

FAQs

Biking to Work in the San Diego Region Webinar on May 14, 2020

If you don't see your question answered here, please email us at iCommute@sandag.org and we'd be happy to get you an answer.

Q: How can I get a Bike to Work Day t-shirt even though the event was postponed?

A: T-shirts were not yet printed for the 30th Annual SANDAG Bike to Work Day when the event was postponed. We plan to use the same 90s throwback design and purple t-shirt for the postponed 30th anniversary of the event on Thursday, May 20, 2021.

Q: If I get a flat tire and I can't repair it, how can I use the Guaranteed Ride Home program?

A: The SANDAG iCommute program offers up to three free emergency rides home for alternative commuters enrolled in the Guaranteed Ride Home program. You must enroll in the program by completing a [form on our website](#) each year starting on July 1. Bike commuters may use the program if they are stranded at work due to a bike problem, such as a flat tire, mechanical failure, vandalism, or theft. Rides must originate from your work location and may only be used to get home or to the location of the participant's parked car (e.g., a park-and-ride lot). In the case of bike commuters, if you got a flat on the way to work you would only be able to use the Guaranteed Ride Home to get home from work that day. Learn more at iCommuteSD.com/GRH.

Q: Will there be more bike lockers available at transit hubs?

A: As part of the Mid-Coast Trolley extension, there are plans to add bike lockers or bike stations to accommodate more bikes at the new stations. We continue to monitor the bike parking usage at all our other transit stations and will make accommodations as needed. We will be adding more spaces this summer at some of our most used stations. Learn more about the bike parking program at iCommuteSD.com/bike.

Q: What is the SANDAG vision for bikes as a "last mile" solution?

A: SANDAG understands that safe, comfortable, and direct last mile connections to and from transit are some of the most critical connections needed to support walking, biking, riding transit, and other forms of micromobility. In addition, we also understand that short trips (3 miles or less) can be great opportunities to encourage use of bikes, scooters, and other rideables in place of a car. In our 2021 Regional Plan, we started with these ideas in mind. The plan consists of 5 Big Moves, all of which play into the answer to this question, as follows:

- **Transit Leap** will include premium transit lines making connections between our most popular and common origins and destinations. The vehicles are proposed to have space for storage of bikes and other micromobility devices.
- **Mobility Hubs** will be located in communities throughout the region that feature both Transit Leap services and a healthy mix of land uses, population, and employment centers. The hubs consist of 1 to 3-mile areas around Transit Leap stations where we

are proposing complete streets improvements, enhanced bike and micromobility parking with electric device charging options, and other elements to encourage people to walk, bike, ride transit, and use shared mobility safely.

- **Flexible Fleets** will include fleets of on-demand shared mobility devices people can access to reach Transit Leap stations and other destinations throughout a Mobility Hub. These include micromobility devices like e-bikes and scooters, as well as larger mobility devices like shared electric vehicles and autonomous vehicles, when the technology is ready.
- **Complete Corridors** include features to upgrade our streets and freeways to support a variety of travel needs. Complete Corridors includes the Regional Bike Network, which is intended to serve regional trips. Paired with complete streets updates in the Mobility Hubs, they will create a dense network to meet the needs of people traveling on foot, bike, scooter, or other small and low-speed vehicles.
- **Next OS** will include technology updates that make the whole system work. These could include app-based information that allows someone to map their trip, book a Flexible Fleet option to access Transit Leap or reserve bike parking at the transit station, pay for the transit ride, and more.

Q: How can I encourage my city to create a shared streets initiative?

A: Many excellent recent examples from across the U.S. have in common a coordinated effort between the Mayor's office, and representation from the Transportation, Engineering, Planning and Public Works Departments. As City of San Diego staff person Alyssa Muto mentioned in the Q&A-portion of the SANDAG-hosted webinar on their Shared Streets Pilot Program ([available here](#)), their staff began with "how" and not "why" with a determined effort to implement their Slow Streets network.

Q: Are there plans to implement more slow streets?

A: Yes, the City of San Diego is planning to implement future phases of Slow Streets. We also expect additional agencies across the region to implement their own versions of slow streets before June 30th with funding assistance through the [SANDAG Shared Streets Pilot Program](#).

Q: How can we make our slow streets permanent?

A: The City of Portland is implementing slow streets along their proposed "Neighborhood Greenways" network (AKA Bicycle Boulevards). These routes are designated to receive future treatments similar to the temporary traffic control features being implemented to create "Slow Streets." The Portland Bureau of Transportation is discussing "hardening" these features to make them more permanent in a future phase of their Slow Streets implementation. Other cities may be well served to follow a similar model in coordination with residents in their communities and the appropriate agency departments.

Q: Where can I go to find out more about the bikeways in planning/design/construction?

A: You can learn more about all SANDAG bikeway projects at [KeepSanDiegoMoving.com/BIKE](https://www.KeepSanDiegoMoving.com/BIKE). To sign up for project updates about specific projects, please visit [KeepSanDiegoMoving.com/SubscribeGObyBIKE](https://www.KeepSanDiegoMoving.com/SubscribeGObyBIKE).

Q: Is the current pandemic going to impact the timelines or finances needed for construction of bike paths?

A: None of SANDAG's bikeway projects are currently being delayed by the COVID-19 pandemic. SANDAG has bikeway projects at various phases of development, from planning to construction. Projects that are in construction, or are on the verge of construction, are fully funded through construction.

Q: How can I report maintenance issues on bike paths?

A: We recommend contacting the city or jurisdiction who operates and maintains the bike path. Often, cities have websites or apps for reporting things like landscape maintenance or suggested improvements. For example, the City of San Diego has a "Get it Done" app for residents: [sandiego.gov/get-it-done](https://www.sandiego.gov/get-it-done).

Q: Is the Mid-Coast trolley extension to UCSD going to have enough room for bikes?

A: MTS passengers often bring their bikes on the trolleys. Trolleys do not have bike racks on board the vehicles, but the majority of trolleys are 70% low floor vehicles with interior floors at the doors that are nearly level with the platforms at the stations, making it easy to board and exit the with bikes. Per [MTS guidelines](#), one bike is allowed per Trolley car during peak travel times and two are allowed at all other times. Passengers are required to accompany their bike for the entire trip. The new stations on the UCSD campus are elevated and people with bikes will either have to bring bikes up the stairs or accompany them in the elevator. Bike lockers and bike racks also are available at many trolley stations.

Q: We love the Meade traffic circles, but the construction is disruptive and slow. Why does it take so long to complete a bike project?

A: Construction of the Georgia – Meade Bikeway is phased to mitigate impacts along the project corridor. For example, SANDAG crews are only permitted to work on three intersections at a time under permanent traffic control. Construction of the first three neighborhood traffic circles on Meade Avenue began in December 2019 and are anticipated to open to traffic by the end of this month (May 2020), within the original anticipated construction duration of six months. In addition, San Diego experienced a rainy winter season which caused some delays and created unanticipated work.

Q: Are there any plans to connect bikes from the future Balboa Trolley Station to Pacific Beach, Mission Beach, and Bird Rock?

A: The [Mid-Coast Mobility Hub Implementation Strategy](#) recommends construction of a two-way bike lane on the west side of Morena Boulevard, spanning from Balboa Avenue to Tecolote Road (and possibly beyond on either end). This is a recommendation only at this point and plans for a bike lane on Morena Boulevard are not currently part of the Mid-Coast Trolley project.

Q: When will the Rose Creek Bikeway be open?

A: The [Rose Creek Bikeway](#) is anticipated to open to the public in fall 2020.

Q: Is there a plan to make a dedicated bike path on Harbor Drive past the base and shipyards?

A: Yes, the Barrio Logan segment of the Bayshore Bikeway will create 2.5 miles of dedicated bikeways along Harbor Drive between Park Boulevard and 32nd Street. Construction of this SANDAG bikeway project is anticipated to begin in late 2020. Please visit KeepSanDiegoMoving.com/BayshoreBikeway for more information.

Q: What is the estimate for completing the rail trail route from Escondido to Oceanside?

A: SANDAG is planning, designing, and building the San Marcos to Vista segment of the Inland Rail Trail, which will eventually run seven miles through the cities of San Marcos and Vista and the County of San Diego. Information about the schedule for the seven-mile San Marcos to Vista segment is available online at KeepSanDiegoMoving.com/InlandRailTrailSchedule. The westernmost portion of the Inland Rail trail, which will extend the bikeway seven more miles from the intersection of North Melrose Drive and West Bobier Drive to Wisconsin Avenue in the City of Oceanside, will be part of a future project. For more information, please visit KeepSanDiegoMoving.com/InlandRailTrail.

Q: Can you please update us on the SR 56 bike path connection underneath I-5?

A: Caltrans and the City of San Diego have partnered on this project to complete the connection. Design is slated to start in summer 2020, with construction anticipated to begin in fall 2021.

Q: Where is the Georgia Meade and Landis project?

A: The Georgia – Meade Bikeway is 3.5 miles and runs east/west along Meade Avenue between Park Boulevard and Fairmount Avenue. It also extends north/south along Georgia Street between Robinson Avenue and Howard Avenue, shifts to Howard Avenue for one block, and continues on Florida Street to Meade Avenue. The Georgia – Meade Bikeway will connect neighborhoods in San Diego’s urban core – University Heights, North Park, Normal Heights, and Kensington-Talmadge. KeepSanDiegoMoving.com/GeorgiaMeadeBikeway

The Landis Bikeway is 3.1 miles and runs primarily along Landis Street between Alabama Street and Chamoune Avenue. The Landis Bikeway will connect neighborhoods in San Diego's urban core – North Park and City Heights. [KeepSanDiegoMoving.com/LandisBikeway](https://www.KeepSanDiegoMoving.com/LandisBikeway)

Q: Are there any plans to add a bike lane on Morena Blvd, next to the new trolley line?

A: The [Mid-Coast Mobility Hub Implementation Strategy](#) recommends construction of a two-way bike lane on the west side of Morena Boulevard, spanning from Balboa Avenue to Tecolote Road (and possibly beyond on either end). That said, this is a recommendation only at this point and plans for a bike lane on Morena Boulevard are not currently part of the Mid-Coast Trolley project.

The [Morena Corridor Specific Plan](#) specifies Morena to be a four-lane collector with a future two-way cycle track between Gesner Drive and Vega Street. Sample cross-sections are shown throughout the plan to depict a typical layout of certain segments of the roadway. Figures 3-5 and 3-6 in the adopted [Balboa Ave Station Area Specific Plan](#) depicts a Class IV cycle track between the Balboa Ave Trolley Station and Gesner Street. The San Diego City council approved a two-way cycle track along the west side of Morena Boulevard from Linda Vista Road to the Balboa Station driveway. Currently, their community plan is looking to extend that further north of the driveway.

Q: Are there any special rules for pedal-assist bikes?

A: Yes. If you buy an electric bike, talk to the salesperson about those specific laws. There are different types of electric bikes and different laws about each of them. Remember, electric bikes have the ability to move at 28 miles per hour so special precautions should be taken. The motors and the mechanisms for controlling electric bikes work differently on different bikes, so it's smart to become very familiar with yours before attempting to ride near anyone else.

Q: Are trucks allowed to use cycle tracks for deliveries, or are cars allowed to use them for passenger loading?

A: Vehicles are not allowed to stop or park in a cycle track, with a few exceptions for utility vehicles. This is a relatively new type of infrastructure though so not everyone is familiar with the rules. Be polite to those still learning. More information can be found at <https://www.sandiego.gov/bicycling/lanes-and-routes> https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=VEH§ionNum=21211.

Q: I ride on sidewalks to be safe sometimes. Is that illegal?

A: People on bikes should feel safe on the street, but biking infrastructure isn't available in all locations. Riding on the sidewalk has its own unique set of dangers. No one is expecting someone to move through the sidewalk at 18 miles per hour. Every driveway becomes an intersection. Car drivers leaving or entering driveways are looking on the sidewalk for pedestrians, not fast-moving bike riders. The specific law varies by individual city, but generally speaking it is illegal to ride your bike on the sidewalk in a business district, and legal to ride your



bike on the sidewalk in a residential area. However, not everything that is legal is safe and enforcement varies.

Q: Besides bike maps, what apps are recommended for new riders that want to get out and commute by bike?

A: Google Maps and Apple Maps are great apps to use to plan a route, when paired with other outside information, especially if you generally know the area or you're not going a very far distance. But if you're looking to ride a further distance through a neighborhood that you don't know well, we recommend consulting the [Regional Bike Map](#) before jumping on your bike. Using an app like Strava or MapMyRide can connect you with friends and see where they ride. You also can look up heat maps on Strava to find out what routes are popular. For example, Google may suggest a route because it has a bike lane, but the heat maps may show you that a nearby side street gets a lot more bike traffic because it's actually better suited to riding.