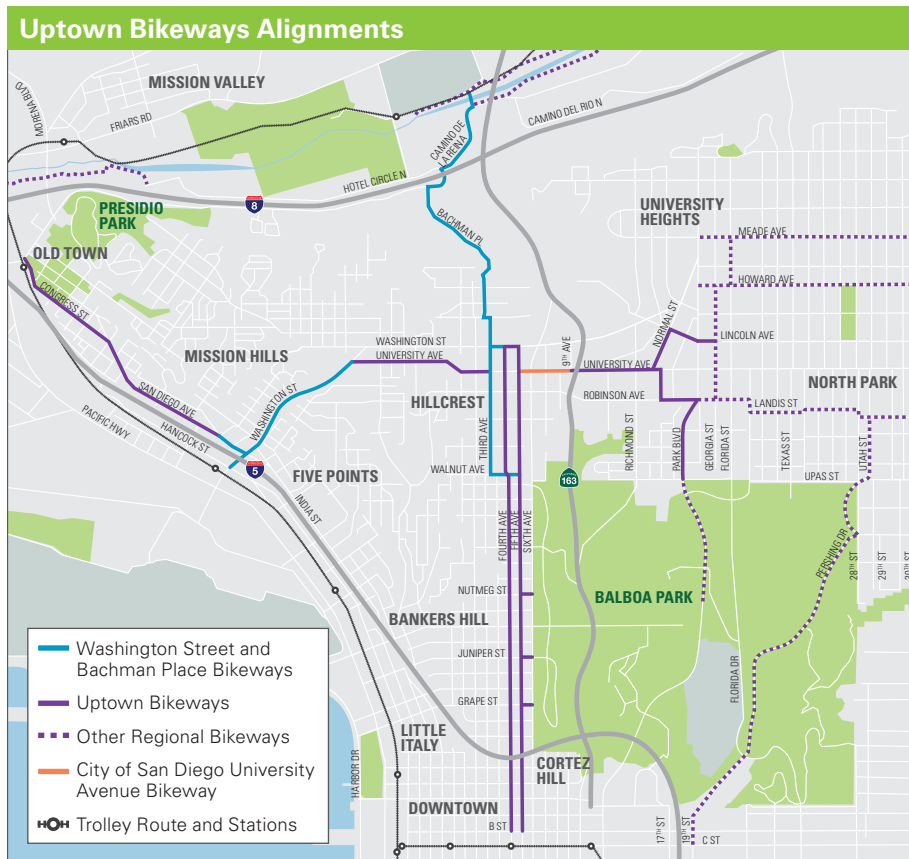


WASHINGTON STREET AND BACHMAN PLACE BIKEWAYS

Uptown Bikeways



enhancements, and other traffic calming measures designed to make the streets more pleasant for everyone – people who walk, bike, drive cars, work, and live there.

Background

The project will help fulfill the vision laid out in the San Diego Regional Bike Plan to make riding a bike a safer and more convenient choice for everyday travel. Additionally, the project is in alignment with the City of San Diego's Bicycle Master Plan and Climate Action Plan. This is a priority project funded through the Regional Bike Plan Early Action Program.

Since the Uptown Bikeways planning process began in 2012, ten community workshops were held, and more than 100 presentations were made to community groups to discuss project details and gather community input for the project in order to create more opportunities to walk and bike in a low-stress environment. To get involved or to learn more about the project, visit KeepSanDiegoMoving.com/WashingtonBachmanBikeways.

Overview

The Washington Street and Bachman Place Bikeways project is one of five segments planned as part of the Uptown Bikeways, which will add approximately 12 miles of bike boulevards and protected bikeways connecting the neighborhoods of Uptown, Old Town, Mission Valley, Downtown San Diego, North Park, and Balboa Park.

The proposed 1.1-mile Washington Street Bikeway will connect Mission Hills with the Five Points neighborhood and the Washington Street Trolley Station and continue north toward Old Town. The proposed 2.2-mile Bachman Place Bikeway will connect Bankers Hill and Hillcrest to Mission Valley and the San Diego River Trail primarily along Third Avenue, Bachman Place, Hotel Circle, and Camino De La Reina.

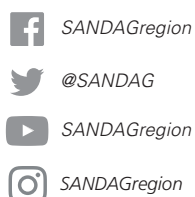
Proposed features include protected bikeways, buffered bike lanes, high-visibility crosswalks, curb extensions, traffic signal

Design

The proposed improvements were strategically selected and designed to maximize safety for people riding bikes and walking. Each block and intersection has been analyzed based on existing conditions. The proposed improvements collectively achieve the goals of the project.



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PROPOSED IMPROVEMENTS AND SAFETY BENEFITS



PROPOSED IMPROVEMENTS	
Protected Bikeway	Shared Lane (Sharrow)
Buffered Bike Lane / Bike Lane	Enhanced Pedestrian Crossing
Contra-Flow Bike Lane	Bus Stop Improvements
Sidewalk and Uphill Bikeway	Bike Signal
Two-way Protected Bikeway	



- Increase the comfort and safety of people riding bikes by physically separating and protecting them from traffic in a dedicated lane with a raised curb, raised median, on-street parking, or bollards
- Increase the comfort of people walking by creating more distance between the sidewalk and people driving cars
- Calm traffic by narrowing roadways



- Increase the comfort of people riding bikes by separating them from people driving cars with a painted buffer
- Increase the comfort of people walking by creating more distance between the sidewalk and people driving cars
- Calm traffic by narrowing roadways



- Improve safety for people riding bikes by clarifying when to enter an intersection and by restricting conflicting vehicle movements
- Increase the comfort and safety of people riding bikes to safely make turns without merging with traffic in complex intersections



- Eliminate bus-bike conflict at stops where people riding bikes would have to merge into traffic to avoid a bus that is loading passengers
- Allow both buses and people riding bikes to continue straight at the bus stop in their own dedicated space
- Provide more space for transit passengers while maintaining a clear path for people walking on the sidewalk



- Convert a one-way traffic street into a two-way street: one direction for motor vehicles and bikes, and the other for bikes only
- Provide connectivity and access to people riding bikes traveling in both directions, providing more direct routing for people biking on one-way streets and allowing for the use of safer streets with less traffic
- Reduce wrong-way riding and sidewalk riding

ADDITIONAL BENEFITS

Healthier Lifestyles



Up to 32% of people who bike use fewer sick days.

Up to 55% have lower health costs.

Up to 52% show an increase in productivity.¹

Job Creation



On average, every \$1M spent on bike infrastructure helped create 11.4 jobs compared to 7.8 jobs for road-only infrastructure.²

For More Information

Visit KeepSanDiegoMoving.com/WashingtonBachmanBikeways or contact Project Manager, Danny Veeh at (619) 699-7317 or danny.veeh@sandag.org.

Sources:

¹ Page 25, "Protected Bike Lanes Mean Business," bikewalkalliance.org

² Pedestrian & Bicycle Infrastructure: A National Study of Employment Impacts

Schedule

- **Preliminary Engineering**
2014 – 2016
- **Final Design**
2017 – 2020
- **Construction**
2021 – 2022

Funding

- *TransNet*, the regional half-cent sales tax for transportation administered by SANDAG, is funding the cost of planning, design, and construction of the Uptown Bikeways as part of the \$200 million Regional Bike Plan Early Action Program approved by the SANDAG Board of Directors in September 2013.