

CITY OF CHULA VISTA

**BIKE LANES ON BROADWAY
FEASIBILITY STUDY**

City Council Presentation

February 16, 2016



Presentation Overview

What will be covered today?

- Project Scope & Schedule
- Existing Conditions Summary
- Overview of Community Outreach Efforts
- Preferred Alternative Design

Project Scope & Schedule

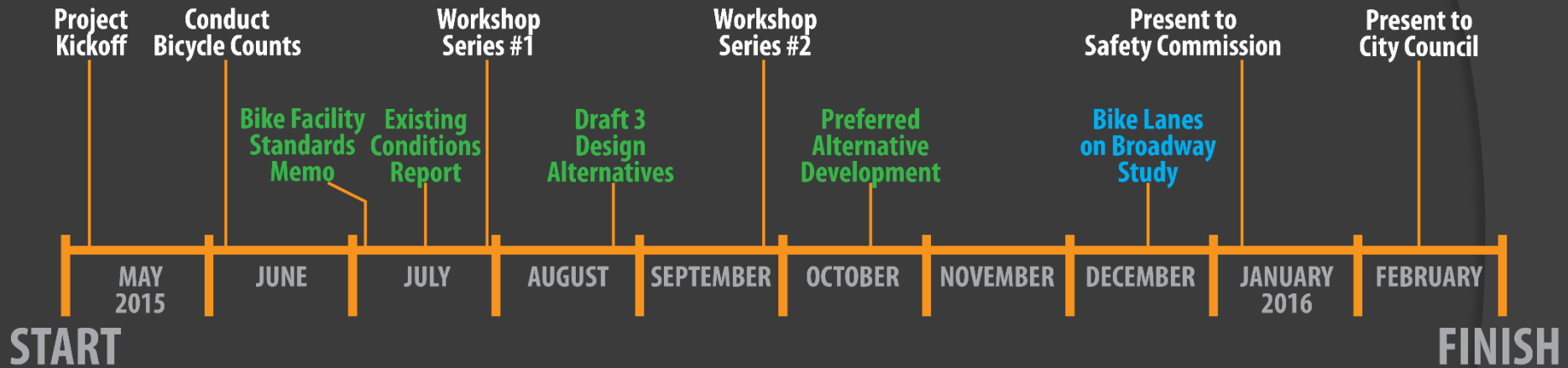
What does this project seek to achieve?

- Review constraints related to installing bike facilities
- Identify potential bike facility options
- Make a bicycle facility recommendation



Project Scope & Schedule

What is the timeline for this project?



Existing Conditions

What existing conditions were considered?

- Curb-to-curb widths
- On-street parking
- Bicycle counts
- Bicycle collisions





***Existing
Curb-to-Curb Widths***

Existing Conditions

On-Street Parking

- Important consideration – especially along a commercial corridor
- On-street parking supply & demand
- Parking availability



Existing Conditions

On-Street Parking – Existing Supply

| Data | C Street to F Street | F Street to L Street | L Street to Main Street | Total |
|---------------------------|----------------------|----------------------|-------------------------|---------|
| Roadway Mileage | 0.7 | 1.5 | 1.7 | 3.9 |
| Total Parking Length (ft) | 2,487' | 6,812' | 5,853' | 15,152' |
| Parking Spaces (19 ft) | 115 | 313 | 275 | 703 |

Existing Conditions

On-Street Parking – Existing Demand

- Parking Occupancy Study
 - Consulted with business owners to determine when the greatest parking demand is experienced
 - Performed on Saturday 6/27th from 2:00PM to 3:00PM



Existing Conditions

On-Street Parking – Existing Supply and Demand

| Broadway Segment | West Side of Street | | East Side of Street | |
|-------------------------|----------------------------|-------------------------|----------------------------|-------------------------|
| | <i>Parking Spaces</i> | <i>Percent Occupied</i> | <i>Parking Spaces</i> | <i>Percent Occupied</i> |
| C Street to F Street | 55 | 38% | 60 | 49% |
| F Street to L Street | 155 | 60% | 158 | 55% |
| L Street to Main Street | 151 | 32% | 124 | 52% |

Data collected between 2pm – 3pm on Saturday, June 27, 2015

Existing Conditions

Off-Street Parking – Inventory Study

- Identified parcels with:
 - No off-street parking (1)
 - No off-street parking & Street parking within 300 ft. (6)
 - Limited off-street parking (28)





Broadway Parcels

- No Off-Street Parking (1 Parcel)
- No Off-Street Parking / Street Parking Within 300 feet (6 Parcels)
- Parcels with Limited Off-Street Parking (28 Parcels)
- Unaffected Parcels (818 Parcels)

Existing Conditions

Bicycle Counts

- Screenline counts at six locations along Broadway
- Weekday peak periods (4:00PM to 6:00PM)
- Counts recorded the following information:
 - Location (traffic lane or on sidewalk)
 - Wrong way cycling (against direction of traffic)
 - Gender





PM Peak Period Bicycle Counts

- 26 - 27
- 11 - 16
- 7

Counts conducted on a weekday between 4pm and 6pm.
Only north-south movements along Broadway counted.

Source: Chen Ryan Associates (2015)

Existing Conditions

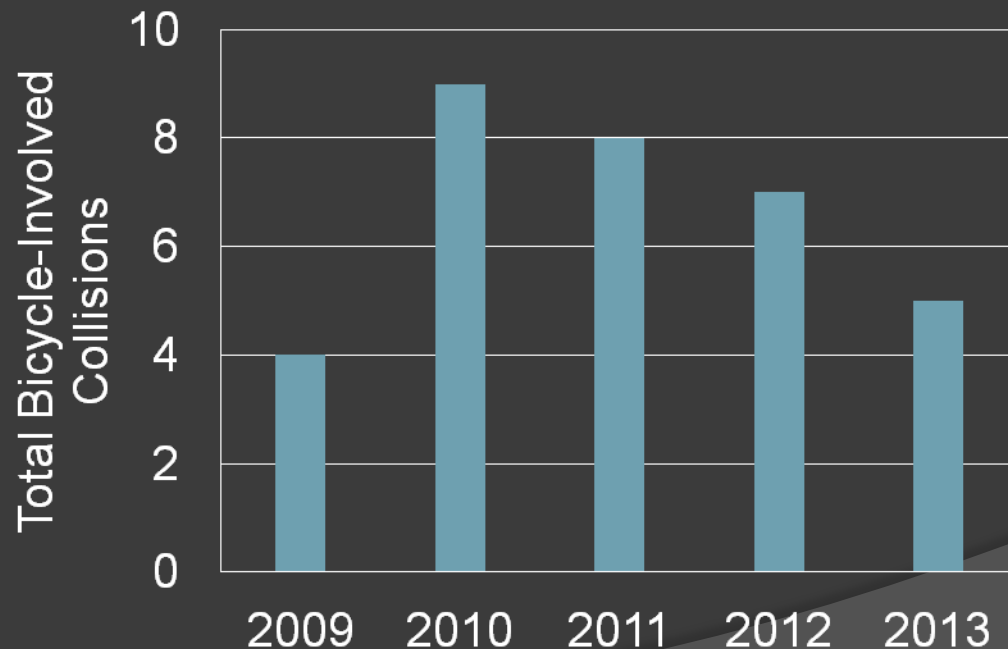
Bicycle Counts – Traffic Lane vs. Sidewalk

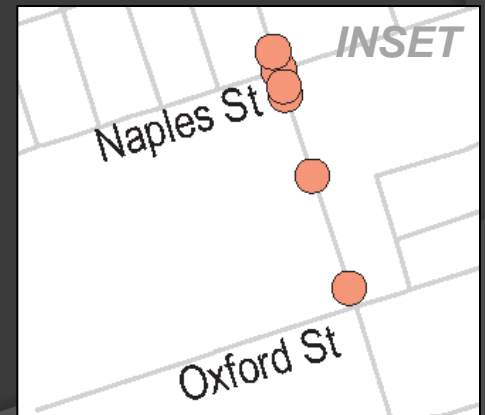
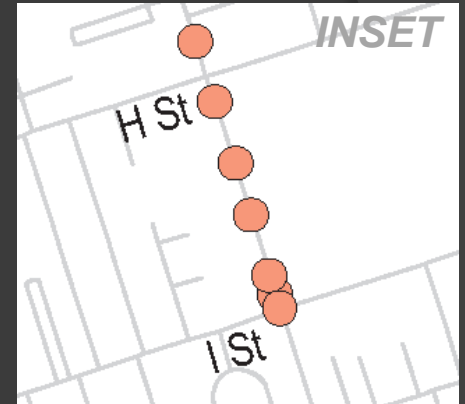
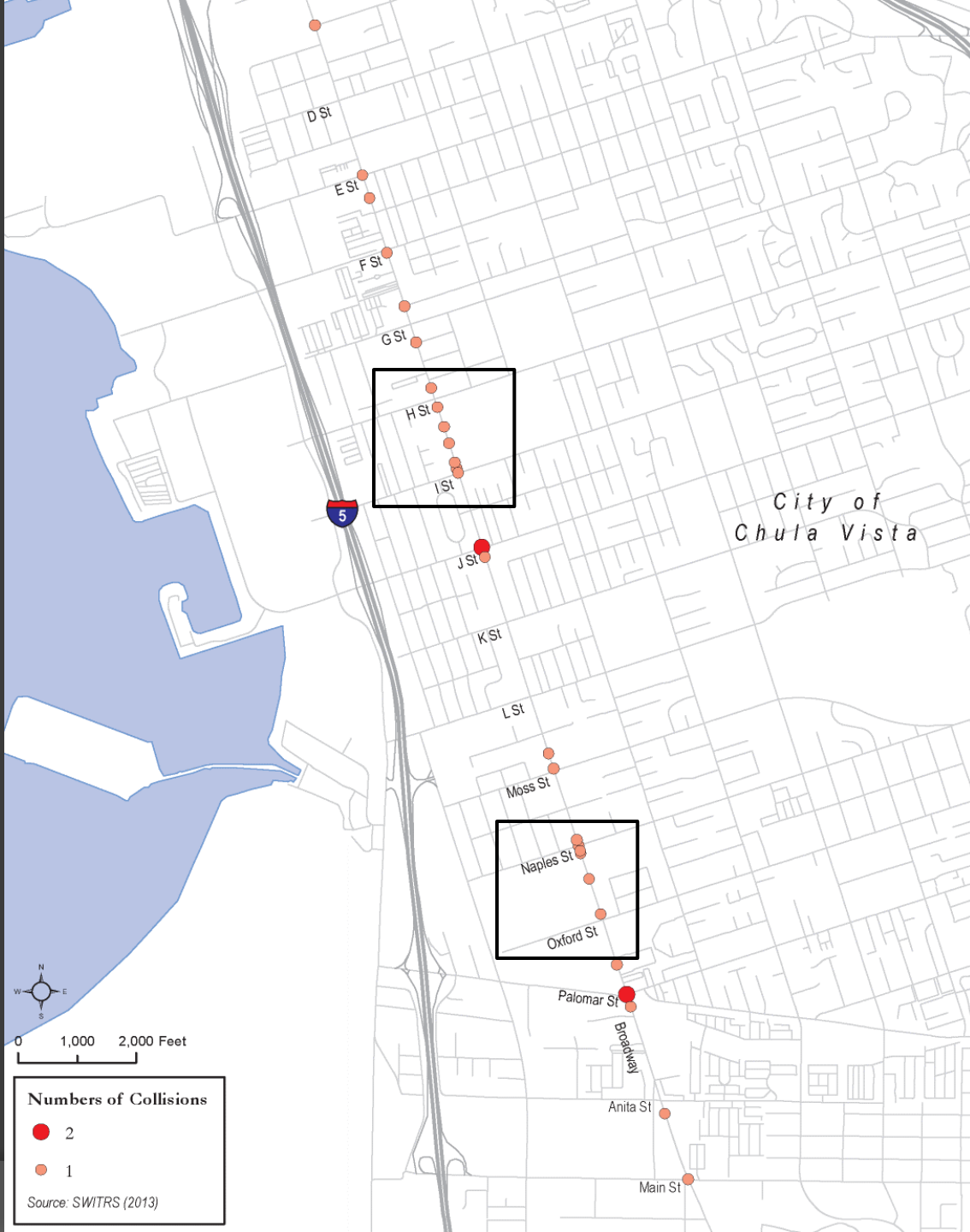
| Count Location | Traffic Lane | Sidewalk | Total Observed |
|---------------------------------|---------------------------|---------------------------|----------------|
| Flower Street to E Street | 8 (30%) | 19 (70%) | 27 |
| H Street to I Street | 8 (31%) | 18 (69%) | 26 |
| Halsey Street to J Street | 4 (57%) | 3 (43%) | 7 |
| L Street to Arizona Street | 5 (42%) | 7 (58%) | 12 |
| Oxford Street to Palomar Street | 5 (45%) | 6 (55%) | 11 |
| Palomar Street to Anita Street | 2 (12%) | 14 (88%) | 16 |
| TOTAL | 32 (32%) | 67 (68%) | 99 |

Existing Conditions

Collision Assessment

- Collision assessment covered 5-years (2009 – 2013)
- 33 bicycle involved collisions reported along Broadway





Community Outreach

Community Workshop Series #1

- July 29th, 30th, and August 3rd at Council Chambers
- Flyer was mailed to over 1,700 property owners along Broadway and sent to the following organizations:

MTS

SANDAG

Southwest Civic Association

Crossroads II Civic Assoc.

BikeWalkChulaVista

San Diego County Bike Coalition

Circulate San Diego

Chula Vista School District

Chula Vista Community Collaborative

Chula Vista Fire Department

Chula Vista Chamber of Commerce

Norman Park Senior Center

SD County Health & Human Services

City of National City

Otay Mesa-Nestor CPG (City of SD)

City of San Diego

- Hand delivered and posted at local bike shops



Community Outreach

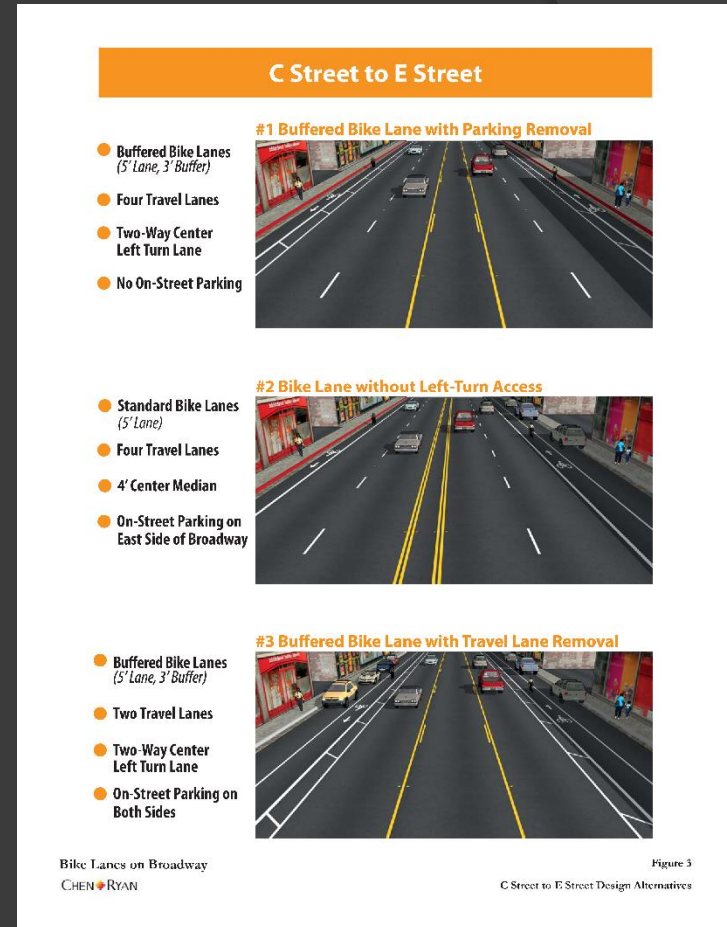
Community Workshop Series #2

- Previous advertisement methods with the addition of hand delivered flyers to every parcel with limited or no off-street parking (35 parcels)
- Two Public Sessions:
 - September 21st at Council Chambers
 - October 1st at the South Chula Vista Library
- Presentation to Chamber of Commerce September 30th

Community Outreach

Community Workshop Series #2

- Presented work completed to date and input collected
- Presented design alternatives
- Participants placed a sticker on their preferred alternative for each segment
- Results were used to identify a preferred alternative



Preferred Alternative

- Three segments are described in terms of:
 - Bike Facility
 - Travel Lanes
 - Median
 - On-Street Parking





Broadway, from C Street to G Street – Buffered Bike Lanes w/ Travel Lane Removal



- Buffered Bike Lanes (5' Lane, 3' Buffer)
- Two 12' Travel Lanes
- 14' Center Left-Turn Lane
- Two 8' On-Street Parking Lanes



G Street to L Street

Broadway, from G Street to L Street – Bike Lanes w/ Travel Lanes Narrowed



- **Bike Lanes** (5' Lane)
- **Four 11' Travel Lanes**
- **10' Center Left-Turn Lane**
- **Two 8' On-Street Parking Lanes**



Broadway, from L Street to Main Street – Buffered Bike Lane w/ No On-Street Parking



- **Bike Lanes**
(5' Lane, 4' Buffer)
- **Four 11' – 12' Travel Lanes**
- **Existing Raised Median with Left-Turn Pockets**
- **No On-Street Parking**

Questions / Comments?

Thank You!

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Curb-to-Curb Width and Vehicle Volumes

- Important consideration when evaluating roadway modifications
- Roadways with ADT of 20,000 – 25,000 or less may be good candidates for a Road Diet

