.40
II	Enrico Fermi Dr	Lone Star Rd	Siempre Viva Rd	1.05
II	Heritage Rd	Chula Vista city limit	Chula Vista city limit	0.55
Sign	Otay Lakes Rd	Chula Vista city limit	Jamul-Dulzura Community boundary	3.75
Total				6.75

Table 4.43: Priority 2 Proposed Bikeways in Otay

Class	Street/Path	From	To
II	Lone Star Rd	San Diego city limit	Loop Rd
II	Loop Rd	Lone Star Rd	Siempre Viva Rd
II	Otay Mesa Rd	Otay Mesa Rd SR-905	Loop Rd
II	Siempre Viva Rd	San Diego city limit	Loop Rd

Existing Bicycle Parking

No bicycle parking facilities have been identified in the community of Otay. However, it can reasonably be assumed that bicycle parking facilities exist at schools, shopping centers, public buildings, and major employment centers in the unincorporated area.

Proposed Bicycle Parking

As part of the Countywide bicycle parking program, bicycle racks and lockers may be planned for locations in Otay at parks, commercial districts, civic buildings, and future park-and-ride lots.

Existing Bicycle Amenities

No bicycle amenities, including shower and locker facilities, have been identified in the community of Otay.

Proposed Bicycle Amenities

No bicycle amenities, including shower and locker facilities, are planned in the community of Otay.

Existing Multi-Modal Connections

The community of Otay has no park-and-ride facilities. Currently, all San Diego Transit buses are equipped with state-of-the-art bike racks that can accommodate two bicycles at a time. All other Metropolitan Transit System (MTS) bus routes can accommodate bicycles, except County Transit Services (CTS) Express 800s. There are no transit centers located in the unincorporated areas of the County.

Proposed Multi-Modal Connections

The County of San Diego will coordinate with SANDAG to provide bicycle racks on all transit vehicles that serve unincorporated areas of the County. In addition, all park-and-ride lots will be equipped with bicycle parking facilities through the Countywide bicycle parking program.

Existing and proposed bikeway, parking, amenity, and multi-modal connection facilities may be found on the following map.



4.2.14 Pala-Pauma

Existing Bikeways

Pala-Pauma does not have an existing bikeway network at this time.

Proposed Bikeways

Several bikeway facilities are proposed in the Community of Pala-Pauma. They include Class II and Class III facilities as well as Share-the-Road signage corridors. Tables 4.44, 4.45 and 4.46 show the segments of bikeway facilities proposed in Pala-Pauma.

Table 4.44: Priority 1 Proposed Bikeways in Pala-Pauma

Class	Street/Path	From	To	Length (mi)
II	Pala Rd SR-76	Adams Dr	Valley Center Rd	5.00
Sign	Pala Rd SR-76	Fallbrook Community boundary	Adams Dr	7.90
Total				12.90

Table 4.45: Priority 2 Proposed Bikeways in Pala-Pauma

Class	Street/Path	From	To
II	Cole Grade Rd	SR-76	Valley Center Community boundary
Sign	Lilac Rd	SR-76	Valley Center Community boundary
Sign	SR-76	Valley Center Rd	North Mountain Community boundary

Table 4.46: Priority 3 Proposed Bikeways in Pala-Pauma

Class	Street/Path	From	To
III	McNally Rd	Valley Center Community boundary	Valley Center Community boundary
III	Pala Mission Rd	SR-76	SR-76
Sign	Couser Canyon Rd	SR-76	Valley Center Community boundary
Sign	Pala-Temecula Rd	Riverside County line	Pala Mission Rd
Sign	South Grade Rd	SR-76	North Mountain Community boundary
Sign	Valley Center Rd	SR-76	Valley Center Community boundary

Existing Bicycle Parking

No bicycle parking facilities have been identified in the community of Pala-Pauma. However, it can reasonably be assumed that bicycle parking facilities exist at schools, shopping centers, public buildings, and major employment centers in the unincorporated area.

Proposed Bicycle Parking

As part of the Countywide bicycle parking program, bicycle racks and lockers may be planned for locations in Pala-Pauma at parks, commercial districts, and civic and community buildings.

Existing Bicycle Amenities

No bicycle amenities, including shower and locker facilities, have been identified in the community of Pala-Pauma.

Proposed Bicycle Amenities

No bicycle amenities, including shower and locker facilities, are planned in the community of Pala-Pauma.

Existing Multi-Modal Connections

The community of Pala-Pauma has no park-and-ride facilities. Currently, all NCTD buses are equipped with state-of-the-art bike racks that can accommodate two bicycles at a time. All other Metropolitan Transit System (MTS) bus routes can accommodate bicycles, except County Transit Services (CTS) Express 800s. There are no transit centers located in the unincorporated areas of the County.

Proposed Multi-Modal Connections

The County of San Diego will coordinate with SANDAG to provide bicycle racks on all transit vehicles that serve unincorporated areas of the County.

Existing and proposed bikeway, parking, amenity, and multi-modal connection facilities may be found on the following map.



4.2.15 Pendleton-De Luz

Existing Bikeways

Pendleton-De Luz does not have an existing bikeway network at this time. The Pacific Coast Bike Route traverses the Camp Pendleton Marine Corps Base and parallels the I-5 Freeway. However, in 2001, this route was closed to bicycles. It is unclear whether this bicycle route will be reopened in the near future.

Proposed Bikeways

Several bikeway facilities are proposed in the Community of Pendleton-De Luz. They include as Share-the-Road signage corridors. Tables 4.47 and 4.48 show the segments of bikeway facilities proposed in Pendleton-De Luz. There are no top priority bikeways in Pendleton-De Luz.

Table 4.47: Priority 2 Proposed Bikeways in Pendleton-De Luz

Class	Street/Path	From	To
Sign	De Luz Rd	Fallbrook Community boundary	De Luz Murrieta Rd

Table 4.48: Priority 3 Proposed Bikeways in Pendleton-De Luz

Class	Street/Path	From	To
Sign	De Luz Murrieta Rd	De Luz Rd	Riverside County line

Existing Bicycle Parking

No bicycle parking facilities have been identified in the community of Pendleton-De Luz. However, it can reasonably be assumed that bicycle parking facilities exist at schools, shopping centers, public buildings, and major employment centers in the unincorporated area.

Proposed Bicycle Parking

As part of the Countywide bicycle parking program, bicycle racks and lockers may be planned for locations in Pendleton-De Luz at parks, commercial districts, civic buildings, and park-and-ride lots. Rurl not proposed

Existing Bicycle Amenities

No bicycle amenities, including shower and locker facilities, have been identified in the community of Pendleton-De Luz.

Proposed Bicycle Amenities

No bicycle amenities, including shower and locker facilities, are planned in the community of Pendleton-De Luz.

Existing Multi-Modal Connections

The community of Pendleton-De Luz has no park-and-ride facilities. Pendleton-De Luz is not currently served by any transit provider. There are no transit centers located in the unincorporated areas of the County.

Proposed Multi-Modal Connections

The County of San Diego will coordinate with SANDAG to provide bicycle racks on all transit vehicles that serve unincorporated areas of the County.

Existing and proposed bikeway, parking, amenity, and multi-modal connection facilities may be found on the following map.



San Diego County Bicycle Master Plan - Existing and Proposed Bicycle Facilities - Pendleton-De Luz

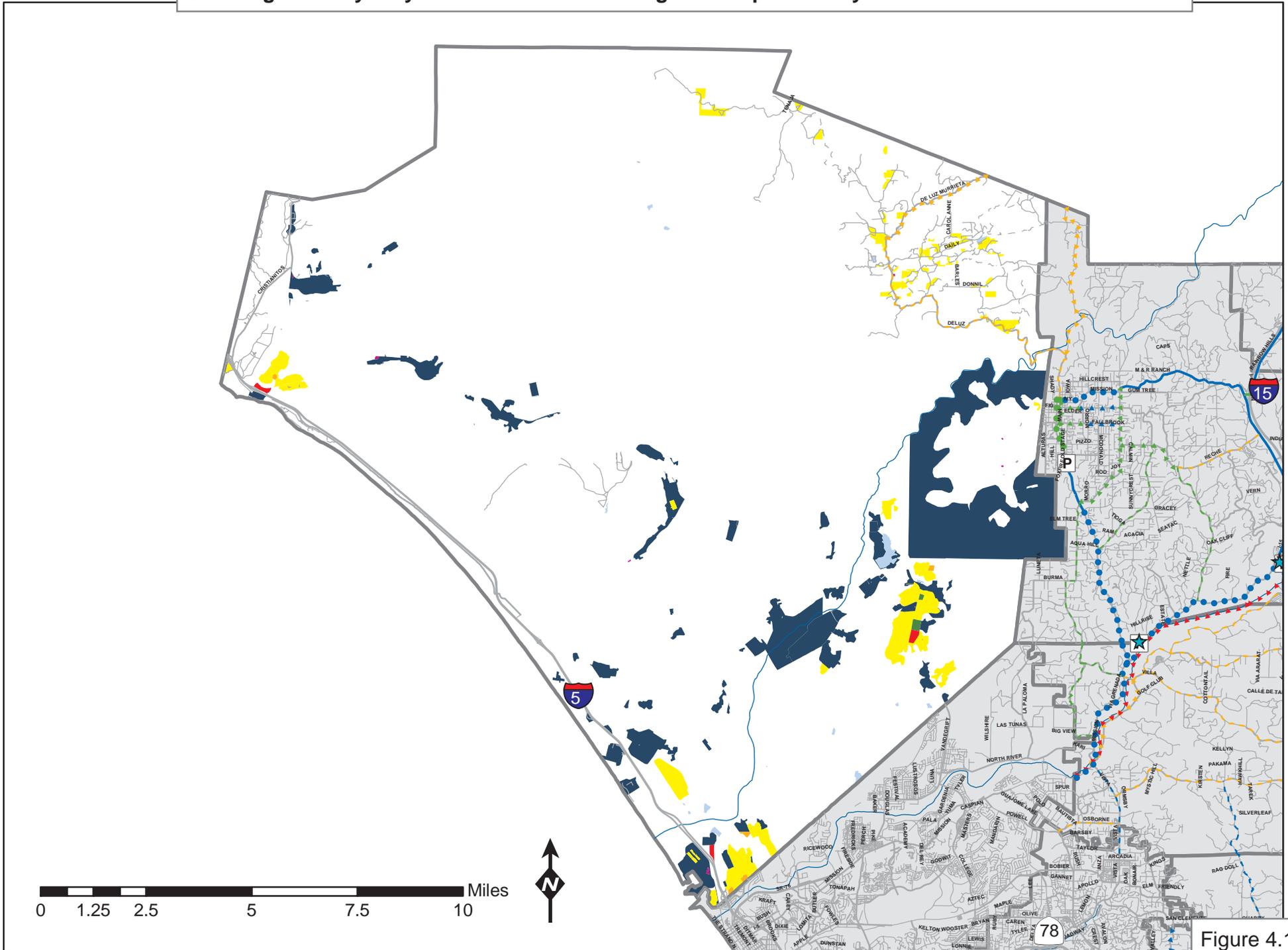


Figure 4.15
p. 4.58

4.2.16 Rainbow

Existing Bikeways

Rainbow currently has one bikeway facility. It is shown in Table 4.49.

Table 4.49: Existing Bikeways in Rainbow

Class	Street/Path	From	To	Length (mi)
II	Old Hwy 395	Riverside County line	Fallbrook Community boundary	3.15

Proposed Bikeways

No bikeway facilities are proposed in the Community of Rainbow.

Existing Bicycle Parking

No bicycle parking facilities have been identified in the community of Rainbow. However, it can reasonably be assumed that bicycle parking facilities exist at schools, shopping centers, public buildings, and major employment centers in the unincorporated area.

Proposed Bicycle Parking

As part of the Countywide bicycle parking program, bicycle racks and lockers may be planned for locations in Rainbow at parks, commercial districts, and civic and community buildings.

Existing Bicycle Amenities

No bicycle amenities, including shower and locker facilities, have been identified in the community of Rainbow.

Proposed Bicycle Amenities

No bicycle amenities, including shower and locker facilities, are planned in the community of Rainbow.

Existing Multi-Modal Connections

The community of Rainbow has no park-and-ride facilities. Currently, all NCTD buses are equipped with state-of-the-art bike racks that can accommodate two bicycles at a time. All other Metropolitan Transit System (MTS) bus routes can accommodate bicycles, except County Transit Services (CTS) Express 800s. There are no transit centers located in the unincorporated areas of the County.

Proposed Multi-Modal Connections

The County of San Diego will coordinate with SANDAG to provide bicycle racks on all transit vehicles that serve unincorporated areas of the County.

Existing and proposed bikeway, parking, amenity, and multi-modal connection facilities may be found on the following map.

4.2.17 Ramona

Existing Bikeways

Ramona currently has a small network of existing bikeways. These are shown in Table 4.50 and total 3.20 miles.

Table 4.50: Existing Bikeways in Ramona

Class	Street/Path	From	To	Length (mi)
II	10 th Street	Main St SR-78	11 th Street	0.55
II	Hanson Ln	Ramona St	Ashley Rd	1.25
II	San Vicente Rd	11 th Street	Warnock Rd	1.40

Proposed Bikeways

Several bikeway facilities are proposed in the Community of Ramona. They include Class II and Class III facilities as well as Share-the-Road signage corridors. Tables 4.51, 4.52, and 4.53 show the segments of bikeway facilities proposed in Ramona.

Table 4.51: Priority 1 Proposed Bikeways in Ramona

Class	Street/Path	From	To	Length (mi)
III	Main St SR-67	Pala St	Pine St SR-78	1.00
II	Pine St SR-78	Haverford Rd	Main St SR-67	1.65
III	Main St SR-78	Pine St SR-78	Magnolia Ave	1.55
Sign	SR-67	Poway city limit	Pala St	6.80
Sign	SR-78	Haverford Rd	San Diego city limit	3.00
Sign	SR-78	Magnolia Ave	North Mountain Community boundary	11.20
Total				25.20

Table 4.52: Priority 2 Proposed Bikeways in Ramona

Class	Street/Path	From	To
II	Dye Rd	SR-67	San Vicente Rd
II	Highland Valley Rd	Archie Moore Rd	El Sol Rd
II	Highland Valley Rd	El Sol Rd	SR-67
II	Keyes Rd	Old Julian Hwy	San Vicente Rd
II	Montecito Rd	Montecito Wy	Main St SR-67
II	Ramona St	Main St SR-67	Dye Rd
II	San Vicente Rd	Warnock Dr	Ramona Oaks Rd
II	SR-67	Poway city limit	Pala St
III	7th Street	Olive St	Ashley Rd
III	Alice St	Ash St	Cedar St
III	Archie Moore Rd	Highland Valley Rd	SR-67
III	Ash St	Alice St	Elm St
III	Ashley Rd	7th Street	Hanson Ln
III	Elm St	Haverford Rd	Olive St
III	El Paso St	Montecito Wy	Davis St
III	Griffith Rd	Steffy Rd	Hanson Ln
III	Hanson Ln	Griffith Rd	Ashley Rd
III	Haverford Rd	SR-78	Pamo Rd
III	Highland Valley Rd	San Diego city limit	Bandy Canyon Rd
III	Magnolia Ave	Pile St	SR-78
III	Mussey Grade Rd	SR-67	Lakeside Community boundary
III	Olive St	Summer Glen Rd	Elm St
III	Pamo Rd	Haverford Rd	Pile St
III	Pile St	Pamo Rd	Magnolia Ave
III	Steffy Rd	Keyes Rd	Griffith Rd
III	Summer Glen Rd	Cedar St	Olive St
Sign	Highland Valley Rd	Bandy Canyon Rd	Archie Moore Rd
Sign	Old Julian Hwy	Vista Ramona Rd	SR-78
Sign	Wildcat Canyon Rd	San Vicente Rd	Lakeside Community boundary

Table 4.53: Priority 3 Proposed Bikeways in Ramona

Class	Street/Path	From	To
II	Gunn Stage Rd	Arena Wy	San Vicente Rd
II	Warnock Dr	Ramona St	San Vicente Rd
III	3rd Street	Main St SR-78	Old Julian Hwy
III	9th Street	H Street	G Street
III	Del Amo Rd	Gymkhana Rd	Arena Wy
III	Arena Wy	Amo Rd	Gunn Stage Rd
III	Bandy Canyon Rd	Highland Valley Rd	San Diego city limit
III	Cedar St	Summer Glen Rd	Alice St
III	Davis St	Olive St	Montecito Rd
III	G Street	9th Street	3rd Street
III	Gymkhana Rd	Sargeant Rd	Amo Rd
III	H Street	Ramona St	9th Street
III	Montecito Wy	El Paso St	Montecito Rd
III	Sargeant Rd	Vista Ramona Rd	Gymkhana Rd
III	Vista Ramona Rd	Old Julian Hwy	Sargeant Rd
Sign	Old Julian Hwy	3rd Street	Vista Ramona Rd

Existing Bicycle Parking

No bicycle parking facilities have been identified in the community of Ramona. However, it can reasonably be assumed that bicycle parking facilities exist at schools, shopping centers, public buildings, and major employment centers in the unincorporated area.

Proposed Bicycle Parking

As part of the Countywide bicycle parking program, bicycle racks and lockers may be planned for locations in Ramona at parks, commercial districts, civic buildings, and park-and-ride lots.

Existing Bicycle Amenities

No bicycle amenities, including shower and locker facilities, have been identified in the community of Ramona.

Proposed Bicycle Amenities

No bicycle amenities, including shower and locker facilities, are planned in the community of Ramona.

Existing Multi-Modal Connections

The community of Ramona has two park-and-ride facilities located at 1855 Main Street and at 3394 Chapel Lane. Currently, all NCTD buses are equipped with state-of-the-art bike racks that can accommodate two bicycles at a time. All other Metropolitan Transit System (MTS) bus routes can accommodate bicycles, except County Transit Services (CTS) Express 800s. There are no transit centers located in the unincorporated areas of the County.

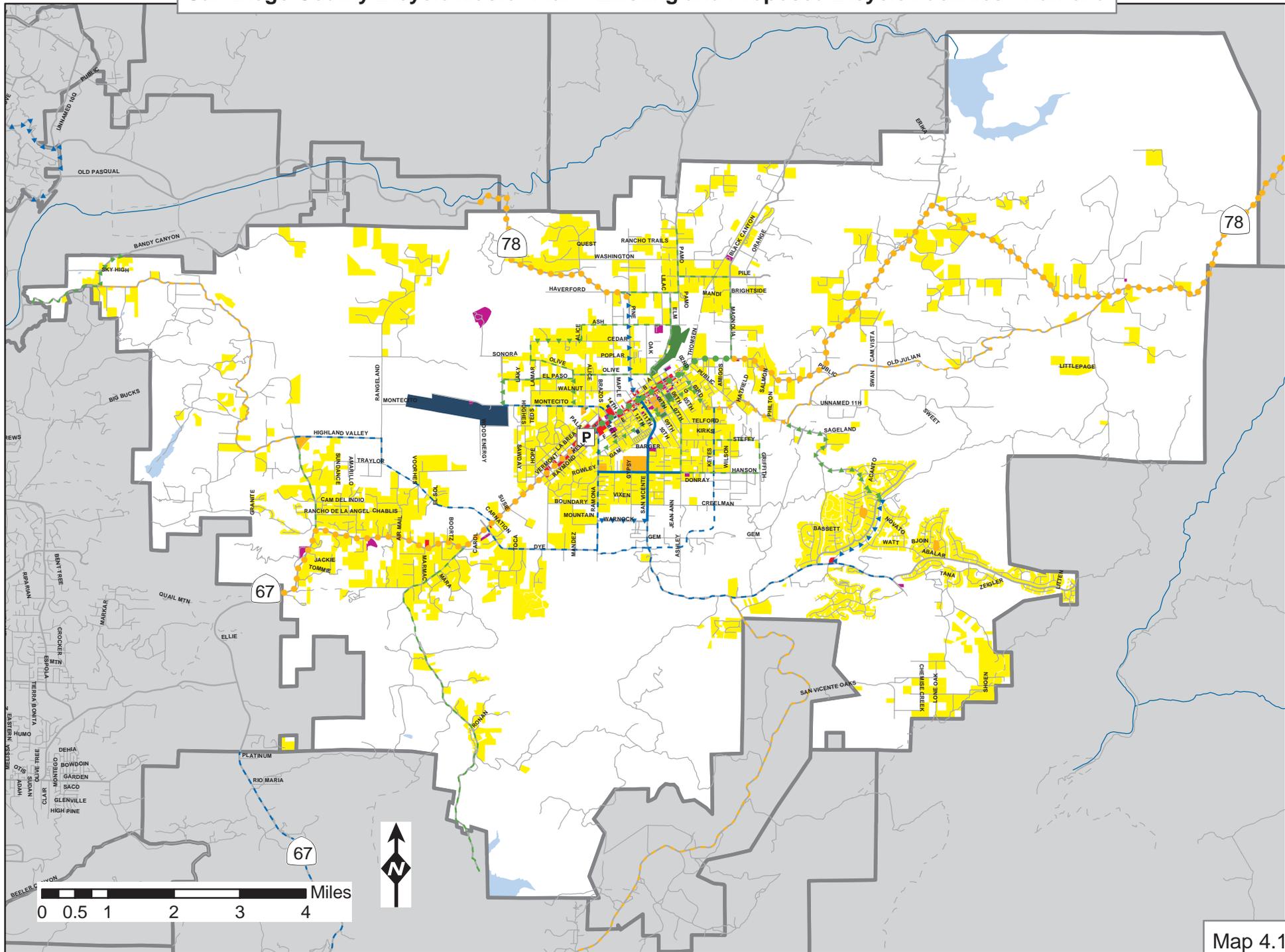
Proposed Multi-Modal Connections

The County of San Diego will coordinate with SANDAG to provide bicycle racks on all transit vehicles that serve unincorporated areas of the County. In addition, all park-and-ride lots will be equipped with bicycle parking facilities through the Countywide bicycle parking program.

Existing and proposed bikeway, parking, amenity, and multi-modal connection facilities may be found on the following map.



San Diego County Bicycle Master Plan - Existing and Proposed Bicycle Facilities - Ramona



4.2.18 San Dieguito

Existing Bikeways

San Dieguito currently has several bikeway facilities in place. These are shown in Table 4.54 and total 18.15 miles.

Table 4.54: Existing Bikeways in San Dieguito

Class	Street/Path	From	To	Length (mi)
II	4-S Ranch Pkwy	Camino del Norte	S/o Camino San Bernardo	0.60
II	Camino del Norte	Lone Quail (San Diego city limit)	San Diego city limit	1.45
II	Camino San Bernardo	Black Mountain Rd	Dove Canyon Rd	0.65
III	Camino San Bernardo	Dove Canyon Rd	Rancho Bernardo Rd	1.10
II	Del Dios Hwy	Via de La Valle	Via Rancho Pkwy	8.25
II	Dove Canyon Rd	Rancho Bernardo Rd	Camino San Bernardo	0.70
II	El Apajo	Via de Santa Fe	San Dieguito Rd	0.55
II	Rancho Bernardo Rd	Dove Canyon Rd	San Diego city limit	0.60
III	Rancho Digueno Rd	San Dieguito Rd	Rancho Santa Fe Farms Rd	1.25
II	San Dieguito Rd	San Diego city limit	San Diego city limit	2.55
II	Via de Santa Fe	El Apajo	Calzada del Bosque	0.45

Proposed Bikeways

Several bikeway facilities are proposed in the Community of San Dieguito. They include Class II and Class III facilities as well as Share-the-Road signage corridors. Tables 4.55, 4.56, and 4.57 show the segments of bikeway facilities proposed in San Dieguito.

Table 4.55: Priority 1 Proposed Bikeways in San Dieguito

Class	Street/Path	From	To	Length (mi)
II	Paseo Delicias	Avenida de Acacias	Via de La Valle	0.25
II	Rancho Santa Fe Rd	Encinitas city limit	La Bajada	0.15
Sign	La Bajada	Rancho Santa Fe Rd	Los Morros	0.60
Sign	La Granada	Los Morros	Paseo Delicias	2.15
Sign	Los Morros	La Bajada	La Granada	0.30
Sign	Via de La Valle	Las Palomas (north)	Paseo Delicias	2.85
Total				6.30

Table 4.56: Priority 2 Proposed Bikeways in San Dieguito

Class	Street/Path	From	To
II	Calzada del Bosque	Via de La Valle	Via de Santa Fe
II	El Apajo	Via de Santa Fe	1/4 mi w/o San Dieguito Rd
II	Lomas Santa Fe Dr	Solana Beach city limit	Paseo Primero
II	Via de La Valle	San Diego city limit	Las Palomas (north)
II	Via de Santa Fe	Calzada del Bosque	El Apajo
III	Via de Santa Fe	Paseo Delicias	Via de La Valle
Sign	El Camino Real	Linea del Cielo	Via de La Valle
Sign	Linea del Cielo	Paseo Primero	El Camino Real



Table 4.57: Priority 3 Proposed Bikeways in San Dieguito

Class	Street/Path	From	To
II	El Camino Real	s/o La Orilla	Linea del Cielo
III	45 Ranch Pkwy	Camino San Bernardo	Dove Creek Rd
III	El Camino del Norte	Encinitas city limit	Del Dios Hwy
III	Lake Dr	Rancho Dr	North County Metro Community boundary
III	Rancho Dr	Del Dios Hwy	Lake Dr
Sign	El Camino Real	La Noria	s/o La Orilla
Sign	La Noria	La Bajada	El Camino Real

Existing Bicycle Parking

No bicycle parking facilities have been identified in the community of San Dieguito. However, it can reasonably be assumed that bicycle parking facilities exist at schools, shopping centers, public buildings, and major employment centers in the unincorporated area.

Proposed Bicycle Parking

As part of the Countywide bicycle parking program, bicycle racks and lockers may be planned for locations in San Dieguito at parks, commercial districts, and civic and community buildings.

Existing Bicycle Amenities

No bicycle amenities, including shower and locker facilities, have been identified in the community of San Dieguito.

Proposed Bicycle Amenities

No bicycle amenities, including shower and locker facilities, are planned in the community of San Dieguito.

Existing Multi-Modal Connections

The community of San Dieguito has no park-and-ride facilities. Currently, all NCTD buses are equipped with state-of-the-art bike racks that can accommodate two bicycles at a time. All other Metropolitan Transit System (MTS) bus routes can accommodate bicycles, except County Transit Services (CTS) Express 800s. There are no transit centers located in the unincorporated areas of the County.

Proposed Multi-Modal Connections

The County of San Diego will coordinate with SANDAG to provide bicycle racks on all transit vehicles that serve unincorporated areas of the County.

Existing and proposed bikeway, parking, amenity, and multi-modal connection facilities may be found on the following map.

San Diego County Bicycle Master Plan - Existing and Proposed Bicycle Facilities - San Dieguito

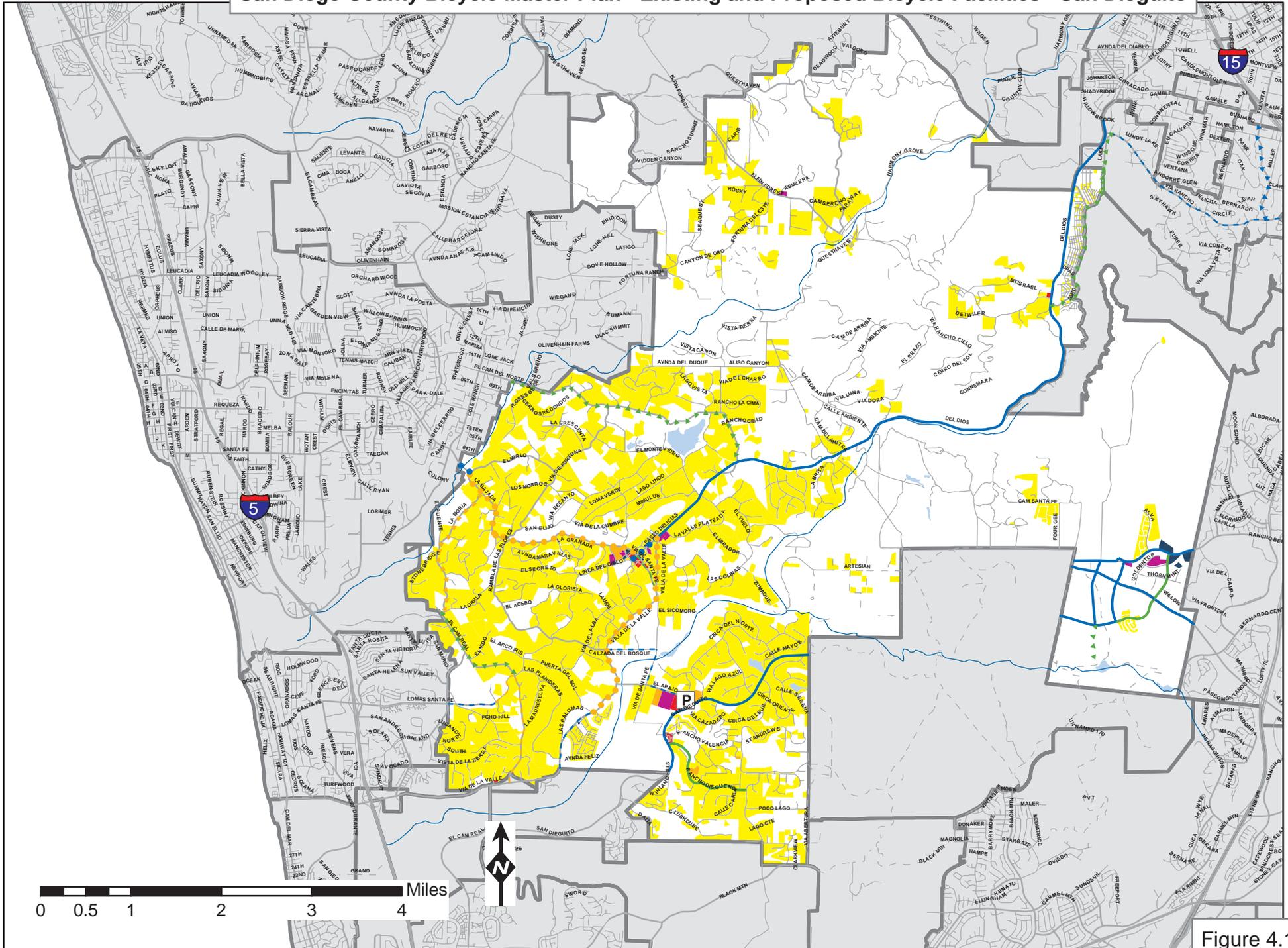


Figure 4.18
p. 4.71

4.2.19 Spring Valley

Existing Bikeways

Spring Valley currently has several bikeway facilities in place. These are shown in Table 4.58 and total 13.05 miles.

Table 4.58: Existing Bikeways in Spring Valley

Class	Street/Path	From	To	Length (mi)
II	Austin Dr	Barcelona St	Sweetwater Springs Blvd	0.95
II	Bancroft Dr	Valle de Oro Community boundary	Troy St	1.00
III	Bancroft Dr	Troy St	Tyler St	0.35
III	Central Ave	Troy St	Tyler St	0.45
II	Grand Ave	Jamacha Rd	San Carlos St	0.75
II	Jamacha Blvd	Sweetwater Rd	Valle de Oro Community boundary	3.95
II	Kenwood Dr	Bancroft Dr	Valle de Oro Community boundary	0.85
II	Paradise Valley Rd	San Diego city limit	Sweetwater Rd	0.90
II	Sweetwater Rd	Tyler St	Jamacha Blvd	1.10
II	Sweetwater Springs Blvd	SR-94 Freeway	Jamacha Blvd	1.35
II	Troy St	Bancroft Dr	Sweetwater Rd	0.45
II	Tyler St	Avocado St	Sweetwater Rd	0.50
II	Worthington St	Paradise Valley Rd	SR-54	0.45

Proposed Bikeways

Several bikeway facilities are proposed in the Community of Spring Valley. They include Class I, II, and III facilities as well as Share-the-Road signage corridors. Tables 4.59, 4.60, and 4.61 show the segments of bikeway facilities proposed in Spring Valley.

Table 4.59: Priority 1 Proposed Bikeways in Spring Valley

Class	Street/Path	From	To	Length (mi)
II	Barcelona St	Valle de Oro Community boundary	Austin Dr	1.00
II	Sweetwater Rd	Lemon Grove city limit	Tyler St	1.05
Total				2.05

Table 4.60: Priority 2 Proposed Bikeways in Spring Valley

Class	Street/Path	From	To
I	Sweetwater River	Sweetwater Community boundary	Valle de Oro Community boundary
II	Calavo Dr	Campo Rd	Del Rio Rd
III	Elketon Blvd	Paradise Valley	Quarry Rd
III	Helix St	Jamacha Rd	Montemar Dr
III	Kempton St	Lakeview Ave	San Carlos St
III	Lakeview Ave	Quarry Rd	Kempton St
III	Montemar Dr	Helix St	Austin Dr
III	San Carlos St	Kempton St	Grand Ave
III	Quarry Rd	Elketon Blvd	Lakeview Ave

Table 4.61: Priority 3 Proposed Bikeways in Spring Valley

Class	Street/Path	From	To
III	Austin Dr	Montemar Dr	Calavo Dr
II	Calavo Dr	Austin Dr	Jamacha Blvd
II	Jamacha Rd	San Diego city limit	Grand Ave
III	Del Rio Rd	Sweetwater Springs Blvd	Calavo Dr/Austin Dr

Existing Bicycle Parking

No bicycle parking facilities have been identified in the community of Spring Valley. However, it can reasonably be assumed that bicycle parking facilities exist at schools, shopping centers, public buildings, and major employment centers in the unincorporated area.

Proposed Bicycle Parking

As part of the Countywide bicycle parking program, bicycle racks and lockers may be planned for locations in Spring Valley at parks, commercial districts, civic buildings, and park-and-ride lots.

Existing Bicycle Amenities

No bicycle amenities, including shower and locker facilities, have been identified in the community of Spring Valley.

Proposed Bicycle Amenities

No bicycle amenities, including shower and locker facilities, are planned in the community of Spring Valley.

Existing Multi-Modal Connections

The community of Spring Valley has two park-and-ride facilities located at 2782 Sweetwater Springs Boulevard and 8627 Jamacha Boulevard. No bicycle parking facilities have been identified at the park-and-ride locations. Currently, all San Diego Transit buses are equipped with state-of-the-art bike racks that can accommodate two bicycles at a time. All other Metropolitan Transit System (MTS) bus routes can accommodate bicycles, except County Transit Services (CTS) Express 800s. There are no transit centers located in the unincorporated areas of the County.

Proposed Multi-Modal Connections

The County of San Diego will coordinate with SANDAG to provide bicycle racks on all transit vehicles that serve unincorporated areas of the County. In addition, all park-and-ride lots will be equipped with bicycle parking facilities through the Countywide bicycle parking program.

Existing and proposed bikeway, parking, amenity, and multi-modal connection facilities may be found on the following map.

San Diego County Bicycle Master Plan - Existing and Proposed Bicycle Facilities - Spring Valley

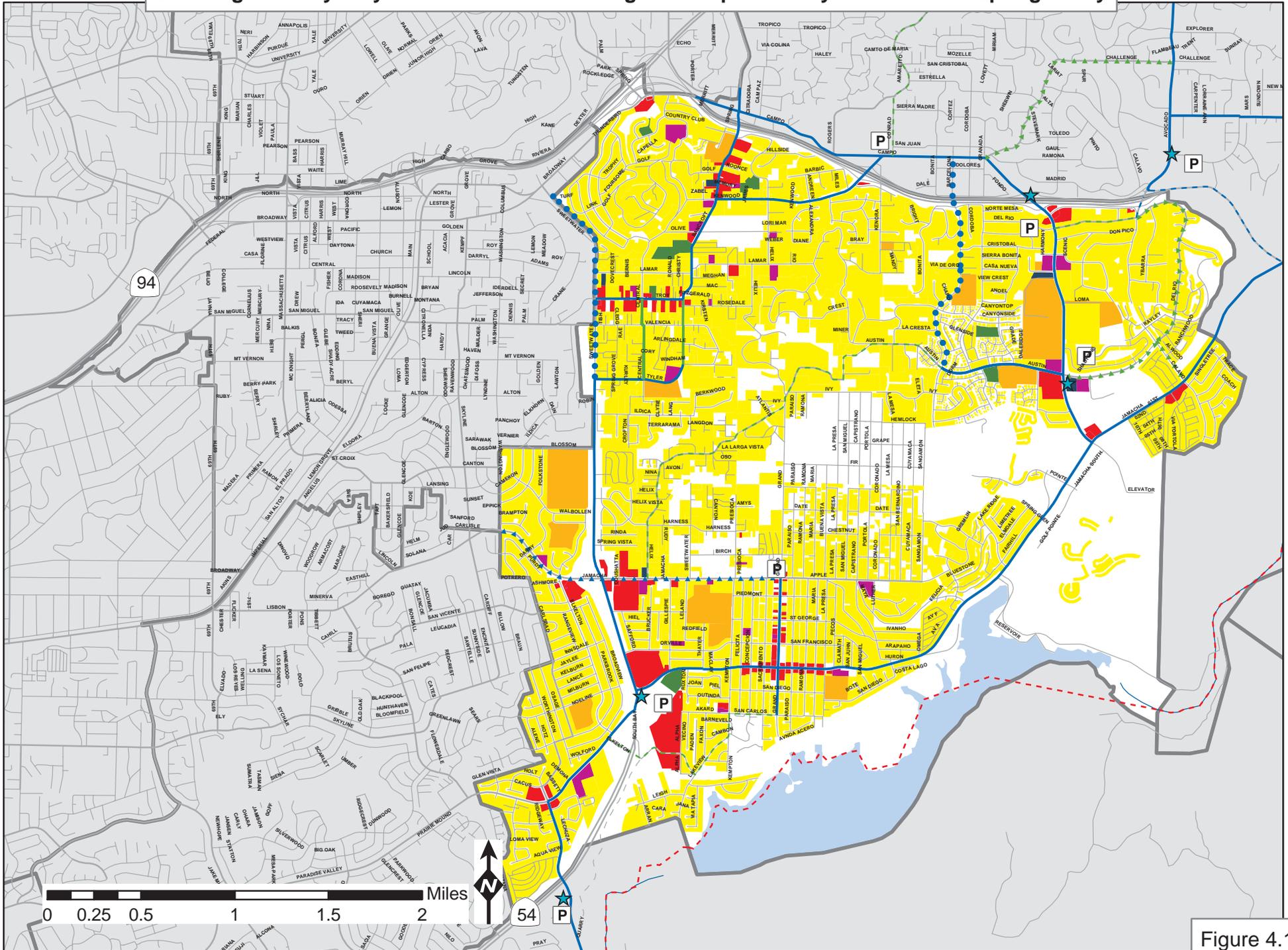


Figure 4.19
p. 4.75

4.2.20 Sweetwater

Existing Bikeways

Sweetwater currently has several bikeway facilities in place. These are shown in Table 4.62 and total 10.50 miles.

Table 4.62: Existing Bikeways in Sweetwater

Class	Street/Path	From	To	Length (mi)
II	Bonita Rd	Sweetwater Rd	Chula Vista city limit	1.10
II	Bonita Rd	Plaza Bonita Rd (Chula Vista city limit)	Willow St (Chula Vista city limit)	1.25
II	Central Ave	Sweetwater Rd	Bonita Rd	0.15
II	Corral Canyon Rd	Central Ave	Chula Vista city limit	1.20
II	Plaza Bonita Rd	National City city limit	Bonita Rd	0.40
II	Proctor Valley Rd	San Miguel Rd	Chula Vista city limit	2.05
II	Sweetwater Rd	Bonita Rd	SR-54	1.05
II	Sweetwater Rd	National City city limit	Bonita Rd	3.00
I	Sweetwater River Path	Plaza Bonita Rd	Andorra Wy	0.30

Proposed Bikeways

Several bikeway facilities are proposed in the Community of Sweetwater. They include Class I and II facilities. Tables 4.63 - 4.65 show the segments of bikeway facilities proposed in Sweetwater.

Table 4.63: Priority 1 Proposed Bikeways in Sweetwater

Class	Street/Path	From	To	Length (mi)
I	Sweetwater River	Current end of path	Chula Vista city limit	1.50
I	Sweetwater River	Central Ave	Spring Valley Community boundary	2.50
Total				4.00

Table 4.64: Priority 2 Proposed Bikeways in Sweetwater

Class	Street/Path	From	To
II	San Miguel Rd	Bonita Rd	Proctor Valley Rd

Table 4.65: Priority 3 Proposed Bikeways in Sweetwater

Class	Street/Path	From	To
II	Central Ave	Bonita Rd	Corral Canyon Rd

Existing Bicycle Parking

No bicycle parking facilities have been identified in the community of Sweetwater. However, it can reasonably be assumed that bicycle parking facilities exist at schools, shopping centers, public buildings, and major employment centers in the unincorporated area.

Proposed Bicycle Parking

As part of the Countywide bicycle parking program, bicycle racks and lockers may be planned for locations in Alpine near parks, commercial districts, civic buildings, and park-and-ride lots.

Existing Bicycle Amenities

No bicycle amenities, including shower and locker facilities, have been identified in the community of Sweetwater.

Proposed Bicycle Amenities

No bicycle amenities, including shower and locker facilities, are planned in the community of Alpine.

Existing Multi-Modal Connections

The community of Sweetwater has one park-and-ride facility located at 2300 Sweetwater Road. No bicycle parking facilities have been identified at the park-and-ride location. Currently, all San Diego Transit and Chula Vista Transit buses are equipped with state-of-the-art bike racks that can accommodate two bicycles at a time. All other Metropolitan Transit System (MTS) bus routes can accommodate bicycles, except County Transit Services (CTS) Express 800s. There are no transit centers located in the unincorporated areas of the County.

Proposed Multi-Modal Connections

The County of San Diego will coordinate with SANDAG to provide bicycle racks on all transit vehicles that serve unincorporated areas of the County. In addition, all park-and-ride lots will be equipped with bicycle parking facilities through the Countywide bicycle parking program.

Existing and proposed bikeway, parking, amenity, and multi-modal connection facilities may be found on the following map.

San Diego County Bicycle Master Plan - Existing and Proposed Bicycle Facilities - Sweetwater

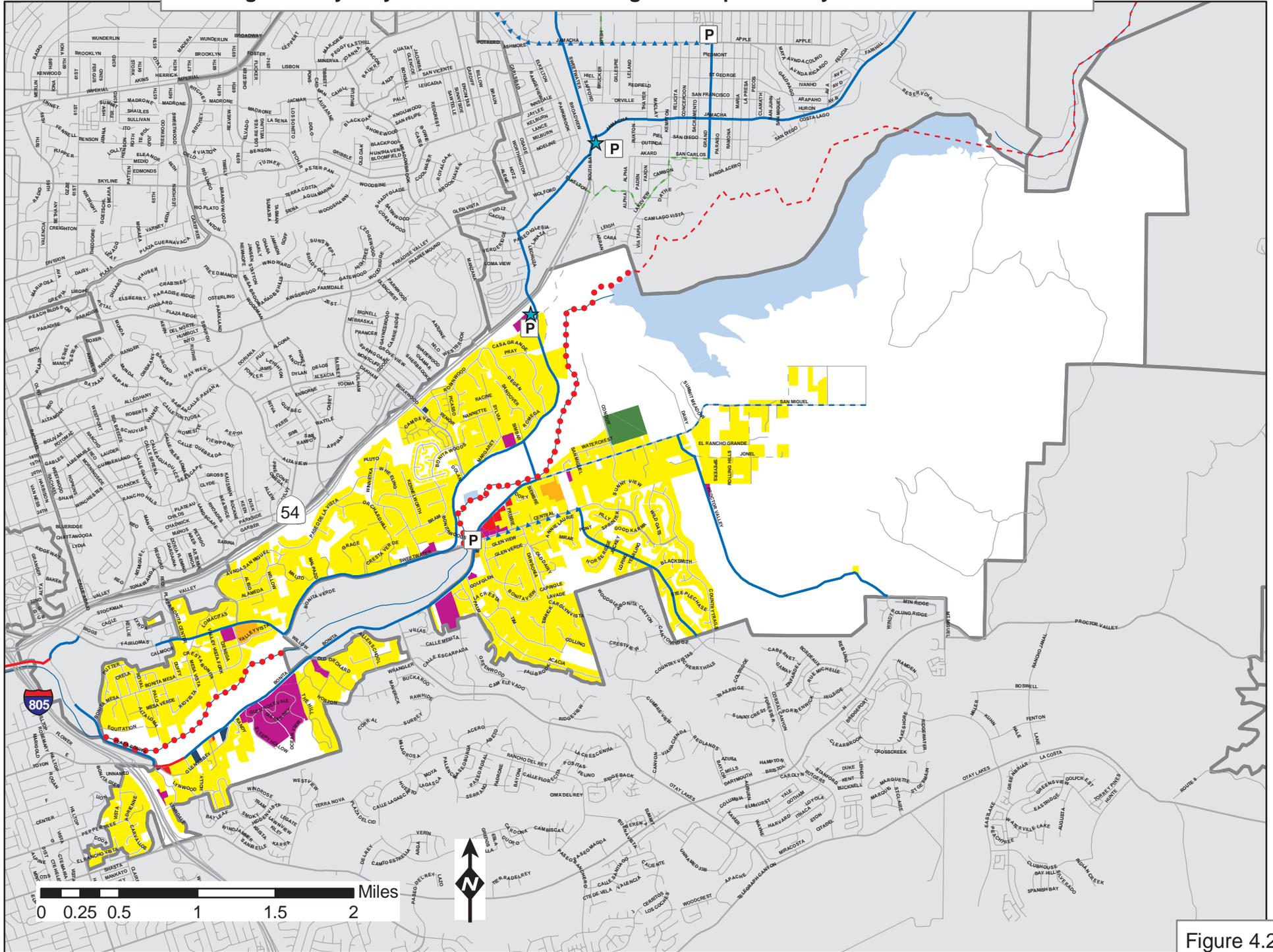


Figure 4.20
p. 4.79

4.2.21 Valle de Oro

Existing Bikeways

Valle de Oro currently has several bikeway facilities in place. These are shown in Table 4.66 and total 15.30 miles.

Table 4.66: Existing Bikeways in Valle de Oro

Class	Street/Path	From	To	Length (mi)
II	Avocado Blvd	El Cajon city limit	Campo Rd	1.65
II	Bancroft Dr	La Mesa city limit	Spring Valley Community boundary	0.2
II	Campo Rd	Bancroft Dr	Avocado Blvd	1.45
II	Chase Ave	El Cajon city limit	Hillsdale Rd	2
II	Fury Ln	Avocado Blvd	Jamacha Rd SR-54	1.85
II	Hillsdale Rd	Jamacha Rd SR-54	Chase Dr	0.45
II	Jamacha Blvd	Spring Valley Community boundary	Campo Rd SR-94	0.55
II	Jamacha Rd SR-54	Campo Rd SR-94	Willow Glen Dr	1.95
II	Jamul Dr	Steele Canyon Rd	Stonefield Dr	1.00
II	Kenwood Dr	Spring Valley Community boundary	Campo Rd	0.15
II	Steele Canyon Rd	Willow Glen Dr	Jamul Dr	0.50
II	Willow Glen Dr	Crest-Dehesa Community boundary	Jamacha Rd SR-54	3.55

Proposed Bikeways

Several bikeway facilities are proposed in the Community of Valle de Oro. They include Class I, II, and III facilities as well as Share-the-Road signage corridors. Tables 4.67 - 4.69 show the segments of bikeway facilities proposed in Valle de Oro.

Table 4.67: Priority 1 Proposed Bikeways in Valle de Oro

Class	Street/Path	From	To	Length (mi)
II	Barcelona St	Campo Rd	Spring Valley Community boundary	0.20
II	Campo Rd SR-94	Jamacha Blvd	Jamul-Dulzura Community boundary	2.00
Total				2.20

Table 4.68: Priority 2 Proposed Bikeways in Valle de Oro

Class	Street/Path	From	To
I	Sweetwater River	Spring Valley Community boundary	Steele Canyon Rd
II	Edgewood Dr	Lavell St	Macronald Dr
II	Grandview Dr	Macronald Dr	Fuerte Dr
II	Jamacha Rd (SR-54)	El Cajon city limit	Willow Glen Rd
II	Vista Grande Rd	Crest-Dehesa Community boundary	Onyx Dr
II	Vista Grande Rd	Julianna St	Hillsdale Rd
III	Conrad Dr	Campo Rd	Resmer Rd
III	Edgewood Dr	Bancroft Dr	Lavell St
III	Fuerte Dr	La Mesa city limit	Chase Ave
III	Resmer Rd	Conrad Dr	Grandview Dr
III	Vista Grande Rd	Onyx Dr	Julianna St

Table 4.69: Priority 3 Proposed Bikeways in Valle de Oro

Class	Street/Path	From	To
II	Steele Canyon Rd	Jamul Dr	Jamul-Dulzura Community boundary
III	Casa de Oro Blvd	Campo Rd	Cliffwood Dr
III	Challenge Blvd	Cliffwood Dr	Avocado Blvd
III	Jamul Dr	Stonefield Dr	Jamul-Dulzura Community boundary

Existing Bicycle Parking

No bicycle parking facilities have been identified in the community of Valle de Oro. However, it can reasonably be assumed that bicycle parking facilities exist at schools, shopping centers, public buildings, and major employment centers in the unincorporated area.

Proposed Bicycle Parking

As part of the Countywide bicycle parking program, bicycle racks and lockers may be planned for locations in Valle de Oro at parks, commercial districts, civic buildings, and park-and-ride lots.

Existing Bicycle Amenities

No bicycle amenities, including shower and locker facilities, have been identified in the community of Valle de Oro.

Proposed Bicycle Amenities

No bicycle amenities, including shower and locker facilities, are planned in the community of Valle de Oro.

Existing Multi-Modal Connections

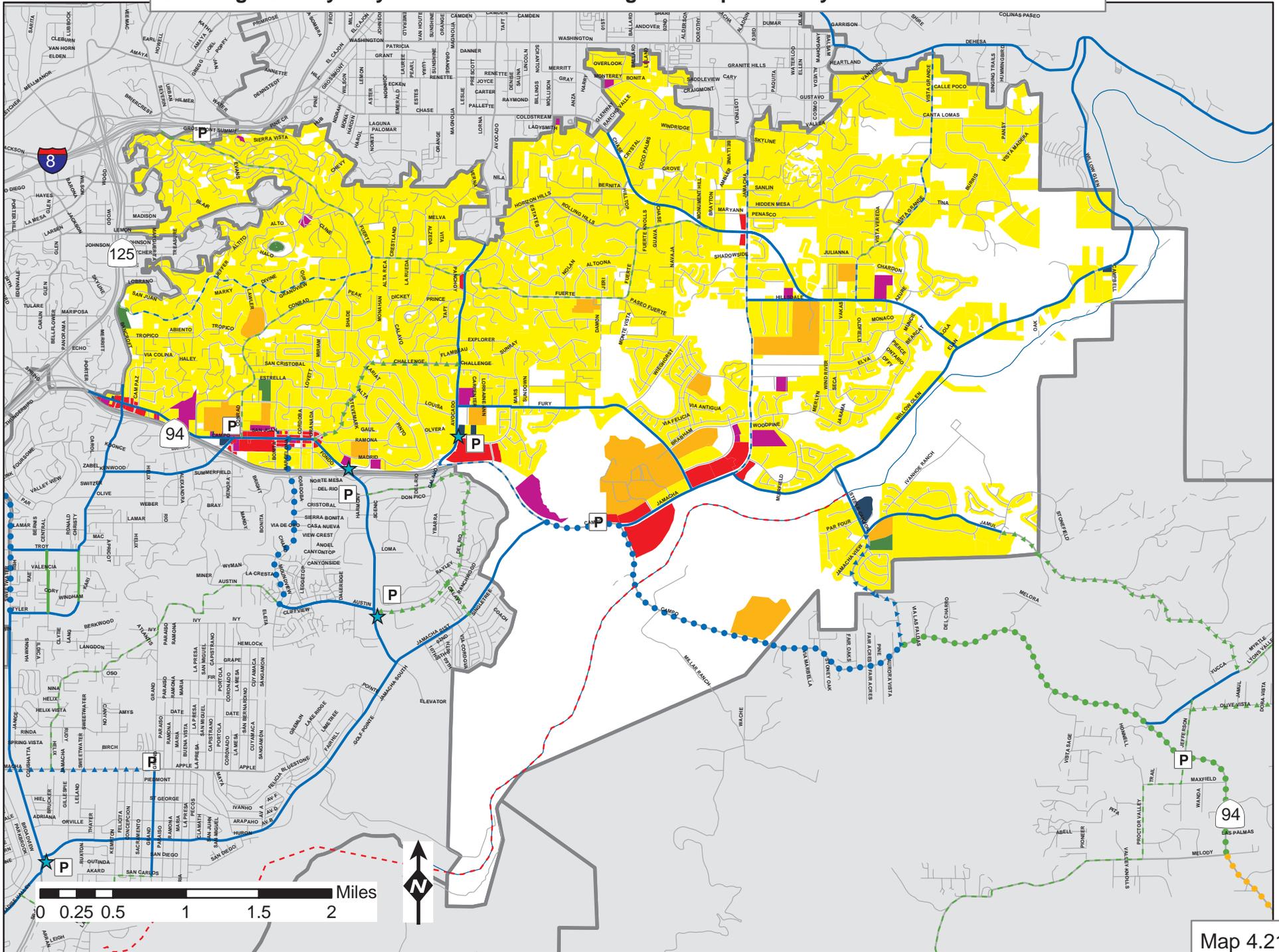
The community of Valle de Oro has one park-and-ride facility located at 3601 Avocado Blvd. No bicycle parking facilities have been identified at the park-and-ride location. Currently, all San Diego Transit buses are equipped with state-of-the-art bike racks that can accommodate two bicycles at a time. All other Metropolitan Transit System (MTS) bus routes can accommodate bicycles, except County Transit Services (CTS) Express 800s. There are no transit centers located in the unincorporated areas of the County.

Proposed Multi-Modal Connections

The County of San Diego will coordinate with SANDAG to provide bicycle racks on all transit vehicles that serve unincorporated areas of the County. In addition, all park-and-ride lots will be equipped with bicycle parking facilities through the Countywide bicycle parking program.

Existing and proposed bikeway, parking, amenity, and multi-modal connection facilities may be found on the following map.

San Diego County Bicycle Master Plan - Existing and Proposed Bicycle Facilities - Valle De Oro



4.2.22 Valley Center

Existing Bikeways

Valley Center has one existing bikeway facility, and it is shown in Table 4.70.

Table 4.70: Existing Bikeways in Valley Center

Class	Street/Path	From	To	Length (mi)
II	Cole Grade Rd	Horse Creek Tr	Valley Center Rd	0.65

Proposed Bikeways

Several bikeway facilities are proposed in the Community of Valley Center. They include Class II and Class III facilities as well as Share-the-Road signage corridors. Tables 4.71 - 4.73 show the segments of bikeway facilities proposed in Valley Center.

Table 4.71: Priority 1 Proposed Bikeways in Valley Center

Class	Street/Path	From	To	Length (mi)
II	Valley Center Rd	Escondido City limit	Lake Wohlford Rd	10.0
Sign	Lilac Rd	Valley Center Rd	Old Castle Rd	3.95
Sign	Old Castle Rd	Champagne Blvd	Lilac Rd	5.50
Sign	Valley Center Rd	North County Metro Community boundary	Woods Valley Rd	2.35
Total				21.80



Table 4.72: Priority 2 Proposed Bikeways in Valley Center

Class	Street/Path	From	To
II	Cole Grade Rd	Horse Creek Tr	Pala-Pauma Community boundary
II	Lake Wohlford Rd	Valley Center Rd	Woods Valley Rd
II	Valley Center Rd	North County Metro Community boundary	Woods Valley Rd
III	Lake Wohlford Rd	Woods Valley Rd	North County Metro Community boundary
Sign	Couser Canyon Rd	Pala-Pauma Community boundary	Lilac Rd
Sign	Lilac Rd	Pala-Pauma Community boundary	Old Castle Rd

Table 4.73: Priority 3 Proposed Bikeways in Valley Center

Class	Street/Path	From	To
II	Circle R Dr	Old Hwy 395	Circle R Ct
II	Fruitvale Rd	Cole Grade Rd	Mac Tan Rd
II	Oak Glen Rd	West Oak Glen Rd	Cole Grade Rd
III	Acorn Rd	West Oak Glen Wy	Hilltop Ter
III	Betsworth Rd	Lilac Rd	end
III	Cool Valley Rd	Cole Grade Rd	Villa Sierra Rd
III	Hillcrest Dr	Hilltop Ter	Hillview Dr
III	Hilldale Rd	Hillview Dr	Cole Grade Rd
III	Hilltop Ter	Acorn Rd	Hillcrest Dr
III	Hillview Dr	Hillcrest Dr	Hilldale Rd
III	Mac Tan Rd	Camino de Oro	Valley Center Rd
III	McNally Rd	Lilac Rd	Pala-Pauma Community boundary
III	McNally Rd	Pala-Pauma Community boundary	Cole Grade Rd
III	Miller Rd	Valley Center Rd	Cole Grade Rd
III	Oak Glen Rd	McNally Rd	West Oak Glen Rd
III	Paradise Mountain Rd	Lake Wohlford Rd	Los Hermanos Ranch Rd
III	Sunset Rd	Vesper Rd	Valley Center Rd

Table 4.73: Priority 3 Proposed Bikeways in Valley Center (cont'd)

III	Vesper Rd	Valley Center Rd	Sunset Rd
III	West Oak Glen Rd	Oak Glen Rd	Acorn Rd
III	Woods Valley Rd	Valley Center Rd	Lake Wohlford Rd
Sign	Circle R Dr	Circle R Ct	West Lilac Rd
Sign	Valley Center Rd	Pala-Pauma Community boundary	Lake Wohlford Rd
Sign	West Lilac Rd	Fallbrook Community boundary	Lilac Rd

Existing Bicycle Parking

No bicycle parking facilities have been identified in the community of Valley Center. However, it can reasonably be assumed that bicycle parking facilities exist at schools, shopping centers, public buildings, and major employment centers in the unincorporated area.

Proposed Bicycle Parking

As part of the Countywide bicycle parking program, bicycle racks and lockers may be planned for locations in Alpine near parks, commercial districts, and civic and community buildings.

Existing Bicycle Amenities

No bicycle amenities, including shower and locker facilities, have been identified in the community of Valley Center.

Proposed Bicycle Amenities

No bicycle amenities, including shower and locker facilities, are planned in the community of Alpine.

Existing Multi-Modal Connections

The community of Valley Center has no park-and-ride facilities. Currently, all NCTD buses are equipped with state-of-the-art bike racks that can accommodate two bicycles at a time. All other Metropolitan Transit System (MTS) bus routes can accommodate bicycles, except County Transit Services (CTS) Express 800s. There are no transit centers located in the unincorporated areas of the County.

Proposed Multi-Modal Connections

The County of San Diego will coordinate with SANDAG to provide bicycle racks on all transit vehicles that serve unincorporated areas of the County. In addition, all park-and-ride lots will be equipped with bicycle parking facilities through the Countywide bicycle parking program.

Existing and proposed bikeway, parking, amenity, and multi-modal connection facilities may be found on the following map.

San Diego County Bicycle Master Plan - Existing and Proposed Bicycle Facilities - Valley Center

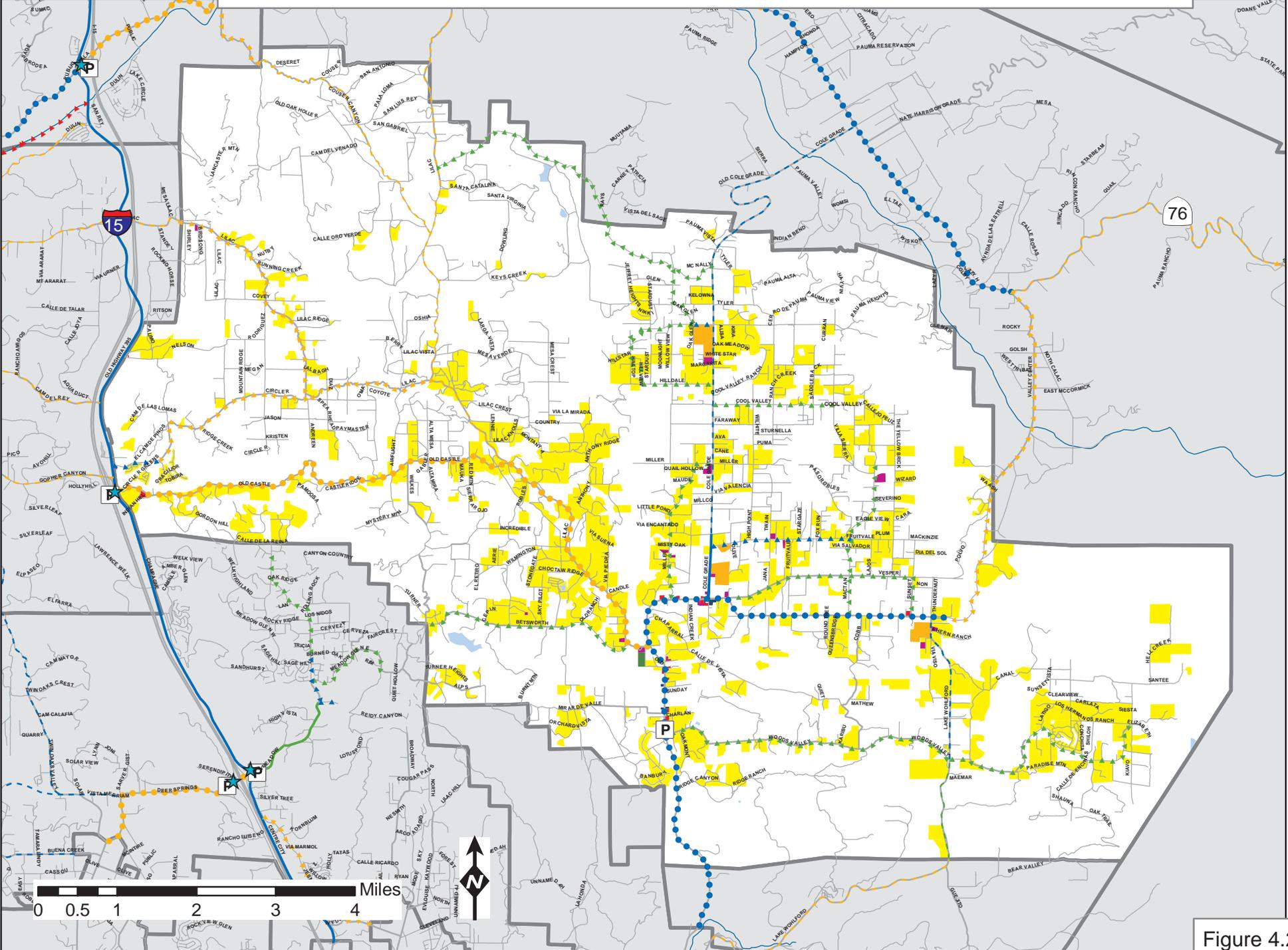


Figure 4.22
p . 4.88

5.0 Priority 1 Projects

This chapter of the Bicycle Master Plan outlines in greater detail the priority 1 bikeways identified in Chapter 4. Many of these priority 1 bikeway projects include proposed bikeway segments from more than one community. Proposed priority 1 bikeway projects are selected using several criteria. The identification of top priority projects was performed on a countywide basis. The criteria include, but are not limited to, the following.

- Regional connectivity
- Closing gaps in the bikeway network
- Input from the public
- Input from the Community Planning groups
- Completion of the bikeway network
- Availability of street width or right-of-way
- Existing plans the City has to improve and/or widen streets
- Linkages with adjacent cities and counties

The following project description sheets include a description of each project and a planning-level cost estimate for implementation. The listing of projects in this section denotes no further ranking. They are all considered top priority. Cost estimates associated with each project are based on similar projects from the Southern California region. Costs for proposed bikeway types and signage corridors are estimated using the following assumptions.

- \$1,000,000 per mile for Class I Bike Paths
- \$400,000 per mile for Class II Bike Lanes where pavement construction is required
- \$50,000 per mile for Class II Bike Lanes where pavement construction is not required
- \$15,000 per mile for Class III Bike Routes
- \$1,000 per mile for Share-the-Road Corridors

Table 5.1 on page 5.2 identifies the top priority projects described in this chapter.



Table 5.1: Priority 1 Projects

Project Number	Class	Project Name	Mileage	Estimated Cost	Communities
1	-	Countywide Bicycle Parking Program	-	\$148,000	Countywide
2	-	Bicycle Safety Education Program	-	\$30,000	Countywide
3	II/III	I-8 Corridor Bikeway Gap Closures	7.85	\$772,250	Alpine, Central Mountain
4	II/ Signage	Rancho Santa Fe Bikeway	3.50	\$25,550	San Dieguito
5	II	Julian Class II Bikeways	0.75	\$195,000	Julian
6	II/III/ Signage	Campo Road (SR-94) Bikeway and Signage Corridor	49.65	\$242,150	Valle de Oro, Jamul-Dulzura, Mountain Empire
7	II	SR-76 Class II Bikeway	7.90	\$3,160,000	Bonsall, Fallbrook
8	II	Sweetwater Road Gap Closure	1.05	\$52,500	Spring Valley
9	III/ Signage	SR-67/SR-78 Bikeway and Signage Corridor	17.75	\$53,450	Lakeside, Ramona
10	II	Valley Center Road Class II Bikeway	10.0	\$4,000,000	North County Metro, Valley Center
11	II	Tavern Road Class II Bikeway	2.50	\$800,000	Alpine
12	II/ Signage	Pala Road (SR-76) Bikeway and Signage Corridor	15.90	\$2,010,900	Fallbrook, Pala-Pauma
13	I	Inland Rail Trail	2.00	\$2,000,000	North County Metro
14	II	Dehesa Road Bikeway	0.75	\$400,000	Crest-Dehesa
15	II/ Signage	Pine Street/SR-78 Bikeway and Signage Corridor	4.65	\$85,500	Ramona
16	II/III	Mission Road Bikeway	6.90	\$2,147,000	Fallbrook, Bonsall
17	II/III	Riverside Drive/ Lakeside Avenue Bikeway	1.45	\$82,500	Lakeside
18	Signage	SR-78 Signage Corridor	20.55	\$20,550	Ramona, North Mountain, Julian
19	II	Cuyamaca Highway (SR-79) Class II Bikeway	21.10	\$8,440,000	Julian, Central Mountain
20	II	Vine Street Bikeway	0.55	\$27,500	Lakeside
21	Signage	Old Castle/Lilac Roads Bikeway	9.45	\$9,450	Valley Center
22	I	San Diego River Trail	7.20	\$7,200,000	Lakeside

Table 5.1: Priority 1 Projects (continued)

23	Signage	Deer Springs Road Signage Corridor	2.40	\$2,400	North County Metro
24	II	Airway Road, Heritage Road, Enrico Fermi Road	3.00	\$150,000	Otay
25	Signage	Otay Lakes Road Signage Corridor	8.55	\$8,550	Otay, Jamul-Dulzura
26	Signage	Via de La Valle	2.85	\$2,850	San Dieguito
27	II	Barcelona Street Bikeway	1.20	\$60,000	Valle de Oro, Spring Valley
28	II	South Grade Road	4.0	\$4,000,000	Alpine
29	I	Sweetwater	1.5	\$815,000	Sweetwater
30	I	Sweetwater	2.5	\$850,000	Sweetwater
Totals			209.55	\$37,791,100	

Project 1: Countywide Bicycle Parking Program

- **Existing Problem: Lack of bicycle parking in commercial districts, at civic and community locations, parks, and park-and-ride lots**
- **Estimated Cost: \$148,000**
 - **Lockers for 60 Bicycles: \$48,000**
 - **Racks for 1000 Bicycles: \$100,000**

With nearly all utilitarian and many recreational bicycle trips, users need secure and convenient bicycle parking. The lack of parking is a major obstacle to using a bicycle. A comprehensive bicycle parking program is one of the most important strategies that jurisdictions can employ to enhance the bicycling environment. The program can improve the bicycling environment and increase the visibility of bicycling in a relatively short period of time. Within a few years bike parking can be placed throughout the unincorporated parts of the County. The number of racks and lockers above is an estimate of the number of bicycle parking accommodations that would provide a good start for a parking program based on planning judgment.

It should be recognized that parking should be provided for two types of trips. Bike racks serve as effective parking facilities for short-term needs while bicycle storage lockers provide for long-term needs. Lockers provide a higher level of security for bicyclists. They typically are located at places of employment, including municipal offices. This project includes the provision of both racks and lockers.

The County should apply for funds to retrofit existing establishments with bike parking and expand existing parking accommodations. A public bike parking program typically purchases large numbers of racks and bike lockers and places them in public locations such as the following.

- On sidewalks in front of stores
- At schools and parks
- At park-and-ride lots
- In front of libraries and other civic locations
- At pools and other recreation areas

Public bicycle parking programs can also be coordinated with property owners of commercial buildings to supply parking for employees and visitors. Any bicycle parking requirements on new development would require modifications to the County's subdivision and zoning ordinances.



Project 2: Bicycle Safety Education Program

- **Existing Problem: Lack of knowledge of safe bicycle riding technique**
- **Estimated Cost: \$30,000 per year to the year 2020**

Background

Many people don't ride bicycles or walk because they believe it is unsafe to do so. Respondents to surveys in other cities and counties often cite safety as the top concern preventing people from riding or walking more. Although physical improvements such as signage and adding more facilities can make a difference, it is also imperative that all bicyclists know how to ride safely and pedestrians know how to manage their environment. Knowing how to ride safely will encourage people to bicycle more confidently, more often, and along more routes. Safety education programs teach people of all ages and lifestyles how to ride safely and effectively on paths, streets, and in traffic. They can also inform people about how to walk safely.

The Program

Safety education programs teach bicycle safety to children, adults and other people who would encounter bicyclists and pedestrians, such as motorists. A specific curriculum geared for each audience, along with a handbook or other literature is recommended.

- **Children** - Safety education should be comprehensive enough to ensure that all children in public schools go through a bicycle and pedestrian safety program before they graduate. Educating children at the appropriate age is important to build life-long cycling skills that they can use in riding and walking to school and riding for short trips later in life. In addition, bicycle safety should be taught to students who are taking drivers education classes to ensure that new motorists respect bicyclists on the road.
- **Adults** - A safety education component can also be available to adults at employment sites, community centers, parks, and on selected weekends for the general public. Safety education for adults can encourage more people to ride bicycles rather than driving because education can build confidence in riding for people otherwise afraid to ride in traffic.
- **Motorists** - Safety education should reach anyone who would come into contact with bicyclists and pedestrians even if they were not cyclists themselves. This includes motorists on the roadways. Motorists as well as bicyclists need to be informed of the rules and laws of the road that pertain to bicycling in traffic. Motorist education will make motorists aware of cyclists' correct lane positioning and rights on the road to ensure the safe co-existence of bicyclists and motorists on streets and roadways.
- **Other Groups** - Safety education should be taught to other people who come in to contact with bicyclists and pedestrians or who are involved in bicycle or pedestrian programs. These groups of people may include MTS transit bus drivers, San Diego County Sheriffs, and County staff who work with planning, public works and parks projects. Bicycle safety education can be incorporated into existing training or orientations.

Some items of instruction that should be conveyed to students in safety education sessions usually include:

- Choosing the right bike
- Proper bicycling clothing

- Helmet use
- How to deal with bad weather
- Basic bicycle maintenance and repair
- Using the gears
- Bicycle registration
- Rules, regulations and ordinances that govern bicyclists
- Proper mounting and dismounting techniques
- Recognition and avoidance of common bicycle collisions
- Selecting bike routes
- Consequences of unsafe bicycle use
- Proper braking techniques for hills, wet pavement, sand, rain gutters, debris, car doors
- Riding in traffic
- How to make left and right-hand turns
- Left hand shoulder check
- Avoiding hazards
- Crossing arterial streets as a pedestrian
- Hiking safety
- Trail etiquette

The best training includes a mix of in-class and on-road instruction. After these topics have been taught in a classroom setting, it is important for cyclists to go out and practice proper technique under the observation of a trained instructor.

Instructors certified by such organizations as Safe Moves and Effective Cycling should provide safety education programs. They also could be performed by a number of organizations, including the Sheriff's Department, school districts, the Parks and Recreation department, and other community organizations. Other programs exist which provide education programs to schools and communities across the country. Two of these specialized programs are Safe Moves and Effective Cycling. These programs have instructors and curricula that can be sent to schools and organizations in the County to teach different groups of people how to ride safely and responsibly. Programs may be administered by these organizations, the San Diego County Bicycle Coalition, the County Sheriff's Department, or local school districts.

The San Diego County Bicycle Coalition also offers courses ranging from one-hour lunch presentations to three weekend classes. These courses cover material such as the most common causes of bicycle crashes, basic road riding, basic on-road bicycle maintenance, and other information that can help bicyclists become safer and more confident.

Education programs are often sponsored by municipalities or school districts, and paid for by grants. The State Office of Traffic Safety has been one important source of grant money for such programs. San Diego County should seek funds for a bicycle and pedestrian safety education program. One option may be to pursue funds through the Office of Traffic Safety.

Project 3: I-8 Corridor Bikeway Gap Closures

- **Project Limits - Willows Road/I-8 to Flo Bob Lane, SR-79/I-8 to Old Highway 80/Pine Creek Road**
- **Communities - Alpine, Central Mountain**
- **Existing Problem - Lack of regional bikeway continuity**
- **Classification - Classes II and III**
- **Length - 7.85 miles**
- **Estimated Cost: \$772,250**

This proposed project would provide a combination Class II and III bikeway to close two gaps in the regional I-8 corridor bikeway as described in the Regional Transportation Plan. One gap closure would link existing Class II bike lanes on Alpine Boulevard with those on Willows Road near the Viejas Casino. The second gap closure would link the existing Class II bike lanes on Old Highway 80 east of Pine Creek Road with the section of the I-8 Freeway that is open to bicycles on I-8 west of SR-79. The project would provide for enhanced access for regional bicycle travel through the Alpine and Central Mountain Communities. Bicycle parking proposed at the park-and-ride lot located at the junction of I-8 and SR-79 would also enhance the utility of the bikeway.

This project parallels a proposed community trail segment along Old Highway 80.

This project would serve the small communities of Guatay and Descanso within Central Mountain.

- Provide Class II bikeway striping, signage, and stencils along the following roadway segments:
 - Old Highway 80 between the Cuyamaca Highway SR-79 and Pine Creek Road.
 - Willows Road between I-8 (West Willows) and Flo Bob Lane
- Provide Class III bikeway signage and stencils along SR-79 between the I-8 Freeway and Cuyamaca Highway SR-79.
- Provide bikeway and destination signage and pavement markings as described on pages 7.2 through 7.8 of Chapter 7.

Project 4: Rancho Santa Fe Bikeway Project

- **Project Limits - Encinitas city limit/Rancho Santa Fe Road to Via de La Valle/Paseo Delicias**
- **Community - San Dieguito**
- **Existing Problem - Lack of bikeway access and continuity**
- **Classification - Class II and Signage Corridor**
- **Length - 3.50 miles**
- **Estimated Cost: \$25,550**

This proposed project would provide a combination Class II and III bikeway to close a gap in the regional bikeway network. It would provide a linkage from the bike lanes along Paseo Delicias and Del Dios Highway to the bike lanes along Encinitas Boulevard in the City of Encinitas. The project would provide enhanced bicycle access through Rancho Santa Fe, including its central area. Although the roadways along this route are heavily traveled and some segments are narrow, it is important to recognize that this is also a route for bicyclists. The signage and pavement markings proposed as part of this project will enhance visibility for bicyclists along this route.

This project does not parallel a proposed community trail segment.

- Provide Class II bikeway striping, signage, and stencils along the following roadway segments.
 - Paseo Delicias between Avenida de Acacias and Via de La Valle.
 - Rancho Santa Fe Road between the Encinitas city limit and La Bajada.
- Provide Share-the-Road signs along the following roadway segments.
 - La Bajada between Rancho Santa Fe Road and Los Morros
 - Los Morros between La Bajada and La Granada
 - La Granada between Los Morros and Paseo Delicias
- Provide bikeway and destination signage and pavement markings as described on pages 7.2 through 7.8 of Chapter 7.

Project 5: Julian Class II Bikeways Project

- **Project Limits - Washington Street (SR-78/SR-79)/4th Street to Banner Road (SR-78)/Hollow Glen Drive**
- **Community - Julian**
- **Existing Problem - Lack of adequate bicycle access to the central business area and to community schools**
- **Classification - Class II**
- **Length - 0.75 miles**
- **Estimated Cost: \$195,000**

This proposed project would provide Class II bike lanes in Julian along the central corridors of the community. The project would add bike lanes to segments of roadway west of Cuyamaca Highway where space is currently available to stripe bike lanes without paving. East of Cuyamaca Highway, paving would be required in order to accomplish the installation of bike lanes to Hollow Glen Drive. Shoulders are already graded in this segment. The bike lanes would provide for enhanced bicycle travel in the downtown business area as well as to Julian Union High School, a junior high school, and an elementary school all located east of Cuyamaca Highway.

This project does not parallel a proposed community trail segment.

- Provide Class II bikeway striping, signage, and stencils along the following roadway segments.
 - Washington Street (SR-78/SR-79) between 4th Street and Main Street (SR-78/SR-79)
 - Main Street (SR-78/SR-79) between on Street (SR-78/SR-79) and Cuyamaca Road (SR-79)
 - Banner Road (SR-78) between Cuyamaca Road (SR-79) and Hollow Glen Drive
- Provide bikeway and destination signage and pavement markings as described on pages 7.2 through 7.8 of Chapter 7.

Project 6: Campo Road (SR-94) Bikeway and Signage Corridor Project

- **Project Limits - Jamacha Boulevard to Old Highway 80**
- **Communities - Valle de Oro, Jamul/Dulzura, Mountain Empire**
- **Existing Problem - Lack of regional bicycle access**
- **Classification - Classes II and III, Share-the-Road Signage Corridor**
- **Length - 49.65 miles**
- **Estimated Cost: \$242,150**

This proposed project would provide a combination Class II and III bikeway and Share-the-Road signage along Campo Road (SR-94) along its entire length. The project would provide a regional bikeway facility that would link many small communities, including Rancho San Diego, Jamul, Dulzura, Tecate, Potrero, Campo, and Boulevard. The rural sections of Campo Road would have Share-the-Road signage installed, and in more population areas (west of Jamul) a combination of Class II bike lanes and a Class III bike route would be installed. Bike lanes are proposed to be installed where there is already enough paved shoulder to accommodate them.

This project does not parallel a proposed community trail segment.

- Provide Class II bikeway striping, signage, and stencils along Campo Road (SR-94) between Jamacha Road and Steele Canyon Road.
- Provide Class III bikeway signage and stencils along the along Campo Road (SR-94) between Steele Canyon Road and Proctor Valley Road.
- Provide bikeway and destination signage and pavement markings as described on pages 7.2 through 7.8 of Chapter 7.
- Provide Share-the-Road signs along Campo Road (SR-94) between Proctor Valley Road and Old Highway 80.

Project 7: SR-76 Class II Bikeway Project

- Project Limits - Oceanside City Limit to Old Highway 395
- Communities - Bonsall, Fallbrook
- Existing Problem - Lack of bikeway continuity in this region
- Classification - Class II (temporarily Class III in some locations)
- Length - 7.90 miles
- Estimated Cost: \$3,160,000

This proposed project would provide a Class II bikeway link from Oceanside to Old Highway 395. It would tie Bonsall and Fallbrook into the regional network and provide access to the park-and-ride lot located at the intersection of SR-76 and Old Highway 395. This project would provide access to the business district of Bonsall. This bikeway would also create a link between Bonsall and Fallbrook.

Much of SR-76 already has wide shoulders. New bike lanes could be easily striped along much of the corridor. In other locations, pavement would need to be added to pre-graded shoulders. In a few locations, the roadway would require some widening and grading for bike lane implementation. It is recommended that the bikeway be designated as Class III where the pavement is too narrow for bike lanes until sometime in the future when widening can be done.

This project parallels a proposed community trail segment along SR-76.

- Provide Class II bikeway striping, signage, and stencils where pavement is wide enough along SR-76 between the Oceanside city limit and Old Highway 395.
- Provide Class III bikeway signage and stencils where pavement is not wide enough for bike lanes.
- Provide bikeway and destination signage and pavement markings as described in on pages 7.2 through 7.8 of Chapter 7.
- In the future, widen the pavement where grading exists, and widen with grading where necessary.

Project 8: Sweetwater Road Bikeway Gap Closure

- **Project Limits - Lemon Grove city limit to Tyler Street**
- **Communities - Spring Valley**
- **Existing Problem - Gap in the existing bikeway network**
- **Classification - Class II**
- **Length - 1.05 miles**
- **Estimated Cost: \$52,500**

This proposed project would close a gap in the local and regional bikeway network in Spring Valley. The City of Lemon Grove currently has bike lanes on Broadway and has proposed a bikeway on Sweetwater Road south of Broadway. The proposed bike lanes on Sweetwater Road in this project would link the Lemon Grove facilities with existing Class II bike lanes on Tyler Street and Sweetwater Road south of Tyler Street.

This project does not parallel a proposed community trail segment.

- Provide Class II bikeway striping, signage, and stencils along Sweetwater Road between the Lemon Grove city limit and Tyler Street.
- Provide bikeway and destination signage and pavement markings as described on pages 7.2 through 7.8 of Chapter 7.

Project 9: SR-67/SR-78 Bikeway and Signage Corridor Project

- **Project Limits - SR-67/Lakeside Avenue to SR-78/Magnolia Avenue**
- **Communities - Lakeside, Ramona**
- **Existing Problem - Lack of local and regional bicycle access**
- **Classification - Class III, Share-the-Road Signage Corridor**
- **Length - 17.75 miles**
- **Estimated Cost: \$53,450**

This proposed project would provide for a combination Class III and Share-the-Road signage corridor along SR-67 and SR-78 between Lakeside Avenue in Lakeside to Magnolia Avenue in Ramona. In the central area of Ramona, a Class III bike route is proposed in order to enhance bicycle travel to local destinations, such as the public library, the County courthouse, the post office, a park-and-ride facility, and many shops and other commercial establishments.

Share-the-Road signage is proposed along SR-67 south of the central area of Ramona in order to enhance bicyclist visibility along this regional corridor. SR-67 is a regional facility that offers connectivity between Lakeside, Poway, and Ramona and intersects existing bike lanes along Scripps Poway Parkway.

A second phase of this project could be implemented at a later date. The addition of bike lanes along SR-67 between the communities of Lakeside and Ramona would greatly increase the visibility and enhance the safety of bicyclists along the highway corridor.

This project does not parallel a proposed community trail segment.

- Provide Class III bikeway signage and stencils along Main Street (SR-67 and SR-78) between Pala Street and Magnolia Avenue
- Provide bikeway and destination signage and pavement markings as described on pages 7.2 through 7.8 of Chapter 7.
- Provide Share-the-Road signs along the following roadway segments.
 - SR-67 between the Poway city limit and Pala Street
 - SR-67 between Lakeside Avenue and the Poway city limit

Project 10: Valley Center Road Bikeway and Signage Corridor Project

- **Project Limits -south of Ranch Ridge Road to Cole Grade Road**
- **Communities - North County Metro, Valley Center**
- **Existing Problem - Lack of regional bicycle access and visibility**
- **Classification - Class II**
- **Length - 3.6 miles**
- **Estimated Cost: \$1,440,000**

This project will construct approximately 3.65 miles of Class II Bikeways on Valley Center Road from south of Ranch Ridge Road to Cole Grade Road in the unincorporated community of Valley Center.

Purpose and Need

Valley Center Road is the most direct north-south transportation link between the Valley Center community and the City of Escondido to the south and Pauma Valley to the north. At present there is no continuous bicycle facility between Valley Center and Escondido. Valley Center Road is heavily travelled by high speed vehicles on narrow lanes leaving little room for bicycles. Construction of Valley Center Road Phase 1 Widening Improvements from the City of Escondido to south of Ridge Ranch Road is currently underway and includes Class II Bikeways. Valley Center Road Phase 2 Widening Improvements design is currently underway and includes extension of the Class II Bikeway northward. Completion of Phase 1 and Phase II Bikeways will provide continuous bike lanes between Valley Center and Escondido, thereby improving the bicycling environment, which will result in increased bicycling.

Valley Center Road is the most direct north-south connection between the Valley Center community and employment opportunities in the City of Escondido. The proposed project will provide a safer bicycling environment for residents along the bikeway who ride to/from jobs in Valley Center and Escondido.

The proposed project will result in continuous bikeways between the Valley Center community and the City of Escondido. This will improve the bicycling environment by providing a safer facility. Improved safety will encourage additional bicycle commuting.

Other alternatives were evaluated in the EIR. This is the preferred alternative for providing continuous Class II Bikeways between Valley Center and the City of Escondido.

Proposed Valley Center Phase 2 Class II Bikeways will extend bikeways currently under construction by approximately 3.65 miles northward.

Proposed project will provide a direct connection between the Valley Center community and employment opportunities in the City of Escondido.

Project 11: Tavern Road Class II Bikeway Project

- **Project Limits - Roble Grande to South Grade Road**
- **Communities - Alpine**
- **Existing Problem - Lack of bicycle north-south access through the community**
- **Classification - Class III**
- **Length - Approx 1 mi**
- **Estimated Cost: \$1,000,000**

This project will construct approximately 4,700 feet of Class II Bikeways on Tavern Road from Roble Grande Road to South Grade Road in the unincorporated community of Alpine. This is the first of four phases of Class II Bikeways proposed for Alpine.

Purpose and Need

Tavern Road is a Circulation Element Road that is highly travelled to Alpine's primary entrance ramp to the I-8 freeway. The posted speed limit is 50 mph, but vehicles routinely travel 55-60 mph or higher. There is often no room for bicyclists and pedestrians. To meet these challenges, the Alpine Community Planning Group sponsored "Walk Alpine": a grass-roots bike ride and walk designed to bring greater awareness to bicycling and walking issues.

Additionally, the traffic safety issues became so critical to the local school district that it adopted a policy to bus all children to the middle school and elementary school on Tavern Road. The additional busing costs may be passed along to parents, who may decide to drive their children to school. The resulting additional traffic will only exacerbate the problem.

As a result, "Walk Alpine" recommended a four-mile Class II Bikeway and Pedestrian Trail around central Alpine which will be used by a variety of community members, including students on their way to/from school, workers going to/from jobs, and recreational riders/walkers. Construction of Class II Bikeways will improve the bicycling environment, which will result in increased bicycling.

Tavern Road provides direct access to the west side of Alpine, including two schools. The proposed project will provide a safer bicycling environment for residents along the bikeway who ride to/from schools and jobs in Alpine.

The proposed project is the first phase of a continuous bikeway around Alpine. This will improve the bicycling environment by providing a safer facility. Improved safety and accessibility will encourage additional bicycle commuting.

Other alternatives were evaluated in the "Walk Alpine Preliminary Engineering Report." This is the preferred alternative for providing continuous Class II Bikeways around Alpine.

Proposed Tavern Road Class II Bikeways will connect to existing Class II Bikeways on Alpine Boulevard.

Proposed project will provide a direct connection to a middle school and elementary school on Tavern Road, as well as shopping and employment opportunities in central Alpine.

Project 12: Pala Road (SR-76) Bikeway and Signage Corridor Project

- **Project Limits -Old Highway 395 to Valley Center Road**
- **Communities -Fallbrook, Pala-Pauma**
- **Existing Problem - Lack of local and regional bicycle access**
- **Classification - Class II, Share-the-Road Signage Corridor**
- **Length - 15.90 miles**
- **Estimated Cost: \$2,010,900**

This proposed project would provide a Class II bikeway and a Share-the-Road signage corridor along segments of SR-76 through the Fallbrook and Pala-Pauma communities. The segment of SR-76 through the Pauma Valley between Adams Drive and Valley Center Road could be striped for bike lanes in some locations. In others, pavement widening would be required where a soft shoulder has already been graded. Bike lanes along SR-76 in the Pauma Valley would serve local riders accessing the local post office, establishments, and agricultural enterprises.

SR-76 west of Adams Drive is proposed as a Share-the-Road corridor to Old Highway 395. Such signage is important for alerting motorists to the presence of bicyclists on the highway, especially for recreational riding rather than for utilitarian riding where a Class II or Class III bikeway designation might be implemented instead.

The bike lanes and signage corridor will provide enhanced regional bicycle visibility and access through the Pala-Pauma community.

This project parallels a proposed community trail segment along SR-76 in the Pauma Valley.

- Provide Class II bikeway striping, signage, and stencils along Pala Road (SR-76) between Adams Drive and Valley Center Road.
- Provide bikeway and destination signage and pavement markings as described in on pages 7.2 through 7.8 of Chapter 7.
- Provide Share-the-Road signs along Pala Road (SR-76) between the Old Highway 395 and Adams Drive.

Project 13: Inland Rail Trail

- **Project Limits - Vista city limit to San Marcos city limit**
- **Community - North County Metro**
- **Existing Problem - Existing plans for a rail-with-trail project along the NCTD rail corridor**
- **Classification - Class I**
- **Length - 2.00 miles**
- **Estimated Cost: \$2,000,000**

This proposed project is part of a plan to extend a Class I bikeway along the North County Transit District (NCTD) rail corridor between Oceanside and Escondido. Design for this bikeway is currently underway, and a portion of its route traverses the unincorporated North County Metro community between the cities of Vista and San Marcos. This trail will be constructed in conjunction with a rail transit project between Oceanside and Escondido.

This project does not parallel a proposed community trail segment.

- Provide Class I bikeway pavement, striping, signage, and stencils along the NCTD rail corridor between the cities of Vista and San Marcos.
- Provide bikeway and destination signage and pavement markings as described in on pages 7.2 through 7.8 of Chapter 7.

Project 14: Dehesa Road Class II Bikeway Project

- **Project Limits - Harbison Canyon Road to Sycuan Road**
- **Communities - Crest-Dehesa-Granite Hills-Harbison Canyon**
- **Existing Problem - Lack of bicycle access to the Sycuan Casino**
- **Classification - Classes II**
- **Length - 0.75 miles**
- **Estimated Cost: \$300,000**

This proposed project would provide a Class II bikeway in the Crest-Dehesa community. This project would provide enhanced bikeway access to the Sycuan Casino and would connect it to the regional bikeway network on Dehesa Road west of Harbison Canyon Road.

This project does not parallel a proposed community trail segment.

- Provide Class II bikeway striping, signage, and stencils along Dehesa Road between Harbison Canyon Road and Sycuan Road.
- Provide bikeway and destination signage and pavement markings as described in on pages 7.2 through 7.8 of Chapter 7.

Project 15: Pine Street/SR-78 Bikeway and Signage Corridor Project

- **Project Limits - San Diego city limit to Main Street (SR-67)**
- **Community - Ramona**
- **Existing Problem - Lack of local and regional bikeway continuity and visibility**
- **Classification - Class II, Share-the-Road Signage Corridor**
- **Length - 4.65 miles**
- **Estimated Cost: \$85,500**

This proposed project would provide a Class II bikeway and a Share-the-Road signage corridor along segments of SR-78 through Ramona. Pine Street (SR-78) between Haverford Road and Main Street (SR-67) currently has striped 5-foot shoulders that could easily be designated as Class II bike lanes. These would enhance bicyclist visibility and access to connect the northern area of Ramona to the central business area of the community.

SR-78 west of Haverford Road is proposed as a Share-the-Road corridor to the San Diego city limit. Such signage is important for alerting motorists to the presence of bicyclists on the highway, especially for recreational riding rather than for utilitarian riding where a Class II or Class III bikeway designation might be implemented instead.

This project does not parallel a proposed community trail segment.

- Provide Class II bikeway striping, signage, and stencils along Pine Street (SR-78) between Haverford Road and Main Street (SR-67).
- Provide bikeway and destination signage and pavement markings as described in on pages 7.2 through 7.8 of Chapter 7.
- Provide Share-the-Road signs along SR-78 between the San Diego city limit and Haverford Road.

Project 16: Mission Road Bikeway Project

- **Project Limits - East Mission Road/Stage Coach Road to SR-76/South Mission Road**
- **Communities - Fallbrook, Bonsall**
- **Existing Problem - Gaps in the existing bikeway network and lack of regional continuity**
- **Classification - Classes II and III**
- **Length - 6.90 miles**
- **Estimated Cost: \$2,147,000**

This proposed project would provide a combination Class II and Class III bikeway through the central area of Fallbrook. The project would also close existing gaps in the regional bikeway network in Fallbrook and Bonsall. This bikeway would serve the central business district of Fallbrook and its community attractions and commercial establishments. Other destinations will be served by the proposed bikeway project, including Oasis and Fallbrook high schools, Los Jilgueros Preserve, and Bonsall Preserve.

New bike lanes could be striped along much of the corridor. In the central area of Fallbrook, there is currently no space for bike lanes. Class III bike route signage and stencils will be implemented in this area.

This project parallels proposed community trail segments along Mission Road.

- Provide Class II bikeway striping, signage, and stencils along the following roadway segments.
 - East Mission Road between Main Avenue and Stage Coach Road
 - South Mission Road between Winter Haven Road and SR-76
- Provide Class III bikeway signage and stencils along the following roadway segments.
 - West Mission Road between Main Avenue and South Mission Road
 - South Mission Road between West Mission Road and Rockycrest Road
- Provide bikeway and destination signage and pavement markings as described in on pages 7.2 through 7.8 of Chapter 7.

Project 17: Riverside/Lakeside Avenues Bikeway Project

- **Project Limits - Riverford Road to SR-67**
- **Community - Lakeside**
- **Existing Problem - Lack of bikeway continuity**
- **Classification - Classes II and III**
- **Length - 2.00 miles**
- **Estimated Cost: \$82,500**

This proposed project would provide a combination Class II and Class III bikeway through the western area of Lakeside. Part of this project will upgrade the existing Class III bike route along Riverside Drive and Lakeside Avenue to Class II bike lanes. There is enough space on the existing roadways to accommodate bike lanes on these streets. This project would link with the proposed signage corridor along SR-67. It would serve the western Lakeside area and provide bikeway continuity with other proposed bikeways.

This project parallels a proposed community trail segment along Lakeside Avenue.

- Provide Class II bikeway striping, signage, and stencils along the following roadway segments.
 - Riverside Drive between Riverford Road and Lakeside Avenue
 - Lakeside Avenue between Riverside Drive and Channel Road
- Provide Class III bikeway signage and stencils along Lakeside Avenue between Channel Drive and SR-67
- Provide bikeway and destination signage and pavement markings as described in on pages 7.2 through 7.8 of Chapter 7.

Project 18: SR-78 Share-the-Road Signage Corridor Project

- **Project Limits - Magnolia Avenue (Ramona) to 4th Street (Julian)**
- **Communities - Ramona, North Mountain, Julian**
- **Existing Problem - Lack of bicyclist visibility**
- **Classification - Share-the-Road Signage Corridor**
- **Length - 20.55 miles**
- **Estimated Cost: \$20,550**

This proposed project would provide a Share-the-Road signage corridor along SR-78 between the communities of Ramona and Julian. Such signage is important for alerting motorists to the presence of bicyclists on the highway, especially for recreational riding rather than for utilitarian riding where a Class II or Class III bikeway designation might be implemented instead.

This project does not parallel a proposed community trail segment.

- Provide Share-the-Road signs along SR-78 between Magnolia Avenue in Ramona and 4th Street in Julian.

Project 19: Cuyamaca Highway (SR-79) Class II Bike Lanes Project

- **Project Limits - SR-78 to Old Highway 80**
- **Communities - Julian, Central Mountain**
- **Existing Problem - Need for enhanced bicyclist visibility and safety**
- **Classification - Class II**
- **Length - 21.10 miles**
- **Estimated Cost: \$8,440,000**

This proposed project would provide Class II bike lanes along Cuyamaca Highway (SR-79) between SR-78 and Old Highway 80. This corridor currently has two Share-the-Road signs at each end of the highway, but greater visibility and safety is needed. This highway is popular for weekend riding, and the enhanced visibility that a bike lane facility provides is appropriate for this corridor.

This project does not parallel a proposed community trail segment.

- Provide Class II bikeway striping, signage, and stencils along Cuyamaca Highway (SR-79) between SR-78 and Old Highway 80.

Project 20: Vine Street Bikeway Project

- **Project Limits - Mapleview Street to Woodside Avenue**
- **Community - Lakeside**
- **Existing Problem - Lack of local bikeway continuity**
- **Classification - Classes II**
- **Length - 0.55 miles**
- **Estimated Cost: \$27,500**

This proposed project would provide a Class II bikeway facility along Vine Street that would provide continuity and enhanced bicycle access in central Lakeside. This project would make a critical connection with existing bike lane facilities along Los Coches Road, Mapleview Street, and Woodside Avenue.

This project parallels a proposed community trail segment.

- Provide Class II bikeway striping, signage, and stencils along Vine Street between Mapleview Street and Woodside Avenue
- Provide bikeway and destination signage and pavement markings as described in on pages 7.2 through 7.8 of Chapter 7.

Project 21: Old Castle/Lilac Roads Share-the-Road Corridor Project

- **Project Limits - Old Highway 395 to Valley Center Road**
- **Community - Valley Center**
- **Existing Problem - Lack of regional bikeway connectivity**
- **Classification - Share-the-Road Signage Corridor**
- **Length - 9.45 miles**
- **Estimated Cost: \$9,450**

This proposed project would establish a Share-the-Road corridor along Old Castle and Lilac roads to connect the Valley Center community with Old Highway 395. It would serve regional bicycle access and connectivity. The project would link existing bike lanes along Old Highway 395 with proposed bike lanes along Valley Center Road. The project would serve the small business area at Hideaway Lake Road along Lilac Road as well as the community center located near Valley Center Road.

This project does not parallel a proposed community trail segment.

- Provide Share-the-Road signs along the following roadway segments:
 - Old Castle Road between Old Highway 395 and Lilac Road
 - Lilac Road between Old Castle Road and Valley Center Road
- Provide bikeway and destination signage and pavement markings as described in on pages 7.2 through 7.8 of Chapter 7.

Project 22: San Diego River Trail Project

- **Project Limits - Santee city limit to El Monte County Park**
- **Community - Lakeside**
- **Existing Problem - Lack of regional bikeway connectivity**
- **Classification - Class I**
- **Length - 7.20 miles**
- **Estimated Cost: \$7,200,000**

This proposed project would provide for a Class I bike trail along the San Diego River through the community of Lakeside. The cities of Santee and San Diego have plans for a trail along the River, and this project would link with Santee's project directly. Once fully developed, a River trail would provide off-street bicycle access from Lakeside to the beach in San Diego.

This project does not parallel a proposed community trail segment.

- Provide Class I bikeway pavement, striping, signage, and stencils along the San Diego River between the Santee city limit and El Monte County Park.
- Provide bikeway and destination signage and pavement markings as described in on pages 7.2 through 7.8 of Chapter 7.

Project 23: Deer Springs Road Share-the-Road Signage Corridor Project

- **Project Limits - San Marcos city limit to Champagne Boulevard**
- **Community - North County Metro**
- **Existing Problem - Lack of regional bikeway connectivity**
- **Classification - Share-the-Road Signage Corridor**
- **Length - 2.40 miles**
- **Estimated Cost: \$2,400**

This proposed project would establish a Share-the-Road corridor along Deer Springs Road between the San Marcos city limit and existing bike lanes along Champagne Boulevard. It would serve regional bicycle access and provide bikeway connectivity. The project would provide a critical link in the regional roadway network for bicyclists.

This project does not parallel a proposed community trail segment.

- Provide Share-the-Road signs along Deer Springs Road between the San Marcos city limit and Champagne Boulevard.
- Provide bikeway and destination signage and pavement markings as described in on pages 7.2 through 7.8 of Chapter 7.

Project 24: Airway Road, Enrico Fermi Road, Heritage Road Future Roadways Class II Bikeways

- **Project Limits - San Diego city limit to Loop Road,**
- **Community - Otay**
- **Existing Problem - Ensure that new roadways are built with bike lanes in Otay Mesa**
- **Classification - Class II**
- **Length - 3.00 miles**
- **Estimated Cost: \$150,000**

This proposed project would ensure that bike lanes are included in the construction of three new roadways—Airway Road, Enrico Fermi Road, and Heritage Road—in the Otay community. This community will likely experience growth in the coming years and it is important that these new arterial and collector roadways are designed with bike lanes. These bike lanes will provide connectivity with existing and proposed bike lanes in the cities of San Diego and Chula Vista.

This project does not parallel a proposed community trail segment.

- Provide Share-the-Road signs along the following roadway segments:
 - Old Castle Road between Old Highway 395 and Lilac Road
 - Lilac Road between Old Castle Road and Valley Center Road
- Provide bikeway and destination signage and pavement markings as described in on pages 7.2 through 7.8 of Chapter 7.

Project 25: Otay Lakes Road Share-the-Road Signage Corridor Project

- **Project Limits - Chula Vista city limit to SR-94**
- **Community - Otay, Jamul-Dulzura**
- **Existing Problem - Lack of regional bikeway connectivity**
- **Classification - Share-the-Road Signage Corridor**
- **Length - 8.55 miles**
- **Estimated Cost: \$8,550**

This proposed project would establish a Share-the-Road corridor along Otay Lakes Road between the Chula Vista city limit and Campo Road (SR-94). The project would serve regional bicycle access and connectivity on a roadway that sees regular weekend bicycling activities. The project would link existing bike lanes in Chula Vista with the proposed SR-94 Share-the-Road Corridor.

This project does not parallel a proposed community trail segment.

- Provide Share-the-Road signs along Otay Lakes Road between the Chula Vista city limit and Campo Road (SR-94).
- Provide bikeway and destination signage and pavement markings as described in on pages 7.2 through 7.8 of Chapter 7.

Project 26: Via de La Valle Share-the-Road Signage Corridor Project

- **Project Limits - Las Palomas (north) to Paseo Delicias**
- **Community - San Dieguito**
- **Existing Problem - Lack of regional bikeway connectivity**
- **Classification - Share-the-Road Signage Corridor**
- **Length - 2.85 miles**
- **Estimated Cost: \$2,850**

This proposed project would establish a Share-the-Road corridor along Via de La Valle along a relatively narrow section of the roadway. It would serve regional bicycle access and connectivity through the San Dieguito community. The project would link existing bike lanes along Paseo Delicias with proposed bike lanes along Via de La Valle south of Las Palomas.

This project does not parallel a proposed community trail segment.

- Provide Share-the-Road signs along the following roadway segments:
 - Old Castle Road between Old Highway 395 and Lilac Road
 - Lilac Road between Old Castle Road and Valley Center Road
- Provide bikeway and destination signage and pavement markings as described in on pages 7.2 through 7.8 of Chapter 7.

Project 27: Barcelona Street Class II Bikeway

- **Project Limits - Campo Road to Austin Drive**
- **Community - Valle de Oro, Spring Valley**
- **Existing Problem - Lack of regional bikeway connectivity**
- **Classification - Class II**
- **Length - 1.20 miles**
- **Estimated Cost: \$60,000**

This proposed project would provide for bike lanes along Barcelona Street in the communities of Valle de Oro and Spring Valley. This project would link with other existing and proposed bikeway facilities along Campo Road and Austin Drive in these communities as well as connect to an elementary school. Bike lanes along Barcelona Street will also provide for regional connectivity and enhanced local bicycle access.

This project does not parallel a proposed community trail segment.

- Provide Class II striping, signage , and stencils along Barcelona Street between Campo Road and Austin Drive.
- Provide bikeway and destination signage and pavement markings as described in on pages 7.2 through 7.8 of Chapter 7.

Project 28: South Grade Road Class II Bikeway

- **Project Limits - Alpine Boulevard to Tavern Road**
- **Community - Alpine**
- **Existing Problem - Lack of regional bikeway connectivity**
- **Classification - Class II**
- **Length - 2.50 miles**
- **Estimated Cost: \$1,000,000**

This proposed project would provide for bike lanes along South Grade Road in the eastern part of the Alpine community. It would connect with existing bike lanes along Alpine Boulevard and proposed bike lanes along Tavern Road. It is likely that paving will be required for the implementation of this project.

This project does not parallel a proposed community trail segment.

- Provide Class II bikeway striping, signage, and stencils along South Grade Road between Alpine Boulevard and Tavern Road.
- Provide bikeway and destination signage and pavement markings as described in on pages 7.2 through 7.8 of Chapter 7.

Project 29: Sweetwater River

- **Project Limits - Current end of Path to Chula Vista City limit**
- **Community - Sweetwater**
- **Existing Problem - Lack of regional bikeway connectivity**
- **Classification - Class I**
- **Length - 1.5 miles**
- **Estimated Cost: \$815,000**

This proposed project would provide for a Class I bike path between the current end of path to the Chula Vista City limit. Currently, bicyclists use the existing striped bike lanes along Bonita Road. Bonita Road is a heavily traveled four-lane major road and does not provide a quality ride for cyclists. This path would provide a safe, aesthetically pleasing access for cyclists in this area. The project would provide a signage and pavement markings as described in Chapter 7.

Project 30: Sweetwater River

- **Project Limits - Central Avenue to Spring Valley Community Boundary**
- **Community - Sweetwater**
- **Existing Problem - Lack of regional bikeway connectivity**
- **Classification - Class I**
- **Length - 2.5 miles**
- **Estimated Cost: \$850,000**

This proposed project would provide for a Class I bike path between Central Avenue and the Spring Valley Community boundary. This path would provide a safe, aesthetically pleasing access for cyclists in this area and would connect to other planned Class I bike paths in the area. The project would provide a signage and pavement markings as described in Chapter 7.

6.0 Funding

There are a variety of potential funding sources including local, state, regional, and federal funding programs that can be used to construct the proposed bicycle improvements. Most Federal, state, and regional programs are competitive and involve the completion of extensive applications with clear documentation of the project need, costs, and benefits. Local funding for projects can come from sources within jurisdictions that compete only with other projects in each jurisdiction's budget. A detailed program-by-program of available funding programs along with the latest relevant information is provided on the following pages. The funding sources are shown in tables.

6.1 TEA-21

The Transportation Equity Act for the 21st Century was enacted June 9, 1998 as Public Law 105-178. TEA-21 authorized the Federal surface transportation programs for highways, highway safety, and transit for the 6-year period 1998-2003.

TEA-21 builds on the initiatives established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which was the last major authorizing legislation for surface transportation. This Act combines the continuation and improvement of current programs with new initiatives to meet the challenges of improving safety as traffic continues to increase at record levels, protecting and enhancing communities and the natural environment as we provide transportation, and advancing America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation.

Federal funding through the successor to Transportation Enhancements Act for the 21st Century program (TEA-21) may provide much of outside funding for San Diego County projects. TEA-21 currently contains three major programs, Surface Transportation Program (STP), Transportation Enhancement Activities (TEA), and Congestion Mitigation and Air Quality Improvement (CMAQ) along with other programs such as the National Recreational Trails Fund, Section 402(Safety) funds, Scenic Byways funds, and Federal Lands Highway funds.

TEA-21 funding is administered through the California Department of Transportation (Caltrans) and the San Diego Association of Governments (SANDAG). Most, but not all, of the funding programs are transportation (versus recreation) oriented, with an emphasis on (a) reducing auto trips and (b) providing inter-modal connections. Funding criteria often require quantification of the costs and benefits of the system (such as saved vehicle trips and reduced air pollution), proof of public involvement and support, National Environmental Protection Act (NEPA)/California Environmental Quality Act (CEQA) compliance, and commitment of some local resources. In most cases, TEA-21 provides matching grants of 80 to 90 percent--but prefers to leverage other moneys at a lower rate.

All funds have been allocated under TEA-21 authorization. Congress is currently in the initial stages of crafting a reauthorization bill that will include a continuation of and/or a new set of funding programs, funding eligibility guidelines, and funding formulae for allocation. SANDAG will continue to be the distributive body that will allocate federal funding to cities within San Diego County, including the County itself. A successor program to TEA-21 may be reauthorized in 2004.

The following programs described are those that have been in place under TEA-21.

Regional Surface Transportation Program Fund (STP) (Section 1108)

The Surface Transportation Program is a block grant fund. Funds are used for roads, bridges, transit capital, and pedestrian and bicycle projects, including bicycle transportation facilities,

bike parking facilities, equipment for transporting bicycles on mass transit vehicles and facilities, bike- and pedestrian-activated traffic control devices, preservation of abandoned railway corridors for bicycle and pedestrian trails, and improvements for highways and bridges. TEA-21 allows the transfer of funds from other TEA-21 programs to the STP funding category.

Transportation Enhancements Program (TE) (Section 1201, paragraph 35)

The TE Program is a 10% set-aside of funds from the Surface Transportation Program. Projects must have a direct relationship to the intermodal transportation system through function, proximity, or impact. Two Enhancement Activities are specifically bicycle related: (1) provision of facilities for bicyclists and pedestrians, and (2) preservation of abandoned railway corridors (including the conversion and use thereof for bicycle or pedestrian trails).

Congestion Mitigation and Air Quality Improvement Program (CMAQ) (Sec. 1110)

Funds are available for projects that will help attain National Ambient Air Quality Standards (NAAQS) identified in the 1990 federal Clean Air Act Amendments. Projects must come from jurisdictions in non-attainment areas, and the San Diego County Air Pollution Control District is a non-attainment area. Eligible projects include bicycle and pedestrian transportation facilities intended for transportation purposes, bicycle route maps, bike activated traffic control devices, bicycle safety and education programs and bicycle promotional programs.

Hazard Elimination Safety Program (HES)

The Hazard Elimination Safety program is a federal safety program administered by Caltrans that provides funds for safety improvements on public roads and highways, with the goal of eliminating or reducing the number and/or severity of traffic accidents at locations selected for improvement. Candidate projects can be on any public road and must address a specific safety problem using a "quick fix" that does not result in significant environmental impacts. Proposals are accepted for two general categories: Safety Index or Work Type. The Safety Index formula evaluates project cost and accident statistics where such information is available. Otherwise, projects are assessed in a specific Work Type category such as roadway illumination, utility pole relocation, traffic signals, signs, guardrail upgrades, and obstacle removal. In California since 2000, the Safe Routes to School program has used a large portion of this funding source to fund school-related transportation safety and pedestrian access projects.

6.2 State Funding Programs

TDA Article 3 (SB 821)

Transportation Development Act Article 3 funds are used by cities within San Diego County for the planning and construction of bicycle and pedestrian facilities. SANDAG is responsible for administering this program and establishing its policies.

These funds are allocated annually on a per capita basis to both cities and the County of San Diego. Local agencies may either draw down these funds or place them on reserve. Agencies must submit a claim form to SANDAG by the end of the fiscal year in which they are allocated. Failure to do so may result in the lapsing of these allocations.

TDA Article 3 funds may be used for the following activities related to the planning and construction of bicycle and pedestrian facilities:

- Engineering expenses leading to construction.
- Right-of-way acquisition.
- Construction and reconstruction.
- Retrofitting existing bicycle and pedestrian facilities, including installation of signage, to comply with the Americans with Disabilities Act (ADA).
- Route improvements such as signal controls for cyclists, bicycle loop detectors, rubberized rail crossings and bicycle-friendly drainage grates.
- Purchase and installation of bicycle and pedestrian facilities, such as improved intersections, bulb-outs, secure bicycle parking, benches, drinking fountains, changing rooms, rest rooms and showers which are adjacent to bicycle trails, employment centers, park-and-ride lots, and/or transit terminals and are accessible to the general public.

Bicycle Transportation Account (BTA)

The State Bicycle Transportation Account (BTA) is an annual statewide discretionary program that is available through the Caltrans Bicycle Facilities Unit for funding bicycle projects. Available as grants to local jurisdictions, the emphasis is on projects that benefit bicycling for commuting purposes. The program is currently funded at \$7.2-million annually through fiscal year 2005/06. In 2006/07, it is anticipated to decline to \$5-million, where it will remain unless a law is passed to change the amount.

Agencies may apply for these funds through the Caltrans Office of Bicycle Facilities. Applicant cities and counties are required to have a bicycle plan that conforms to Streets and Highways Code 891.2 in order to qualify to compete for funding on a project-by-project basis. Adoption of the Bicycle Transportation Plan will make the County of San Diego eligible to apply for these funds through the Caltrans Office of Bicycle Facilities.

Environmental Enhancement and Mitigation Program (EEM)

Funds are allocated to projects that offset environmental impacts of modified or new public transportation facilities including streets, mass transit guideways, park-n-ride facilities, transit stations, tree planting to equalize the effects of vehicular emissions, and the acquisition or development of roadside recreational facilities, such as trails.

Safe Routes to School (AB1475)

The Safe Routes to School program is a state program using allocated funds from the Hazard Elimination Safety program of TEA-21. This program, initiated in 2000, is meant to improve school commute routes by eliminating barriers to bicycle and pedestrian travel through rehabilitation, new projects, and traffic calming. A local match of 11.5% is required for this competitive program, which allocates \$18-million annually. Planning grants are not available through this program.



National Recreational Trails Fund (Section 1112)

Funds are available for recreational trails for use by bicyclists, pedestrians, and other non-motorized and motorized users. Projects must be consistent with a Statewide Comprehensive Outdoor Recreation Plan (SCORP). Projects include



development of urban trail links, maintenance of existing trails, restoration of trails damaged by use, trail facility development, provision of access for people with disabilities, administrative costs, environmental and safety education programs, acquisition of easements, fee simple title for property and construction of new trails. Annual funding began at \$30 million in FY 1998, rose to \$40 million for FY 1999 and increased to \$50 million per annum for the remaining years.

6.3 Local Funding

New Construction

Future road widening and construction projects are one means of providing bike lanes. To ensure that roadway construction projects provide bike lanes where needed, it is important that an effective review process is in place to ensure that new roads meet the standards and guidelines presented in this plan. Many of San Diego County's roads are rural and too narrow for bicycle facilities. As the County develops, roads may be widened from two-lane to multi-lane highways. New roads may incorporate bikeways.

TransNet

In 1988, San Diego County voters approved a ½-cent sales tax that is allocated on a competitive basis to various transportation-related projects throughout the County. Bicycle projects are eligible to receive these funds, of which approximately \$1-million is allocated annually to bicycle projects throughout the County of San Diego. These funds are allocated by the San Diego Association of Governments (SANDAG) and are merged together with Transportation Development Act (TDA) fund allocations. TransNet will expire in 2008. An extension of the tax will require voters to approve the measure by a two-thirds margin.

AB 2766

AB 2766 Clean Air Funds are generated by a surcharge on automobile registration. The San Diego County Air Pollution Control Board (APCB) allocates funds to alternative transportation projects, including bicycle facilities.

Impact Fees and Developer Mitigation

Another potential local source of funding are developer impact fees, typically tied to trip generation rates and traffic impacts produced by a proposed project. A developer may reduce the number of trips (and hence impacts and cost) by paying for on- and off-site bikeway improvements, which will encourage residents to bicycle rather than drive. In-lieu parking fees may be used to help construct new or improved bicycle parking.

Mello Roos

Bike paths, lanes, and pedestrian facilities can be funded as part of a local assessment or benefit district. Defining the boundaries of the benefit district may be difficult unless the facility is part of a larger parks and recreation or public infrastructure program with broad community benefits and support.

Business Improvement Districts

Bicycle and pedestrian improvements can be included as part of larger efforts at business improvement and retail district beautification. Similar to Mello Roos assessments, Business Improvement Districts collect levies on businesses in order to fund area-wide improvements

that benefit businesses and improve access for customers. These districts may include provisions for pedestrian and bicycle improvements, such as wider sidewalks, landscaping, and ADA compliance.

Other

Local sales taxes, fees, and permits may be implemented, requiring a local election. Parking meter revenues may be used according to local ordinance. Volunteer programs may substantially reduce the cost of implementing some of the proposed pathways. Use of groups such as the California Conservation Corp (who offer low cost assistance) can be effective at reducing project costs. A challenge grant program with local businesses may be a good source of local funding, where corporations 'adopt' a bikeway and help construct and maintain the facility.

Tables 6.1, 6.2, and 6.3 on the following pages provide an overview of potential bicycle facilities funding sources.

**Table 6.1
San Diego County Bikeway Facilities Federal Funding Sources**

Grant Source	Due Date	Agency	Annual Total	Matching Requirement	Eligible Applicants	Eligible Bicycle Facilities			Comments
						Commuter	Recreation	Safety Education	
TEA-21/TEA3 Surface Transportation Program (STP)	Already Programmed	SANDAG, Caltrans, FHWA		11.47% non-federal match	federally certified jurisdictions	X	X		STP funds may be exchanged for local funds for non-federally certified local agencies; no match required if project improves safety
TEA-21/TEA3 Congestion Mitigation and Air Quality Program	Already Programmed	SANDAG, CTC		11.47% non-federal match	federally certified jurisdictions	X			Counties re-designated to attainment status for ozone may lose this source
TEA-21/TEA3 Transportation Enhancement Activities (TEA)	Already Programmed	FHWA, SANDAG		11.47% non-federal match	federally certified jurisdictions	X	X		Contact SANDAG
TEA-21/TEA3 National Recreational Trails	Already Programmed	State Dept. of Parks & Recreation		no match required	jurisdictions, special districts, non-profits with management responsibilities over the land		X		For recreational trails to benefit bicyclists, pedestrians, and other users; contact State Dept. of Parks & Rec., Statewide Trails Coordinator, (916) 653-8803

**Table 6.2
San Diego County Bikeway Facilities State Funding Sources**

Grant Source	Due Date	Agency	Annual Total	Matching Requirement	Eligible Applicants	Eligible Bicycle Facilities			Comments
						Commute	Recreation	Safety Education	
Flexible Congestion Relief (FCR) Program Major Projects, \$300,000+	Dec. of odd Numbered years	SANDAG			cities, counties, transit operators, Caltrans	X	X		Must be included in an adopted RTP, STIP, CMP, RTIP
State and Local Transportation Partnership Program (SLPP)		Caltrans		none	Cities, counties, assessment districts	X	X		Any road projects being resurfaced or using local funds should include bike lane for reimbursement through this program; contact Caltrans
Environmental Enhancement and Mitigation (EEM) Program	Nov.	State Resources Agency		not required but favored	Local, state and federal government non-profit agencies	X	X	X	Projects that enhance or mitigate future transportation projects; contact EEM Project Manager (916) 653-5800
Bicycle Transportation Account (BTA)	Spring 2001	Caltrans	\$7.2-mil. per year	10%	Cities and counties	X		X	Contact local Caltrans district office for details
Safe Routes to School (AB1475)	Varies	Caltrans	\$18-mil.	11.5%	Government agencies, non-profit groups, schools	X	X	X	Only two years of funding currently authorized as of 2000; submission dates and deadlines in flux

**Table 6.3
San Diego County Bicycle Facilities Local Funding Sources**

Grant Source	Due Date	Agency	Annual Total	Matching Requirement	Eligible Applicants	Eligible Bicycle Facilities			Comments
						Commute	Recreation	Safety Education	
Transportation Development Act (TDA) Section 99234 (2% of total TDA)	Jan.	SANDAG		no match required	Cities, counties; currently allocated by population	X	X	X	Contact SANDAG
TransNet (1/2-cent Countywide sales tax)	March	SANDAG	Approx. \$1-mil for bike projects	no match required	Local agencies within San Diego County	X	X	X	
Clean Air Fund AB 2766 Automatic Allocation	Varies	Air Pollution Control Board	Varies \$116,173 in 2002	no match required	Cities, counties; currently allocated by population	X	X	X	For projects that benefit air quality
Clean Air Fund AB 2766 Competitive Funds	Varies	Air Pollution Control Board	\$50,000-\$200,000	10-15%	local jurisdictions, transit agencies	X		X	Competitive program for specific projects chosen by the APCB that benefit air quality
Developer Fees or Exactions (developer fee for street improvements - DFSI)		Cities, Counties		no match required		X	X	X	Mitigation required during land use approval process

6.4 Financial Plan

Table 6.4 provides a cost list that is composed of Planning/Design/Engineering, Construction, and Total costs. Environmental Documentation Costs are not shown and would be determined on a case-by-case basis based on final project design.

- Construction costs are typically 80% of Total Costs.
- Planning/Design/Engineering costs are typically 20% of Total Costs.

Annual maintenance cost estimates are based on the County’s own maintenance costs and are given as the following.

- Class I and II bikeways - \$5,000 per mile
- Class III bikeways - \$300 per mile
- Share the Road Signs - \$100 per mile

**Table 6.4
Associated Costs for Priority 1 Projects**

Project Number	Project Name	Planning, Design, and Engineering Costs	Environmental Documentation Costs	Construction Costs	Total Capital Costs	Annual Operating and Maintenance Costs
1	Countywide Bicycle Parking Program	\$22,200		\$125,800	\$148,000	\$7,400
2	Bicycle Safety Education Program	\$0		\$0	\$30,000	\$30,000
3	I-8 Corridor Bikeway Gap Closures	\$115,838		\$656,413	\$772,250	\$26,795
4	Rancho Santa Fe Bikeway	\$3,833		\$21,718	\$25,550	\$2,740
5	Julian Class II Bikeways	\$29,250		\$165,750	\$195,000	\$3,750
6	Campo Road (SR-94) Bikeway and Signage Corridor	\$36,323		\$205,828	\$242,150	\$20,315
7	SR-76 Class II Bikeway	\$474,000		\$2,686,000	\$3,160,000	\$39,500
8	Sweetwater Road Gap Closure	\$7,875		\$44,625	\$52,500	\$5,250
9	SR-67/SR-78 Bikeway and Signage Corridor	\$8,018		\$45,433	\$53,450	\$2,285
10	Valley Center Road Class II Bikeway	\$600,000		\$3,400,000	\$4,000,000	\$50,000
11	Tavern Road Class II Bikeway	\$120,000		\$680,000	\$800,000	\$12,500

**Table 6.4
Associated Costs for Priority 1 Projects**

Project Number	Project Name	Planning, Design, and Engineering Costs	Environmental Documentation Costs	Construction Costs	Total Capital Costs	Annual Operating and Maintenance Costs
12	Pala Road (SR-76) Bikeway and Signage Corridor	\$301,635		\$1,709,265	\$2,010,900	\$26,090
13	Inland Rail Trail	\$300,000		\$1,700,000	\$2,000,000	\$10,000
14	Dehesa Road Bikeway	\$60,000		\$340,000	\$400,000	\$3,750
15	Pine Street/SR-78 Bikeway and Signage Corridor	\$12,825		\$72,675	\$85,500	\$8,550
16	Mission Road Bikeway	\$322,050		\$1,824,950	\$2,147,000	\$27,040
17	Riverside Drive/Lakeside Avenue Bikeway	\$12,375		\$70,125	\$82,500	\$7,650
18	SR-78 Signage Corridor	\$3,083		\$17,468	\$20,550	\$2,055
19	Cuyamaca Highway (SR-79) Class II Bikeway	\$1,266,000		\$7,174,000	\$8,440,000	\$105,500
20	Vine Street Bikeway	\$4,125		\$23,375	\$27,500	\$2,750
21	Old Castle/Lilac Roads Signage Corridor	\$1,418		\$8,033	\$9,450	\$550
22	San Diego River Bike Path	\$1,008,000	\$72,000	\$6,120,000	\$7,200,000	\$36,000
23	Deer Springs Rd Signage Corridor	\$360		\$2,040	\$2,400	\$240
24	Airway Rd/Heritage Rd/Enrico Fermi Rd	\$22,500		\$127,500	\$150,000	\$5,250
25	Otay Lakes Rd Signage Corridor	\$1,283		\$7,268	\$8,550	\$855
26	Via de La Valle Signage Corridor	\$428		\$2,423	\$2,850	\$285
27	Barcelona St Class II Bikeway	\$9,000		\$51,000	\$60,000	\$6,000
28	South Grade Rd Class II Bikeway	\$600,000		\$3,400,000	\$4,000,000	\$20,000
29	Sweetwater River	\$215,000		\$600,000	\$815,000	\$10,000
30	Sweetwater River	\$200,000		\$650,000	\$850,000	\$10,000
TOTAL COSTS		\$5,757,419	\$72,000	\$31,931,689	\$37,791,100	\$483,100

7.0 Design Standards and Guidelines

This section provides details on the recommended design and operating standards for the County of San Diego's Bicycle Network.

7.1 County Public Road Standards

Caltrans requirements and guidelines are legally binding for all bikeways in California: deviations to these standards must go through the design exception process. Applicable California standards include the Uniform Building Code, and Caltrans Design Manual for Class I and II Bikeways. Other available design standards include AASHTO's Guide for the Development of Bicycle Facilities; Americans with Disabilities Act (ADA), and the 2000 Manual for Uniform Traffic Control Devices (MUTCD).

Current County Public Road Standards are consistent with Caltrans bikeway standards. Additional enhancements above and beyond that required in the Caltrans Design Manual may be considered to better facilitate and serve bicyclists along certain routes. These include the provision of a 6-foot-wide bike lane (in lieu of the required 5 foot), additional width for bike lanes on certain residential collector streets and the provision of a dedicated five-foot wide bike lane for through bicycle traffic at left and right turn lanes on certain streets. The additional enhancements can be considered on a case-by-case basis and implemented where merited.

Changes to Public Road Standards are not included in the Bicycle Transportation Plan. However, study of potential revisions to the County of San Diego's Public Road Standards is suggested for consideration in the future as development occurs and the bikeway network is expanded in the unincorporated areas of the County.

7.2 Bikeway Definitions

National design guidelines for bikeways have been developed by the American Association of Highway and Transportation Officials (AASHTO) and Caltrans. These guidelines include the 1999 AASHTO Guide for the Development of Bicycle Facilities, the 2000 Manual on Uniform Traffic Control Devices, the Caltrans Highway Design Manual Chapter 1000, and the Caltrans Traffic Manual.

The following section summarizes key operating and design definitions.

Bicycle: The AASHTO (1999) definition of a bicycle is "every vehicle propelled solely by human power which any person may ride, having two tandem wheels, except scooters and similar devices. The term 'bicycle' also includes three- and four-wheeled human-powered vehicles, but not tricycles for children."

Class I: Referred to as a bike path, shared-use path, or multi-purpose trail. Provides for bicycle travel on a paved right-of-way completely separated from any street or highway. Other users may also be found on this type of facility, including pedestrians and in-line skaters.

Class II: Referred to as a bike lane. Provides a striped lane for one-way travel on a street or highway.

Class III: Referred to as a bike route. Provides for shared use with pedestrians or motor vehicle traffic.

The following guidelines present the recommended minimum design standards and other recommended ancillary support items for shared use paths, bike lanes, and bike routes. Where possible, it may be desirable to exceed the minimum standards for shared use paths or bike lane widths, signage, lighting and traffic signal detectors.

7.3 Class I Bike Path Facilities Design Recommendations

1. Bike paths should typically be designed with 8 feet minimum of pavement with minimum 2 feet of shoulder on each side. In areas of high usage, 12 feet of pavement or more is recommended, and in some cases a separate unpaved parallel path is optimal.
2. Bike path crossings of roadways require preliminary design review. Typically, shared use paths that cross roadways with Average Daily Traffic (ADT) volumes of over 20,000 vehicles per day will typically require signalization or grade separation.
3. Landscaping should generally be low water consuming native vegetation and should have the least amount of debris.
4. Lighting should be provided where commuters will likely use the shared use path in the evenings.
5. Barriers to prevent unauthorized use-at shared use path entrances should only be used if warranted; the least entry restriction is preferred. The barriers should be clearly marked with reflectors and should be ADA accessible (minimum five feet clearance). See Figure 7.1 for the proper design of a bollard entrance treatment.

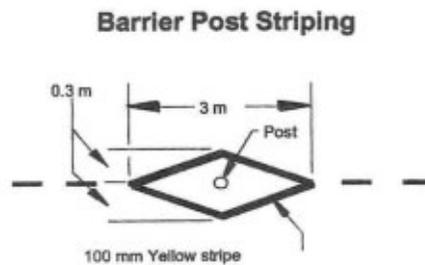


Figure 7.1
Class I Bike Path Entrance Treatment

6. Shared use path construction should take into consideration maintenance and emergency vehicles but minimize their impacts on shared use path width, shoulders, and vertical clearance requirements.
7. Unpaved shoulders of width two feet for pedestrians/runners or a separate tread way should be provided where feasible. Pedestrians should be directed to right side of the pathway with signing and/or stenciling.
8. Where paths are heavily used, consideration should be made to install emergency phone service.
9. Grades that meet Americans with Disabilities Act (ADA) provisions are important to accommodate users with disabilities. ADA requires that the grade of shared-use paths not exceed 8 percent.

10. In the design of shared use paths, attention should be paid to preventing illegal use of the shared use path by motor vehicles.
11. Where shared use path design occurs in environmentally sensitive areas, design exceptions should be pursued to minimize potential environmental impacts.
12. Shared-use paths and sidewalk paths located immediately adjacent to the roadway are discouraged by AASHTO. This is due to several factors including the potential for high numbers of intersecting roadways, opposite direction travel by bicyclists and resulting conflicts at intersections, potential insufficient sight distances due to walls and other obstructions, and possible conflicts within the right-of-way such as utility poles.

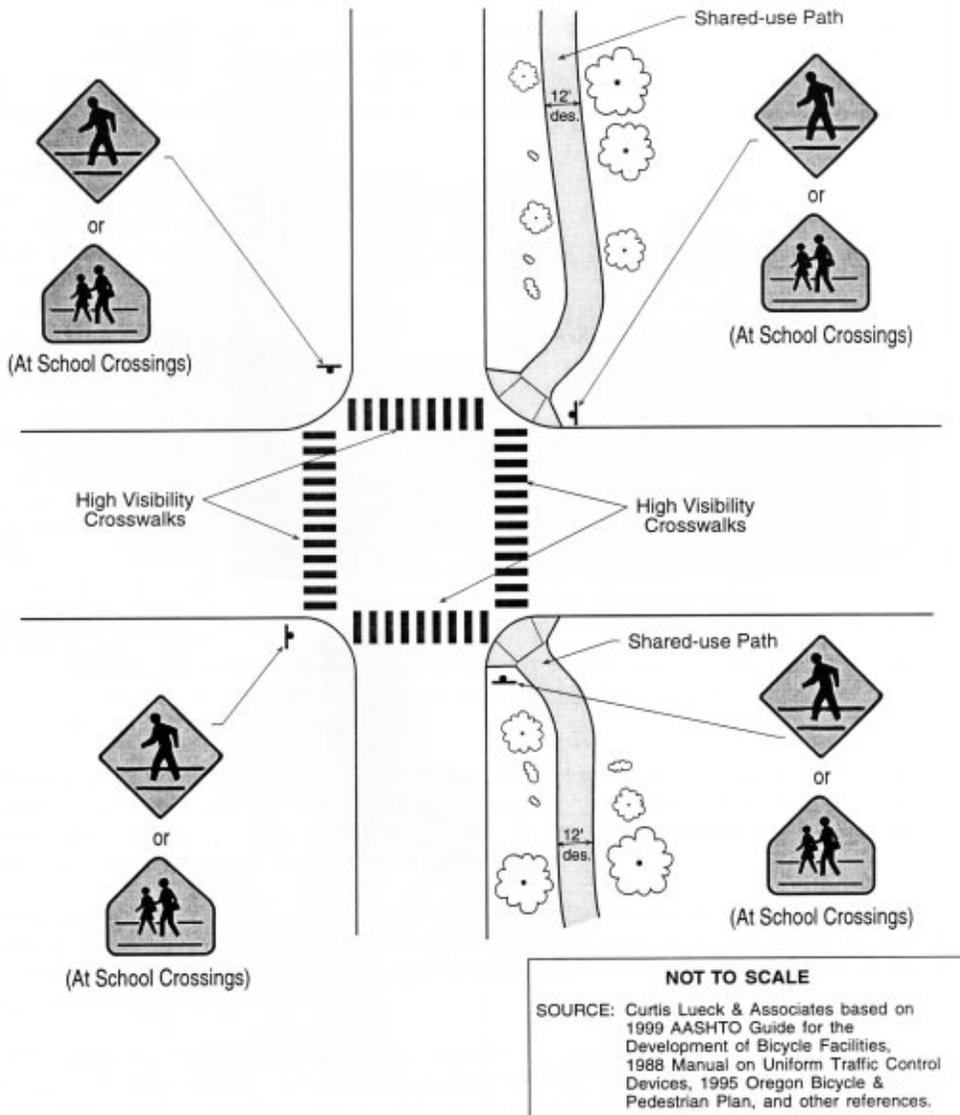


Figure 7.2
Bike Path Intersection Treatment Adjacent to Roadway

7.4 Class II Bike Lane Facilities Design Recommendations

1. All bike lanes should generally conform to the minimum design standard of 5 feet in width in the direction of vehicle travel adjacent to the curb lane, but 6 feet is recommended as the preferred width. Under very restricted circumstances, bike lanes may be 4 feet in width in uncurbed sections. These include bike lanes squeezed between through traffic lanes and right turn pockets and for paved shoulder locations where right-of-way is restricted or there are topographical constraints. Please see Figure 7.4.
2. Intersection treatments should include bike lane “pockets” and signal loop detectors or video detectors where necessary. Other treatments such as colored lane treatment have been used by other states and local agencies to guide bicyclists through the transition to a right turn lane. The object is to alert drivers to the path of bicyclists as they cross the path of the bicycle lane. Please see Figure 7.3. Any intersection treatments considered (including signs) must be in conformance with the California Department of Transportation Highway Design Manual and Traffic Manual, and the California Vehicle Code.
3. Signal loop detectors that sense bicycles should be considered for all arterial/arterial, arterial/collector, and collector/collector intersections. The location of the detectors should be identified by a stencil of a bicycle. Video and curbside push buttons should also be considered where right turn only lanes are not present
4. Consideration should be given to setting signal timing to accommodate bicycle acceleration speeds where higher bicycle volumes are expected.
5. Where bottlenecks preclude continuous bike lanes, these segments of bike lanes should be connected with bike routes as designed in the following section. Bike lane projects should provide for continuous bike lane travel with minimal interruptions.

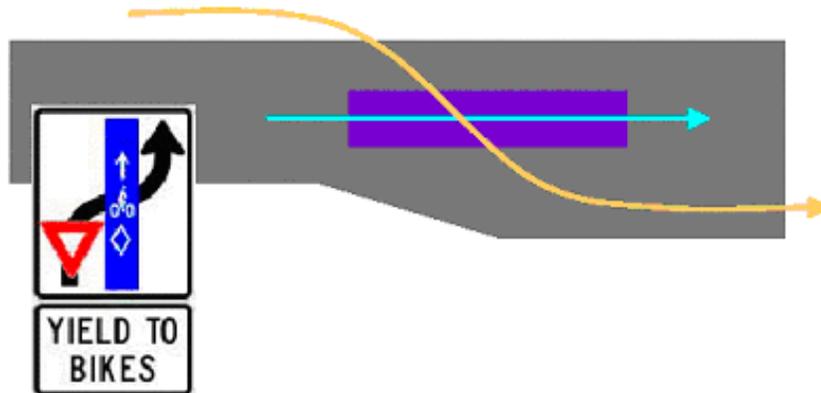


Figure 7.3
Schematic of Colored Lane Application

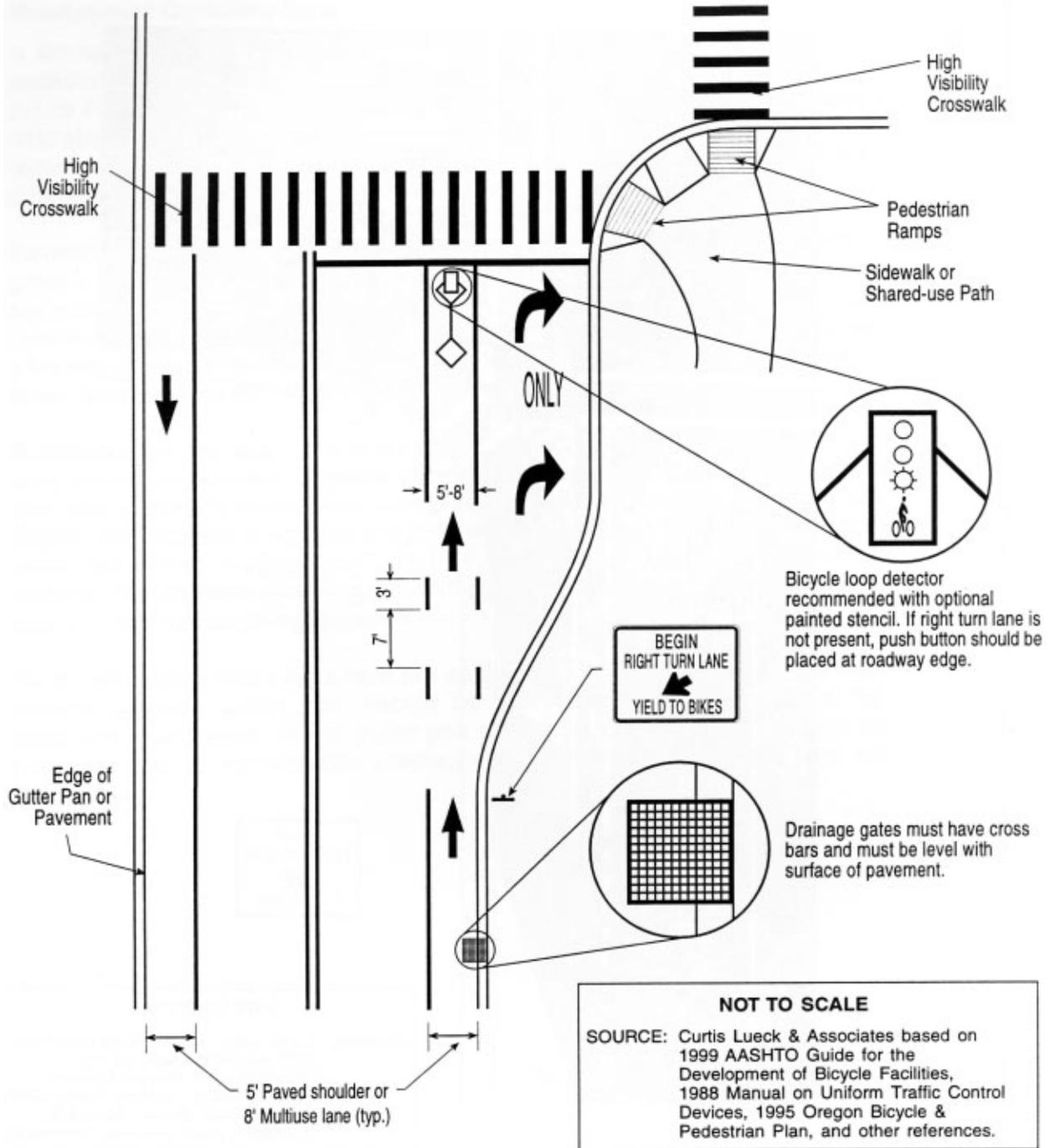


Figure 7.4
Bike Lane Treatment at an Intersection (MUTCD, AASHTO)



Figure 7.5
Bike Lane Sign (Caltrans)



Figure 7.6
Numbered Bikeway Sign (MUTCD)

7.5 Class III Bike Route Facilities Design Recommendations

Bike routes have been typically designated as simply signed routes along street corridors, usually local streets and collectors, but sometimes along arterials. With proper route signage, design, and maintenance, bike routes can be effective in guiding bicyclists along a route that is more suited for bicycle riding without having enough roadway space to provide a bike lane. Bike routes can become more useful when coupled with such techniques as:

- Route, directional, and distance signage
- Wide curb lanes
- Accelerated pavement maintenance schedules
- Traffic signals timed for cyclists (where warranted)
- Traffic calming

There are a variety of other improvements that can enhance the safety and attraction of streets for bicyclists. Figures 7.7 and 7.8 show signage and stencils used on Bike Routes. Class III Bike Routes can be designed in a manner that encourages bicycle usage, convenience, and safety.



Figure 7.7
Class III Bike Route Sign
(Caltrans)

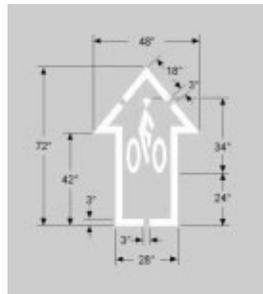


Figure 7.8
Schematic of Class III Bike Route Pavement
Stencil in Experimental Use

Stencils can also be included on bicycle facilities to help cyclists and motorists more easily identify the bike route. Stencils currently under consideration for approval in Denver and San Francisco for approval are shown in Figure 7.8. Currently, several stencil variations are being analyzed in a study involving Caltrans and the City of San Francisco.

7.6 Signage and Share the Road Signs

Bikeway signing in San Diego County should conform to the signing identified in the Manual on Uniform Traffic Control Devices (MUTCD, 2000) and the Caltrans Traffic Manual. These documents give specific information on the type and location of signing for the primary bike system. A list of on-street bikeway signage from the MUTCD is shown in Table 7.1 (Bikeway Signage and Marking Standards).

In addition to the typical bikeway signs, use of “Share the Road” signs may be considered. San Diego County has many narrow two-lane rural roads with little or no shoulders. Widening many of these roads without new construction of the roads to higher roadway classification is infeasible. In these cases, adding “Share the Road” may be beneficial to alert motorists and bicyclists of the restricted road width and to be more cautious when traversing.



**Figure 7.9
Share the Road Signage**

Installation of a Share the Road sign on County roads would require the recommendation of the Department of Public Works Traffic Section, the Traffic Advisory Committee (TAC) and may be subject to approval of the Board of Supervisors. Installation of Share the Road signs on Caltrans facilities requires approval from Caltrans. This Bicycle Transportation Plan identifies routes where installation of Share the Road signs may be considered. Installation of specific signs would be subject to future studies and funding. Designation of a Share the Road corridor in this Bicycle Transportation Plan alone does not guarantee that warrants have been met to merit installation of the signs on the designated corridor.

Additional bikeway signage and markings should be incorporated into the design of bikeways. These should be designed and implemented in accordance with Caltrans Design Manual and the 2000 Manual on Uniform Control Devices. All signage and marking are subject to approval by the County of San Diego Department of Public Works. The signage recommendations summarized in Table 7.1 may be used in the initial stages of design plans.

7.7 Bicycle Parking

Bicycle parking is not standardized by any state or municipal codes. However, there are preferable types of secure bicycle furnishings available. Bicycle parking is a critical component of the network of mobility and facilitates bicycle travel within the County. The provision of bicycle parking at every destination ensures that bicyclists have a place to safely secure their bicycle. Elements of proper bicycle parking accommodation are outlined below.

1. Short-term parking should be accomplished through the provision of bike racks as shown in Figures 7.10 and 7.12. The “inverted U rack” is highly recommended. Figure 7.12 shows an innovative concept in which the bike rack itself looks like a bicycle.
2. Long-term parking should be provided for those needing all day storage or enhanced safety. These parking facilities should consist of bike lockers, as shown in Figures 7.13 and 7.14. The e-Locker, which is a new type of bike locker that does not require administration of a bike locker program, is also a new option for providing long-term parking for bicyclists.
3. Bicycle parking should be clearly identified by signage, such as in Figure 7.11. Signage shall also identify the location of racks and lockers at the entrance to shopping centers, buildings, and other establishments where parking may not be provided in an obvious location, such as near a front door.
4. Bicycle parking should be located as close to the front door of buildings and retail establishments in order to provide for the convenience, visibility, and safety of those who park their bicycles.



Figure 7.10 “Inverted U” Bicycle Rack Parking



Figure 7.11
Bicycle Parking Sign (Caltrans)



Figure 7.12 “BikeBike” Bicycle Rack Parking



Figure 7.13 Conventional Bicycle Locker Storage



Figure 7.14 Bicycle “eLocker” Storage

5. Bicycle lockers should have informational signage, placards, or stickers placed on or immediately adjacent to them identifying the procedure for how to use a locker. This information at a minimum shall include the following:
 - a. Contact information to obtain a locker at County offices or other administrating establishment
 - b. Cost (if any) to use a locker
 - c. Terms of use
 - d. Emergency contact information
6. Bicycle lockers should be labeled explicitly as such and shall not be used for other types of storage.
7. Bicycle racks and storage lockers should be bolted tightly to the ground using surface or in-ground mounts in a manner that prevents their tampering.
8. The required spacing between bike racks shall be 3 feet to allow maneuvering room for people to lock their bicycles.

**Table 7.1:
Recommended Bikeway Signage and Markings**

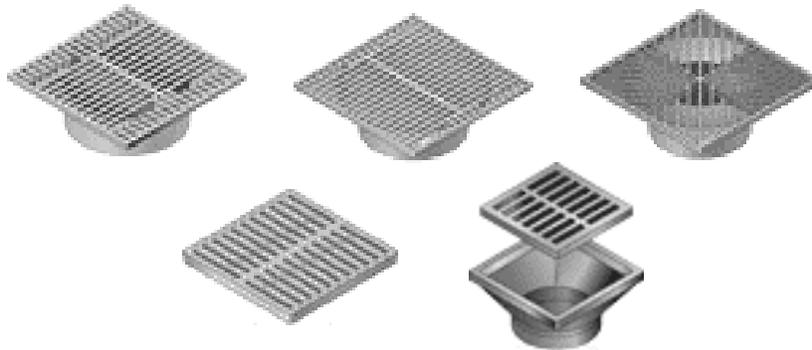
Item	Location	Color	Caltrans Designation	MUTCD Designation
No Motor Vehicles	Entrances to trail	B on W	R44A	R5-3
Use Ped Signal/Yield to Peds	At crosswalks; where sidewalks are being used	B on W	N/A	R9-5 R9-6
Bike Lane Ahead: Right Lane Bikes Only	At beginning of bike lanes	B on W	N/A	R3-16 R3-17
STOP, YIELD	At trail intersections with roads and Coastal Bikeways	W on R	R1-2	R1-1 R1-2
Bicycle Crossing	For motorists at trail crossings	B on Y	W79	W11-1
Bike Lane	At the far side of all arterial intersections	B on W	R81	D11-1
Slippery or rough pavement	Slippery or rough pavement	B on Y	W42	W8-10
Turns and Curves	At turns and curves which exceed 20 mph design specifications	B on Y	W1,2,3 W4,5,6,14 W56,57	W1-1,2 W1-4,5 W1-6
Trail Intersections	At trail intersections where no STOP or YIELD required, or sight lines limited	B on Y	W7,8,9	W2-1, W2-2 W2-3, W2-3 W2-4, W2-5
STOP Ahead	Where STOP sign is obscured	B,R on Y	W17	W3-1
Signal Ahead	Where signal is obscured	B,R,G	YW41	W3-3
Bikeway Narrows	Where bikeway width narrows or is below 8'	B on Y	W15	W5-4
Downgrade	Where sustained bikeway gradient is above 5%	B on Y	W29	W7-5
Pedestrian Crossing	Where pedestrian walkway crosses trail	B on Y	W54	W11A-2
Restricted Vertical Clearance	Where vertical clearance is less than 8'6"	B on Y	W47	W11A-2

**Table 7.1 (continued):
Recommended Bikeway Signage and Markings**

Item	Location	Color	Caltrans Designation	MUTCD Designation
Railroad Crossing	Where trail crosses railway tracks at grade	B on Y	W47	W10-1
Directional Signs (i.e. Cal State LB, Downtown, Train Station, etc.)	At intersections where access to major destinations is available	W on G	G7 G8	D1-1b(r/l) D1-1c
Right Lane Must Turn Right; Begin Right Turn Here, Yield to Bikes	Where bike lanes end before intersection	B on W	R18	R3-7 R4-4
Trail Regulations	All trail entrances	B on W	n/a	n/a
Multi-purpose Trail: Bikes Yield to Pedestrians	All trail entrances	n/a	n/a	n/a
Bikes Reduce Speed & Call Out Before Passing	Every 2,000 feet	B on W	n/a	n/a
Please Stay On Trail	In environmentally-sensitive areas	n/a	n/a	n/a
Caution: Storm Damaged Trail	Storm damaged locations	B on Y	n/a	n/a
Trail Closed: No Entry Until Made Accessible & Safe for Public Use	Where trail or access points closed due to hazardous conditions	n/a	n/a	n/a
Speed Limit Signs	Near trail entrances: where speed limits should be reduced from 20 mph	B on W	n/a	n/a
Trail Curfew 10PM - 5AM	Based on local ordinance	R on W	n/a	n/a

7.8 Drainage Grates

Care must be taken to ensure that drainage grates are bicycle-safe. If not, a bicycle wheel may fall into the slots of the grate causing the cyclist to fall. Replacing existing grates or welding thin metal straps across the grate perpendicular to the direction of is required. These should be checked periodically to ensure that the straps remain in place. Grates with bars perpendicular to the roadway must not be placed at curb cuts, as wheelchairs could get caught in the slot. Figure 7.15 shows the appropriate types of drainage grates that should be used.



**Figure 7.15
Proper Drainage Grate Designs**

7.9 Maintenance

The County should continue street maintenance schedules for the regular sweeping of streets, including bike lanes and Class I bike paths. Maintenance access on Class I bike paths should be achieved using standard County pick-up trucks on the pathway itself. Sections with narrow widths or other clearance restrictions should be clearly marked. Class I bike path maintenance includes cleaning, resurfacing and restriping the asphalt path, repairs to crossings, cleaning drainage systems, trash removal, and landscaping. Underbrush and weed abatement should be performed once in the late spring and again in mid-summer. In addition, these same maintenance treatments should be performed on Class II and Class III facilities. These facilities should be prioritized to include an accelerated maintenance plan that is already a part of the County’s ongoing street maintenance. A maintenance schedule and checklist is provided in Table 7.2.

An effort should be made to improve the maintenance of existing roadways that are regularly traveled by bicyclists regardless of whether a specific bikeway designation exists on those roadways.

**Table 7.2
Typical Bikeway and Trail Maintenance Check List and Schedule**

Item	Frequency
Sign Replacement/Repair	7 years/As needed
Pavement Marking Replacement	7 years/As needed
Tree and shrub trimming	6 months - 1 year
Pavement sealing/potholes	3 - 15 years
Pothole repair	As needed
Pavement sweeping	Monthly/As needed
Shoulder and grass mowing	Monthly/As needed
Trash disposal	Monthly/As needed
Lighting Replacement/Repair	As needed
Graffiti removal	As needed
Maintain Furniture	As needed
Fountain/restroom cleaning/repair	As needed
Pruning	1 - 4 years/As needed
Bridge/Tunnel Inspection	2 years (if length is greater than 20 feet)
Remove fallen trees	As needed
Maintain emergency telephones, CCTV	As needed
Irrigate/water plants	Daily/Weekly/Monthly/As needed

7.10 Security

Enforcement of applicable laws on Class I Bikeways should be performed by the San Diego County Sheriff's Department, using both bicycles and vehicles. Enforcement of vehicle statutes relating to bicycle operation should be enforced on Class II and Class III bikeways as part of the Department's normal operations.