



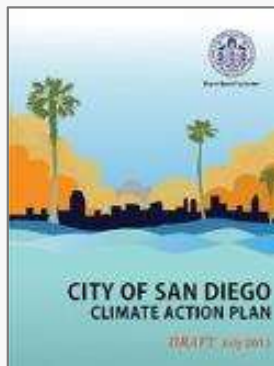
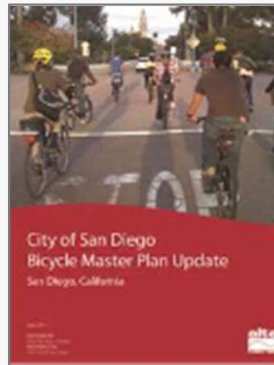
UPTOWN BIKEWAYS SEGMENT 1: FOURTH AND FIFTH AVENUE BIKEWAYS

UPTOWN PLANNERS
12/6/2016



POLICY SUPPORT

- Regional Bike Plan & Bike EAP
- City of San Diego Bicycle Master Plan
- Climate Action Plan & Vision Zero





UPTOWN BIKEWAYS: SEGMENT 1

Segment 1: Fourth and Fifth Avenue Bikeways

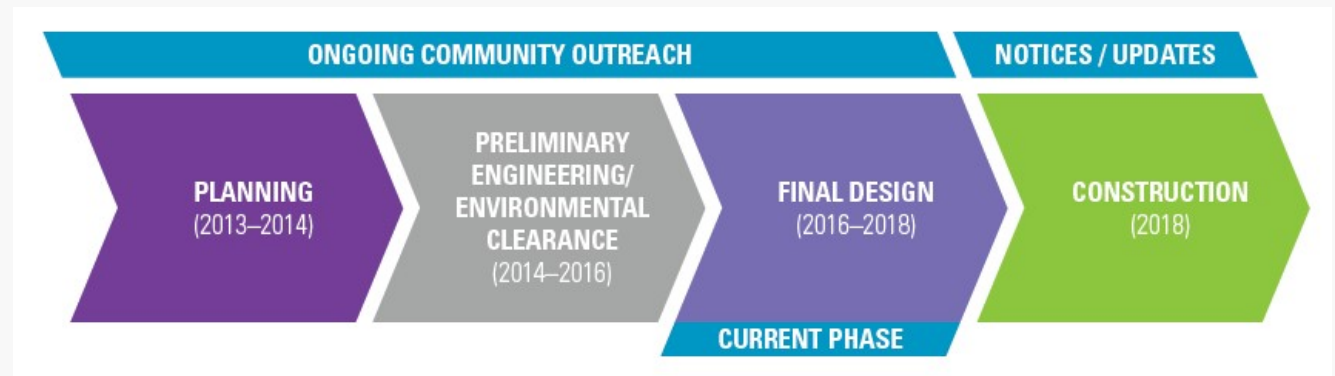
- Downtown
- Bankers Hill
- Hillcrest





PROJECT TIMELINE / OVERVIEW

- Preliminary Engineering & California Environmental Quality Act (CEQA) – July 22, 2016
- Segment 1 is in Final Design:
 - Crosswalks
 - Drainage
 - Lighting
 - Landscaping
 - Aesthetics





PRESENTATION OUTLINE

- Project Updates:
 - Crosswalks
 - RRFBs
 - Accessible Pedestrian Signals
 - Mid-Block Crossings
 - Bicycle Signals/Two-Stage Turn Boxes
 - Curb Extensions
 - Bike Racks
 - Lighting
 - Street Trees and Landscaping
- Roles and Responsibilities
- Next Steps





HIGH VISIBILITY CROSSWALKS



- All signalized intersections
- All all-way stop-controlled intersections
- Uncontrolled intersections that met City warrant requirements



RECTANGULAR RAPID FLASHING BEACONS (RRFBs)

Qualifying locations include:

- Fourth Ave at Juniper, Upas, & Brookes
- Fifth Ave at Grape, Juniper, & Brookes
- Sixth Ave at Nutmeg



***treatments may vary**



ACCESSIBLE PEDESTRIAN SIGNALS



- All Fourth and Fifth Avenue signalized intersections
 - Push Buttons
 - Countdown Timer
 - Audible/Tactile





MID-BLOCK CROSSINGS



- Community request
- Uptown CPU
 - *MO-1.5: Consider mid-block crossings along commercial corridors and in other areas where warranted, to provide pedestrians additional opportunities to cross along streets with infrequent intersections, or where a direct route is needed to a popular destination.*




MID-BLOCK CROSSINGS


CROSSWALK WARRANTS AND TREATMENT GUIDELINES

- Nearest Controlled Crossing
- Pedestrian Volumes
- Approach Speed
- Visibility Warrant
- Illumination
- Accessibility


City of San Diego
Pedestrian Crosswalk Guidelines
2015



Prepared for:
City of San Diego



Prepared by:





MID-BLOCK CROSSINGS

REQUESTED LOCATIONS (SEGMENT 1)

Map Provided by Hillcrest Town Council



Crosswalk Requests within Uptown Bikeway - Phase 1



High level review:

- Nearest controlled crossing < 250'
- Would require parking removal



MID-BLOCK CROSSINGS

Locations were also requested in the Eastern Hillcrest Project Area (Uptown Bikeways Segment 2)



● Nearest controlled crossing < 250'

● Initial review does meet warrant analysis for a mid-block crossing

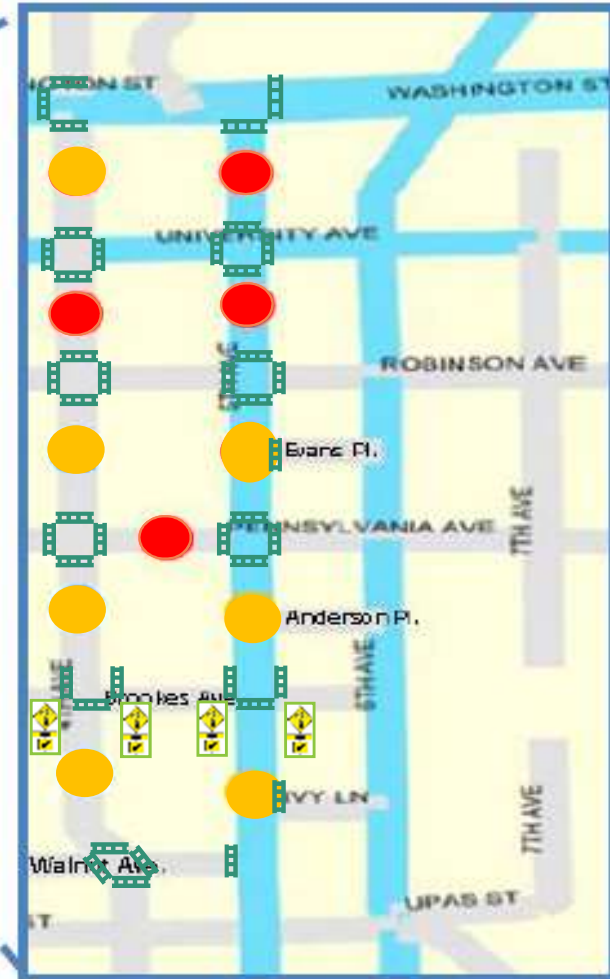


MID-BLOCK CROSSINGS

Map Provided by Hillcrest Town Council



Crosswalk Requests within Uptown Bikeway - Phase 1



Pedestrian crossings at intersections will be improved over existing conditions



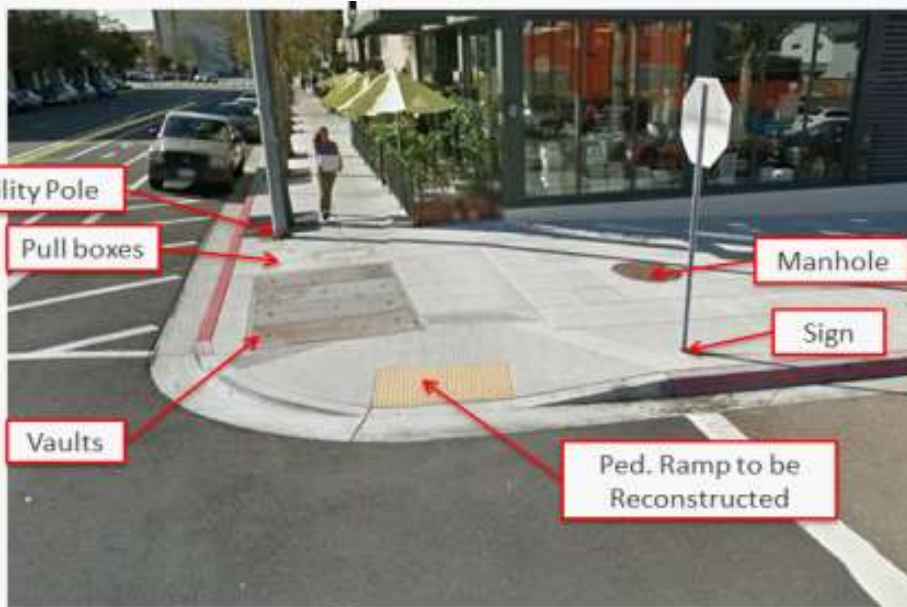
BICYCLE SIGNALS & TWO-STAGE TURN BOXES

- **Bike Signals** - all Fourth and Fifth Avenue signalized intersections
 - Left turning vehicles will be separated from people on bikes going straight
- **Two-Stage Turn Boxes**
 - Help people on bikes turn right from the bikeway

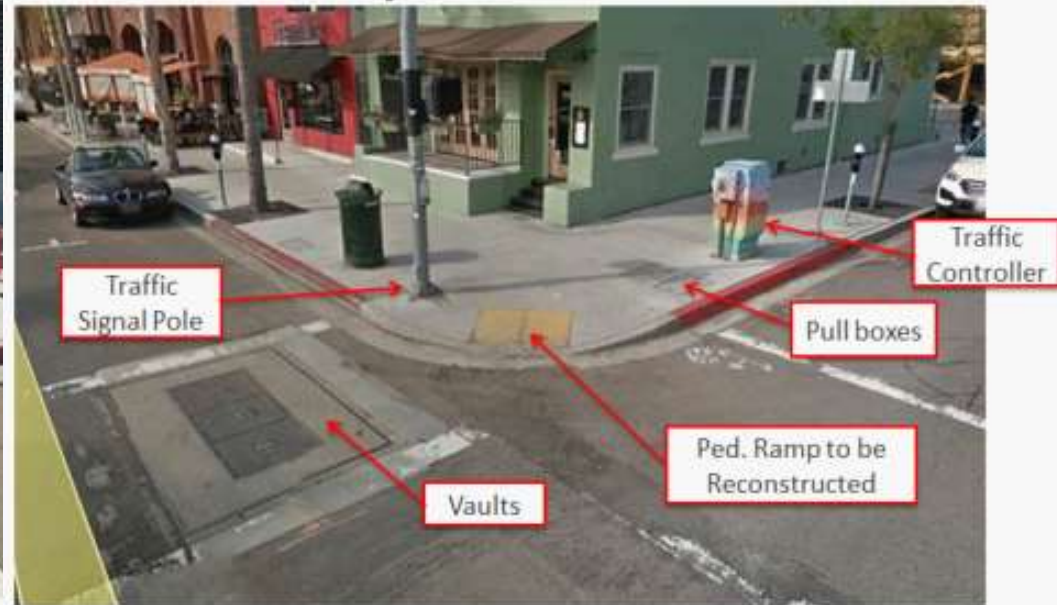




CURB EXTENSIONS



5th Avenue & Redwood St.



4th & Pennsylvania Ave.

Traditional curb extensions would require rebuilding entire intersections plus up to 100 ft. of all intersection approaches





CURB EXTENSIONS – EDGE ISLAND APPROACH

Traditional Curb Extension



Edge Islands



- Edge Islands are a recommended best practice option where drainage and other issues prevent full curb extensions



***treatments may vary**



CURB EXTENSIONS – EDGE ISLAND APPROACH



- Edge islands offer similar benefits to curb extensions:
 - Traffic calming
 - Shortens the distance pedestrians are exposed to vehicles
- Allow existing drainage patterns and utilities to remain unchanged



***treatments may vary**



BIKE RACKS AND LIGHTING

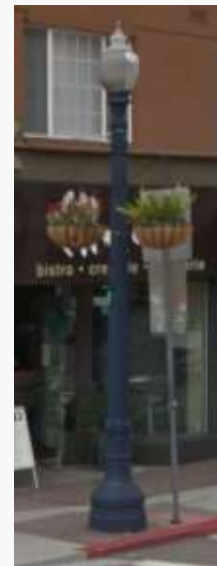
BIKE PARKING

- Bicycle parking will be installed throughout the project in accordance with best practice design guidance



LIGHTING

- Acorn and cobra-style lighting will be installed at improved intersections, consistent with City standards and guidance in the Uptown CPU



***treatments may vary**

Ex: Acorn (left) and cobra (right) lights



STREET TREES



Jacaranda
(*Jacaranda mimosifolia*)



Bradford Pear
(*Pyrus Calleryana*)



California Sycamore
(*Platanus Racemosa*)



***treatments may vary**

Street Trees:

- Provide Shade
- Improve Pedestrian Experience
- Stormwater / Green Streets
- Street trees / landscaping will be consistent with the Street Tree Plan and policies in the recently adopted Uptown Community Plan



LANDSCAPING PALETTES

LANDSCAPE PALETTE

PALETTE A - DOWNTOWN



PALETTE B - BANKER'S HILL



PALETTE



UPTOWN BIKEWAYS
DOWNTOWN TO HILLCREST

***treatments may vary**

SANDAG TransNet KeepSanDiegoMoving.com/UptownBikeways



STREET TREE AND LANDSCAPING OPPORTUNITIES

Sidewalks, Edge Islands, and Raised Buffers



EXAMPLE



EXAMPLE



EXAMPLE



EXAMPLE

- Street trees & landscaping require a maintenance agreement
- Landscaping maintenance agreements are being discussed with each community

***treatments may vary**



ROLES AND RESPONSIBILITIES

SANDAG

- Funds project design and construction
- Builds the project

CITY OF SAN DIEGO

- Maintains the bikeway



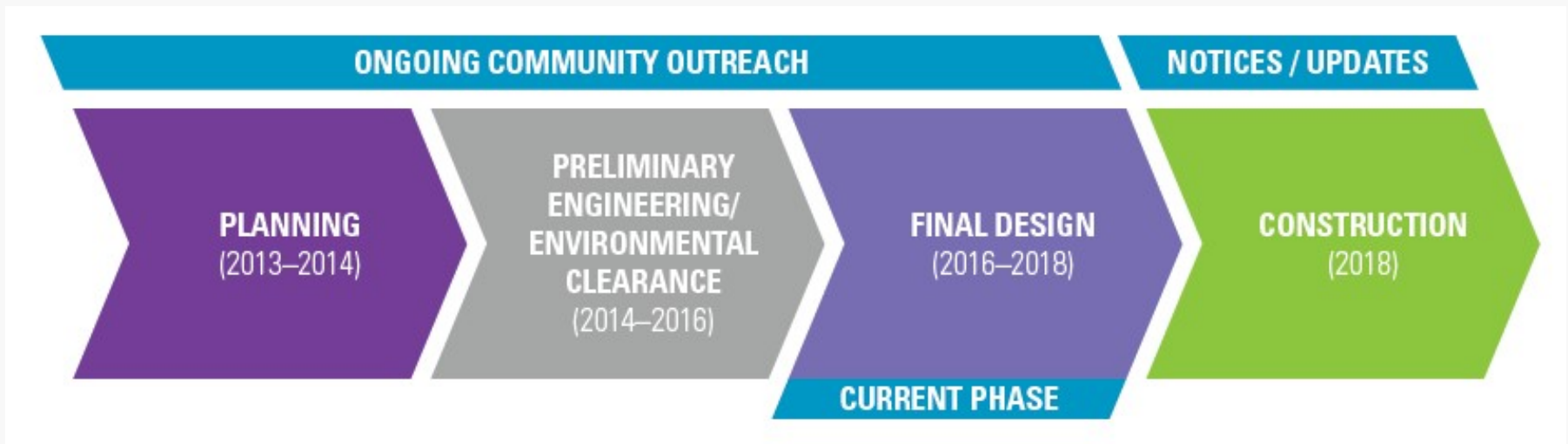
LOCAL COMMUNITIES

- Discuss interest in opportunities for street trees & landscaping
- Identify maintenance agreements
 - Maintenance Assessment Districts (MADs)
 - Business Improvement Districts (BIDs)
 - Encroachment, Maintenance, and Removal Agreements (EMRAs)



NEXT STEPS

- SANDAG will continue to coordinate with local community groups on final design details
- Additional project updates and opportunities for input will be provided as the project moves forward





QUESTIONS?