ADDITIONAL BENEFITS

Healthier Lifestyles
Up to 32% of people who bike use fewer sick days.
Up to 55% have lower health costs.
Up to 62% 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.

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.

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 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.

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.

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

Sources:
1. Page 25, “Protected Bike Lanes Mean Business,” bikewalkalliance.org
2. Pedestrian & Bicycle Infrastructure: A National Study of Employment Impacts
**PROPOSED IMPROVEMENTS AND SAFETY BENEFITS**

- **Protected Bikeways**
  - 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.

- **Buffered Bike Lanes**
  - 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.

- **Bike Signals**
  - 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.

- **Bus Islands**
  - 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.

- **Contra-Flow Bike Lanes**
  - 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.

**PROPOSED IMPROVEMENTS**

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

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KeepSanDiegoMoving.com/WashingtonBachmanBikeways
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.

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**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.

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**WASHINGTON STREET AND BACHMAN PLACE BIKEWAYS**
Uptown Bikeways

**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 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.

**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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1 Page 26, “Protected Bike Lanes Mean Business,” bikewalkalliance.org
2 Pedestrian & Bicycle Infrastructure: A National Study of Employment Impacts