

WASHINGTON STREET AT INDIA STREET (LOOKING EAST)

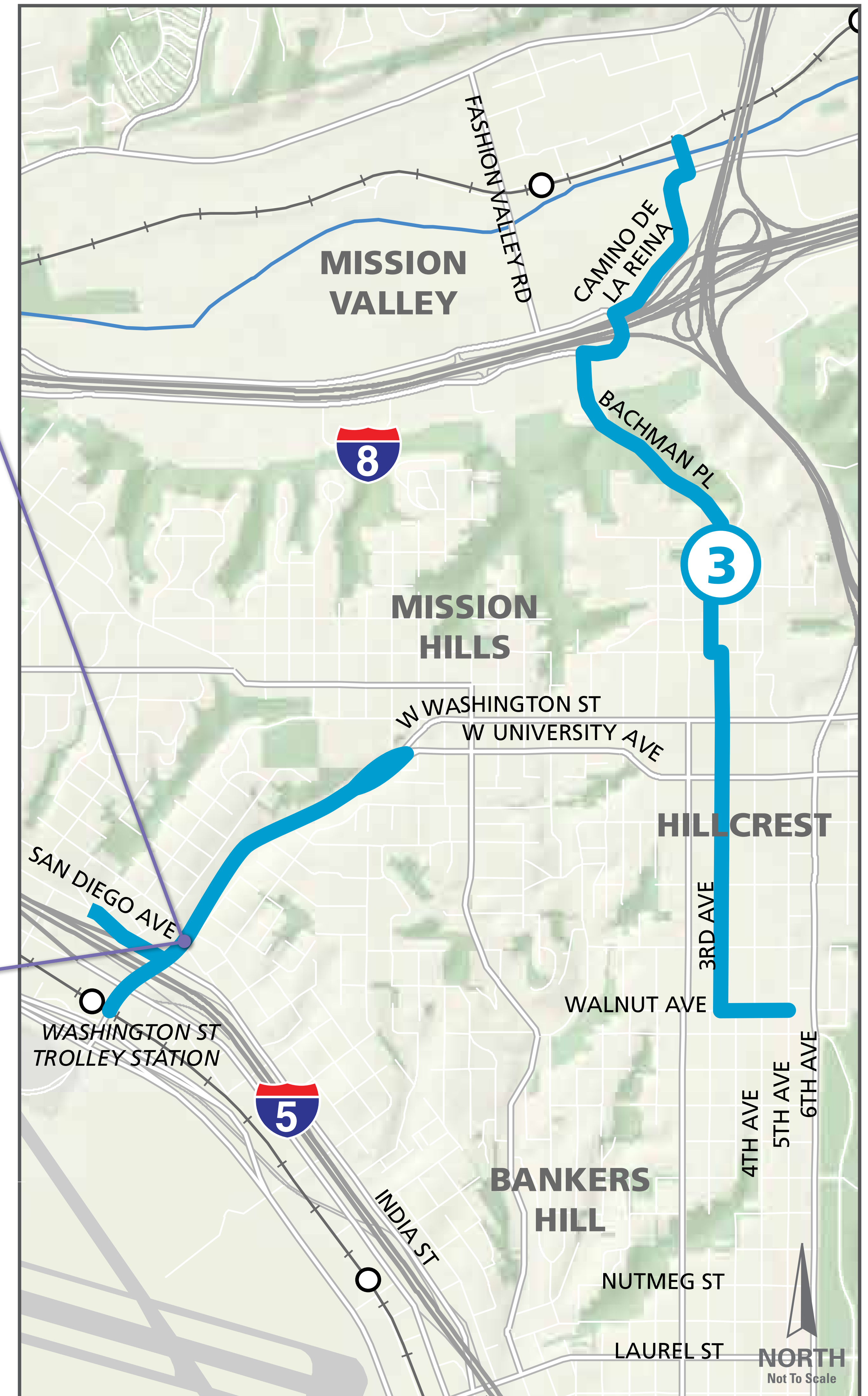
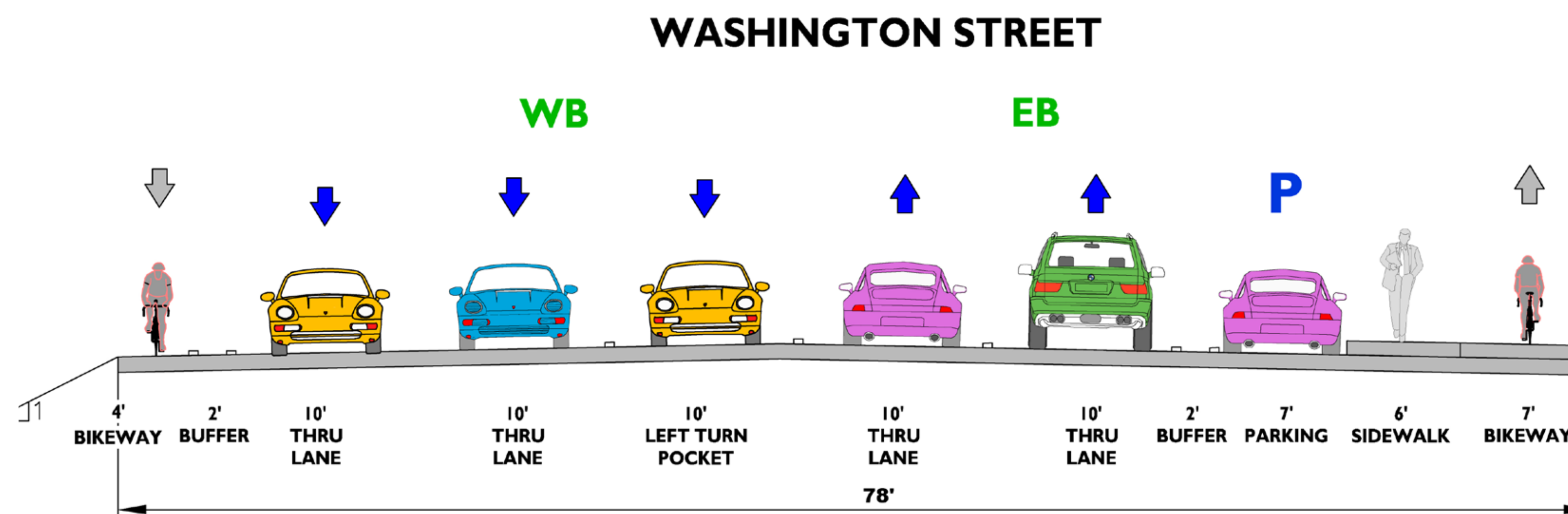


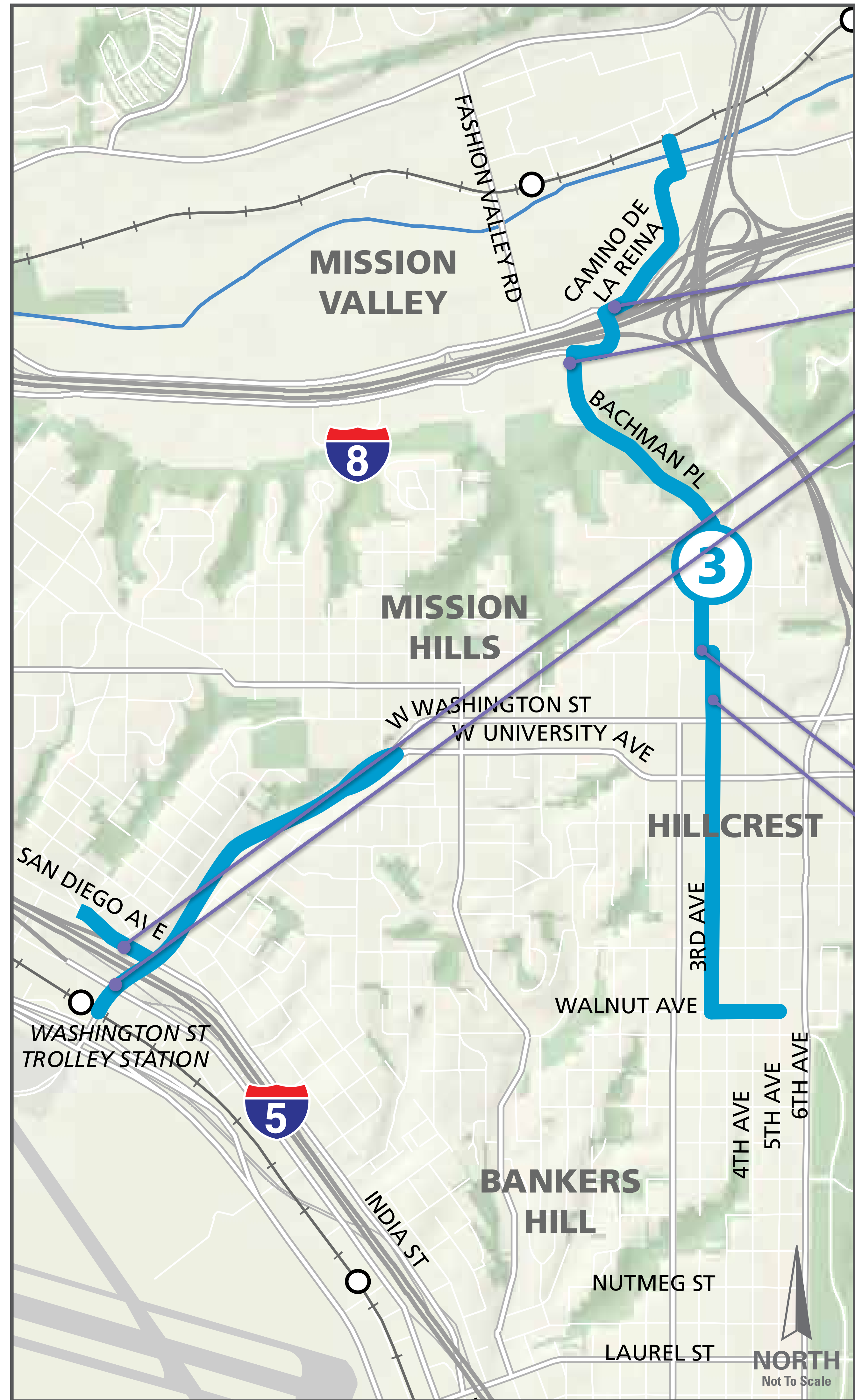
Design features:

Separated bikeway and several features to improve pedestrian safety and access to local businesses, including a separated pedestrian walkway, preserved on-street parking on Washington Street, high-visibility crosswalks, curb extensions, and dual curb ramps.

SEPARATED BIKEWAY AND PEDESTRIAN WALKWAY

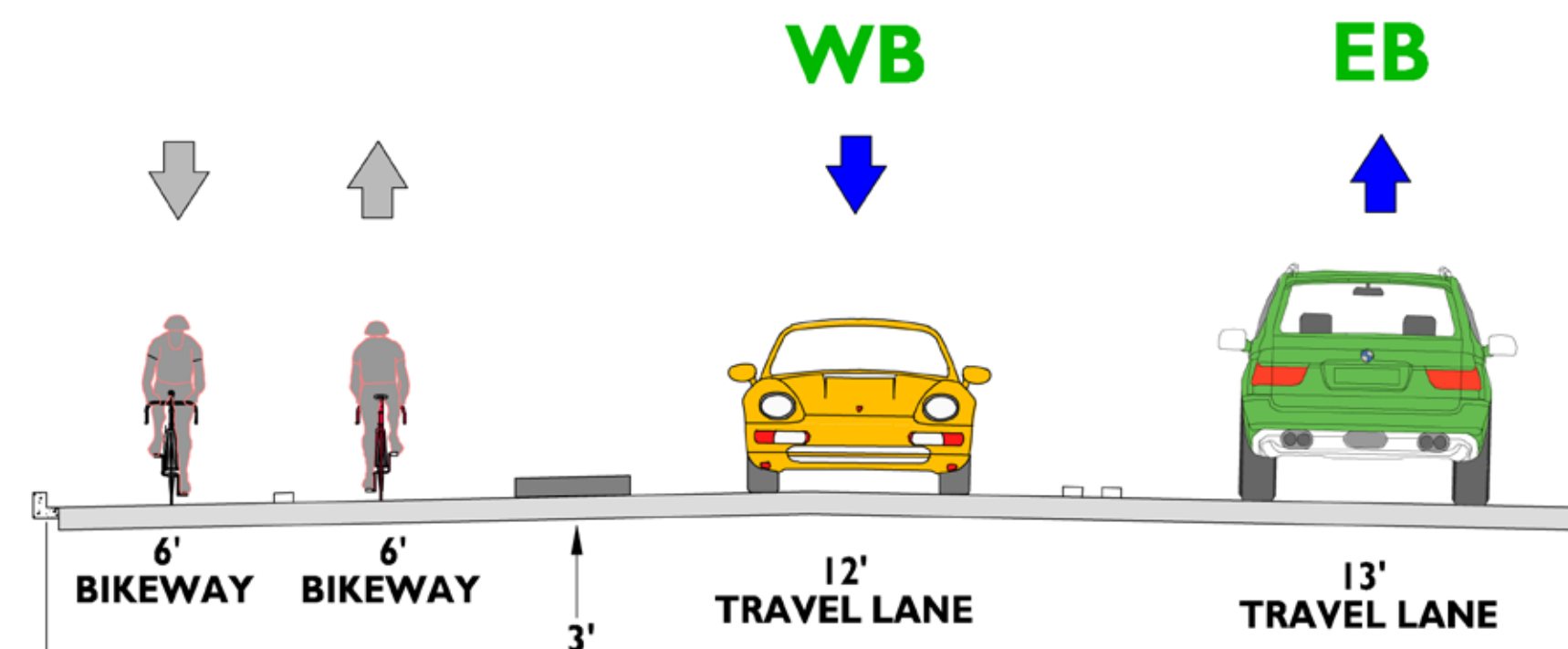
A separated bikeway and pedestrian walkway would be installed along Washington Street from India Street to the University Avenue ramps for westbound travel. The existing on-street parking near India Street would be preserved and would help to buffer people walking and people on bikes from vehicle traffic.





TWO-WAY SEPARATED BIKEWAY

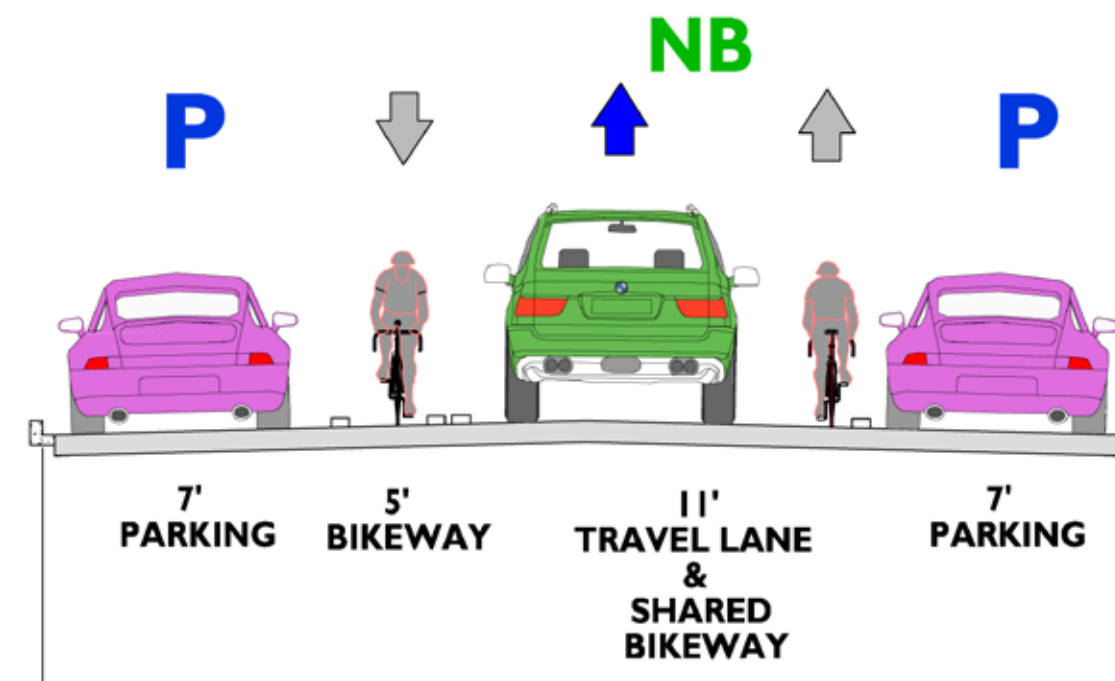
CAMINO DE LA REINA HOTEL CIRCLE SOUTH TO AVENIDA DEL RIO



Two-way separated bikeways are physically separated from vehicle traffic and allow bike travel in both directions. Two-way separated bikeways would be located in several locations including: Washington Street (from the Washington Street Trolley Station to San Diego Avenue), San Diego Avenue (from Washington Street to Pringle Street), Hotel Circle South (from Bachman Place to Camino de la Reina), and on Camino de la Reina (from Hotel Circle South to Avenida del Rio).

CONTRA-FLOW BIKE LANES

THIRD AVENUE WASHINGTON STREET TO LEWIS STREET



Contra-flow bike lanes convert a one-way traffic street into a two-way street: one direction for motor vehicles and bikes, and the other only for bikes. Contra-flow bike lanes would be installed along Third Avenue (from Washington Street to Lewis Street) and on Lewis Street (from Third Avenue to Bachman Place).

SHARED-LANE MARKINGS

Shared-lane markings help to increase awareness that the lane is too narrow for a vehicle and bike to proceed side by side. They encourage people on bikes to shift laterally to the center of the lane to increase visibility and safety. Shared-lane markings have also been shown to improve safety by helping to decrease wrong-way bike riding and sidewalk riding. Examples of where shared-lane markings would be included in Phase 3 are Third Avenue (from Washington Street to Walnut Avenue) and Walnut Avenue (from Third Avenue to Fifth Avenue).

