



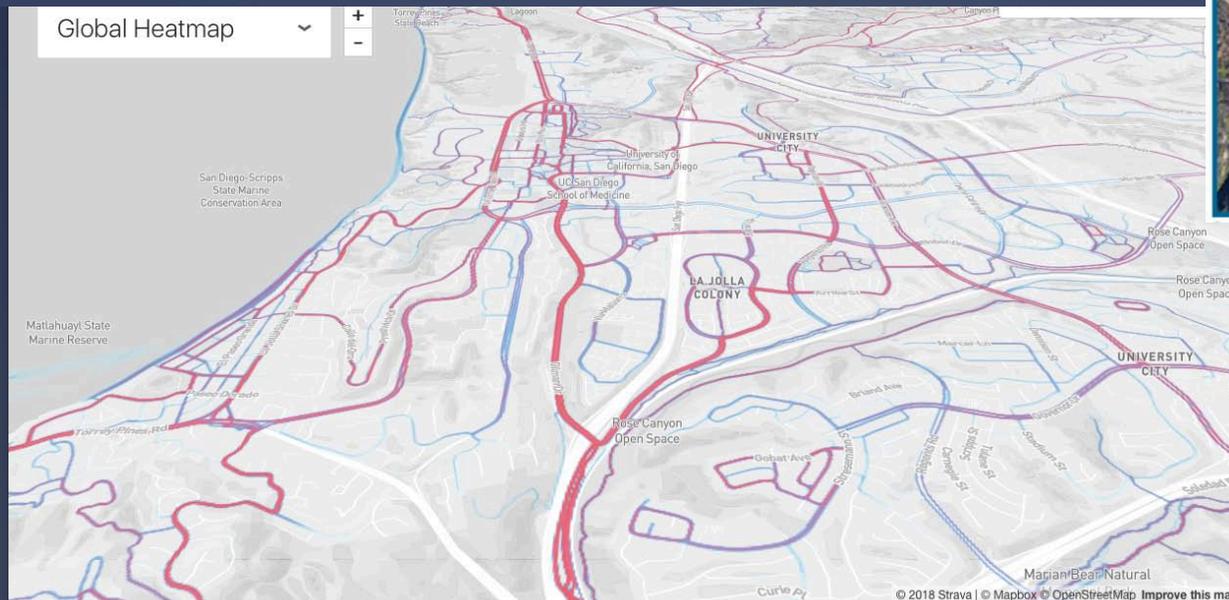
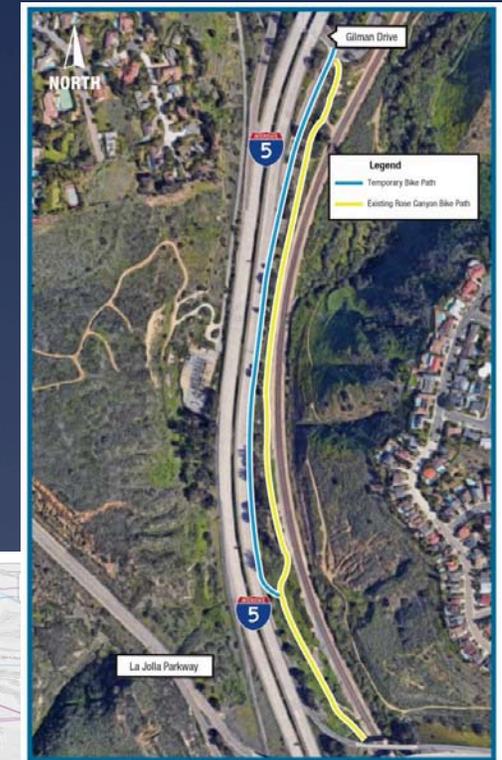
**Traffic calming road diet
Better bicycle infrastructure**

Gilman Drive



Gilman Drive: important to San Diego's bike network & UCSD students, faculty, and staff

- * Vital link between UCSD area and Mission Bay area.
 - * Highly utilized by both commuters and recreation cyclists
 - * Faculty, staff, and students travel by bicycle, scooter, and walk on Gilman Drive
- * Connection to future SANDAG Rose Canyon Bike Path links to Gilman Drive (currently under construction)
- * UNFUNDED Segment of Coastal Rail Trail.
 - * In preliminary design phase
 - * Construction costs estimated at \$20 million UNFUNDED



Gilman Drive: Entrance to a globally renowned university



center for
Climate
Change
Impacts *and*
Adaptation



- * UCSD encourages safe cycling and is working to create a more bike-friendly campus for students, faculty, and staff.
- * UCSD partnered with Spin, one of North America's leading dockless bikeshare companies, to launch a new campus bikeshare program. Approximately 300 Spin bikes are available in key campus locations.
- * UCSD strives to practice and promote the principle of sustainability.





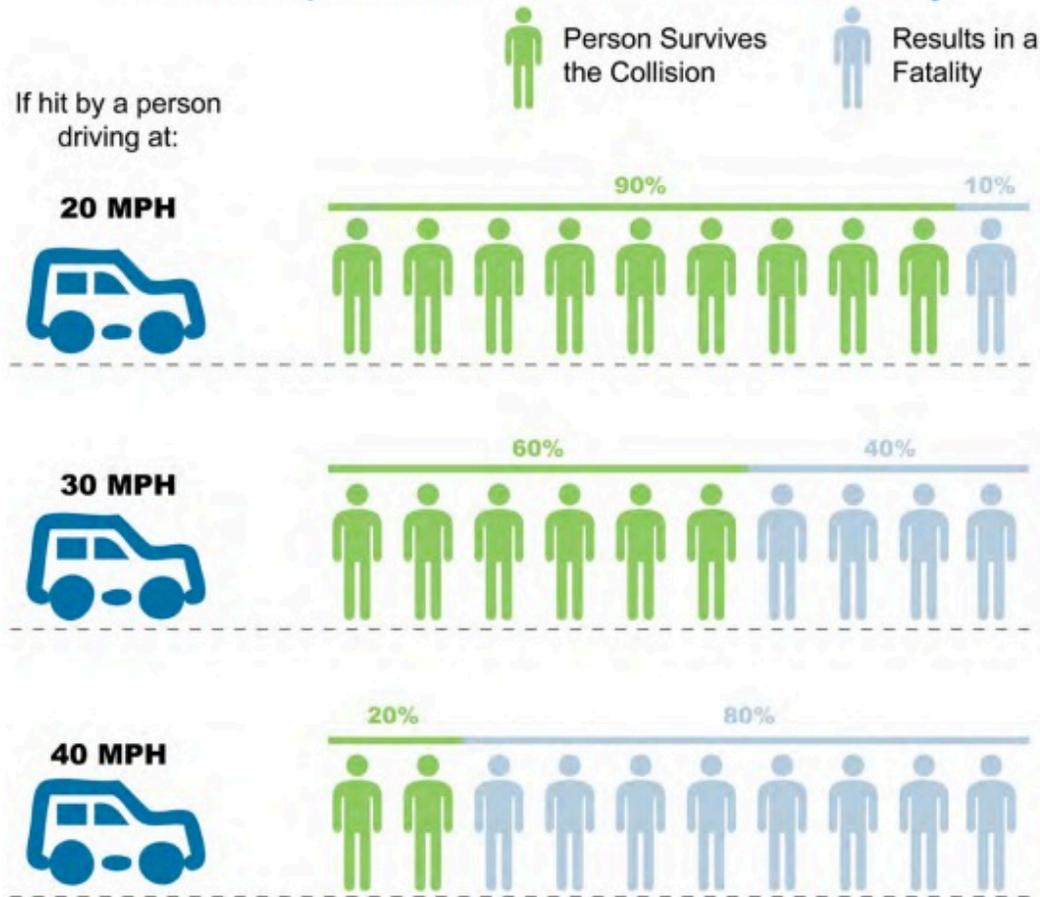
- * Narrow Class II bike lanes
- * Door zone hazards
- * 50 mph posted speed limit
- * High motor vehicle speeds
- * Large speed differential

Gilman Drive Current Bicycle Infrastructure

High motor vehicle speeds and lack of buffers



Vehicle Speed and the Risk of Fatality



U.S. Department of Transportation, Literature Reviewed on Vehicle Travel Speeds and Pedestrian Injuries, (March 2000), <http://www.nhtsa.gov/About+NHTSA/Traffic+Techs/current/Literature+Reviewed+On+Vehicle+Travel+Speeds+And+Pedestrian+Injuries>.

How are San Diegans getting around on our streets?



83%
in cars



16%
on foot

1%
on bikes

How are San Diegans dying on our streets?



32%
in cars



53%
on foot



15%
on bikes

Traffic calming reduces speed

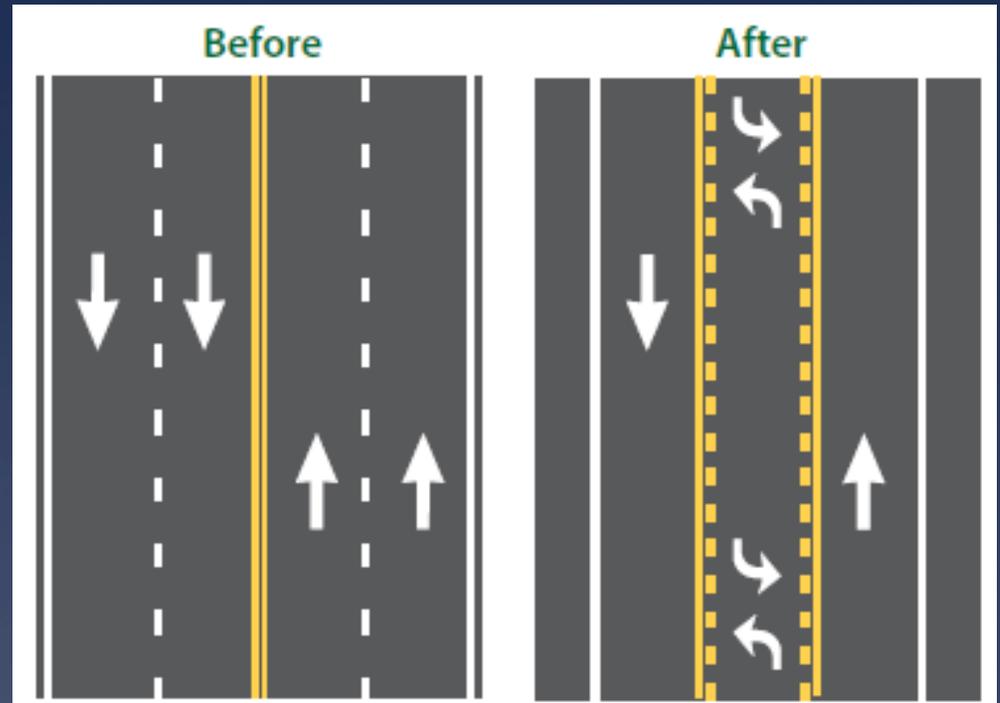


- * A typical Road Diet converts an existing four-lane road to three-lanes with two through lanes and a center, two-way left-turn lane.

- * Benefits of a Road Diet

- * Low cost lane restriping
- * Enhanced safety and access for all road users
- * Supports a variety of transportation modes
- * Traffic calming, noise reduction

- * Road Diets can significantly improve 911 response times by allowing emergency vehicles to bypass traffic by using the center two-way left-turn lane.



U.S. Department of Transportation safety.fhwa.dot.gov/road_diets

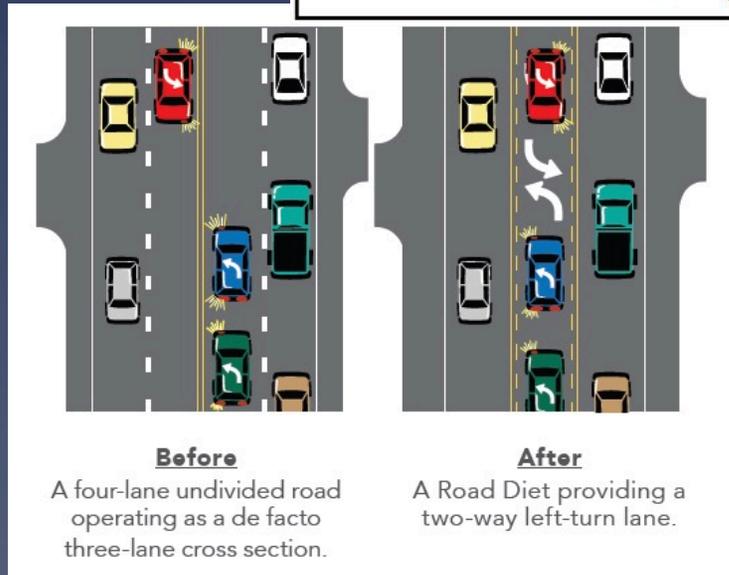
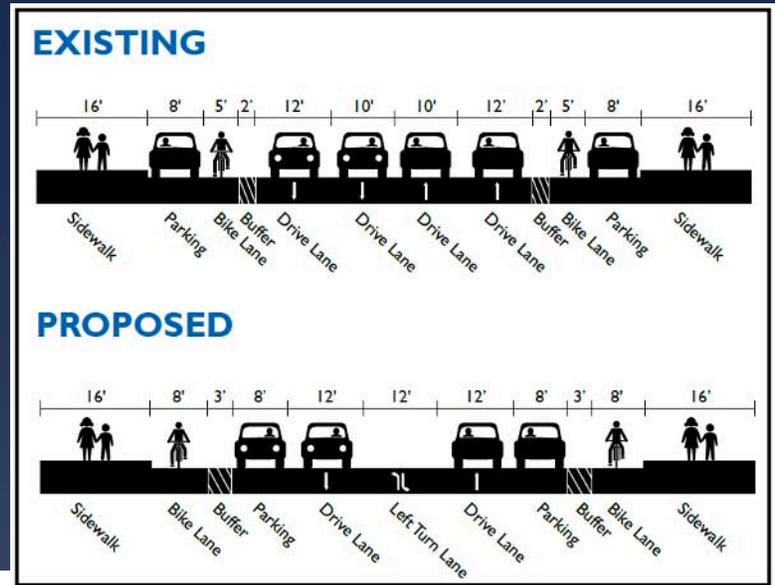
What is a Road Diet?



- * A two-way left-turn lane reduces head-on and rear-end crashes by providing left-turning vehicles their own lane.
- * A reduction in the number of through lanes can calm traffic, reduce weaving, reduce speeds, and reduce the number of lanes pedestrians have to cross.
- * Traffic volume on Gilman Drive (ADT 17,800) is appropriate for a Road Diet

NACTO
 Transportation Research Board
 U.S. Department of Transportation

What is a Road Diet?





Gilman Drive 2018 Construction

Via Alicante to La Jolla Village Dr

Test Road Diet

- * One vehicle lane removed in each direction
- * Remaining vehicle lane narrowed
- * Speed limit reduced to 35mph
- * No delay to vehicles
 - * Free flowingly traffic remain
 - * Traffic slowing remains at the entrance to I-5
- * Wide bicycle lanes with buffers
 - * Door zone hazards removed



- * UCSD/City of San Diego current plan is to reinstate the previous striping
 - * Narrow Bike lanes with door zone hazards
 - * High vehicle speeds
- * **Bike San Diego & San Diego County Bicycle Coalition are asking for UCPG support for a enhanced bicycle lanes**
 - * **Wide buffered bicycle lanes**
 - * **Narrower traffic lanes to calm speeds**
 - * **Road diet**

Future of Gilman Drive



Our streets
should be
safe,
no matter
where
we go or
how
we get there.



Let's shift the focus away from the dominating car, and
back down to a more human level.

Future of Gilman Drive

