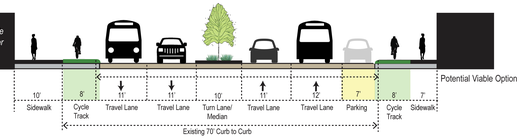
ALTERNATIVE 5

Alternative 5
- *Remove Parking on one Side and Reduce Sidewalk on other Side to Accommodate Cycle Track*



Cycle Track

Exclusive bike facility physically separated from motor traffic and distinct from the sidewalk. They include a physical buffer and can facilitate two-way movement within the traveled area. Cycle tracks are inclusive to riders of all comfort levels.

Curb Extension/Bulb-Out

A curb extension decreases the overall crossing width of a roadway and increases the overall visibility of pedestrians by aligning them with the parking lane. This increases the safety of pedestrians entering the intersection as well as encourages slower turning speeds.

Monument

Monuments portraying the unique history of the Little Saigon District will be placed strategically along a cultural trail. Monuments will include:
- Statues;
- Banners; and
- Signs.

Median

A median provides a buffer that separates traffic in opposing directions. The median accommodates:
- Monuments-Little Saigon District;
- Plantings;
- Pedestrian refuge; and
- Emergency vehicles with mountable pavers.

Cultural Trail

A cultural trail spans the Little Saigon District from Highland Avenue to Euclid Avenue, connecting the various monuments. For this alternative, the cultural trail will only be located on the North side of El Cajon Boulevard from Highland Avenue to Menlo Avenue, and on the South side from Menlo Avenue to Euclid Avenue.

Bike Racks

Install bike rack locations along the corridor specifically at bus stop locations.

Rain Garden

Located at curb extensions to take advantage of rainfall and stormwater runoff in its design and plant selection.

Evaluate Driveway/ Alley Closure

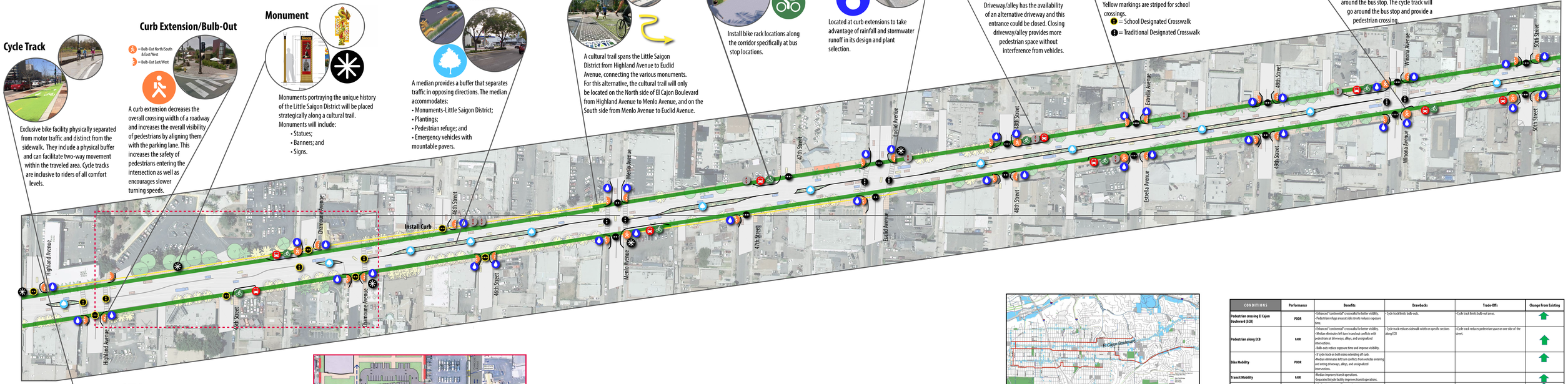
Driveway/alley has the availability of an alternative driveway and this entrance could be closed. Closing driveway/alley provides more pedestrian space without interference from vehicles.

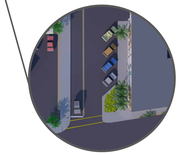
Enhanced Crosswalk

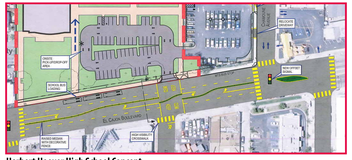
Crosswalk that has been improved by using more visible pavement markings. Yellow markings are striped for school crossings.
= School Designated Crosswalk
= Traditional Designated Crosswalk

Bus Stop

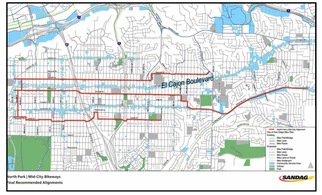
Pull out the bus stop, similar to the Rapid Bus Stop. Aligning the curb with the travel lane-providing more pedestrian space around the bus stop. The cycle track will go around the bus stop and provide a pedestrian crossing.







Herbert Hoover High School Concept



CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	POOR	• Enhanced "continental" crosswalks for better visibility. • Pedestrian refuge areas at side streets reduces exposure time.	• Cycle track limits bulb-outs.	• Cycle track limits bulb-out areas.	↑
Pedestrian along ECB	FAIR	• 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.	• Cycle track reduces sidewalk width on specific sections along ECB	• Cycle track reduces pedestrian space on one side of the street.	↑
Bike Mobility	POOR	• 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	• Median improves transit operations. • Separated bicycle facility improves transit operations.			↑
Vehicle Mobility	FAIR	• Median improves traffic operations.			↑
Safety	FAIR	• 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	• Center planted median.	• Planter areas separated from pedestrians. • Limits parklet opportunities.	• Cycle track limits planted curb extensions, bulb-outs and furniture zone amenities.	=
Constructability	GOOD	• Cycle track extends off existing curb on north side from Highland to Menlo, and on south side from Menlo to 50th. • Construct median. • Requires signal modifications. • Signal Modifications for bicycle detection and timing.	• Relocation of some utilities will be necessary. • Reduced stormwater management opportunities. • Requires removing ADA ramps and driveway aprons.		N/A
Parking	FAIR	• Parking is accommodated on one side of the street. • Additional angled parking to the north along Highland.	• Slight reduction in kw use parking stalls		↓