



WHAT'S NEW... IN THE REGIONAL BIKEWAY PROGRAM?

APA, San Diego Chapter | October 23, 2018



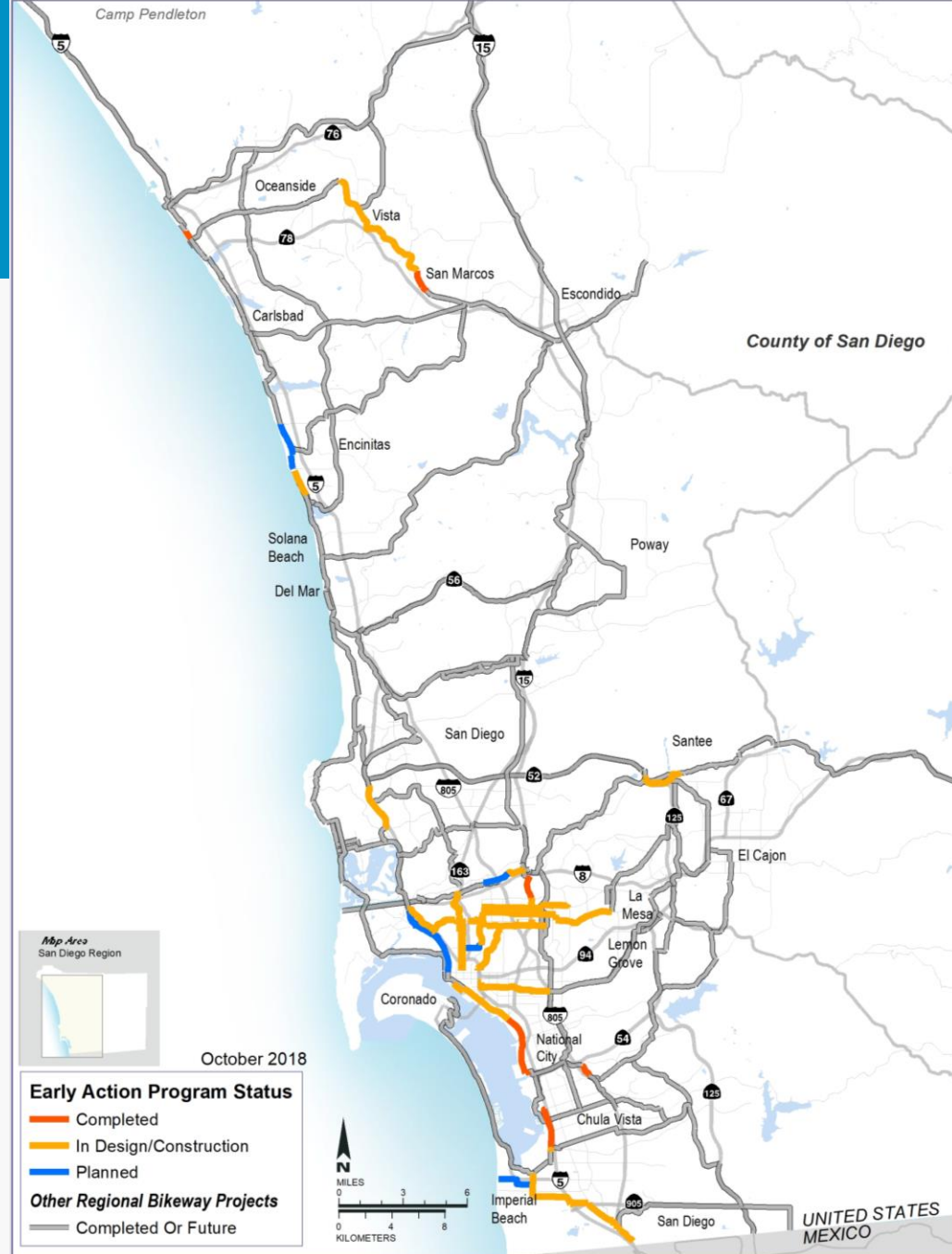
PROGRAM CONTEXT

- Board of Directors approved Regional Bike Plan in 2010
- With adoption of the 2011 Regional Plan, the Board made a major commitment to Active Transportation
- Bike Early Action Program adopted in 2013
- Partnership with local jurisdictions



EARLY ACTION PROGRAM

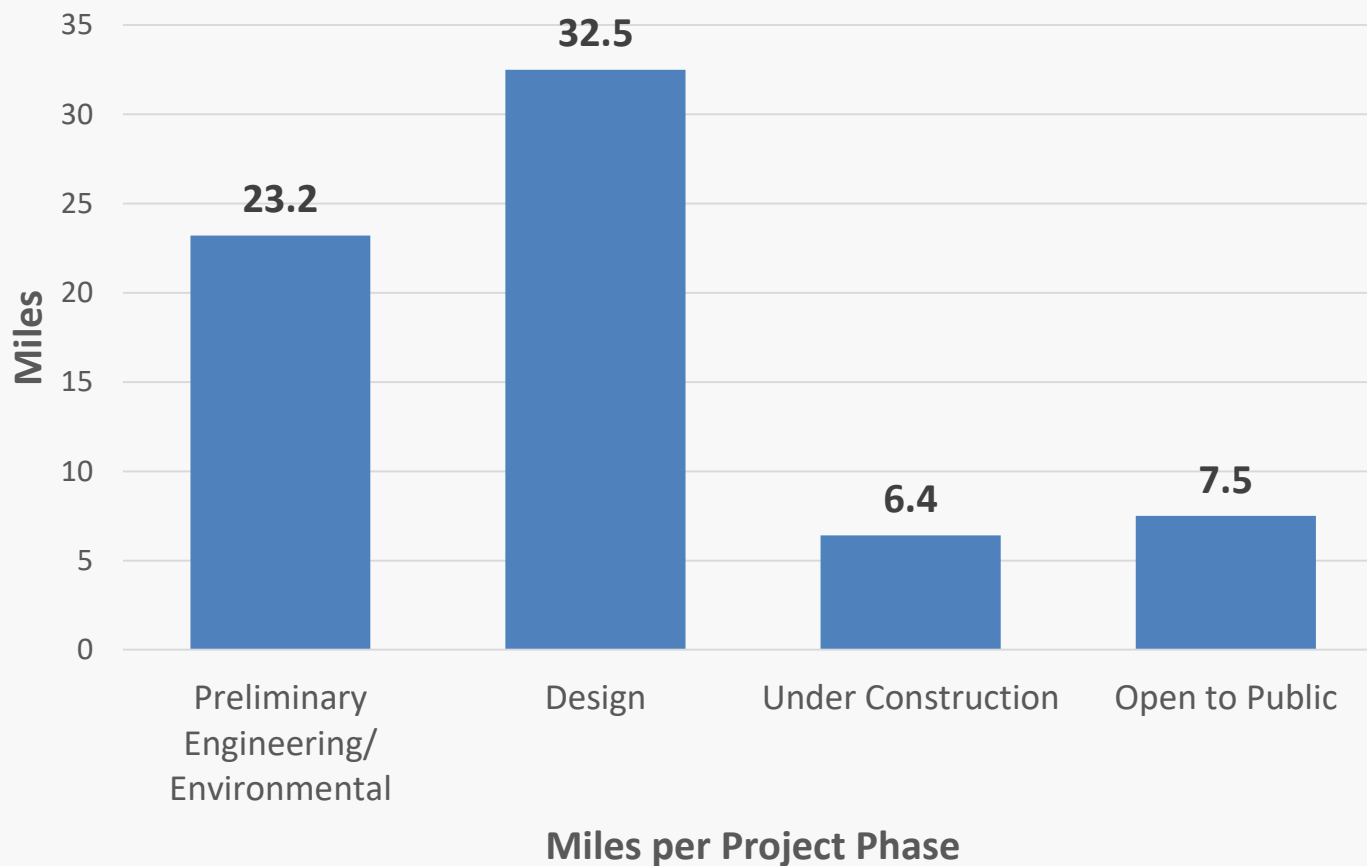
- \$200 million in *TransNet* funds
- Building 77 linear miles of bikeways
- 70 of 77 miles either open or under design
- 7.5 miles open to date
- 3/4 of investment in City of San Diego





BIKEWAY PROGRAM STATUS

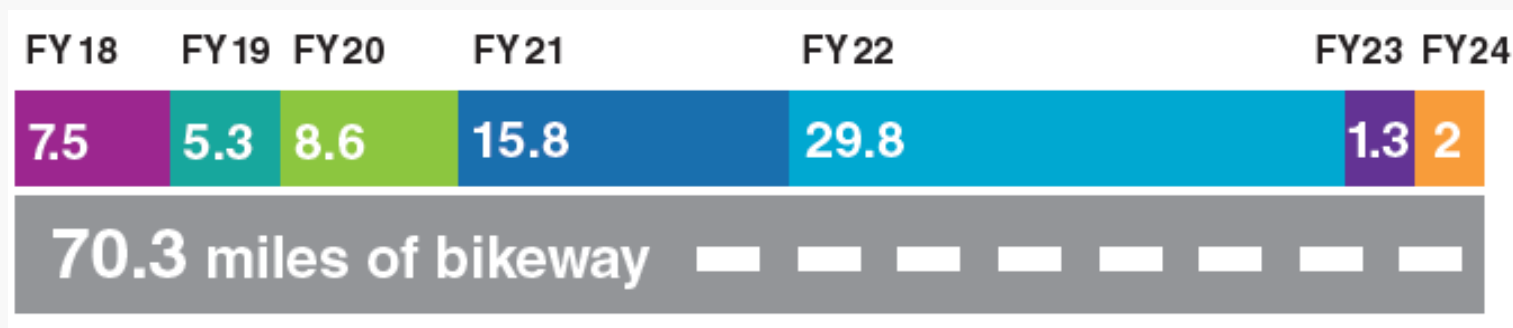
70 of 77 Miles Open or Under Development





BIKEWAY PROGRAM STATUS

Bikeway Miles Open to Public by Fiscal Year





DESIGN PRINCIPLES

SAFE “LOW STRESS” STREETS

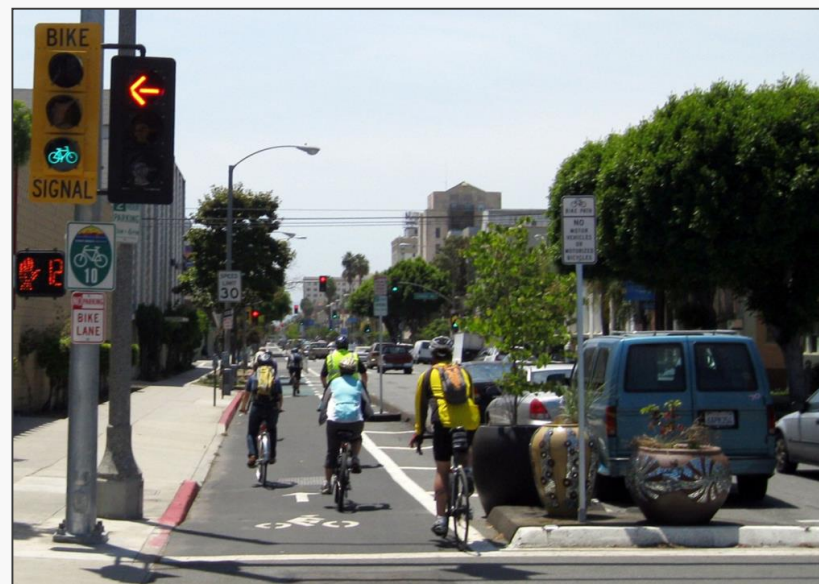
- Safe movement of people
- Connected network
- Everyday people, everyday trips
- Protected bikeways provide separation
- Traffic calming to reduce speeds
- Challenges in urban areas due to limited space and competing uses





PROJECT FEATURES

- Protected bikeways
- Neighborhood traffic circles
- High visibility crosswalks
- Signal improvements
- Drainage and stormwater improvements
- Utility conflicts





RECENT PROGRESS



COASTAL RAIL TRAIL

ROSE CREEK BIKEWAY





COASTAL RAIL TRAIL: ROSE CREEK BIKEWAY



August 2018



COASTAL RAIL TRAIL: ENCINITAS





COASTAL RAIL TRAIL: ENCINITAS



Visual simulation of the Coastal Rail Trail in Cardiff-by-the-Sea near Harbaugh Seaside Parkway



COASTAL RAIL TRAIL: ENCINITAS



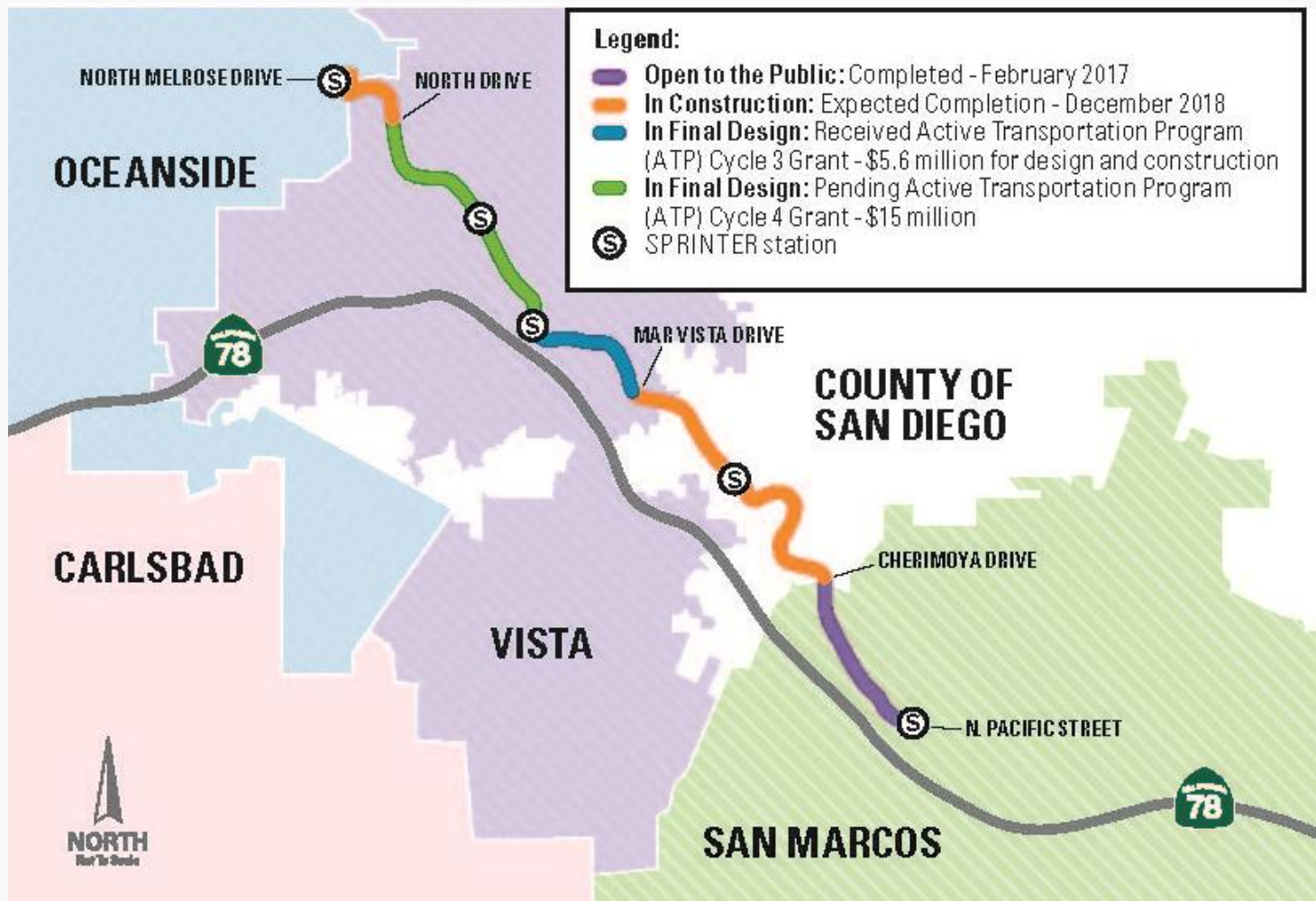


COASTAL RAIL TRAIL: ENCINITAS





INLAND RAIL TRAIL





INLAND RAIL TRAIL: CITY OF SAN MARCOS





INLAND RAIL TRAIL: COUNTY OF SAN DIEGO AND CITY OF VISTA





BAYSHORE BIKEWAY

- 24 miles around San Diego Bay
- 16 miles complete
 - 2 miles in National City and City of San Diego opened in February 2018
- Another 2.5 miles in final design



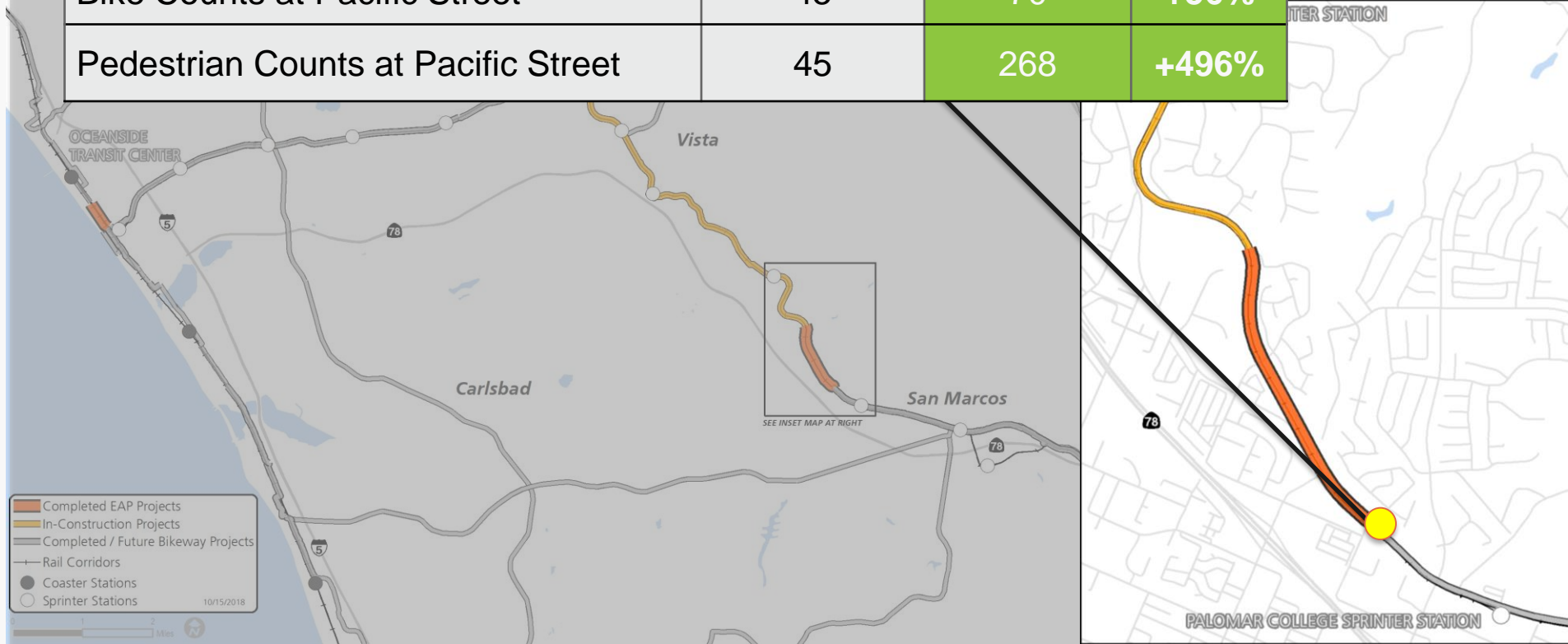


PROJECT EVALUATION AND DATA MONITORING



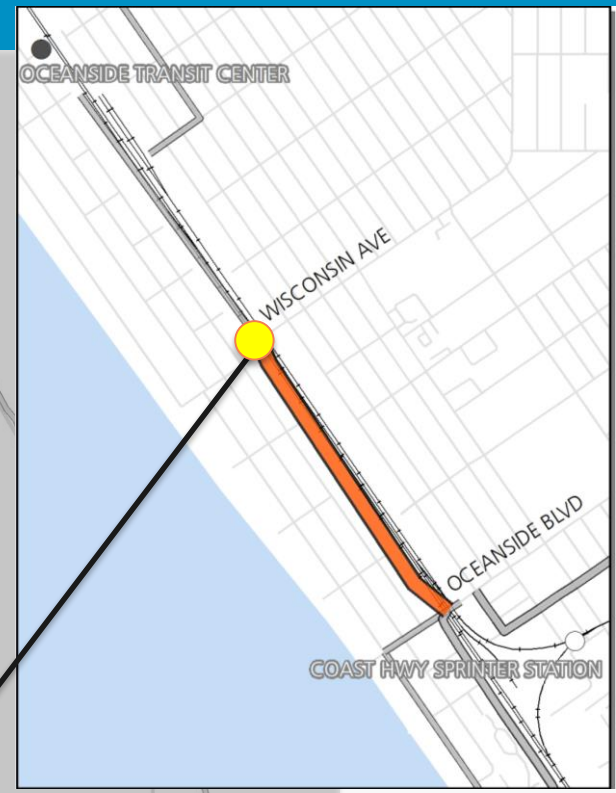
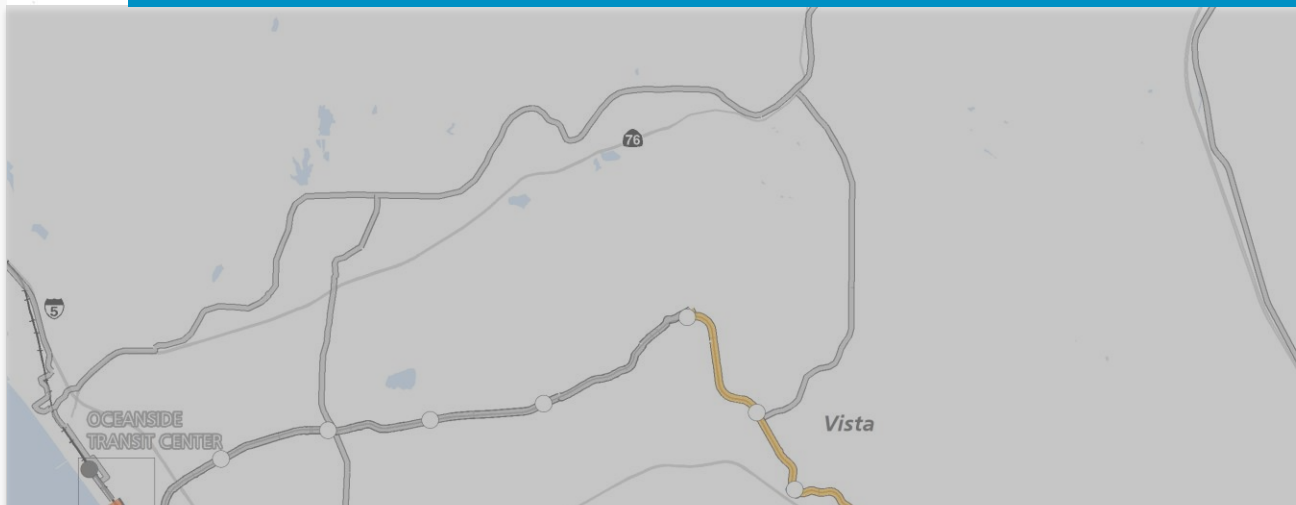
INLAND RAIL TRAIL: SAN MARCOS

Pre-Project and Post-Project	Wed. Nov. 2015	Wed. May 2018	% change
Bike Counts at Pacific Street	45	70	+56%
Pedestrian Counts at Pacific Street	45	268	+496%

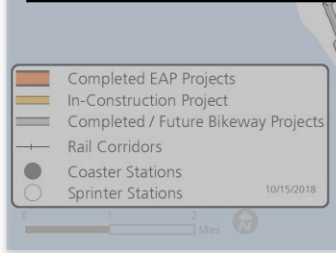




COASTAL RAIL TRAIL: OCEANSIDE

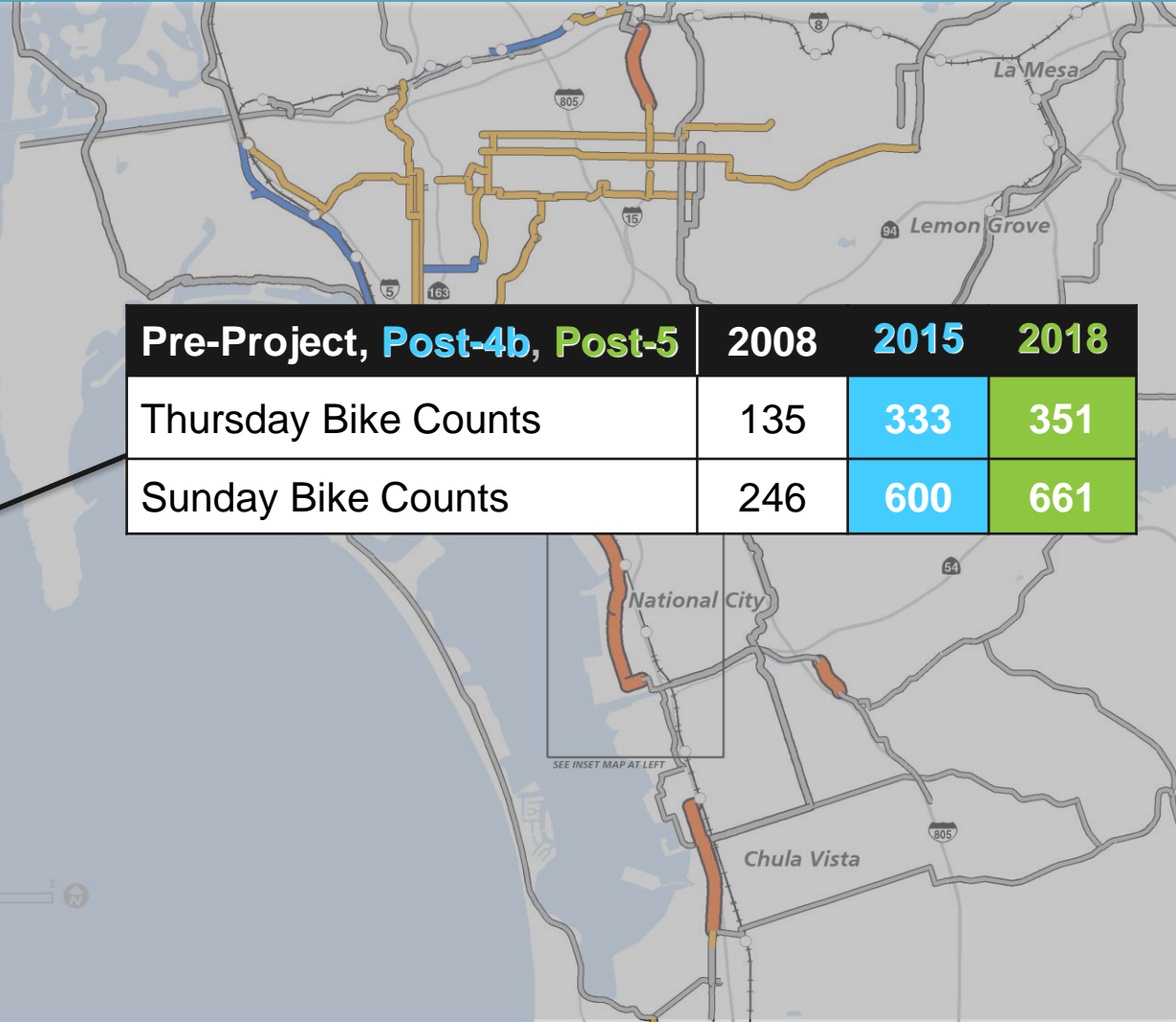


Pre-Project and Post-Project	Tues. Aug. 2013	Wed. May 2018	% change
Bike Counts at Wisconsin Ave.	138	301	+118%
Pedestrians at Wisconsin Ave.	419	953	+127%





BAYSHORE BIKEWAY SEGMENTS 4B AND 5



Pre-Project, Post-4b, Post-5	2008	2015	2018
Thursday Bike Counts	135	333	351
Sunday Bike Counts	246	600	661

- Completed EAP Projects
- In-Construction Projects
- Planned
- Completed / Future Bikeway Projects
- Rail Corridors
- Trolley Stations

10/16/2018





LESSONS LEARNED

- Conceptual planning phase
- Design phase
- Construction phase



6.) PEDESTRIAN ACCESS WITH LANDSCAPE BUFFER

COMMENT: "EXTENDED CURB RAMPS & TRENCH DRAINS"

Appendix A: Drainage & Grades, Items 11 & 12

Design Intent: Steep existing parking lanes exist along the proposed bikeway corridors due to years of asphalt concrete overlay. Although it is ideal to perform milling operations prior to asphalt overlay to ensure the roadway structural section does not continue to increase overtime, often this is not the procedure that takes place in the field. Our project's geotechnical investigation proves that several lifts of asphalt concrete have been overlaid in the past without pavement milling. The traveled lanes are overlaid and the pavement conform occurs between the existing gutter lip and the traveled lanes resulting in steep non-ADA compliant parking lanes. To ensure ADA compliance in these areas, the pedestrian ramp is designed like a curb extension or curb pop-out. An ADA compliant trench drain has been designed at these locations to convey storm water runoff in the gutter pan. The trench drains have been minimized in length for ease of maintenance. This design has been implemented on side streets only, not on the proposed bikeway corridors.

Note: This feature is referred to as a Pedestrian Access with Landscape Buffer on the NPM&C Bikeway Plans and details. To match the standard curb and gutter geometry, the curb heights around the planter edges are 4.5" high and do not include a gutter.

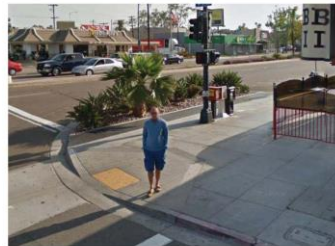
Design Reference: Proposed Accessibility Guidelines for Pedestrian Facilities within the Right-of-Way, by the United States Access Board a Federal Agency Committed to Accessible Design dated July 26, 2011 (R302.7.2, R304).

Graphic References:



Curb Ramp with Trench Drain: Park Boulevard and Essex Street, San Diego, CA

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Trench Drain: University Avenue and Richmond Street, San Diego, CA

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Thank You!

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