

Bicycle Master Plan Update

City Council Meeting

September 5, 2023



NATIONAL CITY
CALIFORNIA 1887

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Why Bicycling?



Effective, low cost, non-polluting transportation



Improved air quality, physical & mental health, mobility flexibility



Bicycle facilities in commercial/downtown areas contribute to increased business



Bicycle facilities can improve vehicle travel time by up to 35%



Protected bike lanes can reduce road user injury crashes by 40—50%

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What is a Bicycle Master Plan?

- High-level planning document tiered from General Plan
- Supports General Plan without requiring General Plan Amendment
- Help cities make bicycling more safe, practical, enjoyable
- Evaluates and documents existing bicycle network
- Establishes planned bicycle network, design standards, programs



Why Do We Have a Bicycle Master Plan?



Guides bicycle-related decisions



Sets City up for implementation funding such as California's Active Transportation Grant Program (ATP)



Helps City meet CAP goals



Provides public transparency about City infrastructure planning

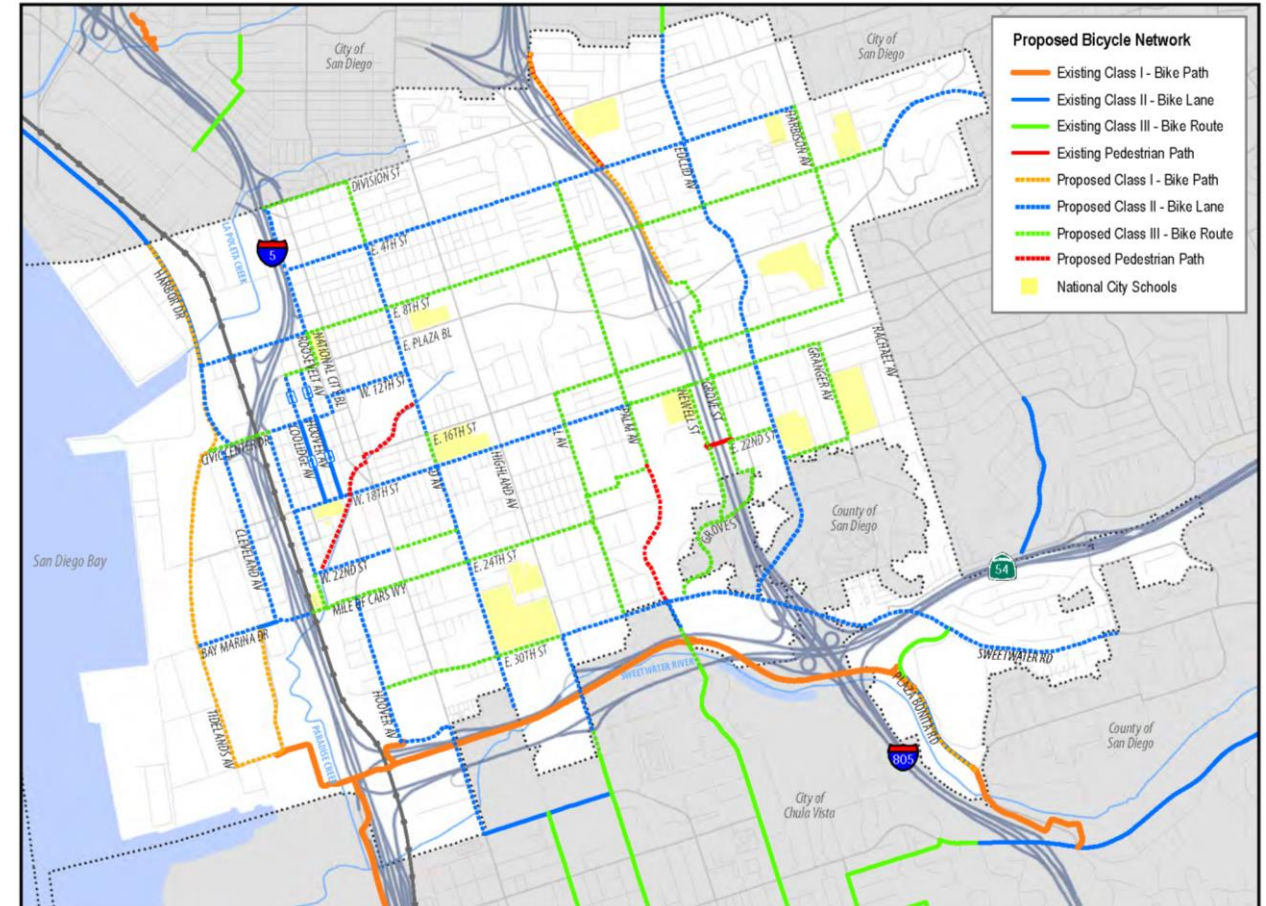
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Adopted Bicycle Master Plan

- Last updated 2011
- Plans for bicycle paths, lanes, routes only
- Focused on understanding City's active transportation environment, making the case for biking here



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Bicycle Master Plan Update

- Tailored to land use; updated in conjunction with Land Use Element Update & Focused General Plan Update
- Focuses on future land use, recommended projects & programs, Complete Streets facility design guidelines and typologies customized to National City's streets
- Builds on previous City & regional planning studies & documents
- Higher tiered bicycle facilities connect to denser areas
- Public outreach, environmental clearance conducted with Focused General Update



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SLIDE 6

Bicycle Master Plan Update

- Updated existing facilities map
- Scored and ranked bicycle project list with approximate cost scores
- Plans for bicycle boulevards, cycle tracks in addition to paths, lanes, routes
- Updated inventory of potential funding sources

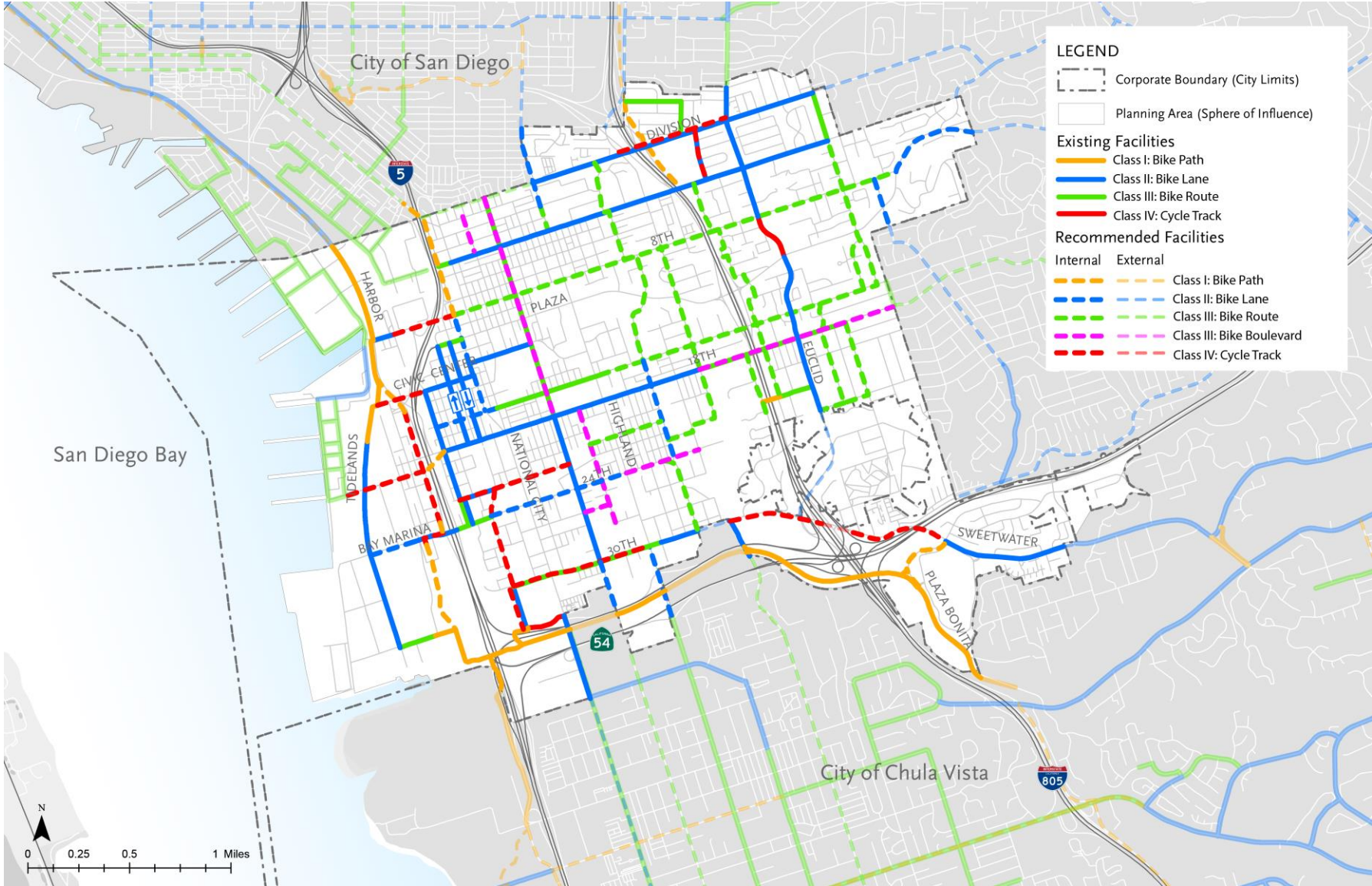
Rank	Project Name	Street	Bounds	Facility Type	Facility Length (Miles)	Approximate Cost Score
12	Hoover Avenue Cycle Track	Hoover Avenue	22nd Street to 33rd Street	Class IV	0.76	●
13	22nd Street Cycle Track	22nd Street	Wilson Avenue to D Avenue	Class IV	0.57	●
14	Harbison Avenue Bicycle Corridor	- Harbison Avenue - Earle Drive	4th Street to 16th Street, Earle Drive	Class III R	1.02	☺
15	Olive Avenue Bike Lanes	Olive Avenue	8th Street to Plumas Street	Class II	0.28	☺
16	D Avenue Bike Lanes	D Avenue	30th Street to southern terminus	Class II	0.23	☺
17	Highland Avenue Complete Street Improvements	Highland Avenue	Delta Street to 2nd Street (Class II) and 2nd Street to 4th Street (Class III)	Class II Class III R	0.4 0.13	●
18	19th Street Cycle Track	19th Street	Kiss Street to McKinley Avenue	Class IV	0.43	●
19	B Avenue Bicycle Boulevard/Advisory Bicycle Lanes	B Avenue	1st Street to 4th Street	Class III B	0.19	☺
20	Bay Marina Drive Bike Lanes	Bay Marina Drive	Tidelands Avenue to Marina Way	Class II	0.25	☺
21	Roosevelt Avenue North Bike Lanes	Roosevelt Avenue	8th Street to 12th Street	Class II	0.25	☺
22	16th Street Bike Lanes	16th Street	Wilson Avenue to National City Boulevard	Class II	0.31	☺
23	Civic Center Drive Cycle Track	Civic Center Drive	Tidelands Avenue to Wilson Avenue	Class IV	0.26	●
24	Roosevelt Avenue South Bike Lanes	Roosevelt Avenue	Civic Center Drive to 16th Street	Class II	0.19	☺
25	21st Street Bicycle Corridor	21st Street	F Avenue to L Avenue	Class III	0.38	☺

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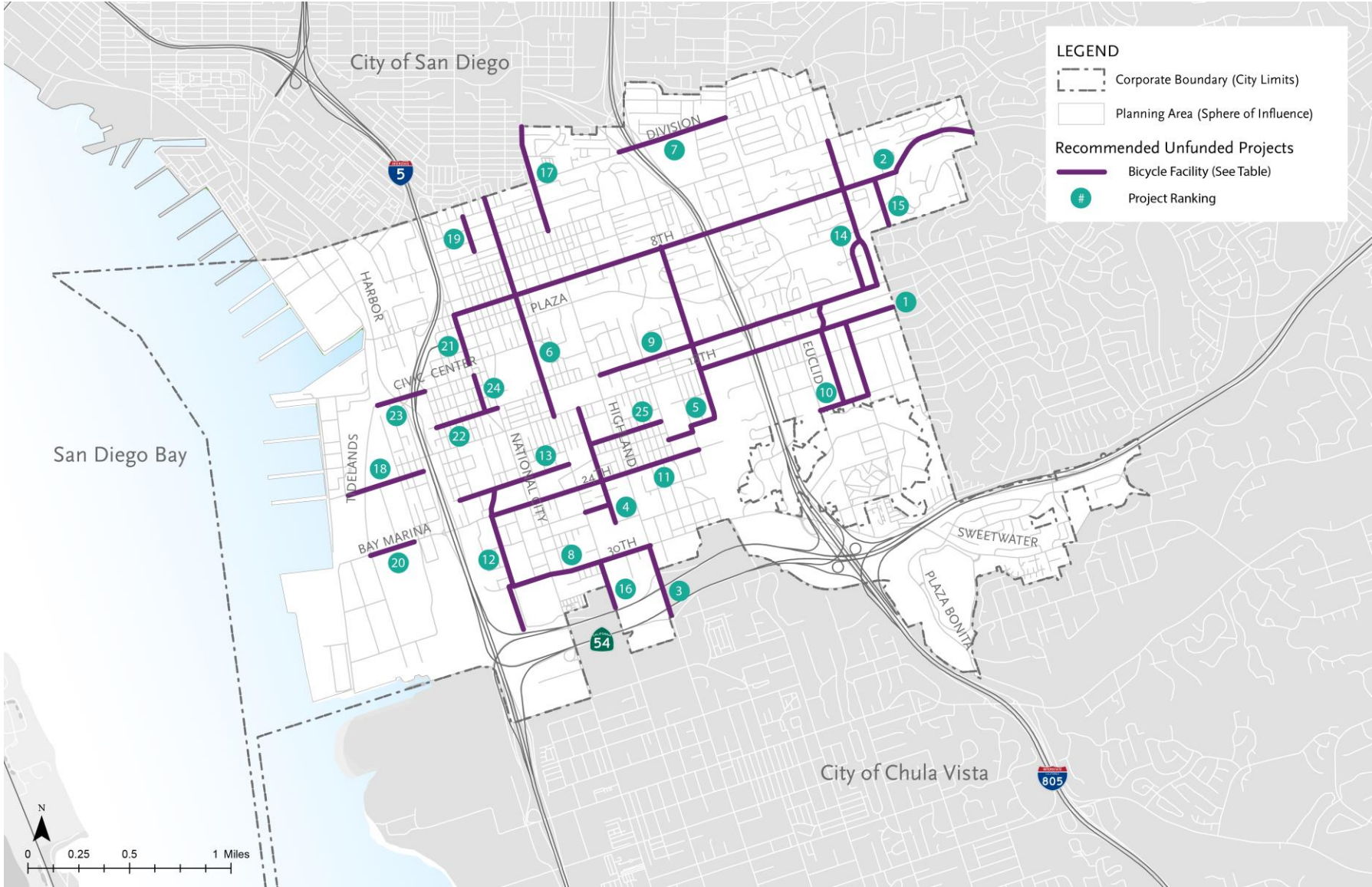
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Recommended Network



Unfunded Network



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Thank you!

For questions please contact:

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