



## Bringing walking and bicycling up to speed

School is out and that means it's time for active summer fun! Active is a key word for the Bear Valley Parkway project, as it includes active transportation features so you have better travel choices in the future.

"Active" travels include walking, bicycling, and other means powered by human energy, like skateboarding and pushing handcarts. Active transportation has become more and more important as part of improving health and wellness. Activities such as walking and bicycling can reduce rates of obesity, heart disease, diabetes, asthma, and social isolation. They are also zero-emissions modes of transportation, so they are low-cost and great for the environment. Some of the active transportation improvements to Bear Valley Parkway include:

- ▶ **Protected sidewalks:** New five-foot wide sidewalks will be installed and separated from the roadway by a five-foot landscaping buffer to protect pedestrians. Intersections will have access ramps and marked pedestrian crosswalks that are ADA-compliant.
- ▶ **Bicycle lanes:** Crews will install a new Class II bikeway along both sides of the roadway. Class II bikeways share the roadway but have dedicated lanes marked by paint striping. Learn more about bikeway classifications in the "Did You Know" section.
- ▶ **Lighting and signage:** Additional energy-efficient streetlights will be installed to improve visibility along the roadway. Reflective signage for the bike path and signalized intersections for pedestrians will also be installed to promote safety for everyone sharing the roadway.

By supporting bicycle and pedestrian access along Bear Valley Parkway, the project will provide better travel choices for more people to enjoy the great outdoors by biking and walking. Implementing these active transportation improvements will also reduce traffic congestion and make for a happier, healthier community.



## Project Update: Current Construction Activities

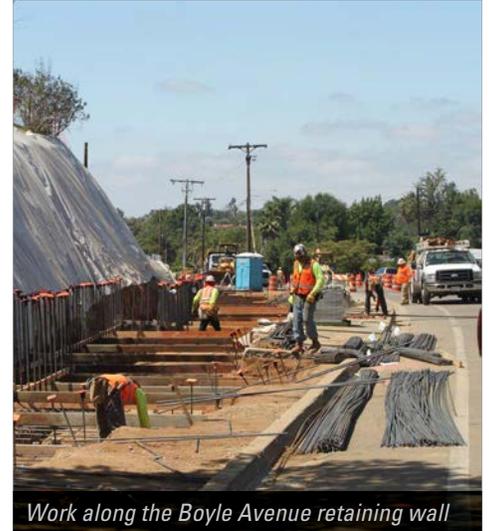
Work in June includes:

› **Boyle Avenue retaining wall:** The second of two retaining walls is in progress on the east side of Boyle Avenue. This wall will expand the roadway and reinforce the hillside adjacent to Bear Valley Parkway. Crews are installing rebar, pouring the footing, building a wall into the foundation, and placing masonry blocks.

› **Idaho Avenue wingwall:** Wingwalls are two retaining walls built at an angle at a drainage culvert to prevent dirt from blocking its entryway. A wing wall is in progress on the south side of Idaho Avenue.

› **Sidewalks:** Sidewalks between Boyle Avenue and Suburban Hills Drive are being installed. Additionally, areas previously left unpaved from utilities and storm drain work are being paved.

› **Utility relocation:** Utility underground work throughout the project is continuing.



## Meet the Team

### Design Project Engineer, Orland Mott

Q What is your role on the project?

A I am Bear Valley Parkway Project's design project engineer. This role includes reviewing project plans and specifications



for conformance with laws and requirements; coordinating between agencies; and supporting project management. During construction, I assist resident engineers with design issues that come up and facilitate design changes.

Q What other projects have you worked on prior to the Bear Valley Parkway Project?

A I have worked with Caltrans, SANDAG and the County of San Diego since 2003. I currently serve as the Engineer of Record of all County of San Diego road maintenance projects, which includes rehabilitating and resurfacing roads in the county's nearly 2,000 lane-mile network.

Q What are the active transportation elements being planned and implemented on the new Bear Valley Parkway?

A This project will add pedestrian sidewalks, marked crosswalks, ADA-compliant curb ramps, and dedicated Class II bike lanes for bicyclists.

Q What significance will the active transportation improvements have on the community?

A Prior to these improvements, Bear Valley Parkway had a deteriorating asphalt walkway on the east side, no pedestrian walkway or lighting on the west side, and no dedicated bike lanes. The limited access for non-motorized transportation was a problem. These projects will result in greater travel choices and safety for pedestrians and cyclists.

Q What is the goal of supporting multiple modes of transportation?

A Not every trip requires a car. Our goal with this project is to allow people to have choices for travel depending on their trip type.

Q What do you like to do in your spare time?

A I like to spend time with my family. I coach my daughter's softball team. When I am not doing that, I am an avid golfer.

Besides the obvious benefits of reducing emissions and lowering costs for gas, insurance, and other transportation expenses, using a bike for transportation can help you lose weight and improve your overall health. Depending on your commute and local road conditions, you could burn 600 calories per hour by cycling. Studies show that bicycle commuters are healthier, more productive, and require less time off at work. With over a dozen bicycle clubs in San Diego, It's also a great way to meet people! Visit the San Diego County Bicycle Coalition "Bike Clubs" page to find a group to ride with: [sdbikecoalition.org/resources/bike-clubs](http://sdbikecoalition.org/resources/bike-clubs)

Did  
You  
Know