



EL CAJON BOULEVARD

Complete Boulevard
Study



Meeting Agenda

- Welcome and Introductions
- Meeting and Project Purpose
- Transportation Planning Definitions
- Existing Conditions
- Alternatives
- Schedule

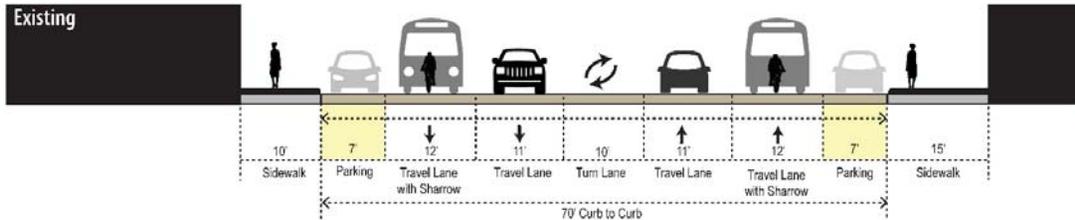
Project Purpose

- **Project Limits – Highland Avenue to 50th Street.**
- **Identify opportunities to integrate/improve multimodal transportation on El Cajon Boulevard:**
 - **Bicycle.**
 - **Pedestrian.**
 - **Transit.**
 - **Auto.**
- **Identify and integrate safety enhancements.**
- **Identify urban design enhancement opportunities.**
- **Identify Little Saigon District identity opportunities.**

Meeting Purpose

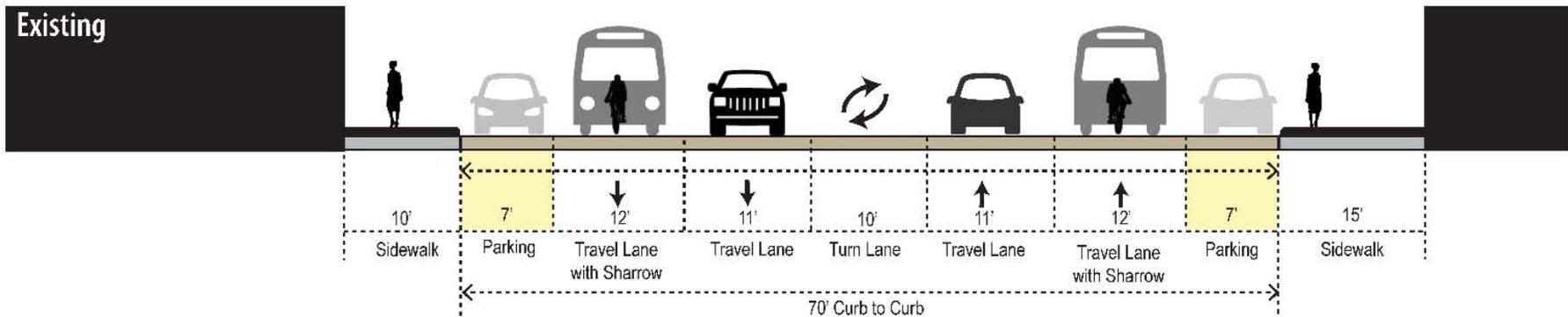
- **2nd Public Meeting.**
 - **1st Public Meeting held November 14, 2015.**
- **Public review and comment on refined concepts.**
 - **14 total concepts.**
 - **7 viable concepts.**
- **Objective: Identify and move forward with one final concept.**

Existing Conditions



CONDITIONS	Performance	Benefits	Drawbacks
Pedestrian crossing El Cajon Boulevard (ECB)	POOR		<ul style="list-style-type: none"> • Wide crossing distances. • No pedestrian refuge areas. • Spacing between controlled crossings (in some areas).
Pedestrian Mobility along ECB	FAIR	<ul style="list-style-type: none"> • Protected by signals or stop signs at side streets. • Parked vehicles act as buffer between pedestrians and traffic. 	<ul style="list-style-type: none"> • Sidewalk conditions are poor in parts of the corridor (too narrow, cracked, uneven.) • Wide side-street crossing distances. • Unrestricted left turn movements create additional conflicts for autos, bikes, and pedestrians.
Bike Mobility	POOR		<ul style="list-style-type: none"> • Bikes were observed on the sidewalk. • High "Level of Stress" rating. • Limited spaces creates conflict with traffic, transit, and parked vehicles. • Signed Sharrow.
Transit Mobility	FAIR	<ul style="list-style-type: none"> • Bus Rapid Transit (BRT) RAPID route. • High use local transit service. 	<ul style="list-style-type: none"> • Poor transit stop connectivity. • Stop amenities only include signed bus stop and bench in some locations.
Vehicle Mobility	FAIR	<ul style="list-style-type: none"> • Four lanes of traffic. • Center turning lane accommodates traffic. 	<ul style="list-style-type: none"> • High traffic volume with unrestricted access reduces capacity and safety for all road users (bicycles, pedestrians and autos).
Safety	POOR	<ul style="list-style-type: none"> • Traffic signals are generally equally spaced. 	<ul style="list-style-type: none"> • Bicycles operate in mixed traffic. • Pedestrian fatality crashes high on roadway.
Urban Design Conditions	GOOD	<ul style="list-style-type: none"> • Some space is available for street furniture and plantings. 	<ul style="list-style-type: none"> • Some constrained locations. • Space is underutilized. • Limited vegetation / trees in the corridor.
Constructability	N/A	N/A	N/A
Parking	FAIR	<ul style="list-style-type: none"> • Both sides of street accommodate on-street parallel parking. 	<ul style="list-style-type: none"> • Little Saigon District has identified desire for more parking.

What We've Heard....



- **Parking;**
- **Bicycle Accommodation;**
- **Pedestrian Enhancements;**
- **Urban Design Features;**
- **Transit Stop Enhancements;**
- **Safety Enhancements;**
- **4-lanes for Existing Traffic;**
- **No Change to Rapid Bus Schedule;**
- **No Traffic Diversion;**
- **Left-turn Lanes; and**
- **Fire/Emergency Services access.**

Transportation Planning Definitions: Bicycle Facilities

Share -the- Road



- Inexpensive to implement
- Existing road conditions are main factor for implementation

Bicycle Lane



- Relatively inexpensive to implement
- Requires 4' of unobstructed space

Cycle Track



- Uses physical buffer from traffic and pedestrians
- Inclusive use for riders of all comfort levels

Bicycle Boulevard



- Similar to Share-the-Road treatment but has greater connectivity
- Requires traffic-calming measures for implementation

Transportation Planning Definitions: Traffic-Calming & Signage

Parklet



- Encourages pedestrian activity
- Features include seating, planting, bicycle parking or elements of play

Bulb-Out



- Traffic-calming treatment
- Increases safety of pedestrians

Furniture Zone



- Section of the sidewalk between curb and through zone
- Street furniture, rain gardens, utility poles, etc. can be placed here

Monument



- Artistic expression; possibly to represent cultural heritage of place
- Gives sense of place to pedestrians

Banner



- Defines cultural districts
- Cost-effective

Transportation Planning Definitions: Parking and Lane Utilization

Parallel Parking



- Uses small amount of street width
- Currently exists along El Cajon Boulevard

Angle Parking



- Uses slightly more width than parallel parking
- Found on slower speeds and lower-volume streets

Reverse Angle Parking



- Provides additional parking efficiency
- Safer for cyclists when bicycle facilities are placed adjacent to

Bus/Bike Shared Lane



- Accommodates busses and bicycles
- Recommended when dedicated facilities for bus and bicycle are not feasible

Peak-Hour Travel/Park Lane



- Operates as a bus/bike lane during peak times
- Can be used as parking or other curbside activities during off-peak times

Transportation Planning Definitions: Lane Configuration

Dedicated Turn Lane



- Allows through traffic to continue unobstructed

Two way Turn Lane



- Provides shared space for opposing directions

Narrow Median



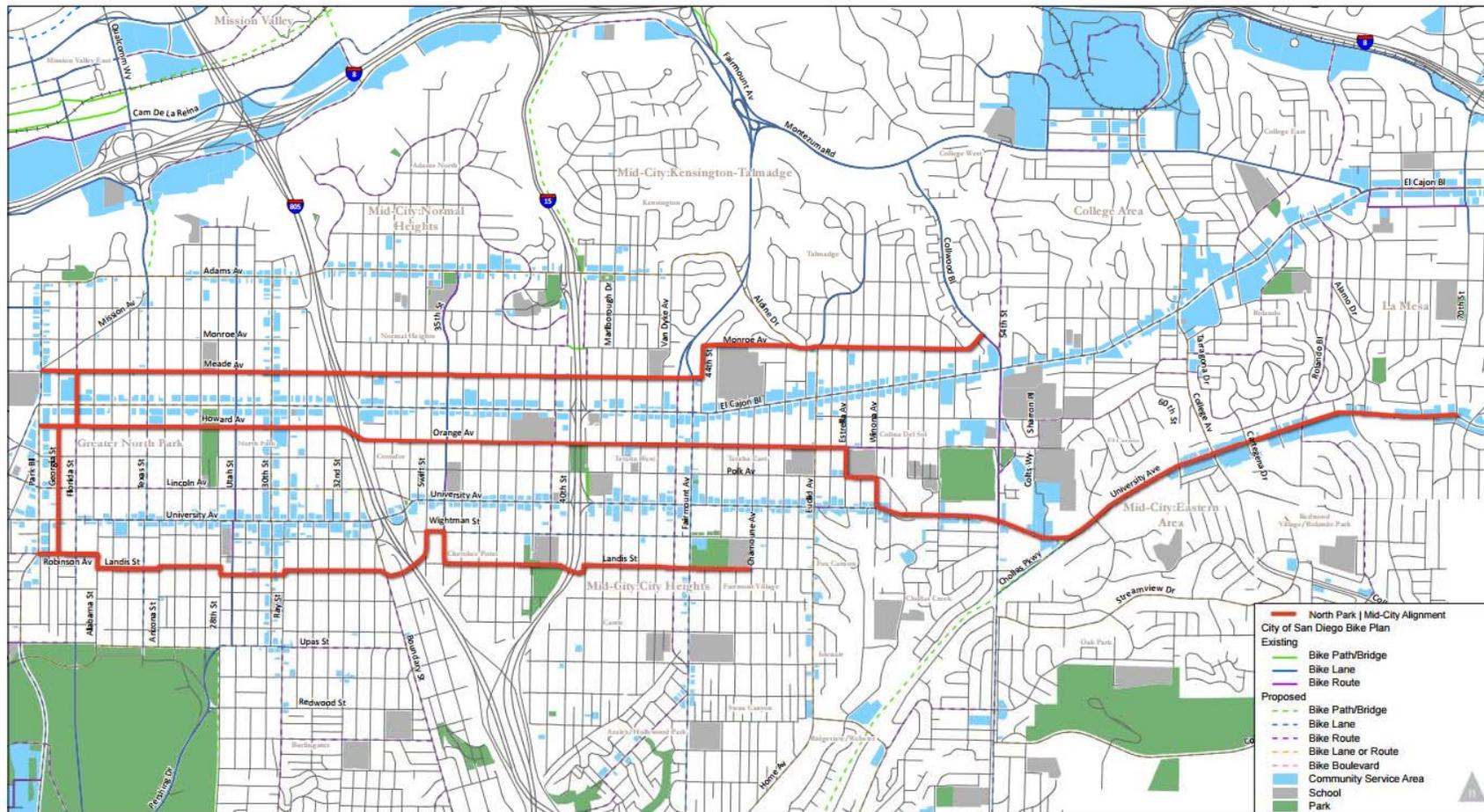
- Separates traffic in opposing directions

Double Double Yellow Strip



- Areas where you cannot pass or take left turns

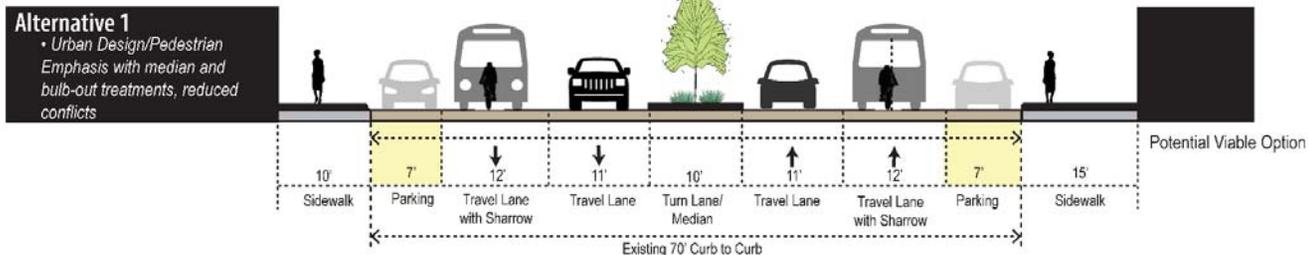
Regional Bicycle Accommodation



North Park | Mid-City Bikeways
 Final Recommended Alignments

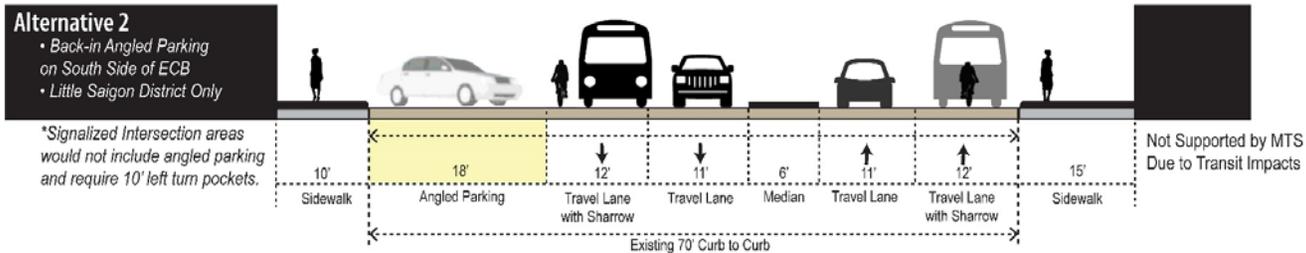


Proposed Alternatives – Alternative 1 – Viable



CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	GOOD	<ul style="list-style-type: none"> Enhanced "continental" crosswalks for better visibility. Pedestrian refuge areas in the median reducing exposure time. Bulb-outs reduce exposure time and improve visibility. 		<ul style="list-style-type: none"> Bulb-outs prevent biking along curb when no vehicles are parked. 	
Pedestrian along ECB	GOOD	<ul style="list-style-type: none"> Enhanced "continental" crosswalks for better visibility. Bulb-outs reduce exposure time and improve visibility. Parked vehicles add buffer for pedestrians from traffic. 			
Bike Mobility	FAIR		<ul style="list-style-type: none"> Does not provide a separate bicycle facility in both directions. Signed Sharrow. 	<ul style="list-style-type: none"> Bicycle facility doesn't impact other corridor needs. 	
Transit Mobility	FAIR	<ul style="list-style-type: none"> Median improves traffic operations. 			
Vehicle Mobility	FAIR	<ul style="list-style-type: none"> Median improves traffic operations. 			
Safety	FAIR	<ul style="list-style-type: none"> Median eliminates conflicts with left turning traffic for all modes except at signalized intersections. Bulb-out improves pedestrian safety. 			
Urban Design Conditions	GOOD	<ul style="list-style-type: none"> Potential for plantings in parking areas. Center planted median. 			
Constructability	GOOD	<ul style="list-style-type: none"> Generally low cost, only requires striping changes. Existing utilities not impacted. 	<ul style="list-style-type: none"> Signal Modifications for bicycle detection and timing. 		N/A
Parking	GOOD	<ul style="list-style-type: none"> Both sides of the street accommodate on-street parallel parking. Additional angled parking to the north along Highland. 			

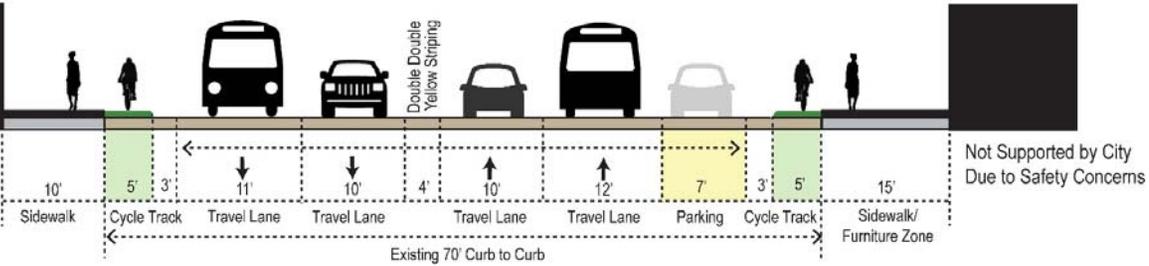
Proposed Alternatives - Alternative 2 – **Not Supported**



CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	GOOD	<ul style="list-style-type: none"> Enhanced "continental" crosswalks for better visibility. Pedestrian refuge areas at side streets reduce exposure time. Bulb-outs near angled parking areas only reduce exposure time and improve visibility. 	<ul style="list-style-type: none"> Bulb-outs only on south side. 		↑
Pedestrian along ECB	GOOD	<ul style="list-style-type: none"> Enhanced "continental" crosswalks for better visibility. Bulb-outs on both sides of street reduce exposure time and improve visibility. Parked vehicles add buffer for pedestrians from traffic on one side of street. 		<ul style="list-style-type: none"> Lose parked vehicle buffer for pedestrians on north side of ECB. 	↑
Bike Mobility	POOR		<ul style="list-style-type: none"> Does not provide separate bicycle facility in both directions. Signed Sharrow. 	<ul style="list-style-type: none"> Angled parking space requires use of cycle track/bike lane space, and reduces space for planted median. 	↑
Transit Mobility	FAIR	<ul style="list-style-type: none"> Median improves mobility by eliminating conflicting movements. 	<ul style="list-style-type: none"> Transit operations potentially impacted by angled parking maneuvers. 		↓
Vehicle Mobility	GOOD	<ul style="list-style-type: none"> Median improves mobility by eliminating conflicting movements. 	<ul style="list-style-type: none"> The number of angled parking stalls will be reduced due to the transition area required for left-turn lanes at the signalized intersections. 		↑
Safety	FAIR	<ul style="list-style-type: none"> Bicycle/parking conflicts reduced on one side. Median improves corridor safety by eliminating all left turn conflict points except at signalized intersections. Bulb-out improves pedestrian safety. 	<ul style="list-style-type: none"> Angled parking conflicts with sharrow. 		↑
Urban Design Conditions	GOOD	<ul style="list-style-type: none"> Angled parking area has greater potential for planters in no-parking zones. 	<ul style="list-style-type: none"> North side of street has little to no opportunity for bulb outs and planters within the curbed area. 	<ul style="list-style-type: none"> Planter areas are reduced on North side. 	↑
Constructability	FAIR	<ul style="list-style-type: none"> Existing utilities not impacted. 	<ul style="list-style-type: none"> Offset roadway. Requires signal modifications. Median Construction. Signal Modifications for bicycle detection and timing. 	<ul style="list-style-type: none"> Narrower median reduces stormwater management opportunities. 	N/A
Parking	GOOD	<ul style="list-style-type: none"> Slight net gain in parking (9 spaces) Additional angled parking to the north along Highland. 	<ul style="list-style-type: none"> Parking only on one side of street within the Little Saigon District. Deviate to other alternative outside of Little Saigon District. 	<ul style="list-style-type: none"> Angled parking on one side requires narrower median and parking removed on one side. 	↑

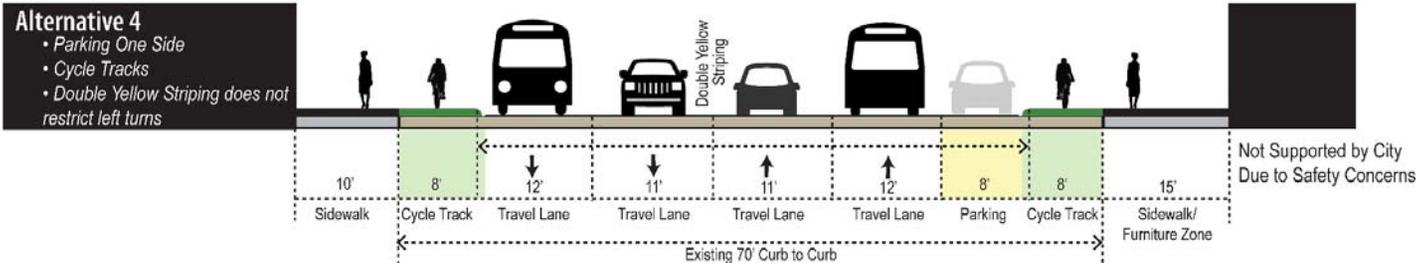
Proposed Alternatives - Alternative 3 – **Not Supported**

Alternative 3
 • Alternating Parking One Side
 • Cycle Tracks
 • Double Double Yellow-Left Turns Only at Signalized Intersections



CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	POOR	• Enhanced "continental" crosswalks for better visibility.	• No pedestrian refuge areas.	• Cycle track limits bulb-outs on one side of street.	
Pedestrian along ECB	FAIR	• Enhanced "continental" crosswalks for better visibility. • Bulb-outs reduce exposure time and improve visibility.	• Pedestrians must cross cycle track from parked vehicles. • Painted median does not prevent left-turn conflicts even though they are restricted.		
Bike Mobility	FAIR	• 8' cycle track on both sides extending off curb.	• Not protected at alleys and driveways.	• Cycle track does not operate safely without raised median.	
Transit Mobility	GOOD	• Bikes no longer mixed with transit vehicles in roadway.			
Vehicle Mobility	POOR		• No center median. • Left turns only at signalized intersections.	• Potential to divert traffic towards residential streets that are designated bike boulevards.	
Safety	POOR	• Separate facilities for bicycles and pedestrians.	• Potential to divert traffic towards residential streets that are designated bike boulevards. • Painted medians do not prevent left turn conflicts. • All modes at higher conflict risk.	• No median reduces safety for all road users.	
Urban Design Conditions	FAIR	• Space available on parking side for street furniture and vegetation.	• Reduced opportunities for planters. • No median planters.	• Cycle track limits planted curb extensions, bulb-outs and furniture zone amenities.	
Constructability	FAIR	• Minimal relocation of utilities. • Cycle track within existing curbs.	• Requires reworking ADA ramps and driveway aprons. • Signal Modifications for bicycle detection and timing.	• Reduced stormwater management opportunities.	N/A
Parking	FAIR	• Parking is accommodated on one side of the street. • Additional angled parking to the north along Highland.		• Reduces parking on one side.	

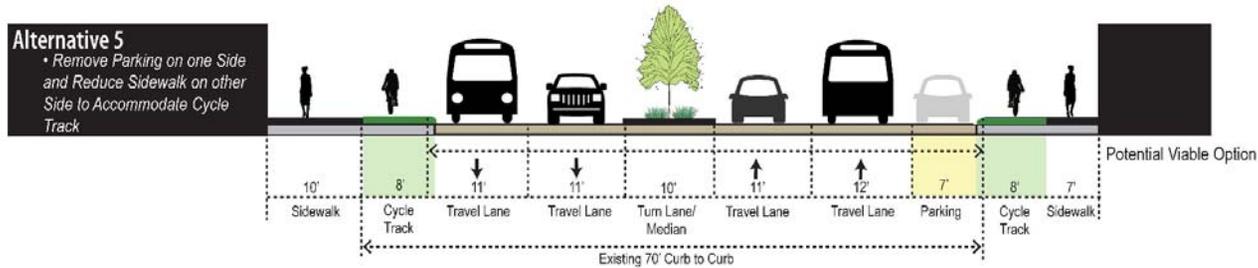
Proposed Alternatives - Alternative 4 – **Not Supported**



Alternative 4
 • Parking One Side
 • Cycle Tracks
 • Double Yellow Striping does not restrict left turns

CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	GOOD	• Enhanced "continental" crosswalks for better visibility.	• No pedestrian refuge areas.	• Cycle track limits bulb-outs.	
Pedestrian along ECB	FAIR	• Enhanced "continental" crosswalks for better visibility. • Bulb-outs reduce exposure time and improve visibility.			
Bike Mobility	POOR	• 8' cycle track on both sides extending off curb.	• Not protected at alleys and driveways. • Exposure to left turns at all driveways and alleys	• With no median, cycle track is exposed to turning traffic.	
Transit Mobility	FAIR	• Bikes no longer mixed with buses. • Fewer conflicts between parking vehicles and buses on one side of the roadway.			
Vehicle Mobility	POOR		• No center median. • Limits but does not prevent left turn conflicts in and out of driveways along the corridor.	• Cycle track versus left-turn lanes.	
Safety	POOR		• Does not prevent left turn conflicts at driveways along the corridor. • No separation/buffer between opposing travel directions. • All modes at higher conflict risk.	• No median reduces safety for all road users.	
Urban Design Conditions	POOR	• Space available on parking side for street furniture and vegetation.		• Cycle track limits planted curb extensions, bulb-outs and furniture zone amenities.	
Constructability	FAIR	• Minimal relocation of utilities. • Generally low cost striping improvements. • Cycle track within existing curb.	• Requires reworking ADA ramps and driveway aprons. • Requires signal modifications. • Signal Modifications for bicycle detection and timing.	• Reduced stormwater management opportunities.	N/A
Parking	FAIR	• Parking is accommodated on one side of the street. • Additional angled parking to the north along Highland.	• Parking not accommodated on both sides of the street.	• Reduces parking on one side and at intersections to accommodate left-turn lanes.	

Proposed Alternatives - Alternative 5 – Viable

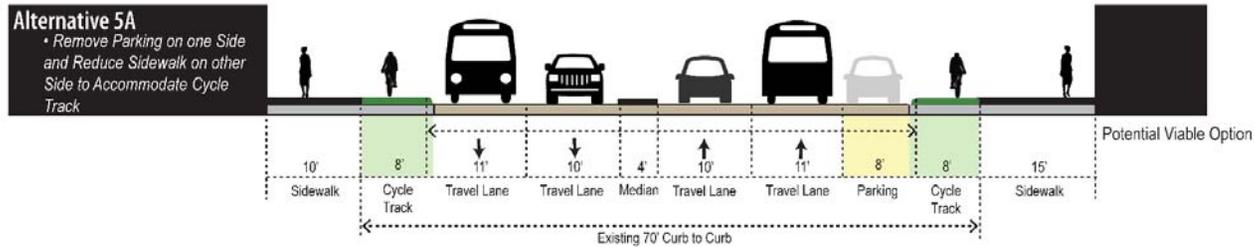


CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	POOR	<ul style="list-style-type: none"> Enhanced "continental" crosswalks for better visibility. Pedestrian refuge areas at side streets reduces exposure time. 	<ul style="list-style-type: none"> Cycle track limits bulb-outs. 	<ul style="list-style-type: none"> Cycle track limits bulb-out areas. 	↑
Pedestrian along ECB	FAIR	<ul style="list-style-type: none"> Enhanced "continental" crosswalks for better visibility. Median eliminates left turn in and out conflicts with pedestrians at driveways, alleys, and unsignalized intersections. Bulb-outs reduce exposure time and improve visibility. 	<ul style="list-style-type: none"> Cycle track reduces sidewalk width on specific sections along ECB 	<ul style="list-style-type: none"> Cycle track reduces pedestrian space on one side of the street. 	↑
Bike Mobility	POOR	<ul style="list-style-type: none"> 8' cycle track on both sides extending off curb. Median eliminates left turn conflicts from vehicles entering and exiting driveways, alleys, and unsignalized intersections. 			↑
Transit Mobility	FAIR	<ul style="list-style-type: none"> Median improves transit operations. Separated bicycle facility improves transit operations. 			↑
Vehicle Mobility	FAIR	<ul style="list-style-type: none"> Median improves traffic operations. 			↑
Safety	GOOD	<ul style="list-style-type: none"> Median improves corridor safety by reducing conflict points for vehicles, pedestrians, transit, and bicyclists. Median reduces pedestrian exposure time. Cycle Track improves the safety of bicyclists by removing them from vehicular traffic. 			↑
Urban Design Conditions	FAIR	<ul style="list-style-type: none"> Center planted median. 	<ul style="list-style-type: none"> Planter areas separated from pedestrians. Limits parklet opportunities. 	<ul style="list-style-type: none"> Cycle track limits planted curb extensions, bulb-outs and furniture zone amenities. 	▬
Constructability	GOOD	<ul style="list-style-type: none"> Cycle track extends off existing curb on north side from Highland to Menlo, and on south side from Menlo to 50th. 	<ul style="list-style-type: none"> Relocation of some utilities will be necessary. Reduced stormwater management opportunities. Construct median. Requires reworking ADA ramps and driveway aprons. Requires signal modifications. Signal Modifications for bicycle detection and timing. 		N/A
Parking	FAIR	<ul style="list-style-type: none"> Parking is accommodated on one side of the street. Additional angled parking to the north along Highland. 	<ul style="list-style-type: none"> Slight reduction in low use parking stalls 		↓

Proposed Alternatives - Alternative 5 – Viable

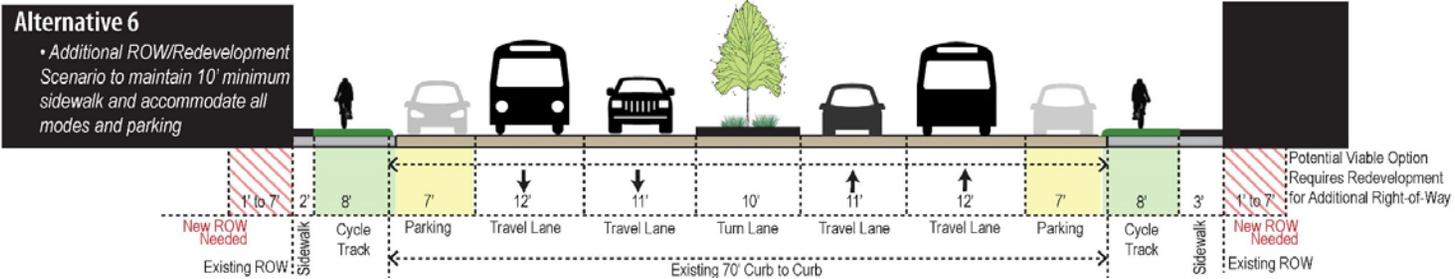


Proposed Alternatives- Alternative 5A – Viable



CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	POOR	<ul style="list-style-type: none"> Enhanced "continental" crosswalks for better visibility. Pedestrian refuge areas at side streets reduces exposure time. 	<ul style="list-style-type: none"> Cycle track limits bulb-outs. 	<ul style="list-style-type: none"> Cycle track limits bulb-out areas. 	↑
Pedestrian along ECB	FAIR	<ul style="list-style-type: none"> Enhanced "continental" crosswalks for better visibility. Median eliminates left turn in and out conflicts with pedestrians at driveways, alleys, and unsignalized intersections. Bulb-outs reduce exposure time and improve visibility. 	<ul style="list-style-type: none"> Cycle track reduces sidewalk width on specific sections along ECB 	<ul style="list-style-type: none"> Cycle track reduces pedestrian space on one side of the street. 	↑
Bike Mobility	POOR	<ul style="list-style-type: none"> 8' cycle track on both sides extending off curb. Median eliminates left turn conflicts from vehicles entering and exiting driveways, alleys, and unsignalized intersections. 		<ul style="list-style-type: none"> Best application is east of Euclid Avenue due to incline of street and long proposed median to the east.. 	↑
Transit Mobility	FAIR	<ul style="list-style-type: none"> Median improves transit operations. Separated bicycle facility improves transit operations. 			↑
Vehicle Mobility	FAIR	<ul style="list-style-type: none"> Median improves traffic operations. 			↑
Safety	GOOD	<ul style="list-style-type: none"> Median improves corridor safety by reducing conflict points for vehicles, pedestrians, transit, and bicyclists. Median reduces pedestrian exposure time. Cycle Track improves the safety of bicyclists by removing them from vehicular traffic. 			↑
Urban Design Conditions	FAIR	<ul style="list-style-type: none"> Center planted median. 	<ul style="list-style-type: none"> Planter areas separated from pedestrians. Limits parklet opportunities. 	<ul style="list-style-type: none"> Cycle track limits planted curb extensions, bulb-outs and furniture zone amenities. 	▬
Constructability	FAIR	<ul style="list-style-type: none"> Cycle track extends off existing curb on north side from Highland to Menlo, and on south side from Menlo to 50th. 	<ul style="list-style-type: none"> Relocation of some utilities will be necessary. Reduced stormwater management opportunities. Construct median. Requires reworking ADA ramps and driveway aprons. Requires signal modifications. Signal Modifications for bicycle detection and timing. Offset centerline.. 		N/A
Parking	FAIR	<ul style="list-style-type: none"> Parking is accommodated on one side of the street. Additional angled parking to the north along Highland. 	<ul style="list-style-type: none"> Slight reduction in low use parking stalls. Parking at left-turn bays and transitions would be removed. Greatest parking loss west of 47th Street.. 	<ul style="list-style-type: none"> Total loss of 15 spaces if alternative is just applied east of Euclid 	↓

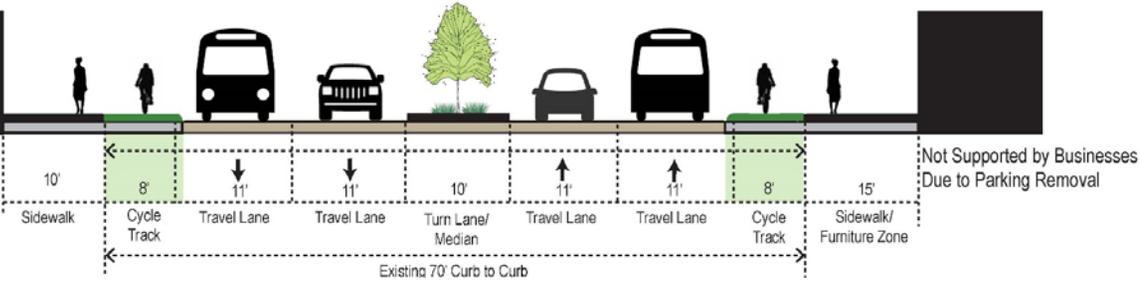
Proposed Alternatives - Alternative 6 – Viable



CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	GOOD	<ul style="list-style-type: none"> Enhanced "continental" crosswalks for better visibility. Pedestrian refuge areas at side streets reduces exposure time. Bulb-outs reduce exposure time and improve visibility. 			↑
Pedestrian along ECB	GOOD	<ul style="list-style-type: none"> Enhanced "continental" crosswalks for better visibility. Bulb-outs reduce exposure time and improve visibility. Parked vehicles add buffer for pedestrians from traffic. Median eliminates left turn conflicts with pedestrians at driveways, alleys, and unsignalized intersections. 	<ul style="list-style-type: none"> Reduced pedestrian space in some areas, dependent upon redevelopment. 		↑
Bike Mobility	FAIR	<ul style="list-style-type: none"> 8' cycle track on both sides built into existing sidewalk. Median eliminates left turn conflicts at intersections. 	<ul style="list-style-type: none"> Cycle track requires space outside of curb. 	<ul style="list-style-type: none"> Timing of redevelopment is typically not the same, so cycle track implementation may be delayed. 	↑
Transit Mobility	FAIR	<ul style="list-style-type: none"> Median provides mobility improvement. 			↑
Vehicle Mobility	FAIR	<ul style="list-style-type: none"> Median improves traffic operations. 			↑
Safety	GOOD	<ul style="list-style-type: none"> Median improves corridor safety by reducing conflict points for all modes and reducing exposure time for pedestrians. Bulb-out improves pedestrian safety. Cycle Track improves the safety of bicyclists by removing them from vehicular traffic. 			↑
Urban Design Conditions	GOOD	<ul style="list-style-type: none"> Potential for plantings in parking areas. Center planted median. 	<ul style="list-style-type: none"> Timing of urban design treatments may lead to improvement inefficiencies. 	<ul style="list-style-type: none"> Cycle track limits planted curb extensions, bulb-outs and furniture zone amenities. 	↑
Constructability	POOR		<ul style="list-style-type: none"> Relocation of some utilities will be necessary. Requires redevelopment for additional right-of-way. Construction of median Requires reworking ADA ramps and driveway aprons. Requires signal modifications. Signal Modifications for bicycle detection and timing. 	<ul style="list-style-type: none"> Timing of redevelopment is typically not the same. Requires phased implementation based on market. 	N/A
Parking	GOOD	<ul style="list-style-type: none"> Both sides of the street accommodate on-street parallel parking. Additional angled parking to the north along Highland. 			▬

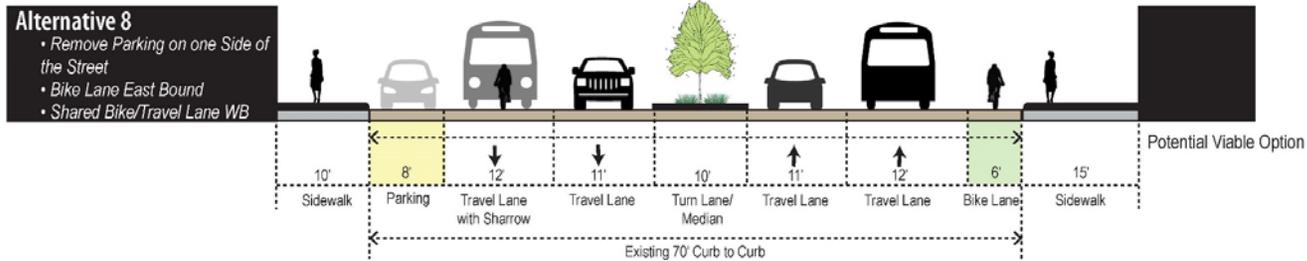
Proposed Alternatives - Alternative 7 – Not Supported

Alternative 7
 • On-Street Parking Removed
 • Cycle Tracks



CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	FAIR	<ul style="list-style-type: none"> Enhanced "continental" crosswalks for better visibility. Pedestrian refuge areas at side streets reduce exposure time and improve visibility. 	<ul style="list-style-type: none"> Bike lane limits bulb-outs. 	<ul style="list-style-type: none"> Bike lane limits bulb-outs. 	↑
Pedestrian along ECB	GOOD	<ul style="list-style-type: none"> Enhanced "continental" crosswalks for better visibility. Bulb-outs reduce exposure time and improve visibility. Bike lane add buffer for pedestrians from traffic reducing exposure time. Median eliminates left turn conflicts at driveways, alleys, and unsignalized intersections. 			↑
Bike Mobility	GOOD	<ul style="list-style-type: none"> 8' cycle track on both sides extending off curb. No conflict between parked vehicles and bike lane. Median eliminates left turn conflicts at driveways, alleys, and unsignalized intersections. 			↑
Transit Mobility	FAIR	<ul style="list-style-type: none"> No conflict between parking and transit vehicles. Median improves transit operations. Conflict with bicyclists is eliminated due to separated bicyclist facility. 			↑
Vehicle Mobility	POOR	<ul style="list-style-type: none"> Median improves traffic operations. 			↑
Safety	GOOD	<ul style="list-style-type: none"> Median improves corridor safety by reducing conflict points for all modes. Cycle Track improves the safety of bicyclists by removing them from vehicular traffic. 			↑
Urban Design Conditions	GOOD	<ul style="list-style-type: none"> Center planted median. 	<ul style="list-style-type: none"> Limits parklet opportunities. 	<ul style="list-style-type: none"> Cycle track limits planted curb extensions, bulb-outs and furniture zone amenities. 	▬
Constructability	FAIR	<ul style="list-style-type: none"> Minimal relocation of utilities Generally low cost restriping of roadway 	<ul style="list-style-type: none"> Reduced stormwater management opportunities. Construct median. Requires reworking ADA ramps and driveway aprons. Requires signal modifications. Signal Modifications for bicycle detection and timing. 		N/A
Parking	POOR	<ul style="list-style-type: none"> Additional angled parking to the north along Highland. 	<ul style="list-style-type: none"> No on-street parking 		↓

Proposed Alternatives - Alternative 8 – Viable

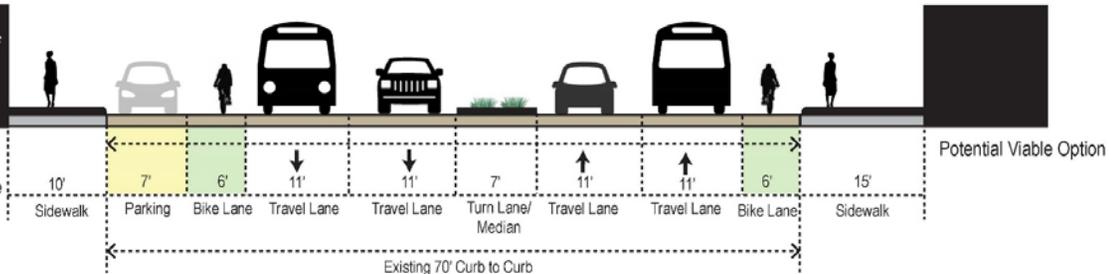


CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	FAIR	<ul style="list-style-type: none"> • Enhanced "continental" crosswalks for better visibility. • Pedestrian refuge areas at side streets reducing exposure time and improve visibility. • Bulb-outs on one side of ECB reduce exposure time. 	<ul style="list-style-type: none"> • Removes a buffer (parked cars) between pedestrians and traffic on one side of street. 	<ul style="list-style-type: none"> • Bike lane limits bulb-outs on one side of street. 	↑
Pedestrian along ECB	GOOD	<ul style="list-style-type: none"> • Enhanced "continental" crosswalks for better visibility. • Bulb-outs reduce exposure time and improve visibility. • Parking and bike lane provide buffer for pedestrians from traffic reducing exposure time. • Preserves existing sidewalk / furniture area. • Median eliminates left turn conflicts at driveways, alleys, and unsignalized intersections. 			↑
Bike Mobility	FAIR	<ul style="list-style-type: none"> • Signed Sharrow WB • 6' bike lane EB • Median eliminates left turn conflicts at driveways, alleys, and unsignalized intersections. 		<ul style="list-style-type: none"> • Best application is east of 47th Street due to incline of street. • Does not provide separated bicycle facility in both directions. 	↑
Transit Mobility	FAIR	<ul style="list-style-type: none"> • Bus Rapid Transit (BRT) Route. • Active local transit route. • Parking conflicts removed from one side. 			↑
Vehicle Mobility	FAIR	<ul style="list-style-type: none"> • Parking obstructions removed from one side. • Median provides vehicle operations improvement. 			↑
Safety	FAIR	<ul style="list-style-type: none"> • Median improves corridor safety by reducing conflict points. • Bulb-out improves pedestrian safety. • Bike lane improves bicyclist safety in uphill direction. 	<ul style="list-style-type: none"> • Bicycles operate in shared space in one direction. 		↑
Urban Design Conditions	FAIR	<ul style="list-style-type: none"> • Curb to ROW area preserved for urban design treatments. • Center planted median. 	<ul style="list-style-type: none"> • Bike lane side-of-street reduces bulb-outs and planter/parklet opportunities. 	<ul style="list-style-type: none"> • Curb-extension planters and bulb-outs for ECB crossings/plantings are limited on one side of street. 	▬
Constructability	GOOD	<ul style="list-style-type: none"> • Low cost restriping of roadway. • Existing utilities not impacted. 	<ul style="list-style-type: none"> • Construct median. • Requires reworking ADA ramps and driveway aprons. • Requires signal modifications. • Signal Modifications for bicycle detection and timing. 		N/A
Parking	FAIR	<ul style="list-style-type: none"> • Parking is accommodated on one side of the street. • Additional angled parking to the north along Highland. 	<ul style="list-style-type: none"> • Reduction in low use parking stalls. 	<ul style="list-style-type: none"> • Potential for more pedestrians to need to cross ECB due to parking only on one side. 	↓

Proposed Alternatives - Alternative 8A – Viable

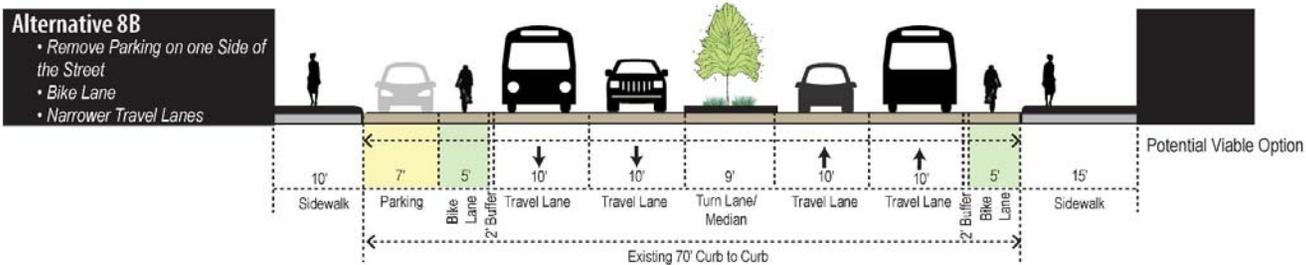
Alternative 8A
 • Remove Parking on one Side of the Street
 • Bike Lane

Tapering median to accommodate a 10' turn lane at signalized intersection will require 86' of additional space.



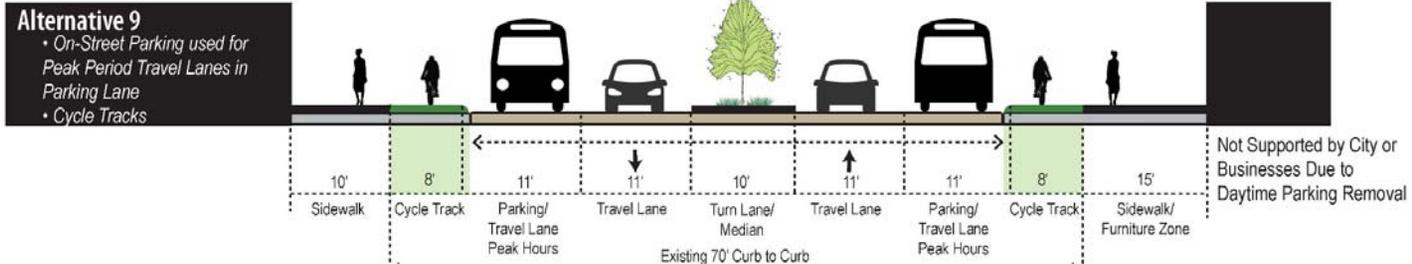
CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	FAIR	<ul style="list-style-type: none"> Enhanced "continental" crosswalks for better visibility. Pedestrian refuge areas at side streets reducing exposure time and improve visibility. Bulb-outs on one side of ECB reduce exposure time. 	<ul style="list-style-type: none"> Removes a buffer (parked cars) between pedestrians and traffic on one side of street. 	<ul style="list-style-type: none"> Bike lane limits bulb-outs on one side of street. 	↑
Pedestrian along ECB	GOOD	<ul style="list-style-type: none"> Enhanced "continental" crosswalks for better visibility. Bulb-outs reduce exposure time and improve visibility. Parking and bike lane provide buffer for pedestrians from traffic reducing exposure time. Preserves existing sidewalk / furniture area. Median eliminates left turn conflicts at driveways alleys, and unsignalized intersections. 			↑
Bike Mobility	GOOD	<ul style="list-style-type: none"> 6' bike lanes Median eliminates left turn conflicts at driveways, alleys, and unsignalized intersections. 		<ul style="list-style-type: none"> Best application is east of Euclid Avenue due to incline of street and long proposed median to the east. 	↑
Transit Mobility	FAIR	<ul style="list-style-type: none"> Bus Rapid Transit (BRT) Route. Active local transit route. Parking conflicts removed from one side. 			↑↑
Vehicle Mobility	FAIR	<ul style="list-style-type: none"> Parking obstructions removed from one side. Median provides vehicle operations improvement. 		<ul style="list-style-type: none"> Turning lane causes reduction in parking stalls near signalized intersection. 	↑↑
Safety	GOOD	<ul style="list-style-type: none"> Median improves corridor safety by reducing conflict points. Bulb-out improves pedestrian safety. Bike lane improves bicyclist safety in uphill direction. 			↑
Urban Design Conditions	FAIR	<ul style="list-style-type: none"> Curb to ROW area preserved for urban design treatments. Center planted median. 	<ul style="list-style-type: none"> Non-parking side-of-street reduces bulb-outs and planter/parklet opportunities. Narrower median may limit plant options. 	<ul style="list-style-type: none"> Curb-extension planters and bulb-outs for ECB crossings/plantings are limited on one side of street. 	▬
Constructability	GOOD	<ul style="list-style-type: none"> Low cost restriping of roadway. Existing utilities not impacted. 	<ul style="list-style-type: none"> Construct median. Requires reworking ADA ramps and driveway aprons. Requires signal modifications. Signal Modifications for bicycle detection and timing. 	<ul style="list-style-type: none"> Requires deviation from City design standard. 	N/A
Parking	POOR	<ul style="list-style-type: none"> Parking is accommodated on one side of the street. Additional angled parking to the north along Highland. 	<ul style="list-style-type: none"> Reduction in low use parking stalls. Parking at left-turn bays and transitions would be removed. Greatest parking loss west of 47th Street. 	<ul style="list-style-type: none"> Potential for more pedestrians to need to cross ECB due to parking only on one side. Total loss of 6 spaces if alternative is applied east of Euclid 	↓

Proposed Alternatives - Alternative 8B – Viable



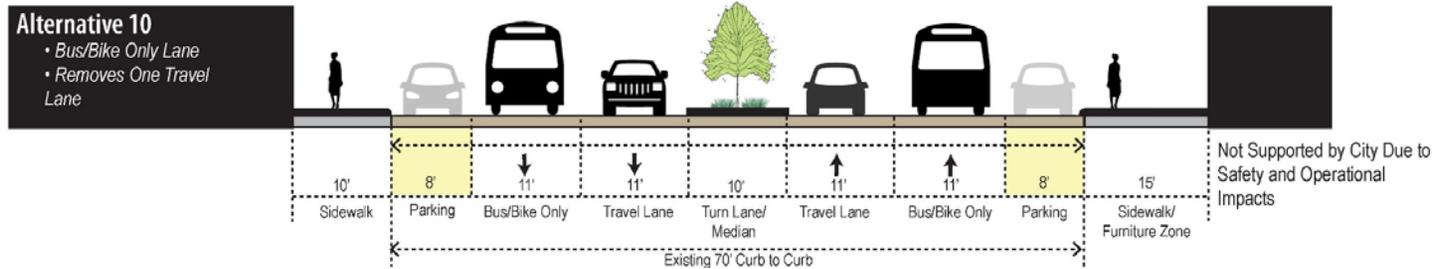
CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	FAIR	<ul style="list-style-type: none"> Enhanced "continental" crosswalks for better visibility. Pedestrian refuge areas at side streets reducing exposure time and improve visibility. Bulb-outs on one side of ECB reduce exposure time. 	<ul style="list-style-type: none"> Removes a buffer (parked cars) between pedestrians and traffic on one side of street. 	<ul style="list-style-type: none"> Bike lane limits bulb-outs on one side of street. 	↑
Pedestrian along ECB	GOOD	<ul style="list-style-type: none"> Enhanced "continental" crosswalks for better visibility. Bulb-outs reduce exposure time and improve visibility. Parking and bike lane provide buffer for pedestrians from traffic reducing exposure time. Preserves existing sidewalk / furniture area. Median eliminates left turn conflicts at driveways, alleys, and unsignalized intersections. 			↑
Bike Mobility	GOOD	<ul style="list-style-type: none"> 5' bike lanes 2' buffer on one side Median eliminates left turn conflicts at driveways, alleys, and unsignalized intersections. 			↑
Transit Mobility	FAIR	<ul style="list-style-type: none"> Bus Rapid Transit (BRT) Route. Active local transit route. Parking conflicts removed from one side. 			↑
Vehicle Mobility	FAIR	<ul style="list-style-type: none"> Parking obstructions removed from one side. Median provides vehicle operations improvement. 			↑
Safety	GOOD	<ul style="list-style-type: none"> Median improves corridor safety by reducing conflict points. Bulb-out improves pedestrian safety. Bike lane improves bicyclist safety in uphill direction. 			↑
Urban Design Conditions	FAIR	<ul style="list-style-type: none"> Curb to ROW area preserved for urban design treatments. Center planted median. 	<ul style="list-style-type: none"> Non-parking side-of-street reduces bulb-outs and planter/parklet opportunities. Narrower median may limit plant options. 	<ul style="list-style-type: none"> Curb-extension planters and bulb-outs for ECB crossings/plantings are limited on one side of street. 	▬
Constructability	FAIR	<ul style="list-style-type: none"> Low cost restriping of roadway. Existing utilities not impacted. 	<ul style="list-style-type: none"> Construct median. Requires reworking ADA ramps and driveway aprons. Requires signal modifications. Signal Modifications for bicycle detection and timing. 	<ul style="list-style-type: none"> Requires deviation from City design standard. 	N/A
Parking	POOR	<ul style="list-style-type: none"> Parking is accommodated on one side of the street. Additional angled parking to the north along Highland. 	<ul style="list-style-type: none"> Reduction in low use parking stalls. 	<ul style="list-style-type: none"> Potential for more pedestrians to need to cross ECB due to parking only on one side. 	↓

Proposed Alternatives - Alternative 9 – Not Supported



CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	FAIR	<ul style="list-style-type: none"> Enhanced "continental" crosswalks for better visibility. Pedestrian refuge areas at side streets reduce exposure time and improve visibility. 	<ul style="list-style-type: none"> No bulb-outs for ECB crossings. 		↑
Pedestrian along ECB	POOR	<ul style="list-style-type: none"> Enhanced "continental" crosswalks for better visibility. Bulb-outs reduce exposure time and improve visibility. Median eliminates left turn conflicts at alleys, driveways, and unsignalized intersections. 			↑
Bike Mobility	POOR	<ul style="list-style-type: none"> 8' cycle track on both sides extending off curb Parking buffers cycle track during off peak periods Median eliminates left turn conflicts at alleys, driveways, and unsignalized intersections. 			↑
Transit Mobility	GOOD		<ul style="list-style-type: none"> Potential for parked vehicles in peak period transit lane. Transit vehicles subject to parked vehicle conflicts during off-peak hours. 		↓
Vehicle Mobility	GOOD	<ul style="list-style-type: none"> Raised median provides mobility benefit by removing left turn conflicts. 	<ul style="list-style-type: none"> Potential to divert traffic towards residential streets that are designated bike boulevards. Operational issue with the City for enforcing and towing vehicles before the peak begins. Higher traffic volume exists today than one traffic lane can accommodate during non-peak hours. 		↓
Safety	FAIR	<ul style="list-style-type: none"> Median improves corridor safety for all modes. Cycle Tracks improve cyclist safety. 	<ul style="list-style-type: none"> Higher congestion levels may impact corridor safety. 		↑
Urban Design Conditions	POOR	<ul style="list-style-type: none"> Center planted median 	<ul style="list-style-type: none"> No parklets or planters extended from curb. 	<ul style="list-style-type: none"> Travel lane / parking lane versus urban design, bulb out and stormwater management opportunities. 	↓
Constructability	FAIR	<ul style="list-style-type: none"> Minimal relocation of utilities 	<ul style="list-style-type: none"> Reduced stormwater management opportunities. Construct median. Signal Modifications for bicycle detection and timing. 		N/A
Parking	FAIR	<ul style="list-style-type: none"> Accommodated on both sides of the street during non-peak hours. Additional angled parking to the north along Highland. 	<ul style="list-style-type: none"> Not accommodated during peak hours. 		↓

Proposed Alternatives - Alternative 10 – Not Supported

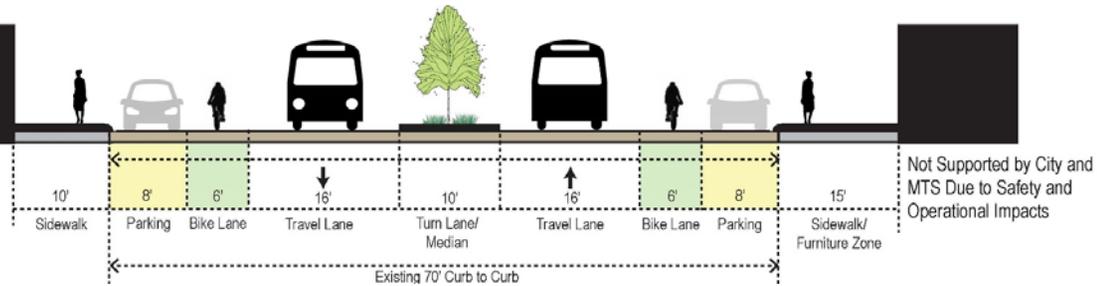


CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	GOOD	<ul style="list-style-type: none"> • Enhanced "continental" crosswalks for better visibility. • Pedestrian refuge areas at side streets reduce exposure time and improve visibility. • Bulb-outs reduce exposure time. 			↑
Pedestrian along ECB	GOOD	<ul style="list-style-type: none"> • Enhanced "continental" crosswalks for better visibility. • Bulb-outs reduce exposure time and improve visibility. • Bike lane add buffer for pedestrians from traffic reducing exposure time. • Median eliminates left turn conflicts at alleys, driveways, and unsignalized intersections. 			↑
Bike Mobility	FAIR	<ul style="list-style-type: none"> • Dedicated bus/bike lane • Median eliminates left turn conflicts at alleys, driveways, and unsignalized intersections. 	<ul style="list-style-type: none"> • Potential for "leap-frogging" with buses. • Right-turning vehicle conflicts would require weaving across bus/bike lane. 		↑
Transit Mobility	POOR	<ul style="list-style-type: none"> • Lower bus travel lane traffic volume. • Median improves transit mobility. 	<ul style="list-style-type: none"> • Potential for "leap-frogging" with cyclists. • Parking versus bus conflicts. • Right-turn vehicles versus bus conflicts. 	<ul style="list-style-type: none"> • Bus operations versus parking activity. 	↓
Vehicle Mobility	POOR	<ul style="list-style-type: none"> • Median improves traffic operations. 	<ul style="list-style-type: none"> • Existing traffic can not be accommodated in two lanes of traffic. • High potential for diverting traffic to adjacent residential streets. 	<ul style="list-style-type: none"> • Bus operations versus vehicle volumes. 	↓
Safety	FAIR	<ul style="list-style-type: none"> • Median improves corridor safety by eliminating left turn conflicts at alleys, driveways, and unsignalized intersections. • Bulb-out improves pedestrian safety. 	<ul style="list-style-type: none"> • Conflicts between bus, bike, and parking vehicles. 		↓
Urban Design Conditions	GOOD	<ul style="list-style-type: none"> • Potential for plantings in parking areas. • Center planted median. 			↑
Constructability	GOOD	<ul style="list-style-type: none"> • Low cost minimal restriping of roadway. 	<ul style="list-style-type: none"> • Construct Median. • Signal Modifications for bicycle detection and timing. 		N/A
Parking	FAIR	<ul style="list-style-type: none"> • Parking accommodated on both sides of the street. • Additional angled parking to the north along Highland. 	<ul style="list-style-type: none"> • Parking cars must cross bus/bike only lane. 		≡

Proposed Alternatives - Alternative 11 – Not Supported

Alternative 11

- "Road Diet"
- 2 Lanes
- Cycle Tracks



CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	FAIR	<ul style="list-style-type: none"> • Enhanced "continental" crosswalks for better visibility. • Pedestrian refuge areas at side streets reduce exposure time and improve visibility. 	<ul style="list-style-type: none"> • Cycle track limits bulb-outs. 	<ul style="list-style-type: none"> • Cycle track limits bulb-out areas. 	↑
Pedestrian along ECB	POOR	<ul style="list-style-type: none"> • Enhanced "continental" crosswalks for better visibility. • Bulb-outs reduce exposure time and improve visibility. • Median eliminates left turn conflicts at alleys, driveways, and unsignalized intersections. 			↑
Bike Mobility	GOOD	<ul style="list-style-type: none"> • Dedicated cycle track. • Median eliminates left turn conflicts at alleys, driveways, and unsignalized intersections. 		<ul style="list-style-type: none"> • Bicycle accommodation versus vehicle volumes and preserving pedestrian space. 	↑
Transit Mobility	POOR		<ul style="list-style-type: none"> • Existing traffic can not be accommodated in two lanes of traffic which would impact transit operations. 	<ul style="list-style-type: none"> • Bus operations versus vehicle volumes. 	↓
Vehicle Mobility	POOR	<ul style="list-style-type: none"> • Median improves traffic operations but does not make up for reduced travel lane. 	<ul style="list-style-type: none"> • Existing traffic can not be accommodated in two lanes of traffic. • High potential for diverting traffic to adjacent residential streets. 		↓
Safety	GOOD	<ul style="list-style-type: none"> • Median improves corridor safety by eliminating conflict points but does not make up for reduced travel lane. • Bulb-out improves pedestrian safety. 			↑
Urban Design Conditions	FAIR	<ul style="list-style-type: none"> • Potential for plantings in parking areas. • Center planted median. 	<ul style="list-style-type: none"> • Planters in between parking areas separated cycle track. • Cycle track separates space from pedestrians that could be used for parklets. 		↑
Constructability	FAIR	<ul style="list-style-type: none"> • Improvements within curbs. 	<ul style="list-style-type: none"> • Construct Median • Signal Modifications for bicycle detection and timing. 		N/A
Parking	GOOD	<ul style="list-style-type: none"> • Parking accommodated on both sides of the street. • Additional angled parking to the north along Highland. 			▬

Alternative Application Potential

Alternative	Bicycle Accommodation	Pedestrian Accommodation	Transit Enhancements	Vehicle Enhancements	Safety Enhancements	Urban Design Opportunities	Parking Availability	Agency Support
Alternative 1	Sharrow	<ul style="list-style-type: none"> Full bulb-outs. Parklet opportunities. Enhanced crossings. 	<ul style="list-style-type: none"> Reduced conflicts. Stop curb extensions 	<ul style="list-style-type: none"> 4 travel lanes. 	<ul style="list-style-type: none"> 10' Raised median. 	<ul style="list-style-type: none"> Parklets. Bulb-outs. Median plantings. Stormwater management. 	<ul style="list-style-type: none"> Both sides (parallel). 	Yes
Alternative 2	Sharrow	<ul style="list-style-type: none"> Full bulb-out on parking side. Partial bulb-outs for side-street crossings. Enhanced crossings. 	<ul style="list-style-type: none"> Reduced conflicts. Stop curb extensions on parking side of street. 	<ul style="list-style-type: none"> 4 travel lanes. 	<ul style="list-style-type: none"> 6' Raised median. 	<ul style="list-style-type: none"> Opportunities primarily on parking side of street. 	<ul style="list-style-type: none"> Angled parking on one side. 	No
Alternative 3	Cycle track	<ul style="list-style-type: none"> Full bulb-out on parking side. Partial bulb-outs for side-street crossings. Enhanced crossings. 	<ul style="list-style-type: none"> Stop curb extensions on parking side of street. 	<ul style="list-style-type: none"> 4 travel lanes. 	<ul style="list-style-type: none"> 4' Painted median. 	<ul style="list-style-type: none"> Opportunities primarily on parking side of street. 	<ul style="list-style-type: none"> One side (parallel). Parking removed where left-turn lanes are provided. 	No
Alternative 4	Cycle track	<ul style="list-style-type: none"> Full bulb-out on parking side. Partial bulb-outs for side-street crossings. Enhanced crossings. 	<ul style="list-style-type: none"> Stop curb extensions on parking side of street. 	<ul style="list-style-type: none"> 4 travel lanes. 	<ul style="list-style-type: none"> No median 	<ul style="list-style-type: none"> Opportunities primarily on parking side of street. 	<ul style="list-style-type: none"> One side (parallel). 	No
Alternative 5	Cycle track	<ul style="list-style-type: none"> Full bulb-out on parking side. Partial bulb-outs for side-street crossings. Enhanced crossings. 	<ul style="list-style-type: none"> Reduced conflicts. Stop curb extensions on parking side of street. 	<ul style="list-style-type: none"> 4 travel lanes. 	<ul style="list-style-type: none"> 10' Raised median. 	<ul style="list-style-type: none"> Median plantings. Opportunities primarily on parking side of street. 	<ul style="list-style-type: none"> One side (parallel). 	Yes
Alternative 5A	Cycle track	<ul style="list-style-type: none"> Full bulb-out on parking side. Partial bulb-outs for side-street crossings. Enhanced crossings. 	<ul style="list-style-type: none"> Reduced conflicts. Stop curb extensions on parking side of street. 	<ul style="list-style-type: none"> 4-11-foot travel lanes. 	<ul style="list-style-type: none"> 4' Raised median. 	<ul style="list-style-type: none"> Opportunities primarily on parking side of street. 	<ul style="list-style-type: none"> One side (parallel). Parking removed where left-turn lanes are provided. 	Yes
Alternative 6	Cycle track	<ul style="list-style-type: none"> Full bulb-outs. Parklet opportunities. Enhanced crossings. 	<ul style="list-style-type: none"> Reduced conflicts. Stop curb extensions. 	<ul style="list-style-type: none"> 4 travel lanes. 	<ul style="list-style-type: none"> 10' Raised median. 	<ul style="list-style-type: none"> Bulb-outs. Median plantings. Stormwater management. 	<ul style="list-style-type: none"> Both sides (parallel). 	Yes, but requires redevelopment
Alternative 7	Cycle track	<ul style="list-style-type: none"> Partial bulb-outs for side-street crossings. 	<ul style="list-style-type: none"> Reduced conflicts. 	<ul style="list-style-type: none"> 4 travel lanes. 	<ul style="list-style-type: none"> 10' Raised median. 	<ul style="list-style-type: none"> Median plantings. 	<ul style="list-style-type: none"> No on-street parking. 	No
Alternative 8	Bike Lane on EB side; Sharrow on WB side.	<ul style="list-style-type: none"> Full bulb-out on parking side. Partial bulb-outs for side-street crossings. 	<ul style="list-style-type: none"> Reduced conflicts. Stop curb extensions on both sides of street. 	<ul style="list-style-type: none"> 4 travel lanes. 	<ul style="list-style-type: none"> 10' Raised median. 	<ul style="list-style-type: none"> Median plantings. Opportunities primarily on parking side of street. 	<ul style="list-style-type: none"> One side (parallel). 	Yes
Alternative 8A	Bike Lane on both sides.	<ul style="list-style-type: none"> Full bulb-out on parking side. Partial bulb-outs for side-street crossings. 	<ul style="list-style-type: none"> Reduced conflicts. Stop curb extensions on both sides of street. 	<ul style="list-style-type: none"> 4-11-foot travel lanes. 	<ul style="list-style-type: none"> 7' Raised median. 	<ul style="list-style-type: none"> Median plantings. Opportunities primarily on parking side of street. 	<ul style="list-style-type: none"> One side (parallel). Parking removed where left-turn lanes are provided. 	Yes
Alternative 8B	Bike Lane both sides.	<ul style="list-style-type: none"> Full bulb-out on parking side. Partial bulb-outs for side-street crossings. 	<ul style="list-style-type: none"> Reduced conflicts. Stop curb extensions on both sides of street. 	<ul style="list-style-type: none"> 4-10-foot travel lanes. 	<ul style="list-style-type: none"> 9' Raised median. 	<ul style="list-style-type: none"> Median plantings. Opportunities primarily on parking side of street. 	<ul style="list-style-type: none"> One side (parallel). 	Yes
Alternative 9	Cycle track	<ul style="list-style-type: none"> Partial bulb-outs for side-street crossings. Enhanced crossings. 	<ul style="list-style-type: none"> Reduced conflicts. 	<ul style="list-style-type: none"> 2 travel lanes. 4 travel lanes during morning/evening peak hours. Capacity issues for current traffic. 	<ul style="list-style-type: none"> 10' Raised median. 	<ul style="list-style-type: none"> Median plantings. Other planters require existing sidewalk space. 	<ul style="list-style-type: none"> Both sides during non-peak hours (parallel). 	No
Alternative 10	Shared Bus/Bike Lane	<ul style="list-style-type: none"> Full bulb-outs. Parklet opportunities. Enhanced crossings. 	<ul style="list-style-type: none"> Reduced left-turn conflicts. Increased weave/parking/right-turn/bicycle conflicts. 	<ul style="list-style-type: none"> 2 travel lanes. 2 dedicated bus/bike lanes. Capacity issues for current traffic. 	<ul style="list-style-type: none"> 10' Raised median. 	<ul style="list-style-type: none"> Parklets. Bulb-outs. Median plantings. Stormwater management. 	<ul style="list-style-type: none"> Both sides (parallel). 	No
Alternative 11	Cycle track	<ul style="list-style-type: none"> Partial bulb-outs for side-street crossings. Enhanced crossings. 	<ul style="list-style-type: none"> Reduced conflicts. Stop curb extensions on both sides of street. 	<ul style="list-style-type: none"> 2 travel lanes. Capacity issues for current traffic. 	<ul style="list-style-type: none"> 10' Raised median. 	<ul style="list-style-type: none"> Bulb-outs. Median plantings. Stormwater management. 	<ul style="list-style-type: none"> Both sides (parallel). 	No

Your Comments are Appreciated!

- **Viable Alternative Layouts**
- **Comment Card**
- **Please ask questions!**

EL CAJON BOULEVARD

COMMENT CARD

Do you have a preferred alternative? _____

If so, which one and why: _____

What is most important to you? (Select 3 options) _____

- Bulb-out
- Parklet
- Seating
- Lighting
- Cultural Amenities
- Monuments
- Bike Lanes
- Parking
- Cycle Track

THANK YOU FOR YOUR INPUT!

Schedule

- **Selecting Preferred Concept – August 2016.**
- **Preliminary Environmental Initial Assessment – September 2016.**
- **Stakeholder Group Final Concept Review – October 2016.**
- **Finalize Corridor Concept / Present 30% High Priority Preliminary Design to Stakeholder Group – December 2016.**
- **Final Submittal – January 2017.**

Thank You!
Please fill out
comment cards!