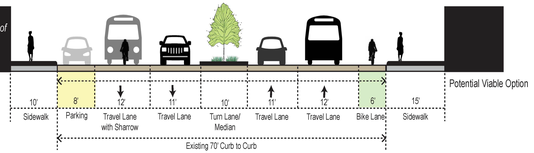
ALTERNATIVE 8

Alternative 8
- *Remove Parking on one Side of the Street*
- *Bike Lane East Bound*
- *Shared Bike/Travel Lane WB*



Potential Viable Option

Bike Lane

Designated bike facility located adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic.

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

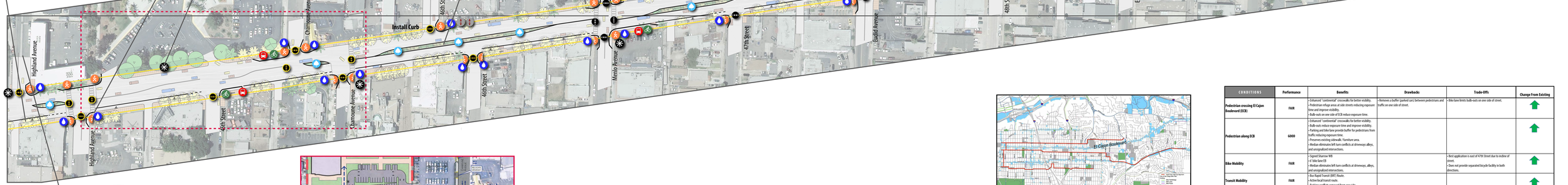
Driveway/alley has the availability of an alternative driveway and this entrance could be closed. Closing driveway/alley provides more pedestrian space without interference from vehicles.

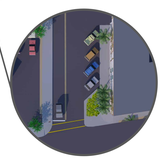
Enhanced Crosswalk

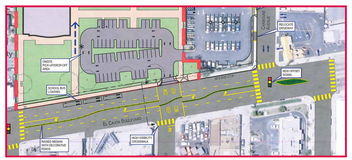
Crosswalk that has been improved by using more visible pavement markings. Yellow markings are striped for school crossings.
- = School Designated Crosswalk
- = Traditional Designated Crosswalk

Bus Stop

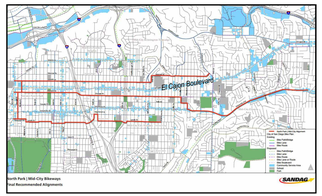
Pull out the bus stop, similar to the Rapid Bus Stop. Aligning the curb with the travel lane-providing more pedestrian space around the bus stop. The bike lane will go around the bus stop and provide a pedestrian crossing.







Herbert Hoover High School Concept



CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	FAIR	• 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.	• Removes a buffer (parked cars) between pedestrians and traffic on one side of street.	• Bike lane limits bulb-outs on one side of street.	↑
Pedestrian along ECB	GOOD	• 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	• Signed Sharrow WB • 6' bike lane EB • Median eliminates left turn conflicts at driveways, alleys, and unsignalized intersections.		• Best application is east of 47th Street due to incline of street. • Does not provide separated bicycle facility in both directions.	↑
Transit Mobility	FAIR	• Bus Rapid Transit (BRT) Route. • Active local transit route. • Parking conflicts removed from one side.			↑
Vehicle Mobility	FAIR	• Parking obstructions removed from one side. • Median provides vehicle operations improvement.			↑
Safety	FAIR	• Median improves corridor safety by reducing conflict points. • Bulb-out improves pedestrian safety. • Bike lane improves bicyclist safety in uphill direction.	• Bicycles operate in shared space in one direction.		↑
Urban Design Conditions	FAIR	• Curb to ROW area preserved for urban design treatments. • Center planted median.	• Bike lane side-of-street reduces bulb-outs and planter/parklet opportunities.	• Curb-extension planters and bulb-outs for ECB crossings/plantings are limited on one side of street.	=
Constructability	GOOD	• Low cost restriping of roadway. • Existing utilities not impacted.	• Construct median. • Requires reworking ADA ramps and driveway aprons. • Requires signal modifications. •Signal Modifications for bicycle detection and timing.		N/A
Parking	FAIR	• Parking is accommodated on one side of the street. • Additional angled parking to the north along Highland.	• Reduction in low use parking stalls.	• Potential for more pedestrians to need to cross ECB due to parking only on one side.	↓