

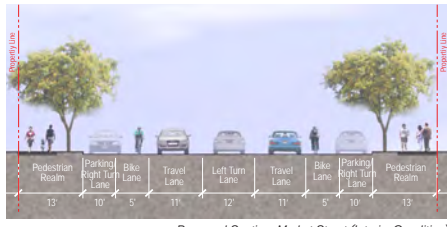
Euclid & Market Village – Mobility Concepts

Market Street at Creek Crossing



Existing Condition

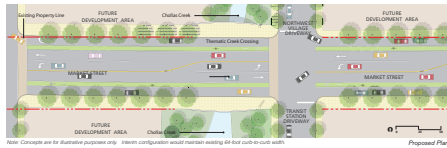
Location



Proposed Section: Market Street (Interim Condition)



Existing Curb-to-Curb Width: 64 feet (not including sidewalk/pedestrian realm)



Note: Concepts are for illustrative purposes only. Interim conditions represent interim roadway width of 64 feet curb-to-curb width.



Image courtesy of Nelson\Nygaard

Key Recommendations:

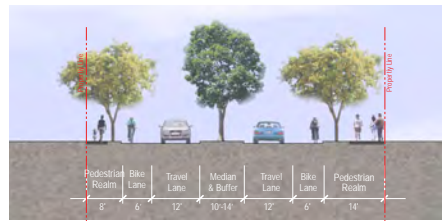
- Short-term (1-5 years): Implement a "road diet" to reuse the existing roadway (64' curb-to-curb) for a 2-lane configuration with center-turn lane, bike lanes, and onstreet parking.
- Long-term (6-20 years): Reclassify Market Street from "Major Street" to "4-Lane Collector" with 4 vehicle lanes, bicycle lanes, and center median and turn lanes within a curb-to-curb width of 66' to 82' (where on-street parking would be allowed) consistent with the San Diego Street Design Manual.

47th Street & El Rey Park



Existing Condition

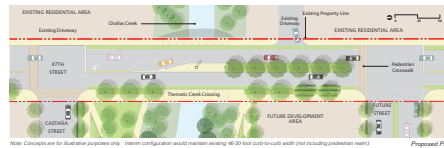
Location



Proposed Section: 47th Street (Interim Condition)



Existing Curb-to-Curb Width (not including sidewalks): 46-50 feet



Note: Concepts are for illustrative purposes only. Interim conditions represent interim roadway width of 50 feet curb-to-curb width (not including pedestrian realm).



Image courtesy of Nelson\Nygaard

Key Recommendations:

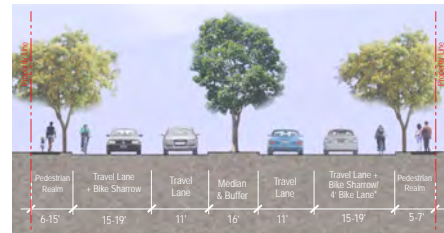
- Install a signalized crosswalk close to the 47th Street Trolley station at current El Rey Plaza (or Future Development) to provide safer pedestrian access.
- Short-term: Restripe 47th Street with bike lanes and prohibit on-street parking.
- Long-term: Reclassify 47th Street from "4 Lane Major Street" to "4 Lane Collector" to allow for narrower lane widths and reduced design speeds.

Euclid Avenue & Castaña



Existing Condition

Location

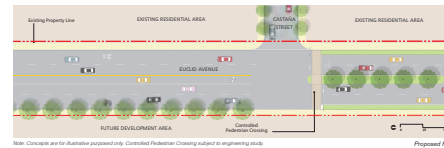


* Northbound bike lane only only of Castaña.

Proposed Section: Euclid Avenue



Existing Section: 68 - 78 feet curb-to-curb width (not including sidewalk)



Note: Concepts are for illustrative purposes only. Centered Pedestrian Crossing subject to engineering study.



Image courtesy of Nelson\Nygaard

Key Recommendations:

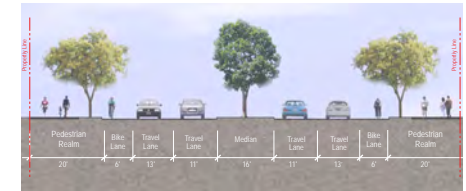
- Restripe Euclid Avenue in accordance with the San Diego Street Design Manual standards, in 2-lane configuration with center-turn lane, bike lanes, and on-street parking
- Subject to an engineering feasibility study, Install traffic signal (potentially a "pedestrian hybrid" signal) marked, high-visibility crosswalks and median refuge.

Euclid Avenue & Trolley Crossing



Existing Condition

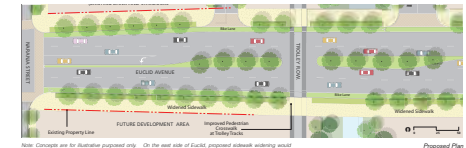
Location



Proposed Section: Euclid Avenue at Trolley Crossing



Existing Section: 76 feet curb-to-curb (not including sidewalks)



Note: Concepts are for illustrative purposes only. On the east side of Euclid, proposed sidewalk widening would include a curb adjustment with 140' of travel to accommodate pedestrian lane use.



Image courtesy of Nelson\Nygaard

Key Recommendations:

- Improve the sidewalk to facilitate mobility for pedestrians.
- Add signage to direct pedestrians seeking the Chollas Creek multi-use path to signalized crosswalks at Market Street or Naranja Street.
- Restripe Euclid Avenue with bike lanes (sharrow in constrained portions) and add landscaped median.
- Provide bike buffer where adequate right-of-way exists.