

Appendix B - Public Meetings

Public Meeting #1 Materials

Invitation - English, Spanish, Vietnamese

Sign-In Sheet/Attendees

Presentation

Board Comments

Comment Card - English, Spanish

Comment Card Responses

Public Meeting #2 Materials

Invitation -English, Spanish, Vietnamese

Sign-In Sheet/Attendees

Presentation

Boards

Board Comments

Handout Materials (Booklet, Educational Materials)

Comment Card - English, Spanish, Vietnamese

Comment Card Responses

Evaluation Summary

Public Meeting #1 Materials

Invitation - English, Spanish, Vietnamese

Sign-In Sheet/Attendees

Presentation

Board Comments

Comment Card - English, Spanish

Comment Card Responses

El Cajon Blvd

Complete Blvd

Planning Study

Join us for a **Community Workshop** to review ideas on how best to improve the travel experience between **Highland Avenue and 50th Street in Mid-City.** We will discuss traffic, parking, crosswalks, bicycling, branding concepts, landscaping, lighting, benches, and more.

Saturday, November 14th at 10:00am

Copley-Price Family YMCA

4300 El Cajon Blvd, San Diego, CA 92105

Followed by a Little Saigon District Plaque Dedication.

For more info, please contact Vickie White with the City of San Diego Planning Department at vwhite@sandiego.gov



WILSON
& COMPANY

www.sandiego.gov/planning/programs/transportation/mobility/ecblvdstudy

El Cajon Blvd

Estudio Completo

Planificación del Boulevard

Acompáñenos en un taller comunitario para comentar ideas acerca de cómo podemos mejorar la experiencia de tránsito entre Highland Avenue y la calle 50 en Mid-City. Hablaremos del tráfico, estacionamiento, cruces peatonales, tránsito en bicicleta, conceptos de identidad, paisajismo, iluminación, bancas y más.

Sábado, 14 de noviembre, a las 10:00am

Copley-Price Family YMCA

4300 El Cajon Blvd., San Diego, CA 92105

Después del taller le invitamos a la Develación de la placa conmemorativa que identifica al Little Saigon District.

Para más información favor de contactar a Vickie White del Departamento de Planeación de la Ciudad de San Diego vwhite@sandiego.gov



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www.sandiego.gov/planning/programs/transportation/mobility/ecblvdstudy

Đại Lộ El Cajon

Nghiên Cứu Hoàn Chính

Quy Hoạch Đại Lộ

Hãy cùng tham gia với chúng tôi Buổi Hội Thảo Chung để xem lại những ý tưởng làm sao để cải thiện trải nghiệm lưu thông giữa đường Highland Avenue và Đường 50th Street vùng Mid-City. Chúng ta sẽ thảo luận về giao thông, chỗ đậu xe, đường băng qua đường, xe đạp, khái niệm xây dựng thương hiệu, cảnh quan, đèn sáng, băng ghế, và nhiều nữa.

Vào lúc 10 giờ sáng, thứ Bảy, Ngày 14 tháng Mười Một
Copley-Price Family YMCA

4300 El Cajon Blvd, San Diego, CA 92105

Theo sau là việc Tặng Bảng Hiệu Khu Little Saigon

Mọi chi tiết xin liên lạc Vickie White ở Ban Quy Hoạch
Thành Phố San Diego vwhite@sandiego.gov (tiếng Anh)
or Su Nguyen su@littlesaigonsandiego.org (tiếng Việt)



WILSON
& COMPANY

www.sandiego.gov/planning/programs/transportation/mobility/ecblvdstudy

El Cajon Blvd - Complete Blvd - Planning Study - Community Workshop - November 14, 2015

[illegible]

El Cajon Blvd - Complete Blvd - Planning Study - Community Workshop - November 14, 2015

NAME	ORGANIZATION	PHONE #	EMAIL
Londy Maturino	Hoover High		
Carlos Barcice	Hoover High		
Danni Veeh	SANDAG		
Tootie Thomas	El Cajon Blvd. BIA		
Philip Phan	LSF		
Ron Luang	LSF		

El Cajon Blvd - Complete Blvd - Planning Study - Community Workshop - November 14, 2015

NAME	ORGANIZATION	PHONE #	EMAIL
Martha Castro	Hoover High		
Mike Harnock	Azalea Park		
Het Tran	LSF		
Su Nguyen	LSF		
DZUY NGUYEN	LSF LSF		
DUONG BUI	LSF LSF		
XUONG DA	LSF B		
Betsy Forman	El Cajon Blvd BIA		
Miriam Redinger	Hoover Cluster Well		

El Cajon Blvd - Complete Blvd - Planning Study - Community Workshop - November 14, 2015



NAME	ORGANIZATION	PHONE #	EMAIL
Tram Lam	Little Saigon Foundation		
Van Vo	DSF		
HAI LAM	DS LSF		
HAI TRAN	LSF		
CAREN DUFOUR	ACCESS YOUTH ACADEMY		
De Le	TNT Radio		
Duong Nguyen	Little Saigon SD Foundation		
Hoan Truong	Education for Humanity		
BINH NGUYEN			

El Cajon Blvd - Complete Blvd - Planning Study - Community Workshop - November 14, 2015

NAME	ORGANIZATION	PHONE #	EMAIL
Ron Anderson	Ken TAL - Resident		
Guadalupe Perez			
Carlos Falcon	Honor high		
Angela Noble	Resident		
Christine Massy	Resident		
Anastasia Brewster	CttCDC/ resident		
Ralph Dimarecut	OFFICE OF COUNCIL MEMBER MARTIN ENRIQUETA		
AW Pham	RESIDENT		
Tram Tran	LSF		

El Cajon Blvd - Complete Blvd - Planning Study - Community Workshop - November 14, 2015

[illegible]



EL CAJON BOULEVARD

Complete Boulevard Study Workshop

EL CAJON BOULEVARD

Location: YMCA
4300 El Cajon Boulevard
San Diego, CA 92105

Date: November 14, 2015

Time: 10:00am – 12:00pm

MEETING AGENDA

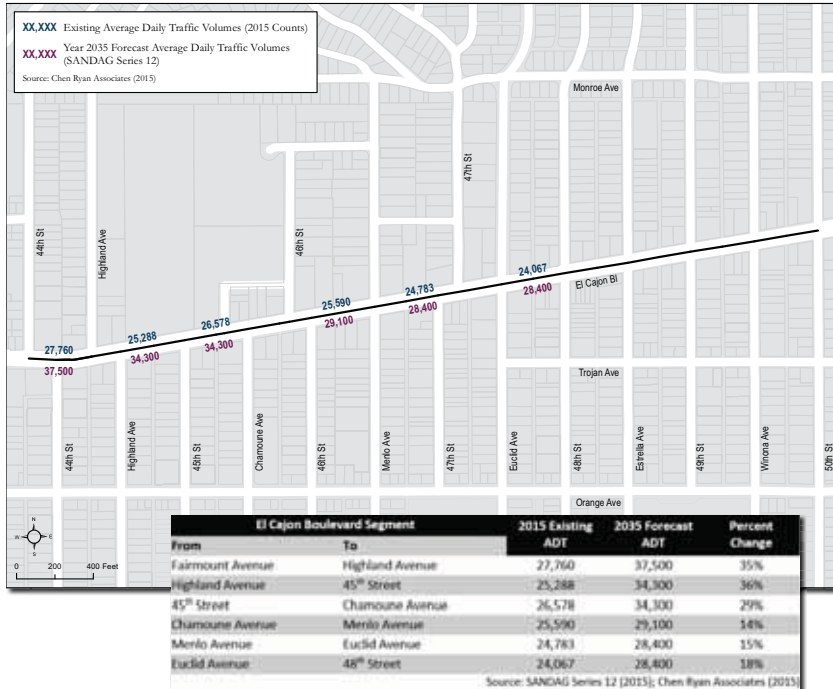
- Welcome and Introductions – Bennett Peji
- Meeting Purpose – Jim Townsend, Bennett Peji and Vickie White
- Background / Study Overview – Jim Townsend and Vickie White
- Room Orientation – Jim Townsend
- Concept Layout and Evaluations – Jim Townsend
- Urban Design Elements – Marian Marum
- Participant Discussion, Questions and Ideas – Bennett Peji
- Adjourn

EL CAJON BOULEVARD

HIGHLAND AVENUE TO 50TH STREET

Travel Demand

Average Daily Traffic (ADT) Projections

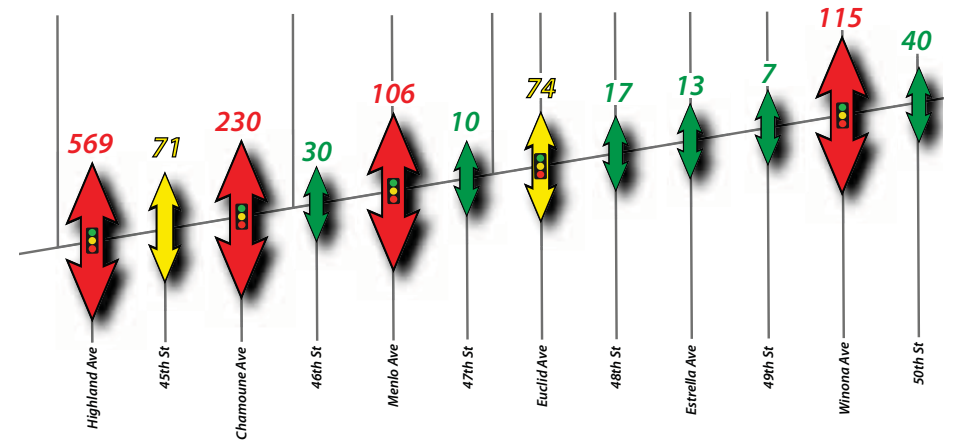


Pedestrian Demand-Pedestrians Observed Crossing El Cajon Boulevard

- 100+
- 50-99
- 1-49

Hours Observed: 7-9am & 4-6pm

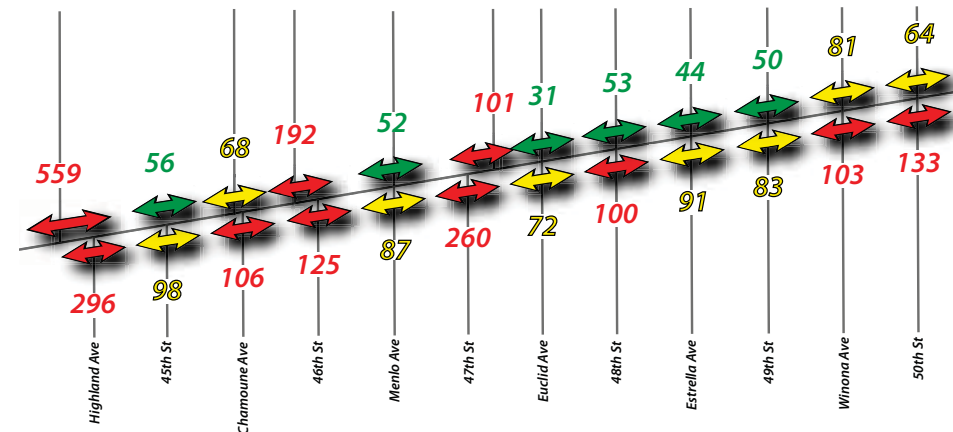
Pedestrian Counts	During Peak Hours
N. Side of El Cajon Blvd	1,351
S. Side of El Cajon Blvd	1,554
Crossing El Cajon Blvd	1,282



Pedestrians Observed Moving Eastward and Westward along El Cajon Boulevard

- 100+
- 60-99
- 1-59

Hours Observed: 7-9am & 4-6pm



Mid-City Regional Bike Corridor Project

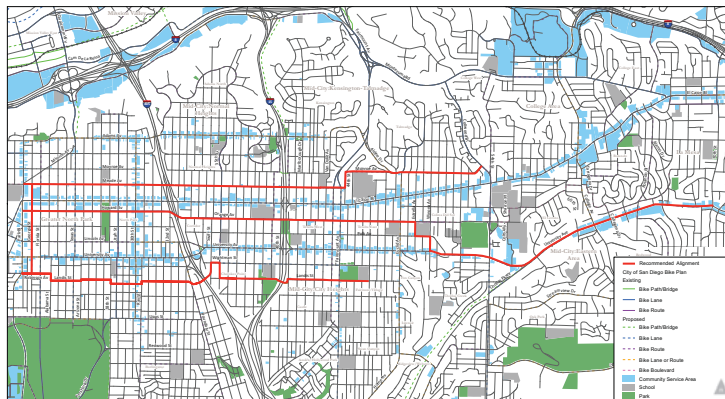


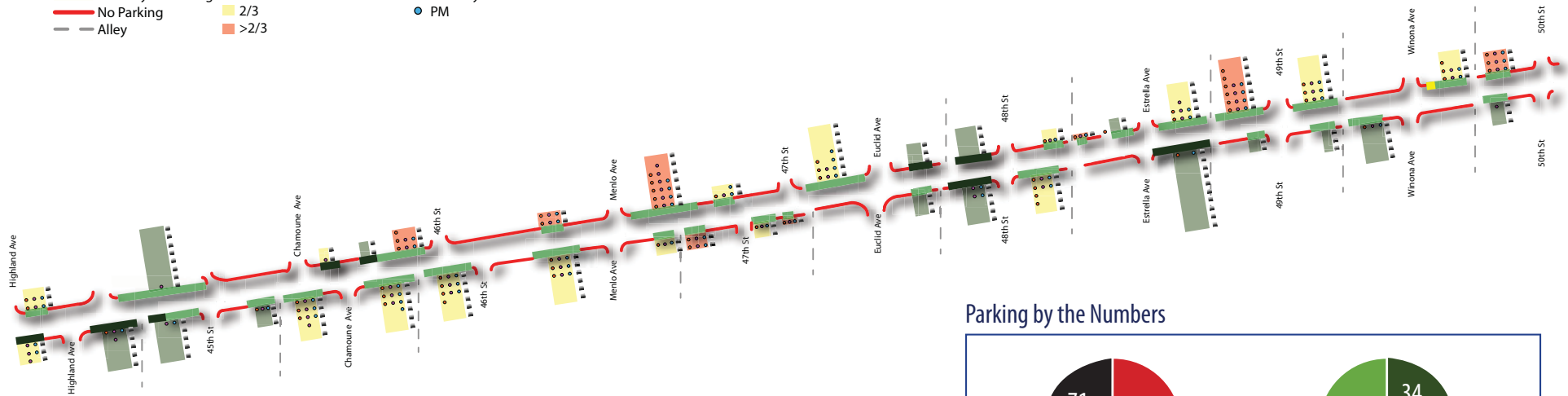
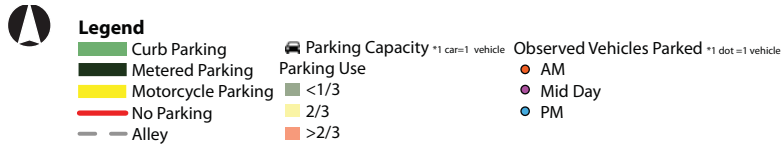
Figure 31
North Park - Mid-City Regional Bike Corridor Project
Final Alignment

EL CAJON BOULEVARD

HIGHLAND AVENUE TO 50TH STREET

Parking Utilization

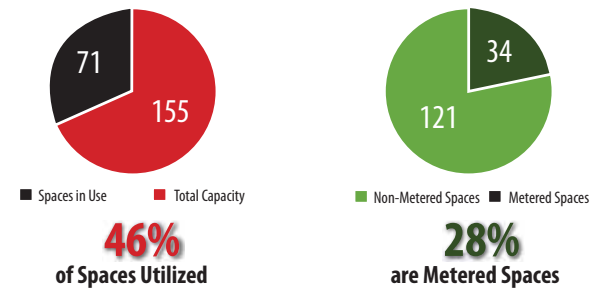
Observed On Street Parking



Side Street Accommodations for Angled Parking



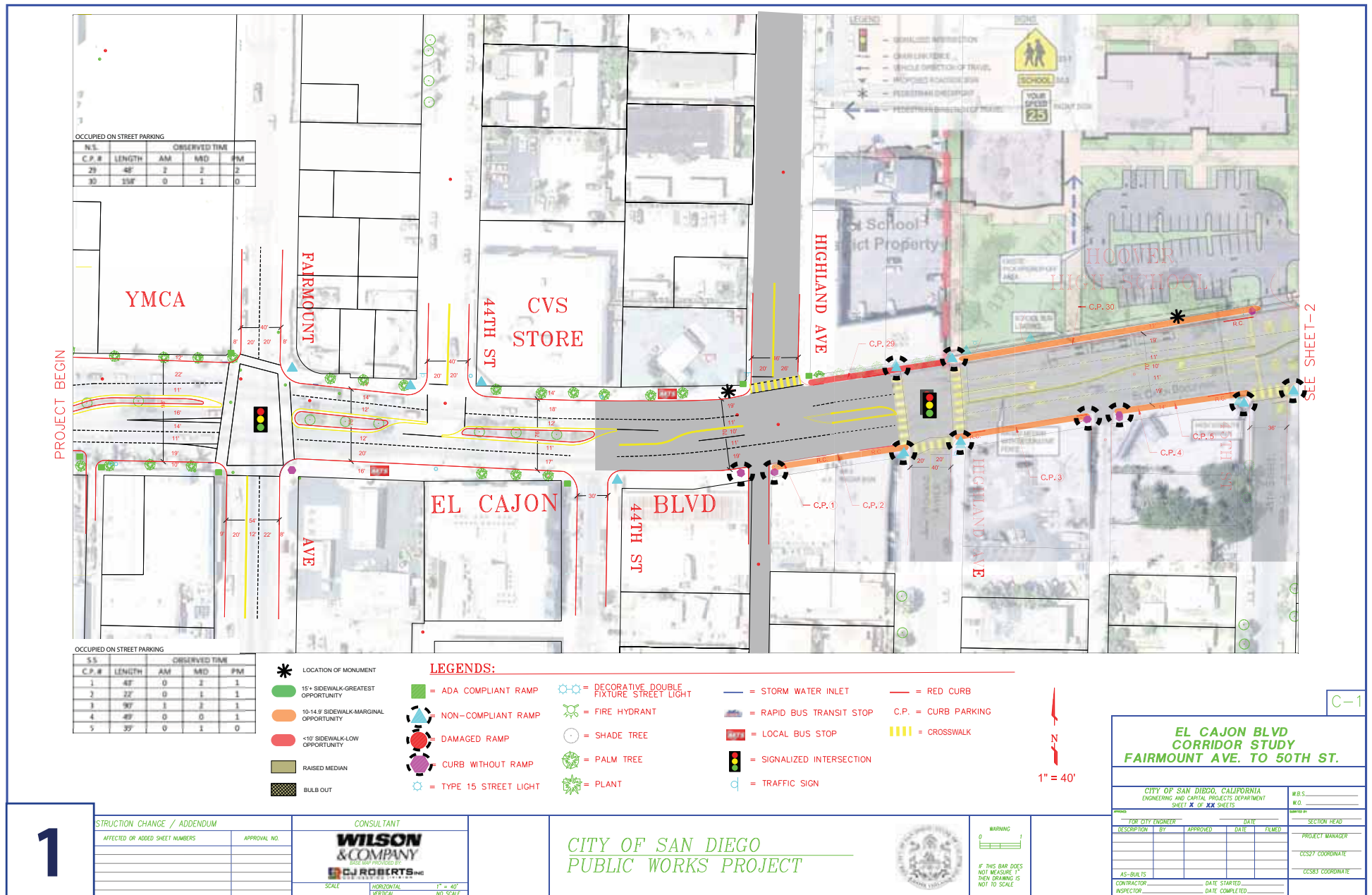
Parking by the Numbers



EL CAJON BOULEVARD

HIGHLAND AVENUE TO 45TH STREET

Corridor Concept

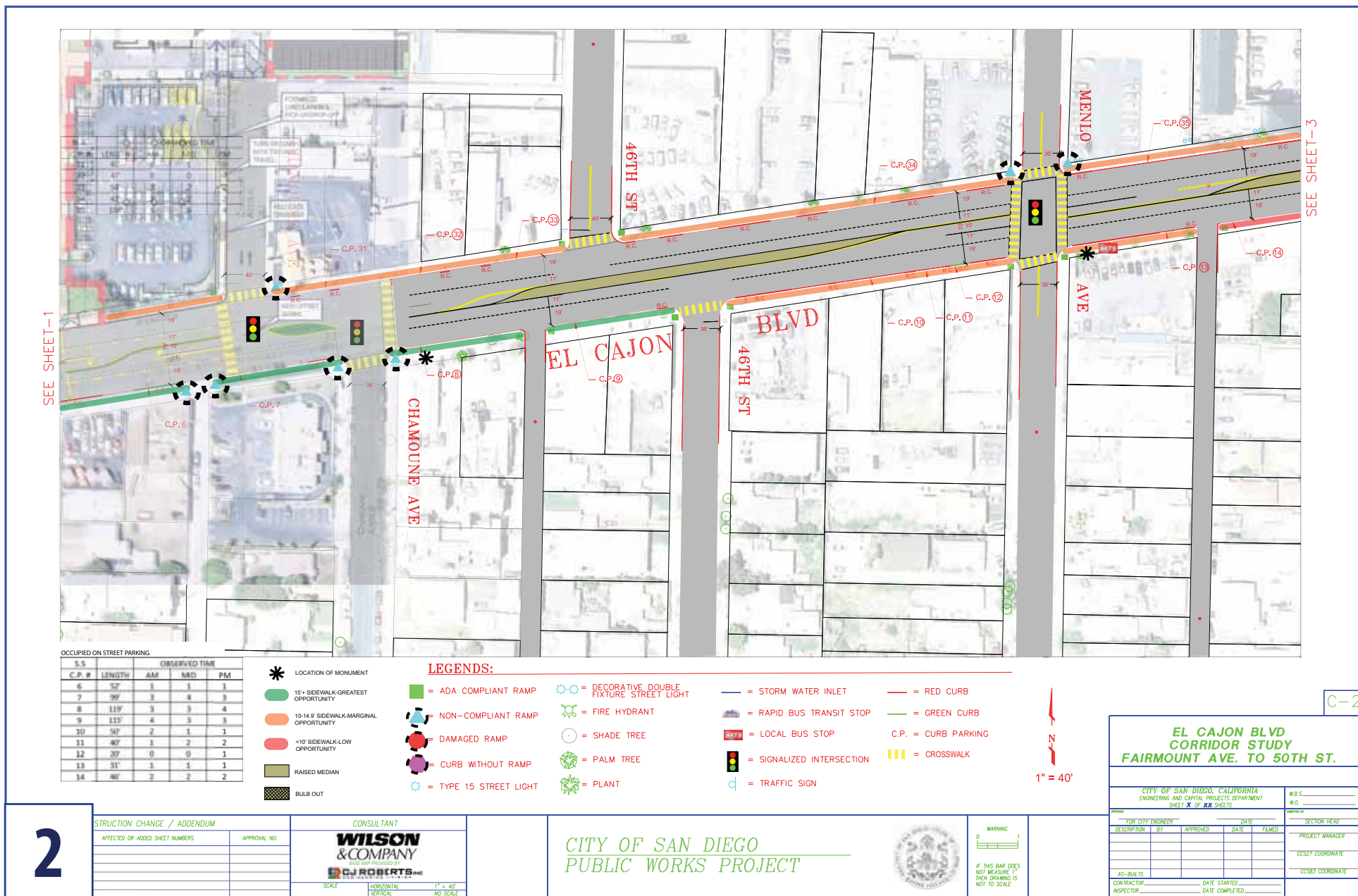


EL CAJON BLVD CORRIDOR IMPROVEMENT STUDY - FAIRMOUNT AVENUE TO 50TH STREET

EL CAJON BOULEVARD

CHAMOUNE AVENUE TO MENLO AVENUE

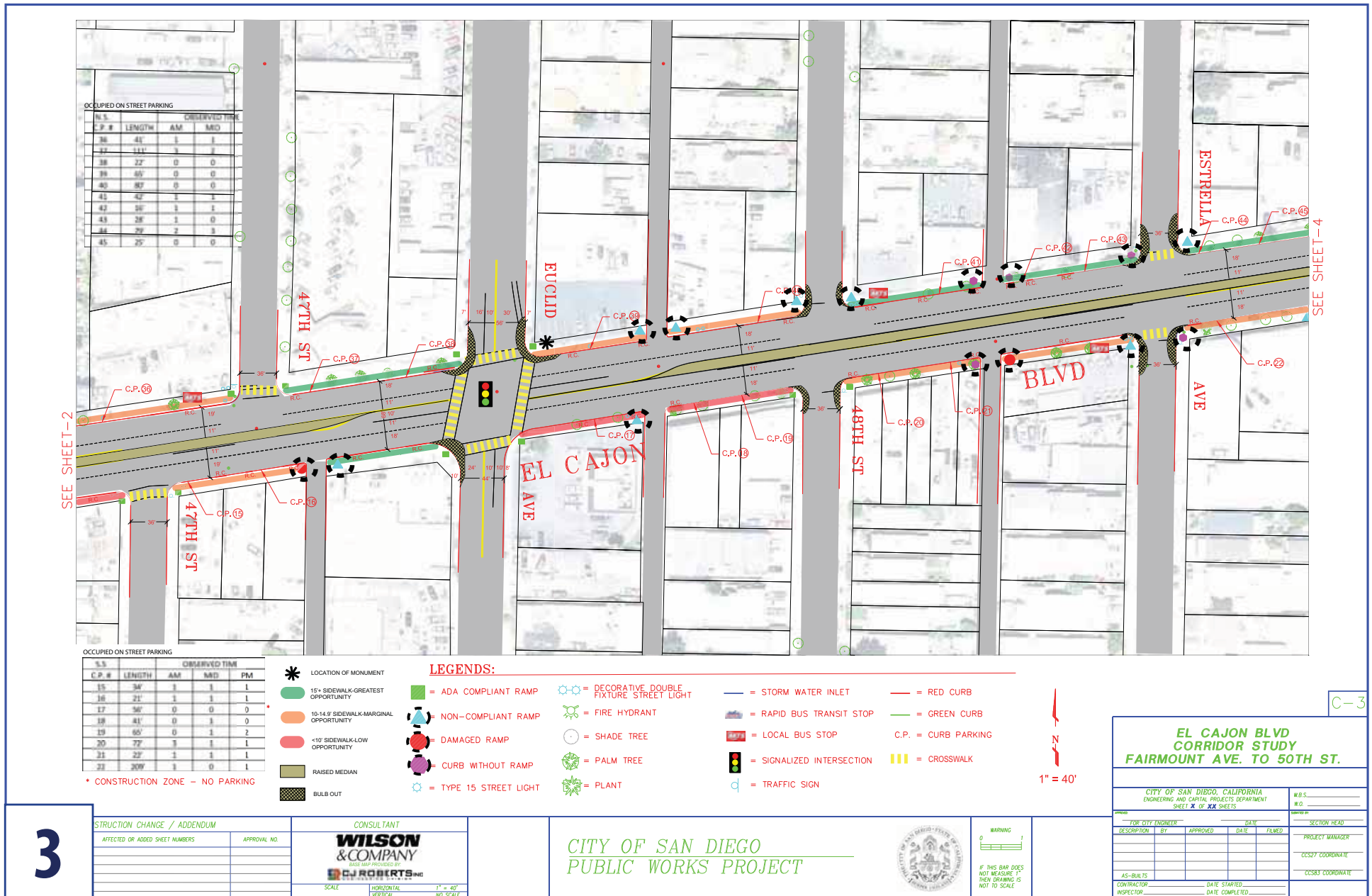
Corridor Concept



EL CAJON BOULEVARD

47TH STREET TO ESTRELLA AVENUE

Corridor Concept

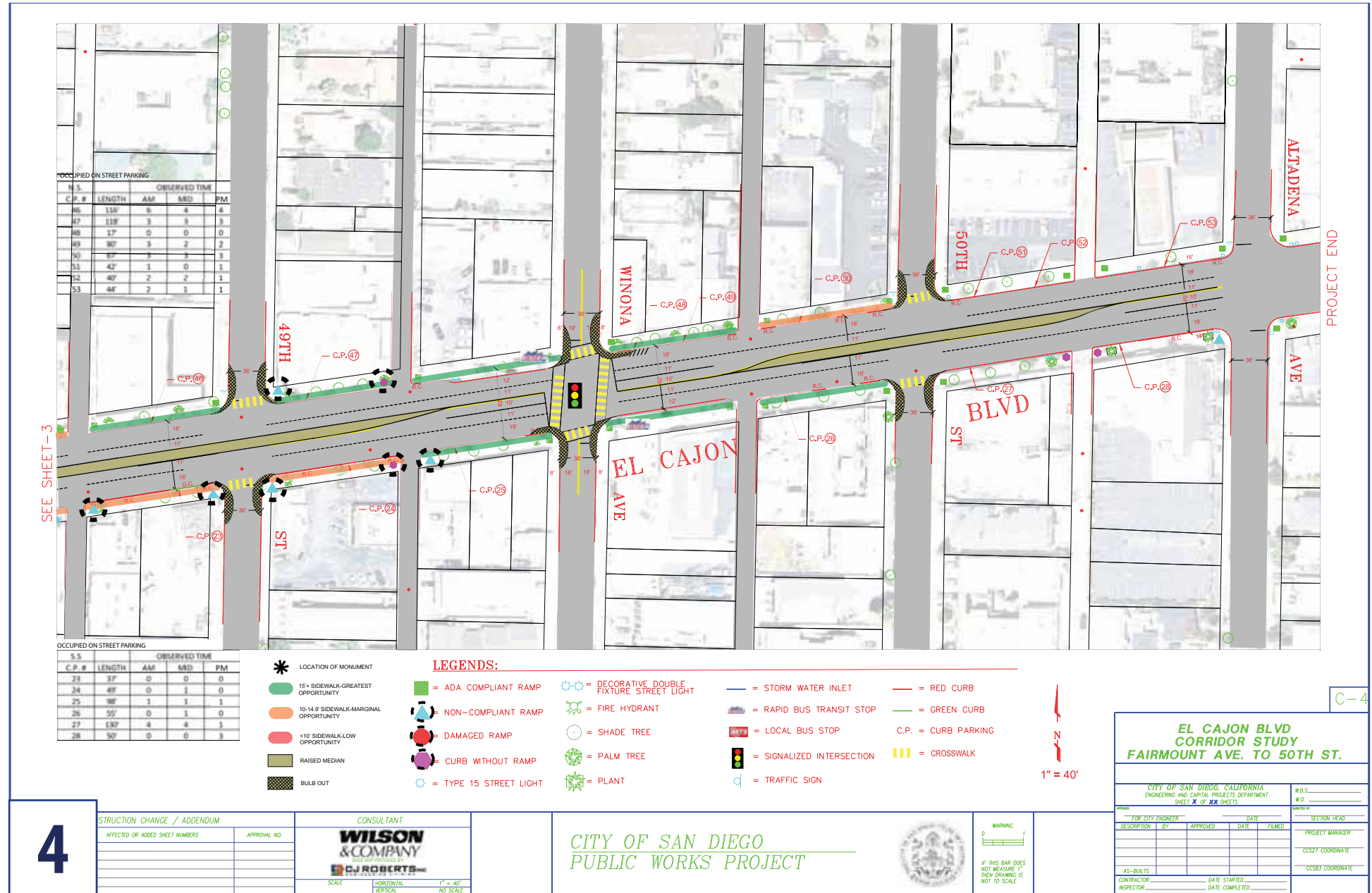


EL CAJON BLVD CORRIDOR IMPROVEMENT STUDY - FAIRMOUNT AVENUE TO 50TH STREET

EL CAJON BOULEVARD

49TH STREET TO 50TH STREET

Corridor Concept

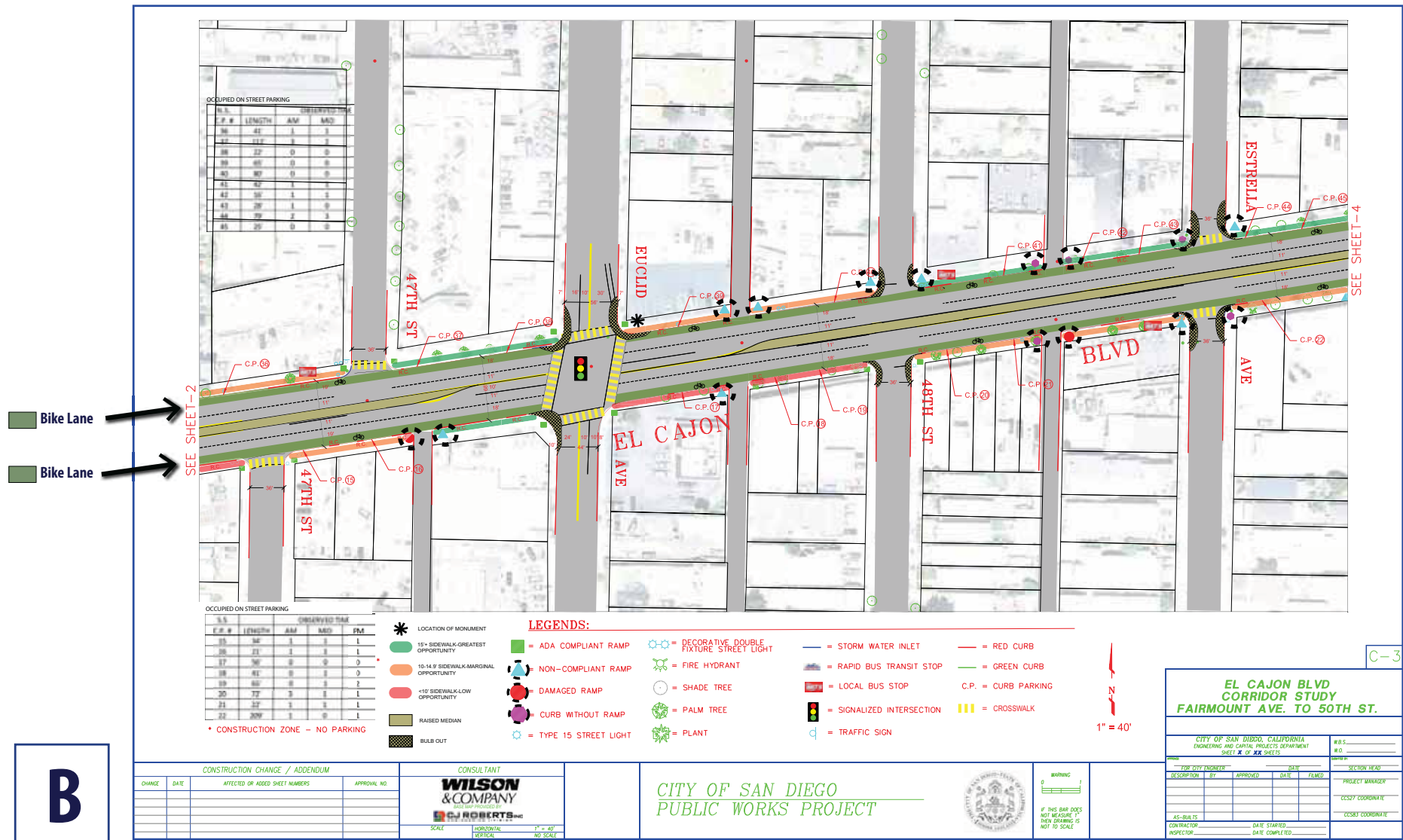


EL CAJON BLVD CORRIDOR IMPROVEMENT STUDY - FAIRMOUNT AVENUE TO 50TH STREET

EL CAJON BOULEVARD

Corridor Concept

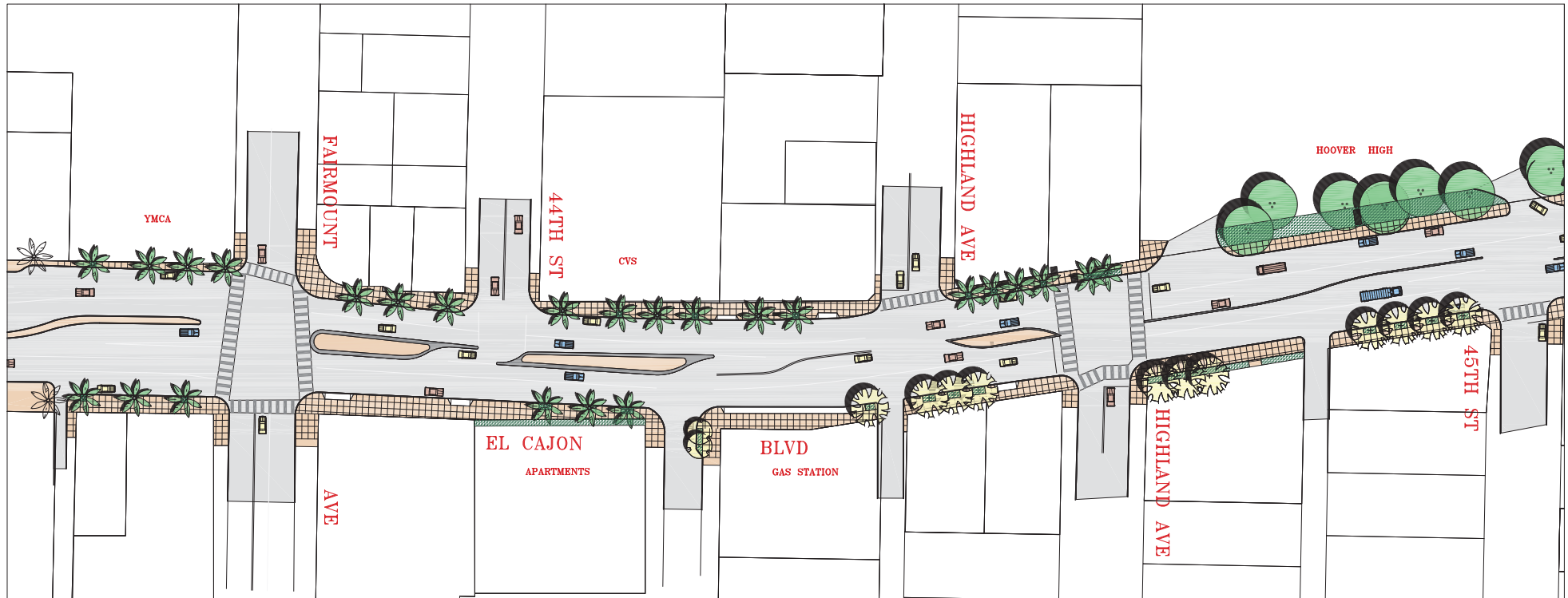
- All on street parking removed,
- Bike lane added,
- Limited available right-of-way does not support widening the curb-to-curb width to install bicycle lanes.



EL CAJON BOULEVARD

HIGHLAND AVENUE TO 45TH STREET

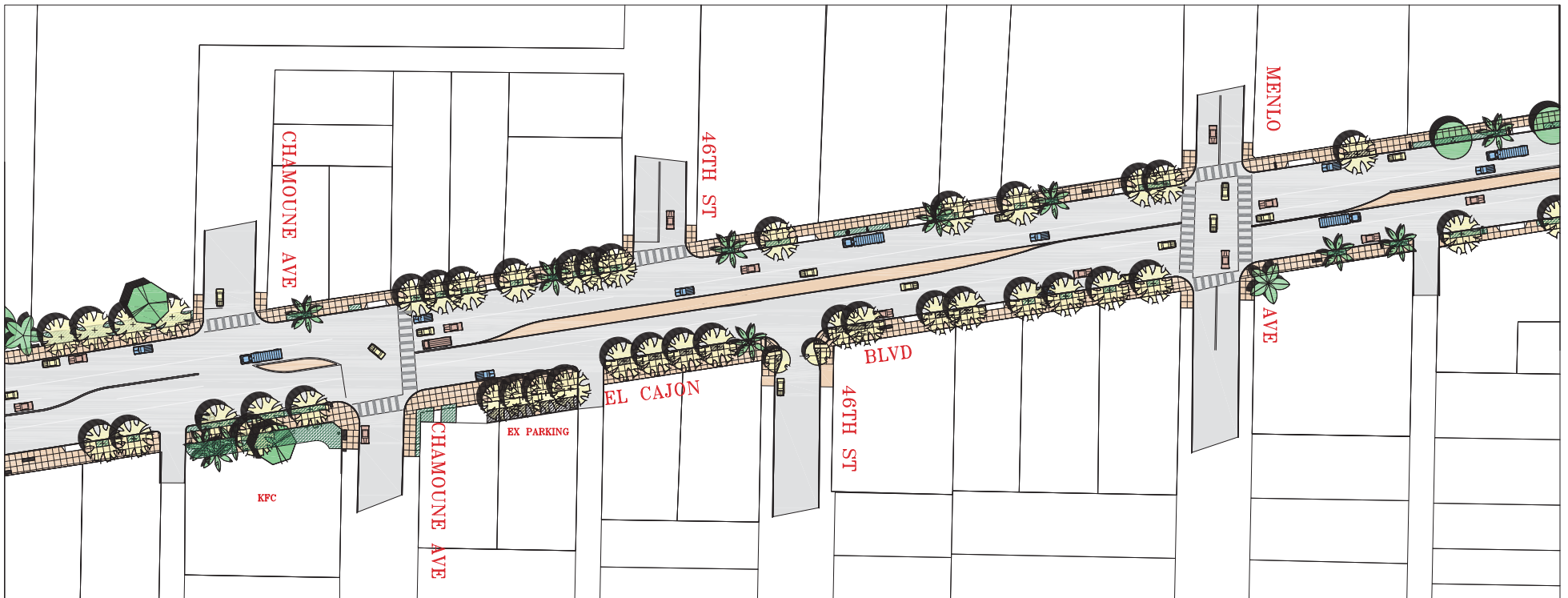
Corridor Concept



EL CAJON BOULEVARD

CHAMOUNE AVENUE TO MENLO AVENUE

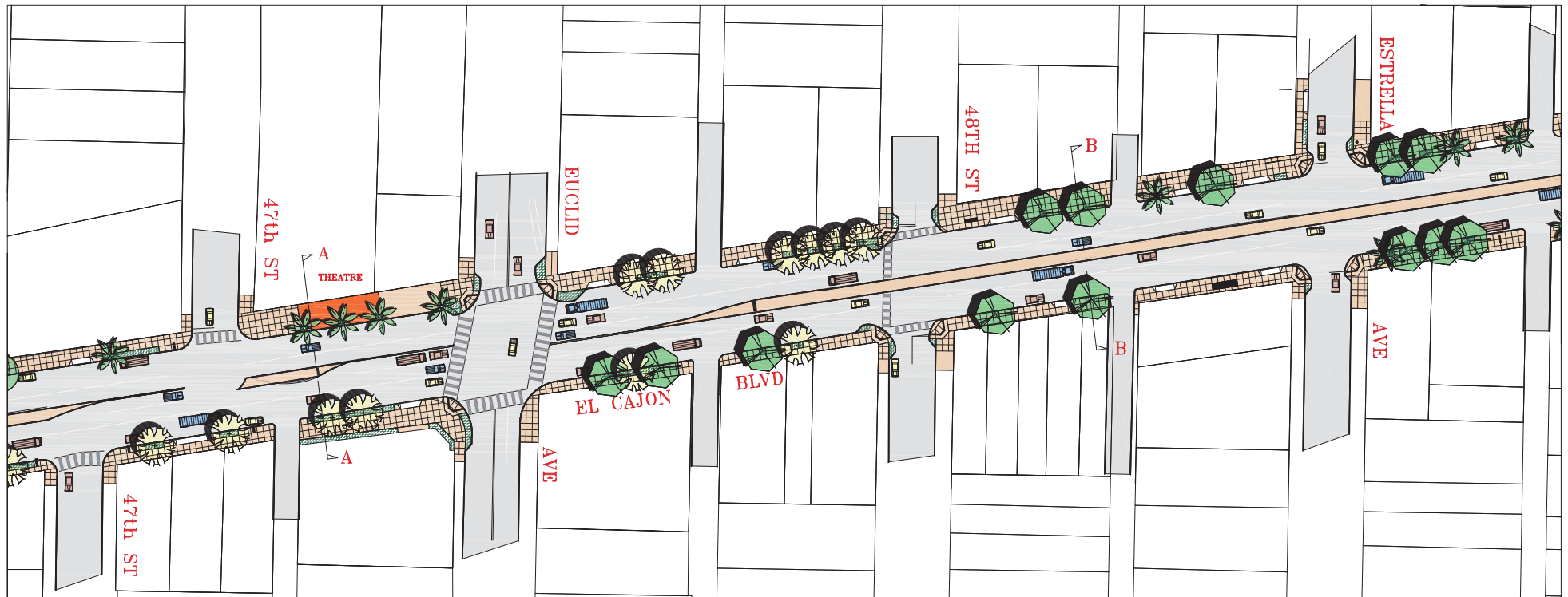
Corridor Concept



EL CAJON BOULEVARD

47TH STREET TO ESTRELLA AVENUE

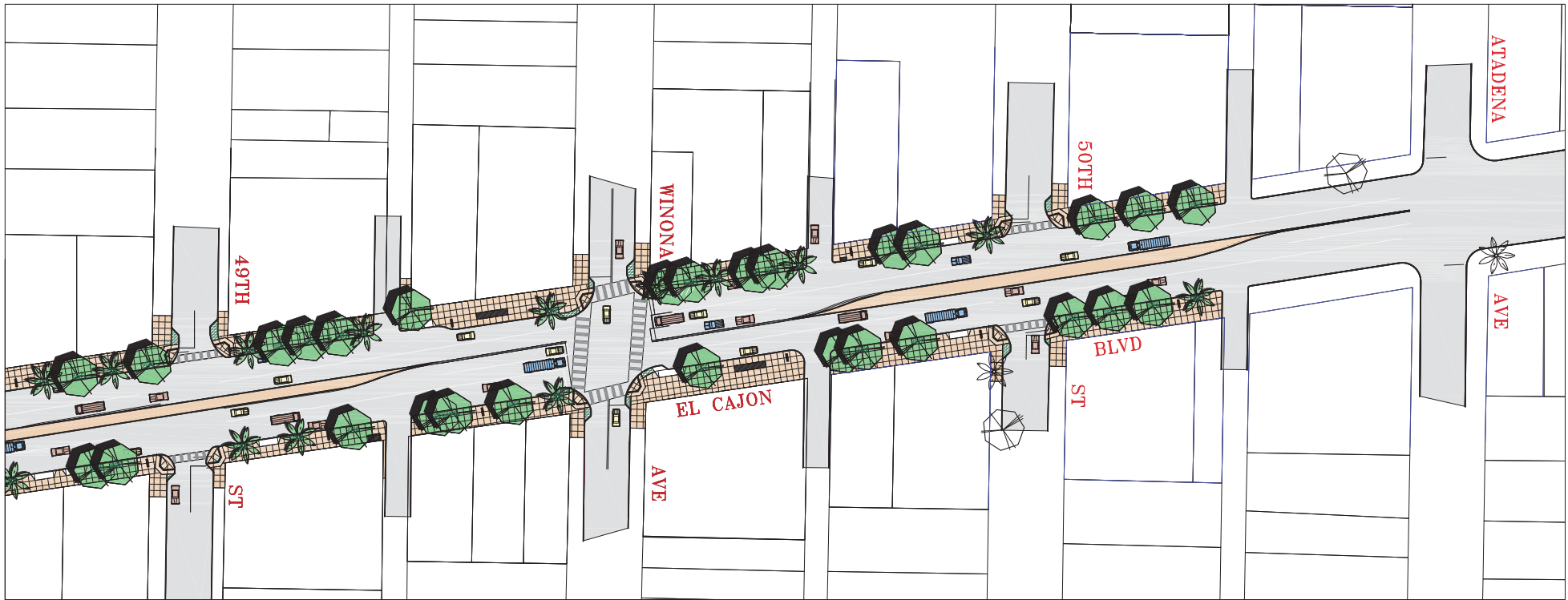
Corridor Concept



EL CAJON BOULEVARD

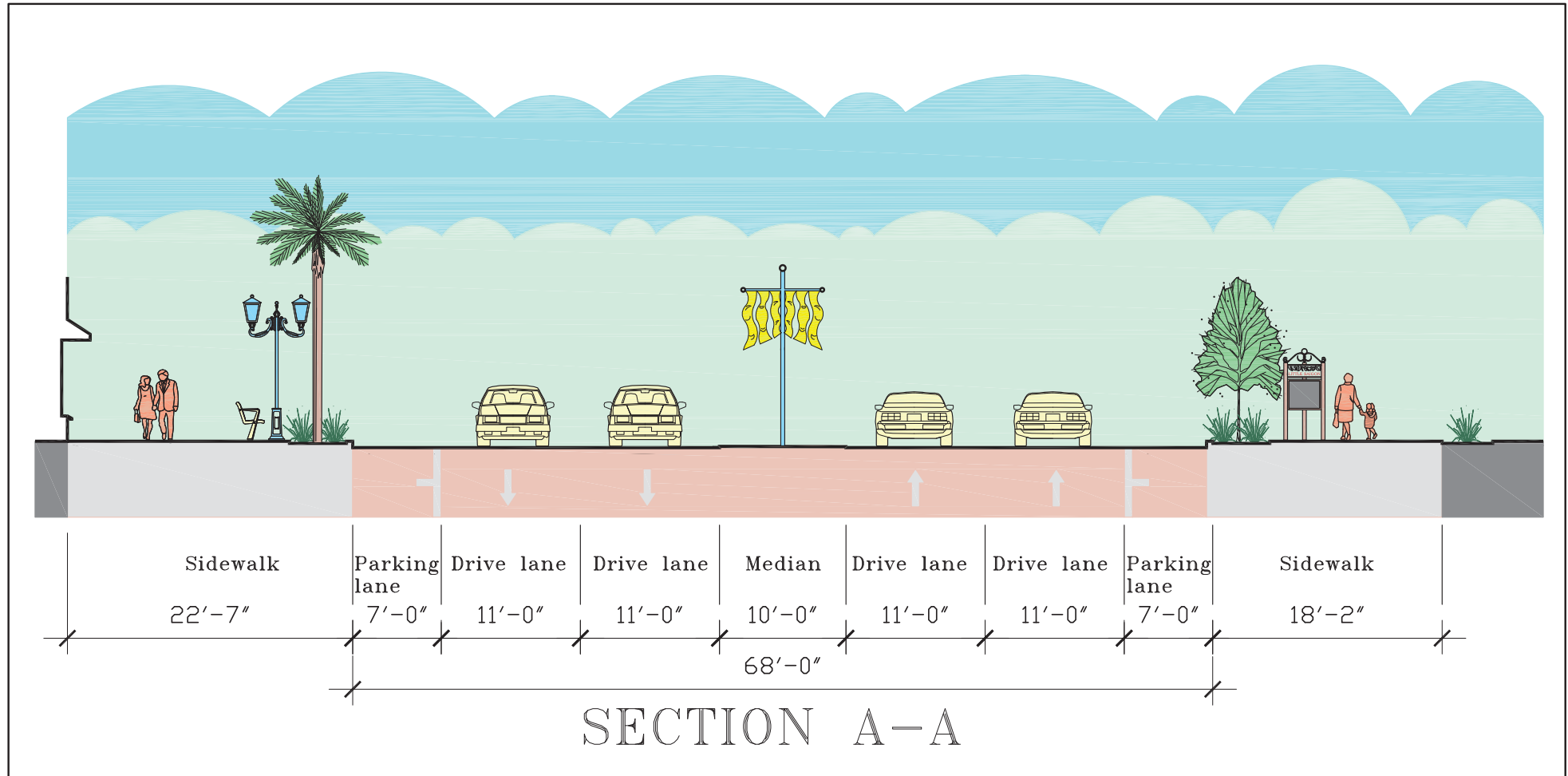
49TH STREET TO 50TH STREET

Corridor Concept



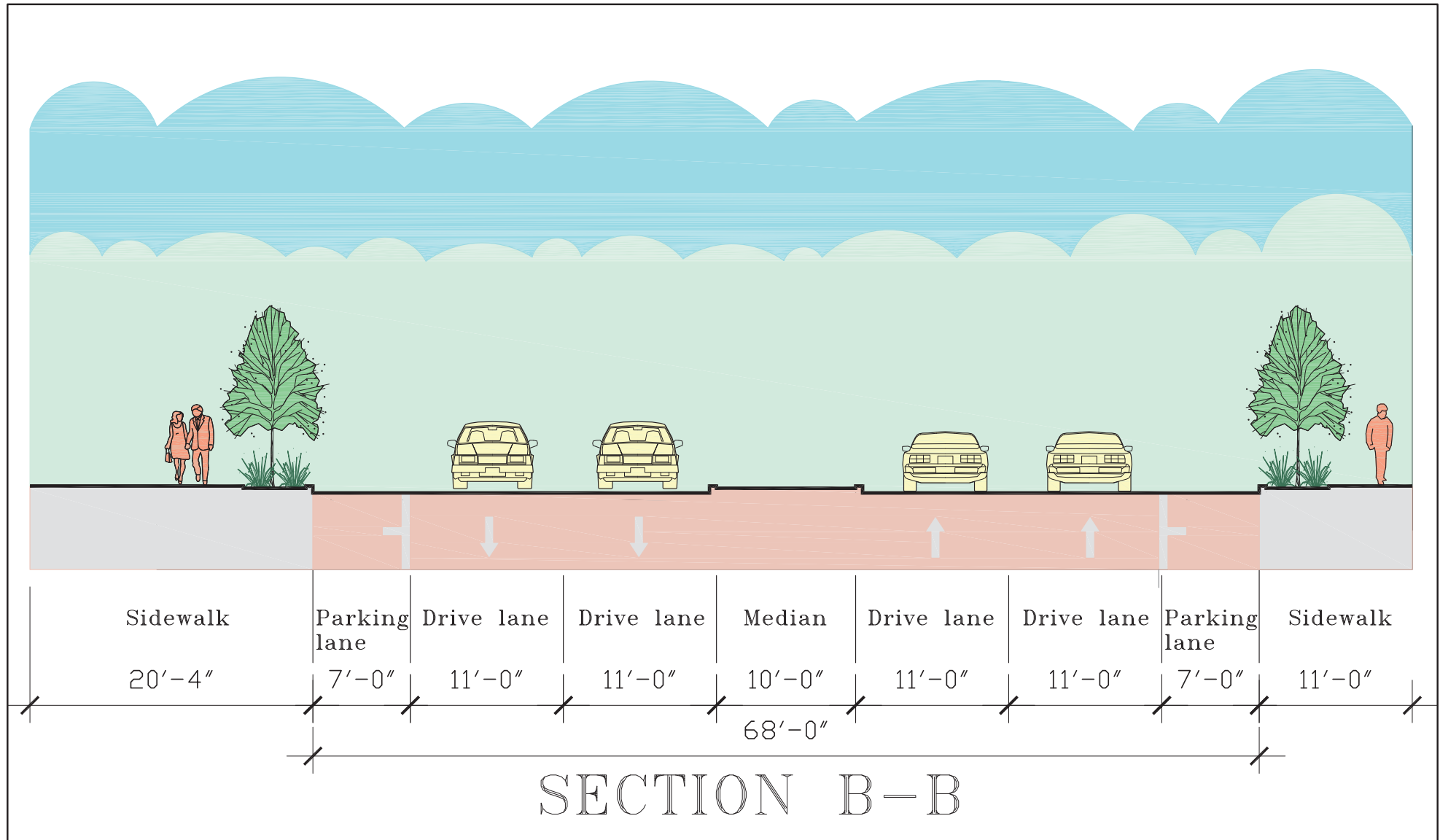
EL CAJON BOULEVARD

Streetscape Section-Little Saigon District



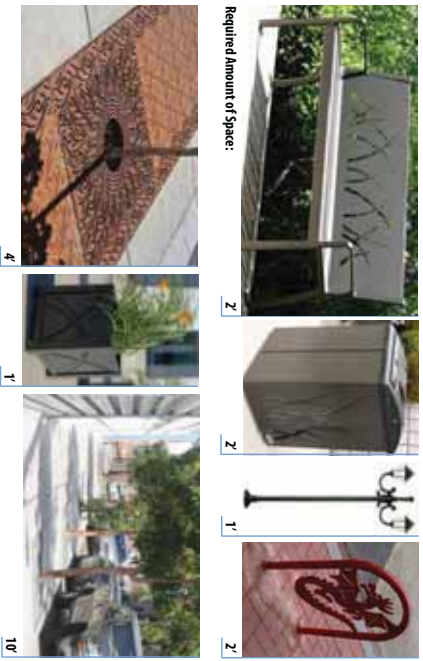
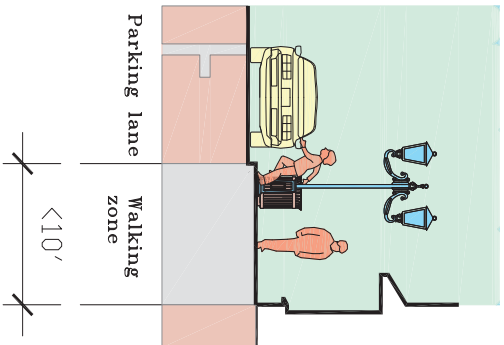
EL CAJON BOULEVARD

Streetscape Section

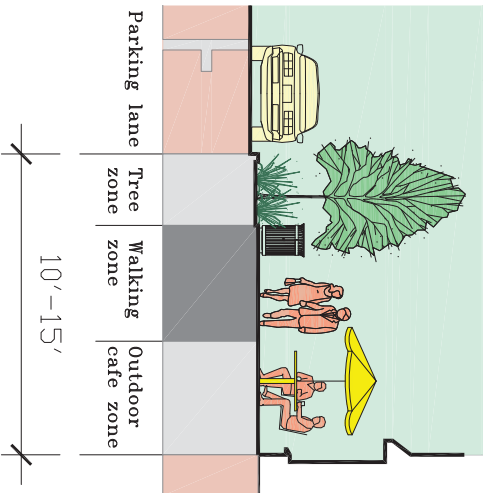


Urban Design Treatments #1

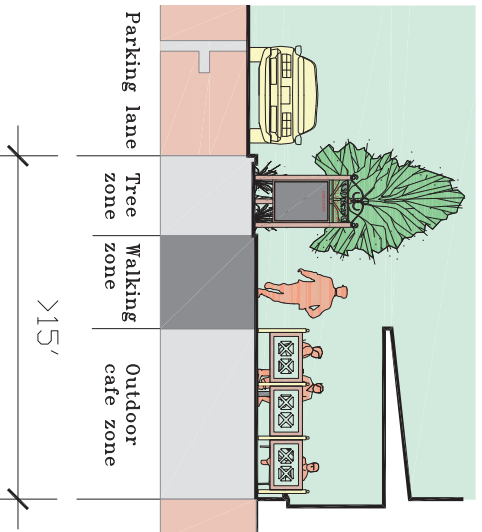
Opportunities for Sidewalk < 10'



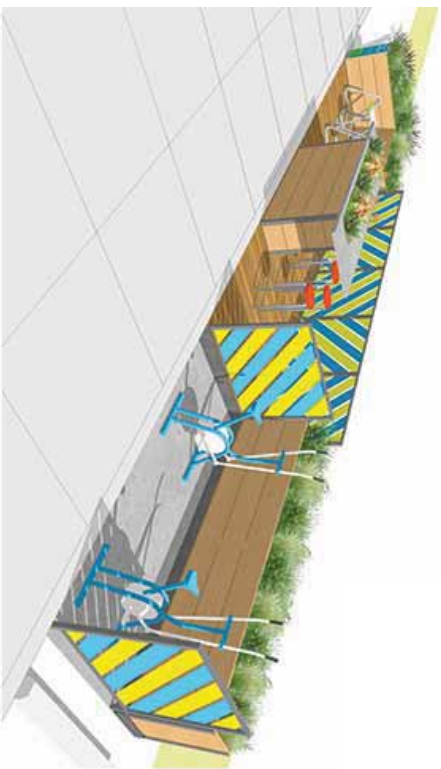
Opportunities for Sidewalk 10'-15'



Opportunities for Sidewalk > 15'



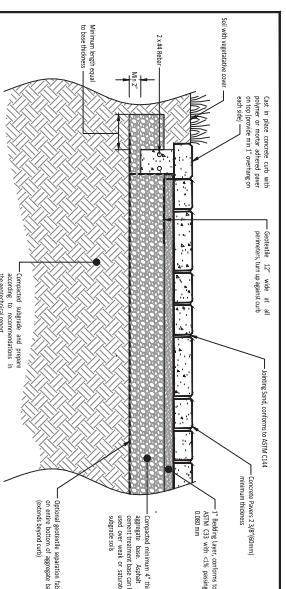
Parklet



A parklet is an expansion of the sidewalk into one or more on-street parking spaces to create people-oriented places. Parklets introduce new streetscape features such as seating, planting, bicycle parking, or elements of play. Parklets encourage pedestrian activity by offering these human-scale "eddies in the stream," which is especially beneficial in areas that lack sufficient sidewalk width or access to public space. Parklets are typically created by building a platform on the pavement



Permeable Pavers



1. Cross section of shaft is suitable for posttension or compressed airless use only. Pier thickness subject to special code requirements (when increased thickness is required).
2. Internal bearing stiffeners in membrane or composite members.
3. Design of diaphragm base subject to site specific conditions (traffic loading, soil conditions, ground water levels, climatic conditions). Contact Diaphragm Architectural for design assistance.
4. Cast in place concrete at without pier or on top of pier must be of one strength to be built with concrete pier itself.
5. Cast in place must be required within the diaphragm base depending on the permeability of the adjacent soils. With design needs with the structural engineer. Diaphragm stiffeners are not required.
6. When pier are not to require any special loads to surface, concrete or compacted fill is used, contact with the manufacturer to insure the material has good drainage characteristics and is not prone to clogging.
7. When the selected specialty gravel (where there is contact with the manufacturer) to insure the material has good drainage characteristics and is not prone to clogging.

 <p> OUDEKAST & ARCHITECTURAL, INC. 375 NORTH RIDGE ROAD, SUITE 230 PHONE NO. (727) 864-3369 </p>	<p>Belvard Standard Paving Detail</p> <p> Plaza Sand Set on Aggregate Base </p>	<p> This cross section drawing is intended for preliminary detail purposes only. The actual structural design and the evaluation to be performed by a qualified Professional Engineer. Class accepts no liability for the improper use of this detail. </p>
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Permeable Concrete Pavers: When combined with an open-graded aggregate base, pavers provide a way to effectively store and treat stormwater runoff. Paver joints are filled with small stones. Water enters joints between solid concrete pavers and flows through an open-graded base, i.e. crushed stone layers. The void spaces among the crushed stones store water and infiltrate it back into the soil subgrade. The stones in the joints provide 100% surface permeability and the base filter stormwater and reduces pollutants. Superior physical properties of pavers provide longer pavement life, reduced maintenance costs and extend the replacement cycle while conserving the use of raw materials.



EL CAJON BOULEVARD

HIGHLAND AVENUE TO 50TH STREET

Monuments and Branding Elements

LITTLE
SAIGON
SAN DIEGO



Identified Branding Element Locations

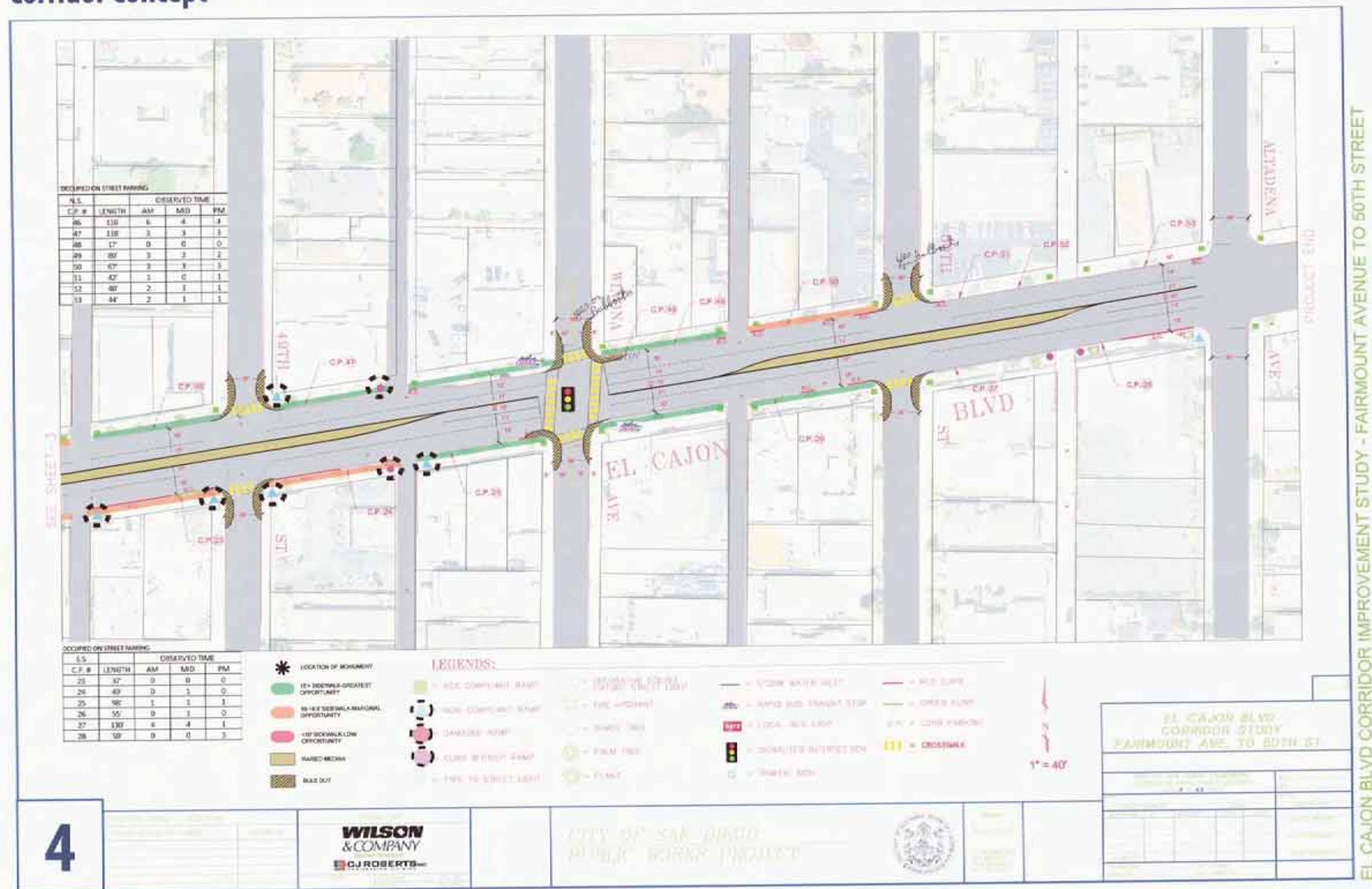
■ Potential Decorative Element Locations



Hoover High School Concept



Corridor Concept



47TH STREET TO ESTRELLA AVENUE

3

EL CAJON BLVD CORRIDOR IMPROVEMENT STUDY FAIRMOUNT AVENUE TO 50TH STREET

WILSON & COMPANY
CJ ROBERTS

CITY OF SAN DIEGO
PUBLIC WORKS DEPARTMENT

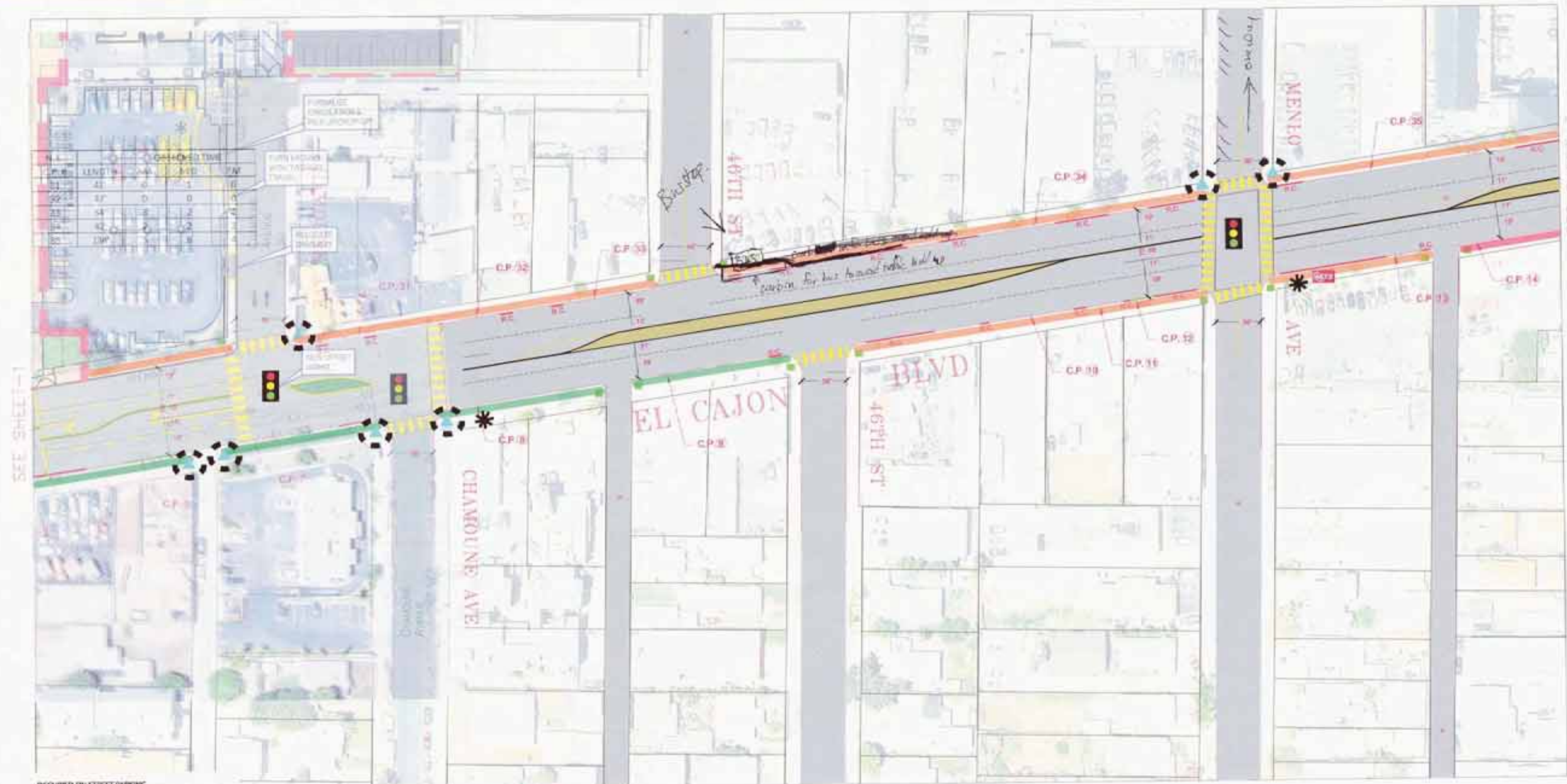
EL CAJON BLVD CORRIDOR STUDY
FAIRMOUNT AVE TO 50TH ST

EL CAJON BOULEVARD

CHAMOUNE AVENUE TO MENLO AVENUE

Corridor Concept

LCF/ECB/214
 5.0am to 5.00am
 Clearing existing
 on station 11
 and 4th st
 to remove
 and add
 angle parking



OCCUPIED ON STREET PARKING

C.P. #	LENGTH	OBSERVED TIME		
		AM	MD	PM
6	52'	1	1	1
7	99'	3	4	3
8	119'	3	3	4
9	115'	4	3	3
10	50'	2	1	1
11	40'	1	2	2
12	20'	0	0	1
13	31'	1	1	1
14	46'	2	2	2

- * LOCATION OF MONUMENT
- 15'- SIDEWALK GREATEST OPPORTUNITY
- 10-14' SIDEWALK MARGINAL OPPORTUNITY
- <10' SIDEWALK LOW OPPORTUNITY
- RAISED MEDIAN
- BULBOUT

LEGENDS:

- ADA COMPLIANT RAMP
- NON-COMPLIANT RAMP
- DAMAGED RAMP
- CURB WITHOUT RAMP
- TYPE 15 STREET LIGHT
- POTENTIAL RAMP
- FIRE HYDRANT
- SHADE TREE
- PALM TREE
- PLANT
- STORM WATER INLET
- RAISED BUS TRANSIT STOP
- LOCAL BUS STOP
- SIGNALIZED INTERSECTION
- TRAFFIC SIGN
- RED CURB
- GREEN CURB
- C.P. = CURB PARKING
- CROSSWALK

1" = 40'

EL CAJON BLVD -
CORRIDOR STUDY
FAIRMOUNT AVE. TO 50TH ST.

2

WILSON & COMPANY
 CIVIL ENGINEERS
 1000 LA JOLLA VILLAGE DRIVE, SUITE 100
 LA JOLLA, CA 92037
 (619) 451-1000

CITY OF SAN DIEGO
 PUBLIC WORKS PROJECT



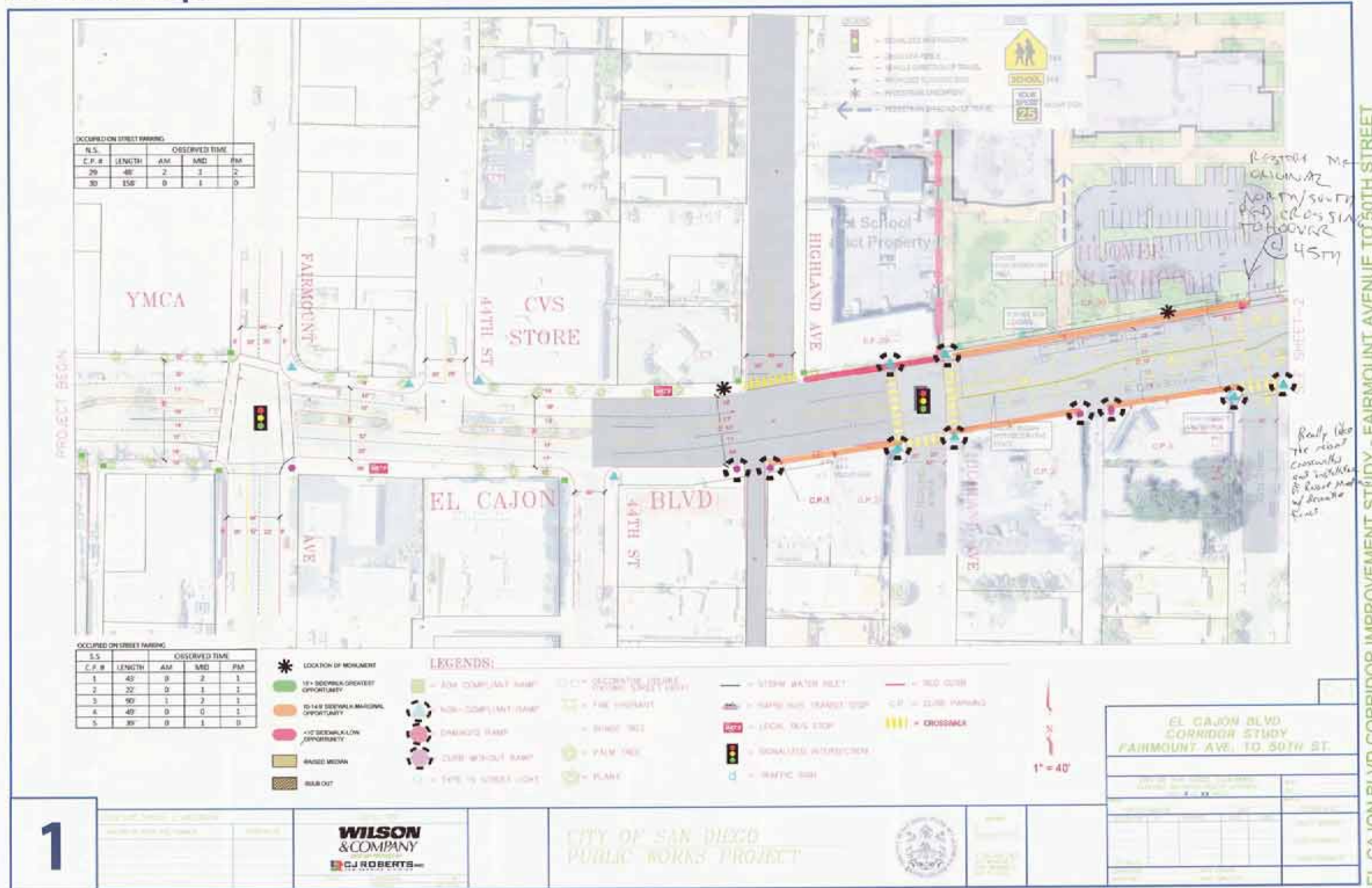
CITY OF SAN DIEGO PROJECT INFORMATION	
PROJECT NAME	PROJECT NUMBER
EL CAJON BLVD - CORRIDOR STUDY FAIRMOUNT AVE. TO 50TH ST.	214
PROJECT LOCATION	PROJECT DATE
PROJECT DESCRIPTION	PROJECT STATUS
PROJECT OWNER	PROJECT CONTACT

EL CAJON BLVD CORRIDOR IMPROVEMENT STUDY - FAIRMOUNT AVENUE TO 50TH STREET

EL CAJON BOULEVARD

HIGHLAND AVENUE TO 45TH STREET

Corridor Concept

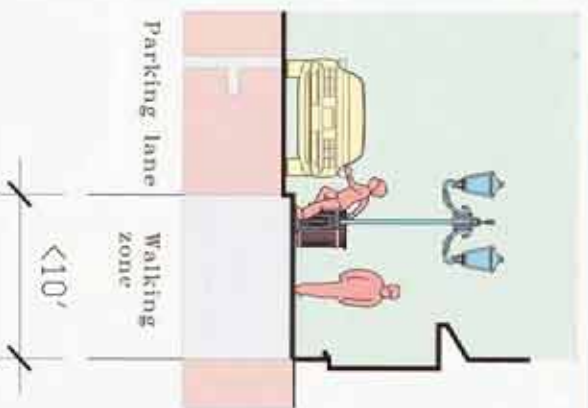


EL CAJON BOULEVARD

HIGHLAND AVE. TO 50TH ST.

Urban Design Treatments #1

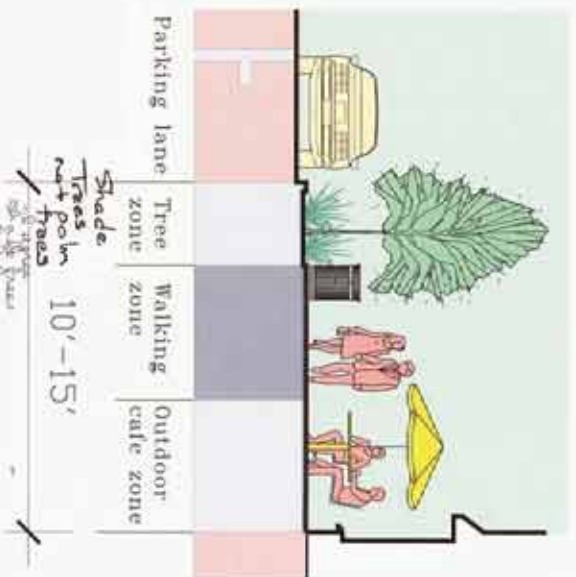
Opportunities for Sidewalk < 10'



If within Little Saigon district, the Design should reflect Little Saigon Branding.



Opportunities for Sidewalk 10'-15'



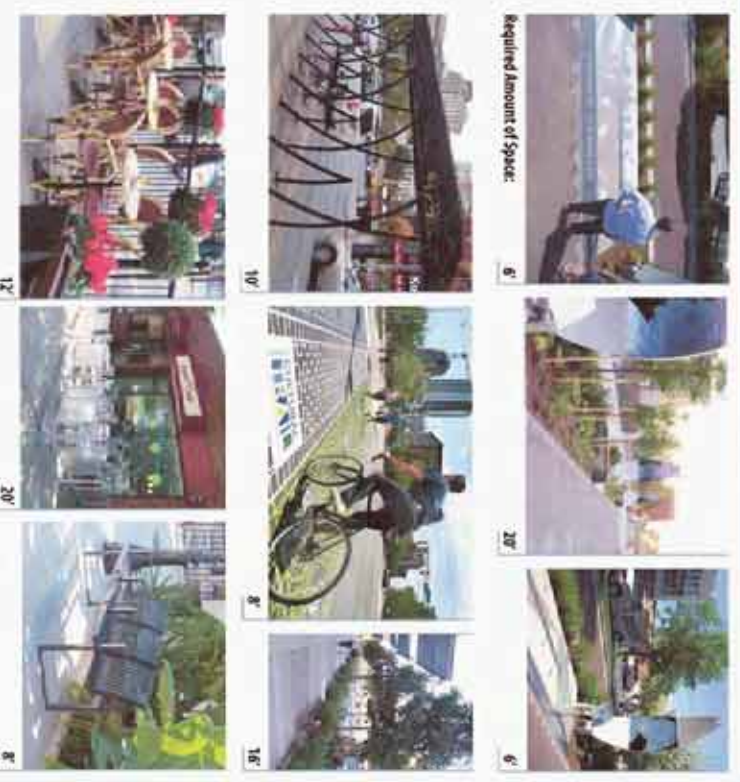
tree setbacks: 10'-15' from building



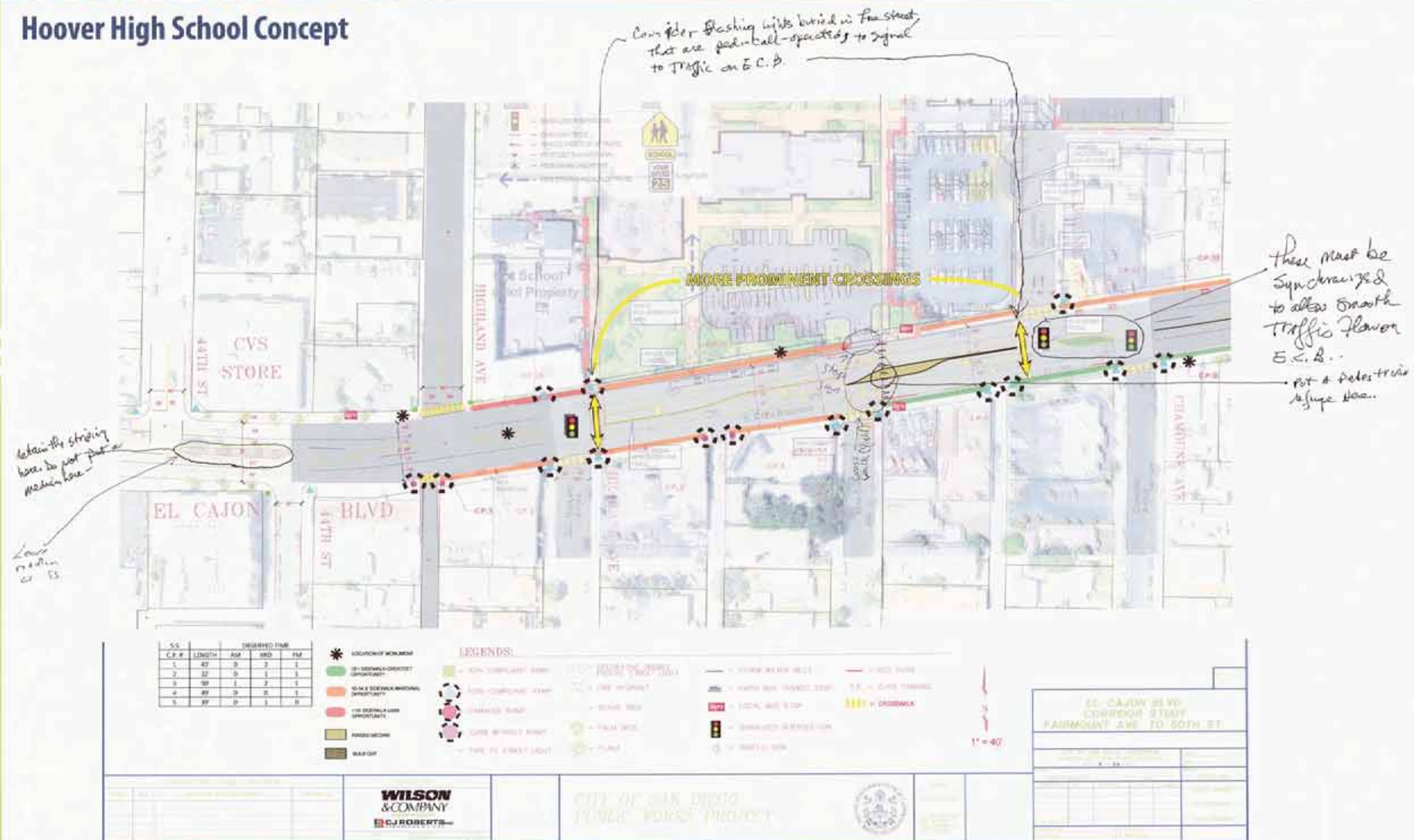
Opportunities for Sidewalk > 15'



Need Vietnamese street furniture



Hoover High School Concept



EL CAJON BOULEVARD

HIGHLAND AVENUE TO 50TH STREET

Monuments and Branding Elements

LITTLE SAIGON

SAN DIEGO



* All Branding & monuments need to stay within the Little Saigon corridor.
 Not in favor of branding or monument in front of Hoover High School

The L.S.S.D Foundation should decide the Art for its District. The S.D. Commission for Art & Culture should not decide it.

Community Events message/light board
 solar lighting
 safe, lighted bike racks



Identified Branding Element Locations

Potential Decorative Element Locations



Corridor Concept

more shade @ bus stop

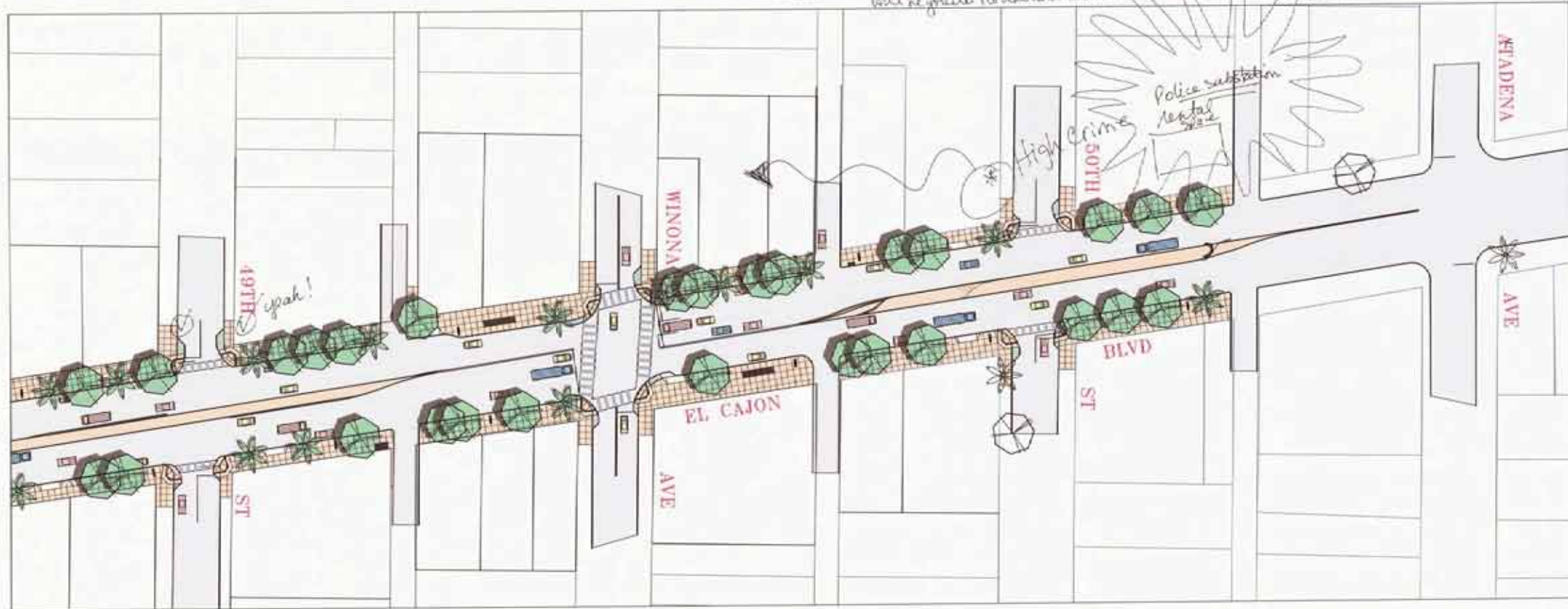
- No Medians on ECB -

- In favor of medians

* This is an acceptable median but needs to be shortened to facilitate access by PD to high crime area.

Prefer trees to palms

reduce Northbound turns from ECB for Eastbound motorists to reduce bottlenecked backup traffic that will congest Northbound turns to short cut into Salinas Community to Choline St. that currently carries 15,000 north that was designed for 6,000 north.



EL CAJON BOULEVARD

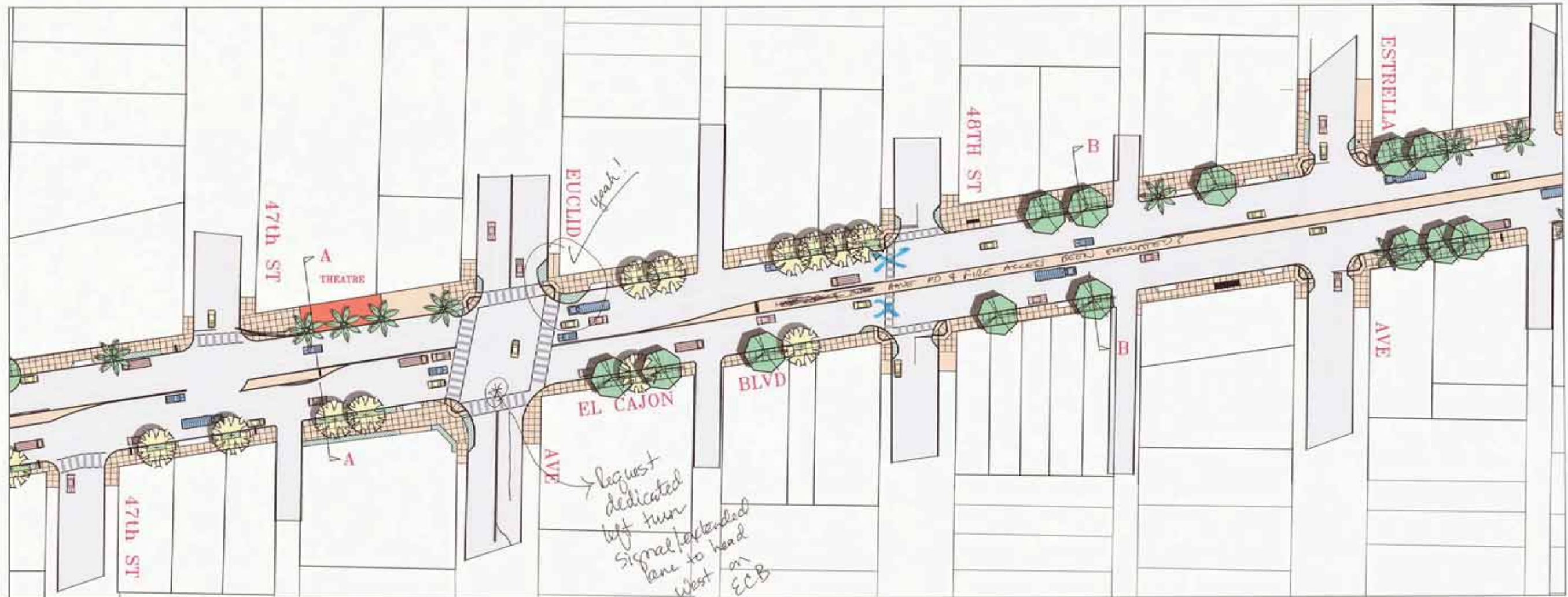
47TH STREET TO ESTRELLA AVENUE

Corridor Concept

No Medians on E.C.B.

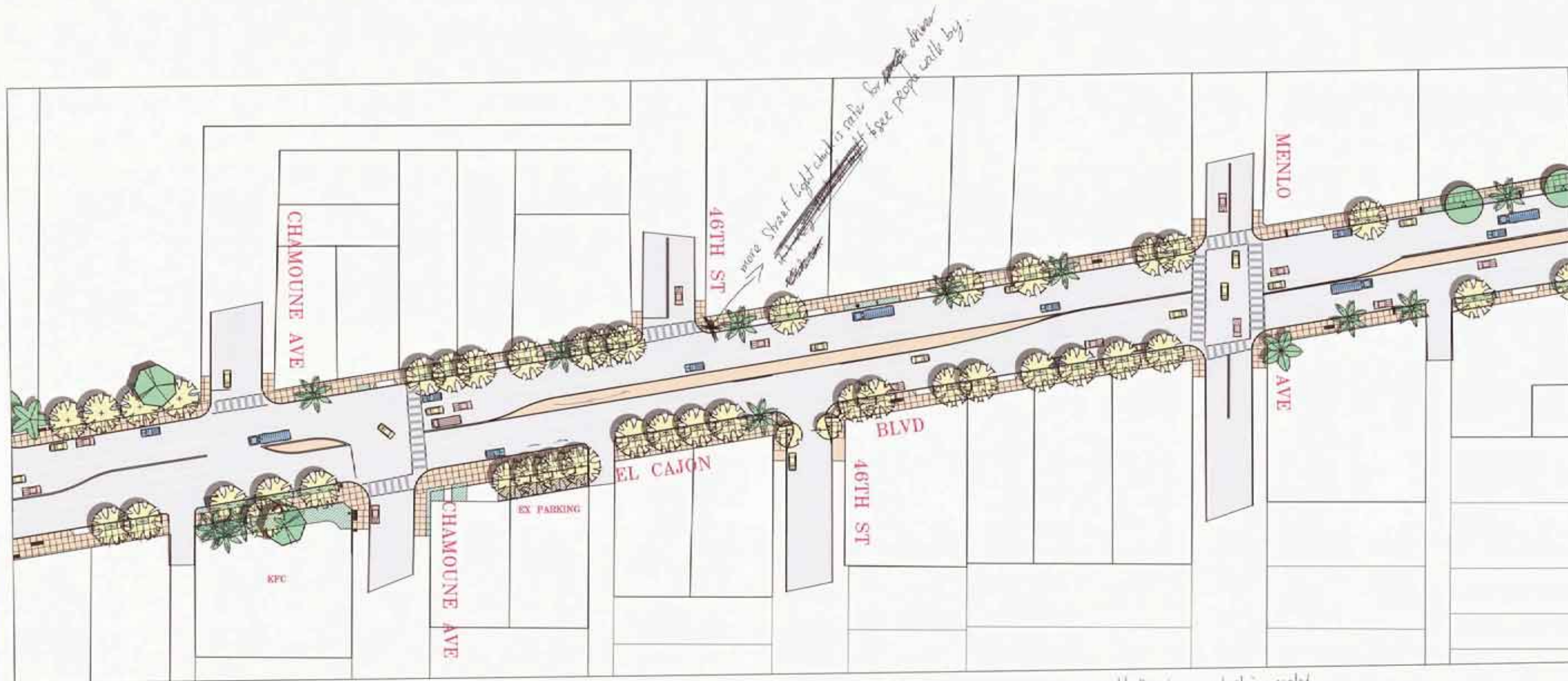
No Median on Northbound turns from ECB to 47th or Estrella

- medians extend 4 Blks \pm 4 alleys - total of 8 "streets" closed off \rightarrow agree with this suggestion
- to police / fire / residents' access ... from Euclid to Winona.
- narrow sidewalk at 47th at ECB to improve line of sight for cars turning west onto ECB \rightarrow agree with this suggestion



Corridor Concept

No Medians Above ECB that block left turns from side streets to ECB.
 No medians on Northbound turns from ECB to Chamoune or Menlo.
 Menlo: restrict Northbound turns at this busy intersection to reduce bottlenecks effect and create safer pedestrian safety.



Unlandscaped medians as the main improvement do not relate to a complete Blvd.

No medians needed because there will be more parking on the sides.

more lighting on El Cajon would be nice

* Would like to see pedestrian scaled lighting along entire study area to acorn lamps

EL CAJON BOULEVARD

HIGHLAND AVENUE TO 45TH STREET

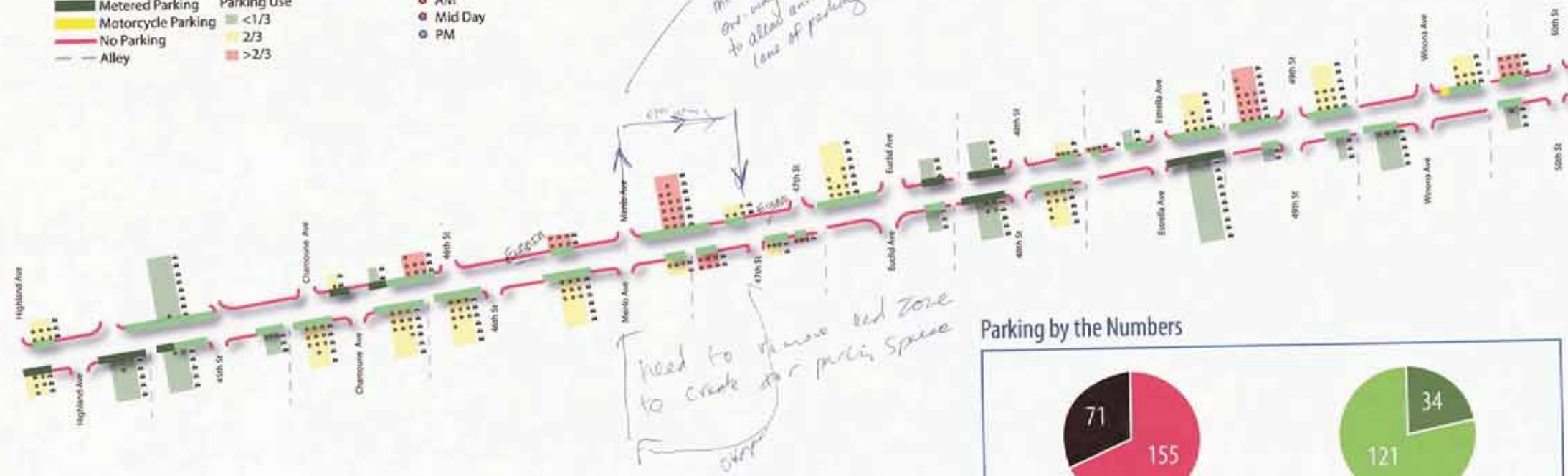
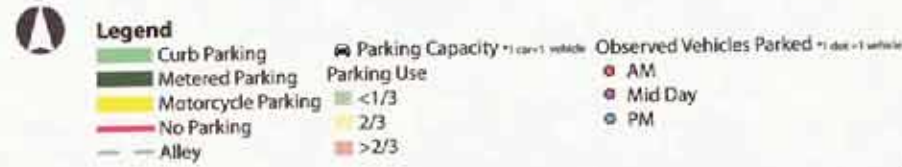
Corridor Concept

Propose Rt-turn
lane from ECB
onto Fairmont North to
aid flow of traffic; sidewalk
would need to be moved
farther North.



Parking Utilization

Observed On Street Parking



Side Street Accommodations for Angled Parking



Parking by the Numbers



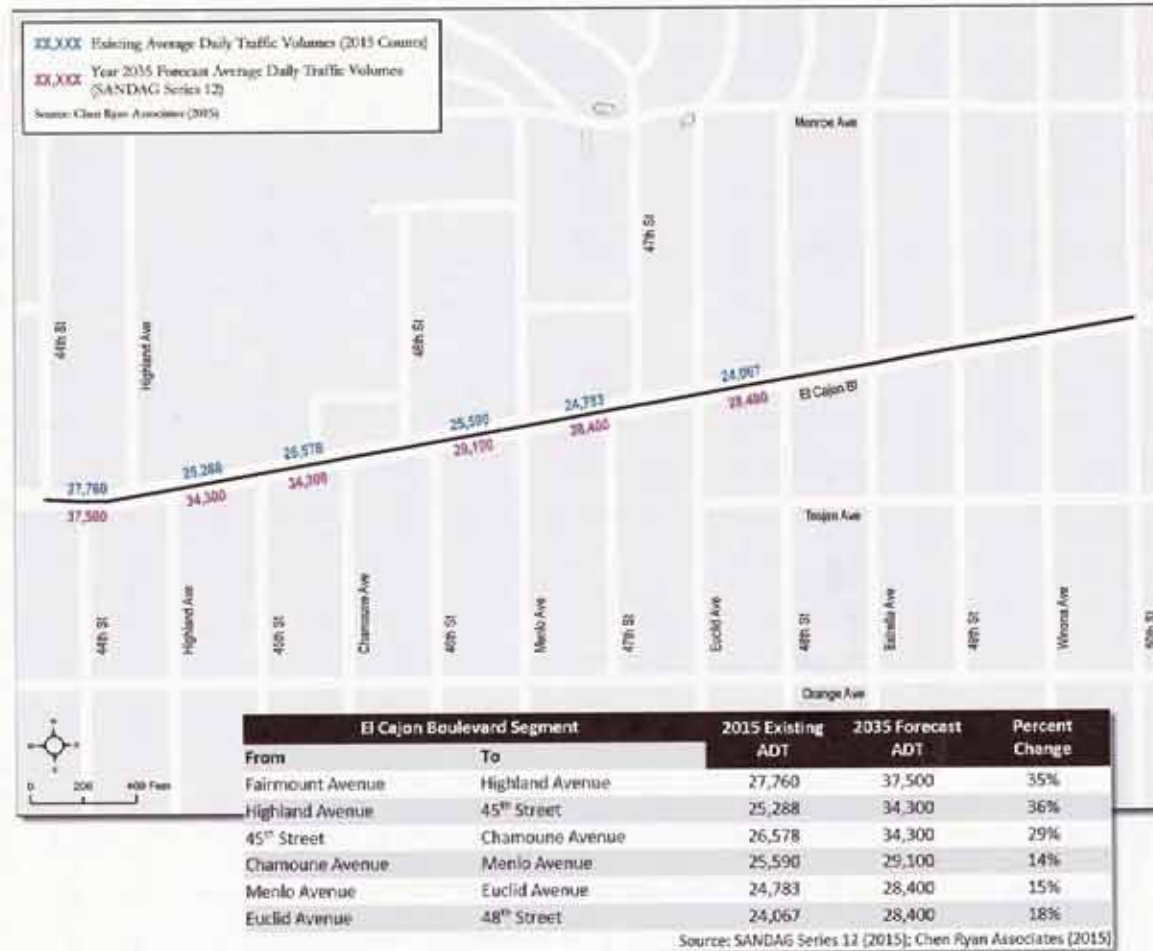
NO ADDITIONAL PARKING METERS ON E.C.B. OR ON ANY SIDE STREET -

EL CAJON BOULEVARD

HIGHLAND AVENUE TO 50TH STREET

Travel Demand

Average Daily Traffic (ADT) Projections



Mid-City Regional Bike Corridor Project

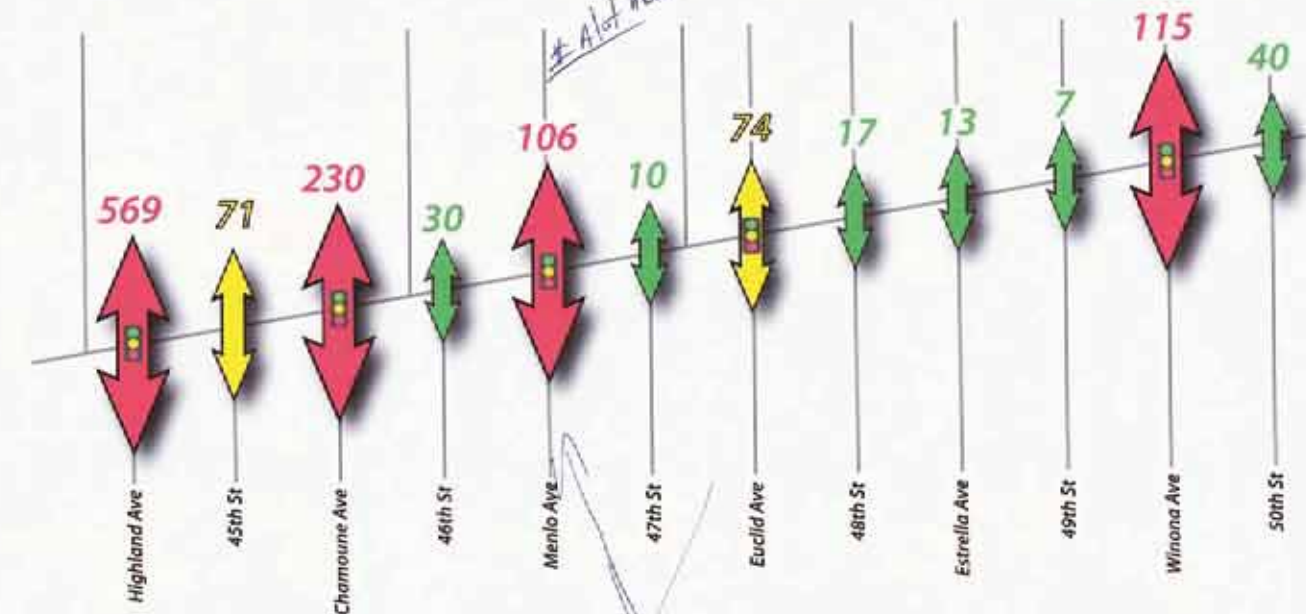


Pedestrian Demand-Pedestrians Observed Crossing El Cajon Boulevard

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- 50-99
- 1-49

Hours Observed: 7-9am & 4-6pm

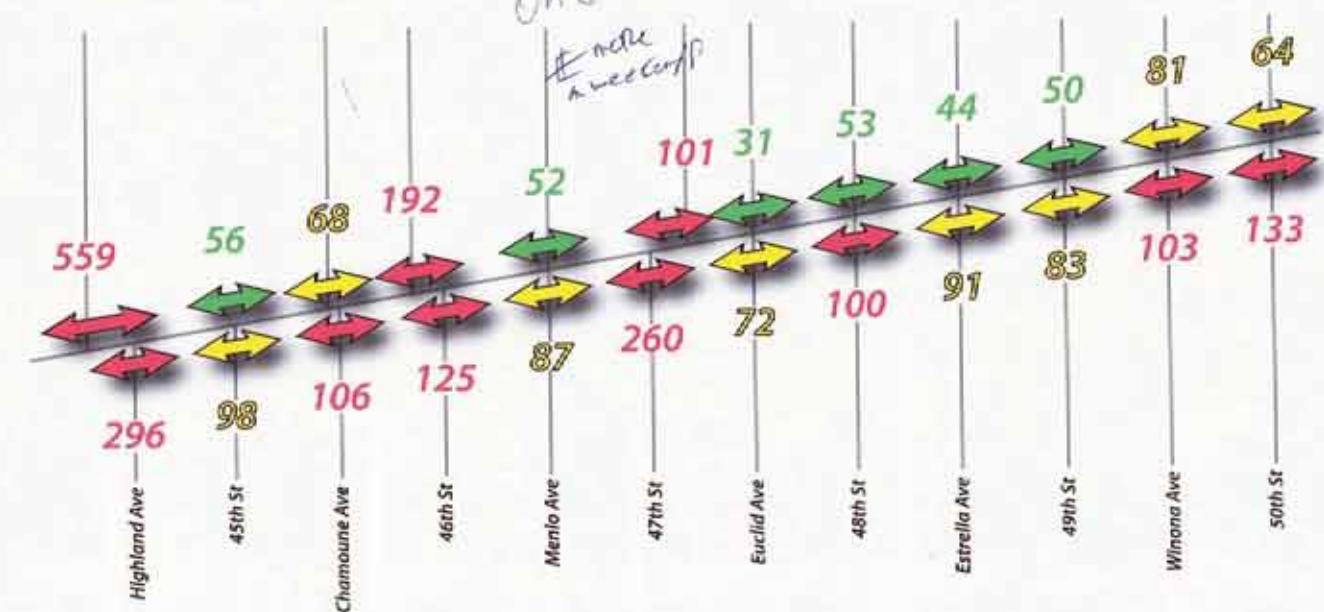
Pedestrian Counts	During Peak Hours
N. Side of El Cajon Blvd	1,351
S. Side of El Cajon Blvd	1,554
Crossing El Cajon Blvd	1,282



Pedestrians Observed Moving Eastward and Westward along El Cajon Boulevard

- 100+
- 60-99
- 1-59

Hours Observed: 7-9am & 4-6pm



EL CAJON BOULEVARD



COMMENT CARD

Please complete and send to Vickie White by email at vwhite@sandiego.gov or by mail to
1222 First Avenue, MS 413, San Diego, CA 92101

Urban Design Treatments #1

Do you agree with this concept? Yes _____ No _____

Please provide your thoughts: _____

Urban Design Treatments #2

Do you agree with this concept? Yes _____ No _____

Please provide your thoughts: _____

Corridor Concept

Do you agree with this concept? Yes _____ No _____

Please provide your thoughts: _____

Hoover High School Concept

Do you agree with this concept? Yes _____ No _____

Please provide your thoughts: _____

Travel Demand

Does this information match your experience?? Yes _____ No _____

Please provide your thoughts: _____

Parking Utilization

Does this information match your experience? Yes _____ No _____

Please provide your thoughts: _____

Monuments and Branding Elements

Do you agree with this concept? Yes _____ No _____

Please provide your thoughts: _____

THANK YOU FOR YOUR INPUT!

EL CAJON BOULEVARD



COMENTARIOS

Favor de completar esta hoja y enviarla a Vickie White por correo electrónico a vwhite@sandiego.gov o por correo a 1222 First Avenue, MS 413, San Diego, CA 92101. ¡Gracias por sus comentarios!

Concepto #1 de Diseño Urbano / Urban Design Treatments #1

¿Está usted de acuerdo con este concepto? Sí _____ No _____

Por favor expresa tu opinión: _____

Concepto #2 de Diseño Urbano / Urban Design Treatments #2

¿Está usted de acuerdo con este concepto? Sí _____ No _____

Por favor expresa tu opinión: _____

Concepto de Corredor Vial / Corridor Concept

¿Está usted de acuerdo con este concepto? Sí _____ No _____

Por favor expresa tu opinión: _____

Concepto de la Escuela Preparatoria Hoover / Hoover High School Concept

¿Está usted de acuerdo con este concepto? Sí _____ No _____

Por favor expresa tu opinión: _____

Demanda de Transporte / Travel Demand

¿Es lo presentado congruente con su experiencia personal del corredor vial? Sí _____ No _____

Por favor expresa tu opinión: _____

Utilización del Estacionamiento / Parking Utilization

¿Es lo presentado congruente con su experiencia personal del corredor vial? Sí _____ No _____

Por favor expresa tu opinión: _____

Concepto de Monumentos y Elementos Temáticos del Corredor Vial / Monuments and Branding Elements

¿Está usted de acuerdo con este concepto? Sí _____ No _____

Por favor expresa tu opinión: _____

El Cajon Boulevard – General Comments

Other Comments:

- Would love to see these designs in advance to allow more thought
- Would like to participate in project working group
- We should be able to see crash history- where?
- Community working needs to be created
- Landscaped plan at Winona to ½ block east. Have all possible shade trees been included? I've used the Rapid Bus stop and the area is an oven for months out of the year. Also, use broad spreading trees. Do not use the trees on the 4400 block of Euclid
- 1986 DSD policy on the utilities in the PROW needs to be updated to include sidewalks. See the March 25th? Utility Undergrounding Advisory Report to council. Video of V. Granowte & D. Moty.
- I support medians on ECB
- In an ideal world, Hoover students would have bridge over, or a tunnel under ECB
- Organize the flow of cars dropping off kids at Hoover

Topic:

Corridor Concepts

No. of checked yes: 17

No. of checked no: 11

No. left blank: 7

Support

- I really like the medians. Perhaps shorter ones with shorter turning lanes
- But we need divider in the middle in Little Saigon district to use more parking on the side
- More lighting on El Cajon BLVD would be nice (pedestrian lighting)
- Need more parking spaces
- Minimize dividers to have more parking spaces on the side of the road
- The bike and bus lane need more lighting. Safety crosswalk at Hoover (jaywalking) at 45th Street
- More crosswalks
- Want to make sure medians are accessible to/by peds, not the sign that says "no access". Want to see landscaped medians; would like to see more crosswalks to coordinate with the bus stops; would like to see more traffic calming measures-bikes not accommodated?
- Landscaped medians would be great

Critique

- Restore as much parking as possible by remarking ped curbs wherever possible
- No medians and bike lanes. Safety for people other drivers is missing. Bulb outs good to slow cars
- Need traffic signal at Estrella. Consider ped refuge crossing N-S. Consider lowering speed limit. Recommend Altadena signal
- On ECB @ Euclid (North) need a priority West turn signal light to encourage freeway access via ECB @ Fairmount (North) instead of cut-through traffic using freeway access on Aldine Dr. in Talmadge, a road that carries 18,000 ADTs and it was designed to accommodate 6,000 ADTs. The ECB cut-through into Talmadge onto Aldine has created unsafe traffic conditions for decades. Our community would love to for the ECB cut-through traffic into our community be reduced
- Consider a gated 2-lane bikeway in the median proposal; crossings can be co-located with existing controlled intersection
- Change parking on Highland Ave (NE side) to reverse diagonal parking
- Building long medians in the center of the street prevent/delay police access to alleys + streets that have high crime rates- there also will be a cut-offs to residents to get in/out of neighborhoods

Topic:

Hoover High School Concept

No. of checked yes: 19

No. of checked no: 8

No. left blank: 8

Support

- Need a stop sign for school parking and a crosswalk in front of it, connect to 45th street
- Need more stop signs at 45th street
- Safe for people to cross at 45th street, pedestrian lighting along to corridor
- Safe for crossing at 45th street with crosswalk, more lighting at night to make it safer for students crossing
- See comments on the street map- the map has 4 monuments. What monuments are expected to be installed?
- It is necessary for to add crosswalks and light signals for students' safety. Widen sidewalks, add school zone, engage, etc.
- Decorative fence on ECB to enforce crosswalks is a good, safe idea
- More safety implementations do need to be made in this area
- Need stop sign on parking entrance. Very dangerous. Yield to pedestrian sign on 45th
- Need safety crosswalk at Hoover High School

Critique

- Ped safety improvement needed at 45th to deal with student behavior preference to cross there. Maybe a ped refuge with yield to ped sign + lots of light, offset signal is a big improvement
- No comment at this time until Hoover solidifies its plans for it parking and campus, with egress in and out of parking lot
- Better street crossings for Hoover students
- Eval for public space and parking on Highland not on El Cajon
- Restore the original North/South crossing to the front of Hoover
- Add pedestrian bridge across El Cajon BLVD in front of Hoover, add Little Saigon branding
- The radar at 45th Street or a crosswalk in between 45th or a pedestrian refuge. With flashing light (yield) something provide safety for student
- Build a small monument in this area is very good to attract more people
- Like median fencing- emphasize crosswalks around school
- Would like to see additional crosswalk in front of school. Widen median in front of school

Topic: Monuments and Branding

No. of checked yes: 17

No. of checked no: 6

No. left blank: 12

Support

- Menlo is a good spot
- Excited for cultural district enhancement
- Need Vietnamese monument
- Need to consult with Vietnamese architecture
- Need Vietnamese monuments
- It represents a multicultural, especially in the central of Vietnamese community
- Need to look beyond private property enhancements. Technically the sign is on private property. More need for public realm. The art is pretty though... almost there!
- Cultural branding of district, community events message board
- I agree with most of it. Monuments + Branding needs to stay within the boundaries of the corridor. Also do not agree with putting any signage or monuments on Hoover property
- Only 1- the art mural design on comm. building wall. SD cult. Art alliance does great work locating

Critique

- Monument should not be on Hoover property- competes with school signage
- The images should be designed + vetted by a working group from w/in Little Saigon (residents, business). It looks good but it feels copy-pasted, not authentic to this particular community
- Monuments should be less commercial aesthetically, perhaps commission locals for design concepts
- Please don't let the commission for public art + culture decide the public art. It does a terrible job @ picking public art
- Be sure to ask community of the authenticity of all designs: signs, murals see too cartoonish and dramatic
- Not in front of school- misinterpret for a Vietnamese school- confusion- no elements before district starts- monument would get lost-no monument at school
- local artists with mural experience- great way to include public art + prevent graffiti which is a real problem in this entire stretch- also promote US on mural
- All for identifying an area, love the signage throughout the city for places like Hillcrest but this seems more Las Vegas style and something more timeless and simple should be used (building sized signage). Consider locally-centered artists for building sides

Topic:

Parking Utilization

No. of checked yes: 10

No. of checked no: 13

No. left blank: 12

Support

- People always complain about needing more parking but these #s show that the available spaces aren't even fully utilized so I think we don't need to accommodate more parking at the expense of pedestrians
- Need more parking space
- Need more space parking
- Remove some red zones for parking
- Parking should be non metered and surrounding communities already entertain overflow parking

Critique

- Evaluation for one-way street conversions + public space/ + parking couplets on S/S N/O or S/O ECB
- Remove ¼ of parking meters -> poor community
- Remove Ped zone
- On 47th + ECB, line of sight is greatly diminished for Westbound turns to Fairmount for freeway access
- The parking is mostly empty
- No meters!
- Wherever possible, red curb should be removed to allow parking on ECB- also no additional parking meters
- If there is a red curb that is not necessary, then get rid of it! Spots that aren't metered need spacer to be marked for optimal use of parking
- Do not support parking meters- causes more people to park up to residential streets and no need for meters. No removal of parking for bike lanes- crazy! Enough already about making everything about bikes- 24,000 cars v 100 bikes- come on! Get the traffic flowing.
- Continue to use parking on ECB + preferably non metered, limit diverted parking to neighborhoods so residents are able to park by their homes
- Not important
- No meters- side streets cannot handle more now + future

Topic:

Travel Demand

No. of checked yes: 14

No. of checked no: 13

No. left blank: 8

Support

- #s are very low, a lot more foot traffic
- Reduce spec, good traffic
- Reduce speed

Critique

- Limit the N/S traffic diversions through residential areas. Limit stop lights usage for E/W travel on ECB to maintain safe level
- I'd like an explanation of ADT forecast. Need to analyze crash data to prevent future deaths
- From 50th to Menlo, restrict Northbound turn on Westbound traffic. Such turns create serious bottleneck effect of traffic forcing motorists to take these turns and bringing heightened unsafe traffic volume into the community of Talmadge with streets not designed to handle high volume of traffic
- You say that there are 10,000 vehicle trips daily?
- I did not see an analysis of this
- Would like to see cars on El Cajon BLVD increase rather than be pushed to residential streets or corridors not designed for this type of traffic such as Aldine
- I would like to see Ped demand overlaid with crash data
- The final report should recommend a time phasing plan for changes
- Less people demand the need to cross at the crosswalks without lights because they probably walk to those w/ lights to feel safer
- Need an inserted right turn lane from ECB onto Northbound Fairmount. Traffic comes to a standstill in this narrow area + traffic can't turn onto Fairmount
- Consider a gated median for a two-way bike lane with traffic diversions to neighborhoods
- Not important
- Keep traffic emphasis to ECB- changes should not impact side streets traffic

Topic:

Urban Design Treatments #1

No. of checked yes: 21

No. of checked no: 1

No. left blank: 13

Support

- Need Vietnamese monuments
- This would look good and make the El Cajon Little Saigon area come clean (??)
- Need to ensure maintenance is kept up. It is one thing to add trash cans, but they need to be emptied often
- In theory, yes. But I am unclear as to where these could go
- Benches are very attractive
- Need branding for Little Saigon
- It is very important to create an environment that is walkable and feels safe for pedestrians. Keeping the sidewalks wide provides for more usage of the space
- Bikes lanes are a good idea. It encourages alternative transportation
- Needs to provide Little Saigon element
- Great concept, it is definitely a plus

Critique

- Needs bike lanes
- Need design for the culture for Little Saigon Foundation
- Need Little Saigon vending
- Create focal point for the public space of Highland and Menlo. Evaluate converting to one way or curb extensions
- It really needs for Little Saigon District
- More recycle and trash bins, more street lighting along El Cajon (students walk home late)
- Please use shade trees and no palm trees, prefer 10'-15'. Ideas give a little bit everything. Anything that makes it more walkable yet place you want to stay and enjoy is welcomed
- Love seating- eyes on the street! Community!
- Trees instead of palm trees
- Would like to see ped scale lighting along corridor (acorn lighting)
- Just don't install benches along high crime areas (Estrella to Altadena)

Topic:

Urban Design Treatments #2

No. of checked yes: 22

No. of checked no: 2

No. left blank: 11

Support

- Nice!
- Where are you recommending permeable pavers and parklets? I say pavers everywhere and parklets are great but are too much of a burden for business owners to pay for- should be a city initiative
- We need space (??) or design (??) to have more Vietnamese culture
- Parklets provide a fun and engaging space for pedestrians to connect and engage with the community. The pavers are also important for storm water usage
- Plants are good
- Please have an architect that has multicultural background in designing
- Need more design for the culture- Vietnamese branding
- Curb the curbside for having more spaces to load/unload passengers

Critique

- Do not put medians on ECB, that block left turns onto the Blvd
- It is an interesting use of space but could be more wasted space (parklets). Do appreciate pavers and rain gardens. Any other methods of being environmentally conscious is appreciated
- Parklet-Yes!
- Prefer this treatment over #1 for peaceful/tranquil esthetic feeling
- Bike Lanes
- Scramble at Menlo, painted (??) int.
- Need monuments
- Concerns about passengers able to get out of car where there is a raised curb or other barriers. A little curve on the street side of the swale? For older passengers and room for parents fitting kids into car seats
- Menlo may be a more people friendly location for LS signage and flag. Could be a community gathering spot (by using the parking lots)

Public Meeting #2 Materials

Invitation -English, Spanish, Vietnamese

Sign-In Sheet/Attendees

Presentation

Boards

Board Comments

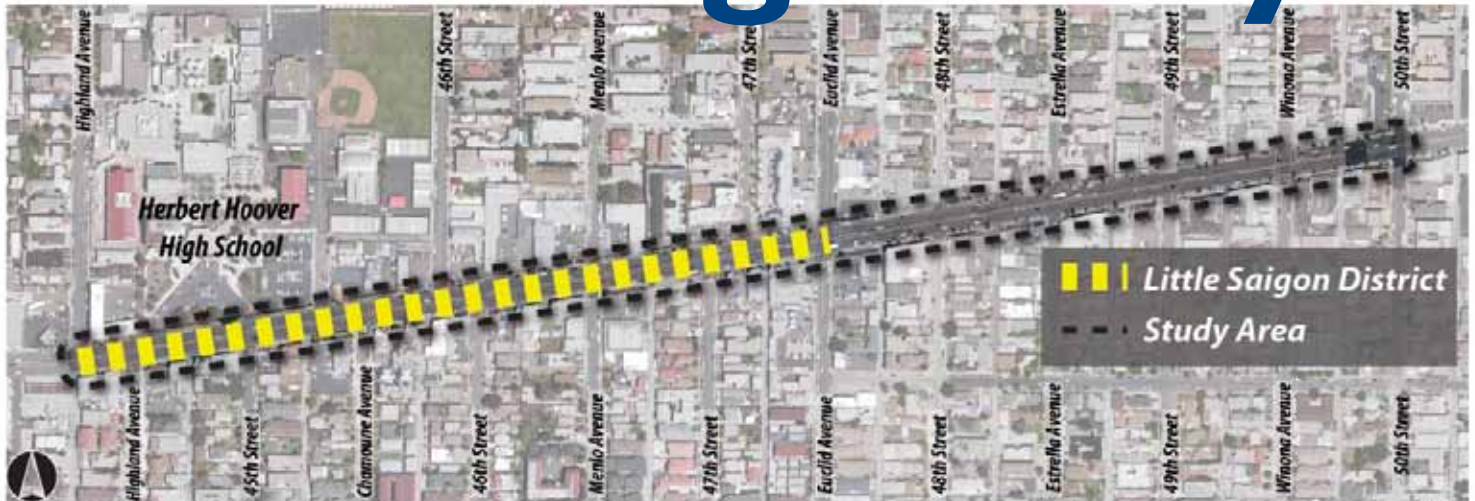
Handout Materials (Booklet, Educational Materials)

Comment Card - English, Spanish, Vietnamese

Comment Card Responses

Evaluation Summary

El Cajon Blvd Complete Blvd Planning Study



Join us for an important **Community Open House** to learn about and select your preferred concepts for improvements along El Cajon Blvd in Mid-City. We will discuss traffic, parking, crosswalks, bicycling, branding concepts, landscaping, walking and transit.

Tuesday, August 23 from 5:30-7:30pm

Presentation begins at 6pm

at Hoover High School Auditorium

4474 El Cajon Blvd, San Diego, CA 92115

For more info, please contact Maureen Gardiner with the City of San Diego Planning Department at MGardiner@sandiego.gov



WILSON
& COMPANY

www.sandiego.gov/planning/programs/transportation/mobility/ecblvdstudy

El Cajon Blvd

Estudio Completo

Planificación del Boulevard



Acompáñenos en un importante evento comunitario de puertas abiertas para conocer y elegir sus conceptos preferidos acerca de las mejoras a lo largo de El Cajon Blvd en Mid-City. Hablaremos del tráfico, estacionamiento, cruces peatonales, ciclistas, conceptos de *branding*, paisajismo, circulación a pie y en los modos de transporte.

Martes, 23 de agosto de 5:30-7:30pm

La presentación comienza a las 6pm

Hoover High School Auditorium

4474 El Cajon Blvd, San Diego, CA 92115

Para más información favor de contactar a Maureen Gardiner del Departamento de Planeación de la Ciudad de San Diego
MGardiner@sandiego.gov



Đại Lộ El Cajon

Nghiên Cứu Hoàn Chính

Quy Hoạch Đại Lộ



Hãy cùng chúng tôi tham dự buổi Hợp Cộng Đồng quan trọng để thảo luận và chọn những ý tưởng mà quý vị ưu tiên để cải thiện Đại Lộ El Cajon trong vùng Mid-City (Khu Little Saigon San Diego). Chúng ta sẽ thảo luận về giao thông, chỗ đậu xe, lối băng qua đường, đường xe đạp, các ý tưởng xây dựng thương hiệu, quang cảnh, đèn sáng, và các băng ghế.

Thứ Ba, ngày 23 tháng Tám từ 5:30 chiều-7:30 tối
Thuyết trình bắt đầu 6 giờ chiều

Tại Hội Trường Trường Trung Học Hoover High
4474 El Cajon Blvd, San Diego, CA 92115

Muốn biết thêm thông tin, xin vui lòng liên lạc Maureen Gardiner qua email MGardiner@sandiego.gov Ban Quy Hoạch Thành Phố San Diego (Tiếng Anh)
Hoặc Su Nguyen qua email su@littlesaigonsandiego.org (Tiếng Việt)



El Cajon Boulevard Complete Boulevard: Community Workshop 8/23/2016

Name	Organization	Phone #	Email
Ali A. Hori	America's Finest Charter School		
Alison Moss	SANDAG		
Aman Sandhu	Resident		
An Cag	Resident		
Ana Moreno	Resident		
Anastasia Brewster	CHCDC		
Angela Noble	Resident		
Ann Burnett Groisi	Resident		
Beryl Forman	El Cajon Blvd BIA		
Boa Groisi	Resident		
Brian Posey	San Diego Small Engine		
Brian Reyes	Media Arts Center		
Bryan Voeltner	Hoover High School		
Canh Le	Business Owner		
Carol Parks	Resident		
Danny Chouen	Resident		
David Chau	Lotus Equity Group		
David Moty	KenTal CPG		
Dawn Anderson	Resident		
Doug Sollosy	Resident		
Duong Nguyen	Little Saigon Foundation		
Dzuy Nguyen	Nguyen Nan Tea		
Edwin Lohr	MidCity Ambassador		
Elene Braltn	Jamie's Joy		
Eli Nguyen	Resident		
Eric Young	Mayor's Office		
Erik Ho	KNSD NBC 7		
Esperanza Gonzalez	BET-EHC		
Frank Vuong	Little Saigon Foundation		
Fred Lindahl	TMAD		
Gabriel Reyes	Resident		
Gawain Tomlinson	Resident		
George Palermo	Resident		
Hai Nguyen	Resident		
Hannah Cheadle	Resident		
Hay Tran	Resident		
Hoa Tran	444 El Cajon Blvd		
Huang Ly	Little Saigon Foundation		
Huong Nguyen	444 El Cajon Blvd		
Jamesa B. Selleck	Talmadge Resident		
Jazmin Ocampo	Resident		
Jeff Kucharski	Bike SD		
Jim Schneider	College Area Business District		
Julio Ramos	SDUSD		
Kathleen Ferrier	Circulate SD		
Kathy Finn	Business Owner		
Kelly Waggonner	TMAD/Talmadge		
Liam Hoar	Work		
Luong Long	Little Saigon Foundation		
Maria Cortez	CFCP		
Maria Hernandez	City Heights Parent Leaders		
Mark Tran	TCE		
Mauro Soria	Resident		
Megan Kucharski			
Melinda Palermo	Business Owner		
Michael D'Ambrosia	Resident		
Mike Hancock	Resident		
Nam Nguyen	Nguyen Nan Tea		
Norma Clark	Resident		
Pablo Becerral	Real Estate		
Peter Lau	Lau Apartments		
Phan An	Resident		
Philip Phan	Little Saigon Foundation		
Phuong Nguyen	Resident		
Quan Truong	Business Owner		
Ralph Teyssier	Resident		
Robert C. Leif	Property Owner		
Roger Utt	Resident		
Rudy Vargas	City Council District 9		
Ryan Mccore	Resident		
Sam Nguyen	Resident		
Saw Pham	Resident		
Seth Lilavivat	Resident		
Shelley Saitowitz	HHSA		
Su Nguyen	Little Saigon Foundation		
Tarryn Mento	KPBS		
Terry Morehead	Business Owner		
Terry Parks	Resident		
Thomas McInerney	Resident		
Thu Pham	Little Saigon Foundation		
Tom Barb	TCC		
tram Lam	Little Saigon Foundation		
Tuam Lim	EHC		
Tuong Prui	Resident		
Valentina Hernandez	City Heights Parent Leaders		

EL CAJON BOULEVARD

Complete Boulevard

Alternatives Study

Meeting Agenda

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

Project Purpose

El Cajon Walk Audit



November 14, 2015 Open House



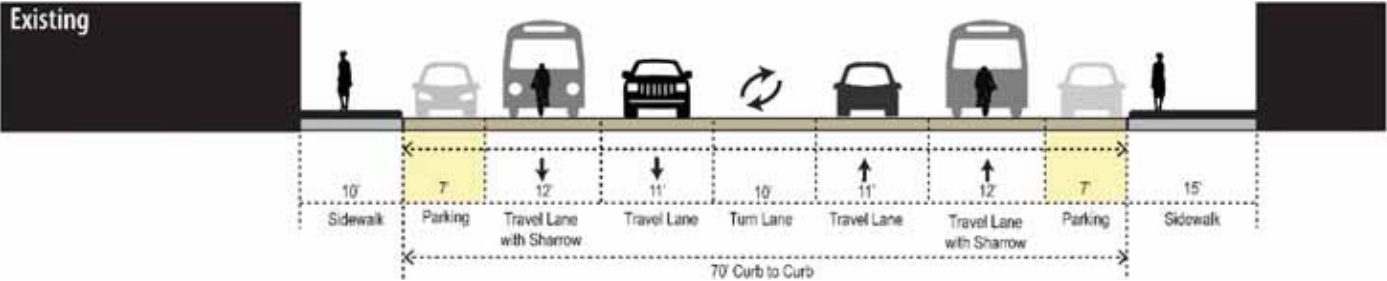
Project Purpose

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

Meeting Purpose

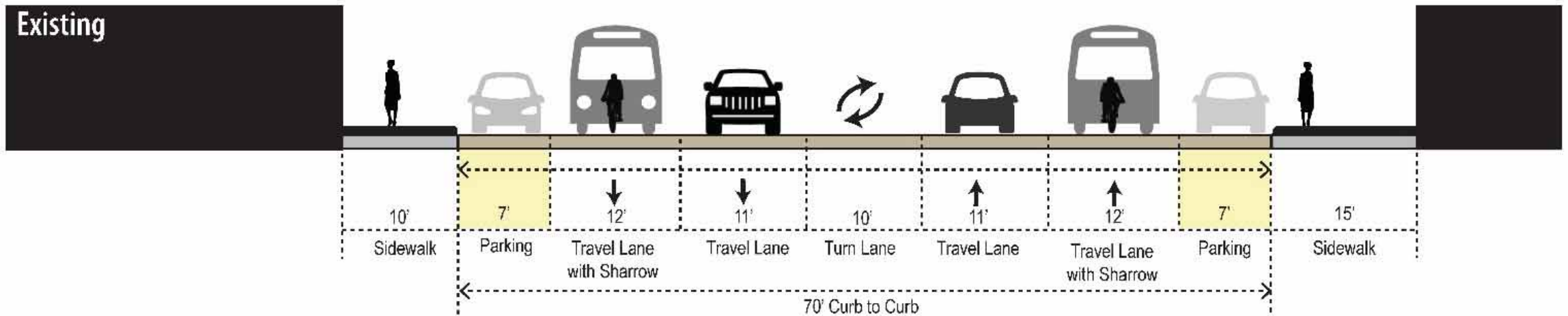
- **2nd Open House.**
- **Public review and comment on refined concepts.**
 - **14 total concepts.**
 - **7 viable concepts.**
- **Objective: Identify and move forward with one final concept.**

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.
Vehide 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.

Existing Conditions



- **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



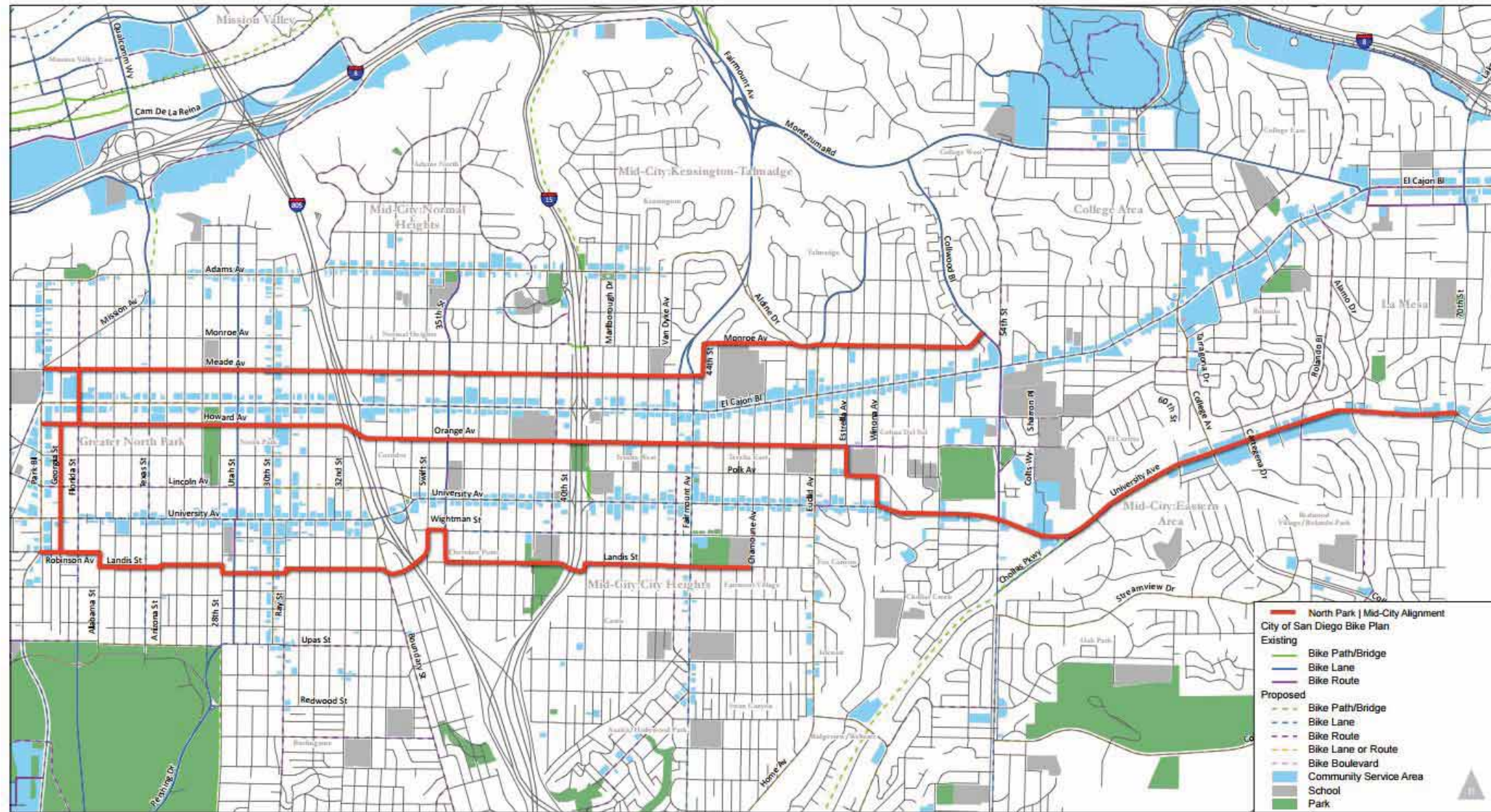
- Separates traffic in opposing directions

Double Double Yellow Strip



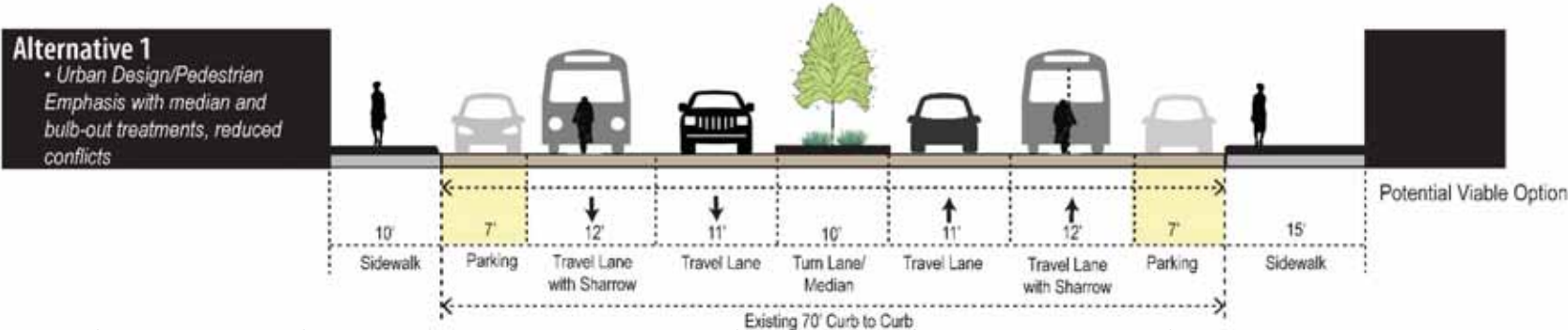
- Areas where you cannot pass or take left turns

Regional Bicycle Accommodation



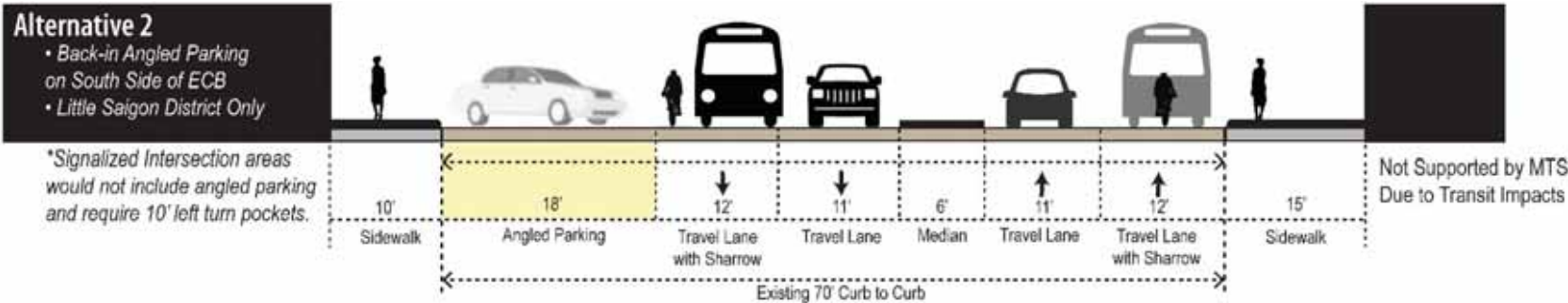
North Park | Mid-City Bikeways
Final Recommended Alignments

Proposed Alternatives – Alternative 1 – Viable



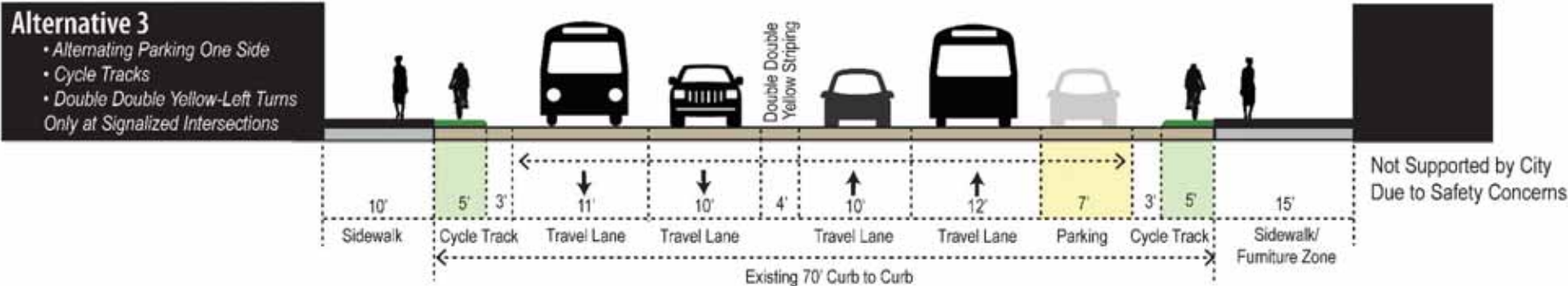
CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	GOOD	<ul style="list-style-type: none">Enhanced "continental" crosswalks for better visibility.Pedestrian refuge areas in the median reducing exposure time.Bulb-outs reduce exposure 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



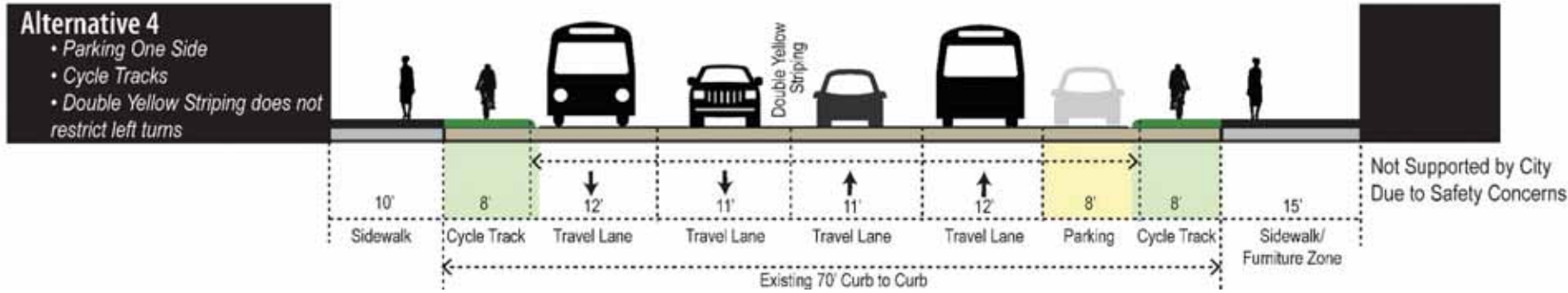
CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	GOOD	<ul style="list-style-type: none">• Enhanced "continental" crosswalks for better visibility.• Pedestrian refuge areas at side streets reduce exposure time.• Bulb-outs near angled 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.		↓
Vehide 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



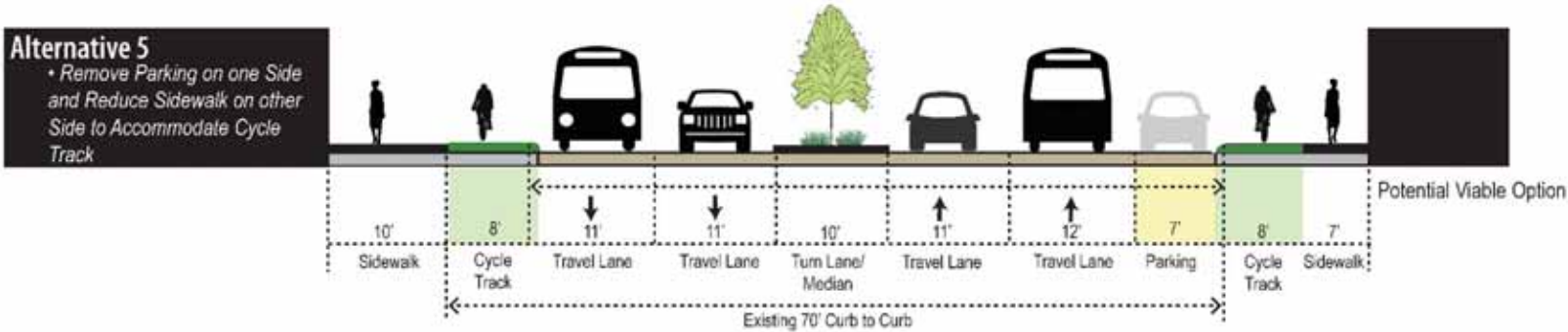
CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	POOR	• Enhanced "continental" crosswalks for better visibility.	• No pedestrian refuge areas.	• Cycle track limits bulb-outs on one side of street.	
Pedestrian along ECB	FAIR	• Enhanced "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



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

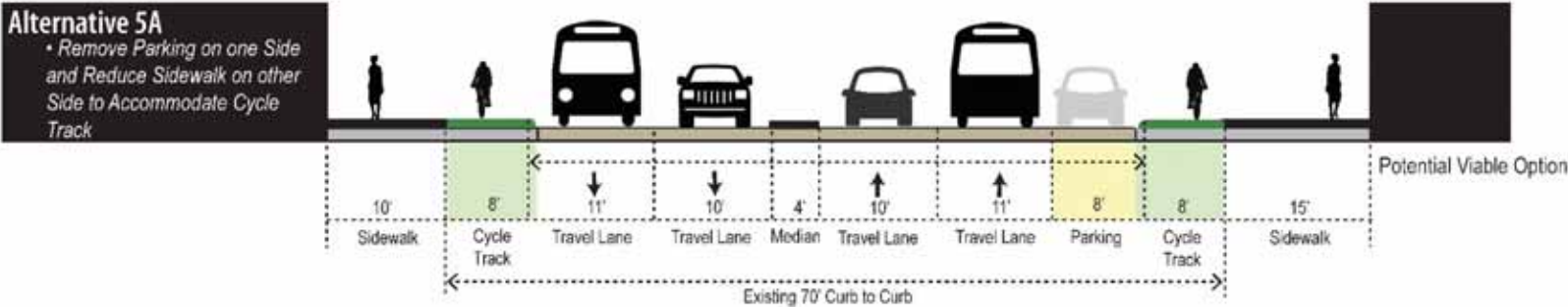


CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	POOR	<ul style="list-style-type: none">Enhanced "continental" crosswalks for better visibility.Pedestrian refuge areas at side streets reduces exposure time.	<ul style="list-style-type: 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

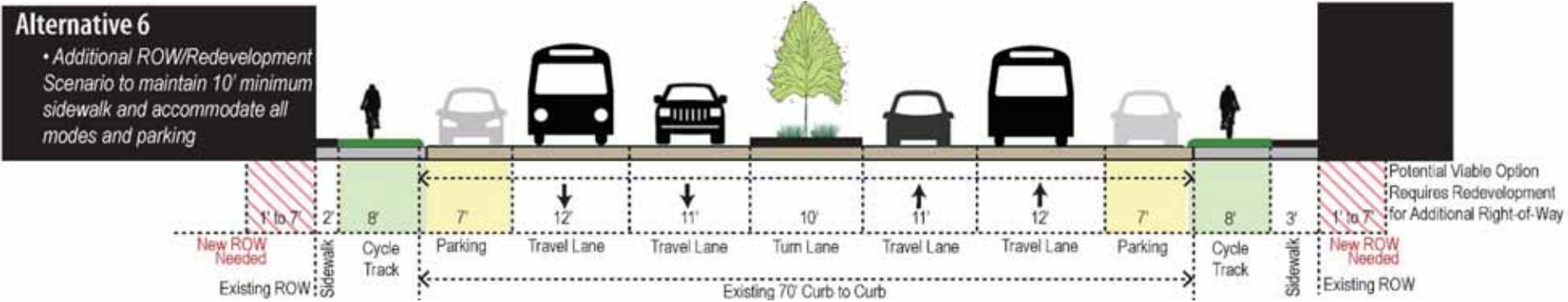


Proposed Alternatives- Alternative 5A – Viable



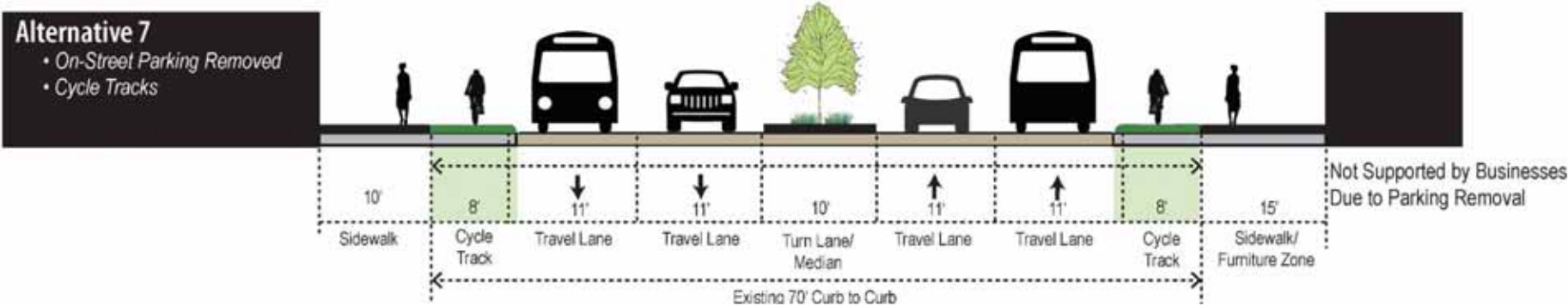
CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	POOR	<ul style="list-style-type: none">Enhanced "continental" crosswalks for better visibility.Pedestrian refuge areas at side streets reduces exposure time.	<ul style="list-style-type: 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



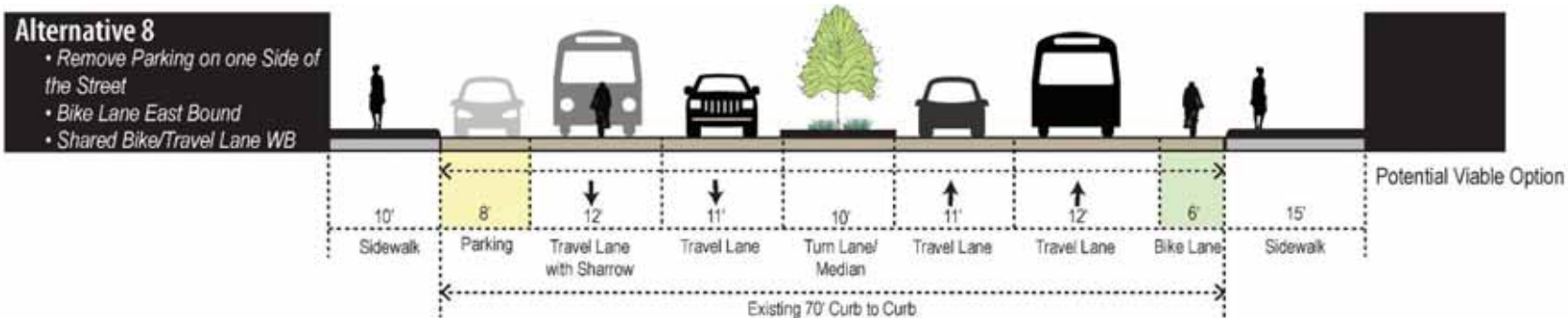
CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	GOOD	<ul style="list-style-type: none">• Enhanced "continental" crosswalks for better visibility.• Pedestrian refuge areas at side streets reduces exposure time.• Bulb-outs reduce exposure 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



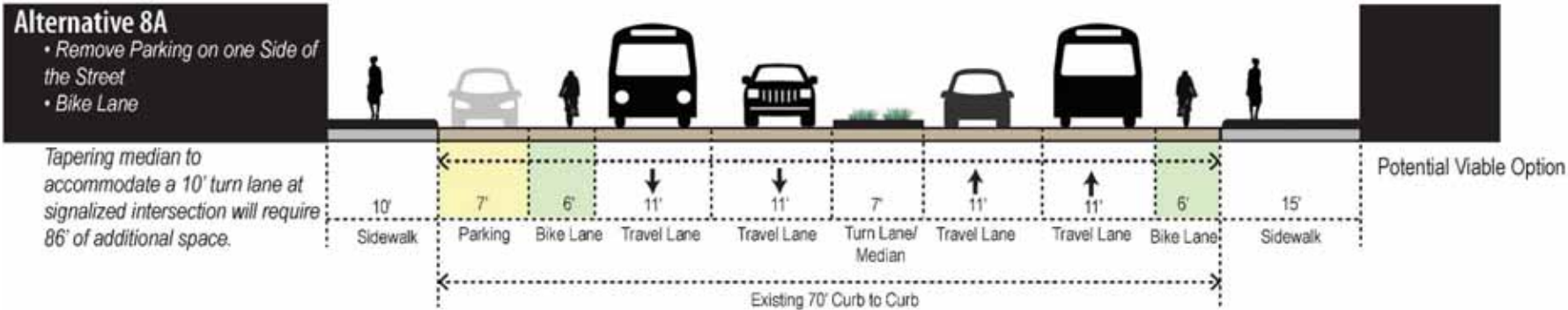
CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	FAIR	<ul style="list-style-type: none">• Enhanced "continental" crosswalks for better visibility.• Pedestrian refuge areas at side streets reduce exposure time and improve visibility.	<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



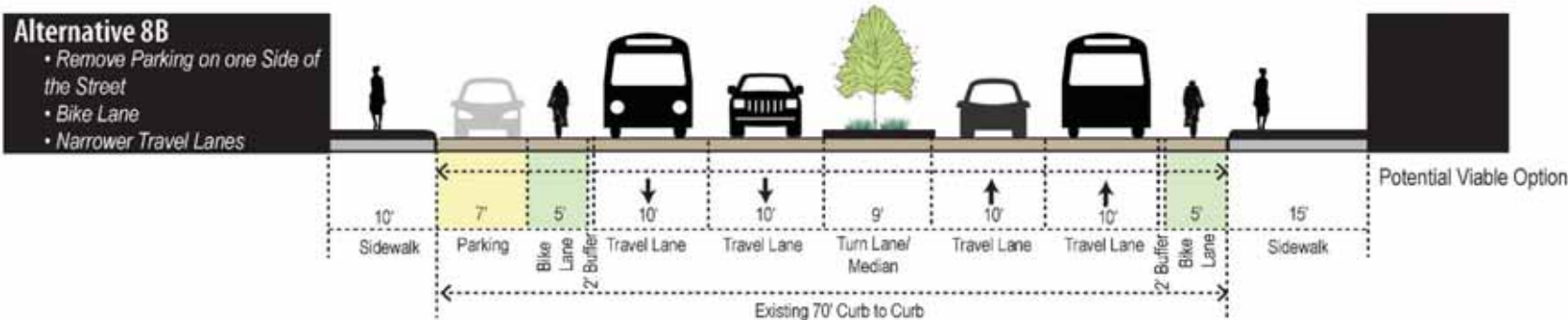
CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	FAIR	<ul style="list-style-type: none">• Enhanced "continental" crosswalks for better visibility.• Pedestrian refuge areas at side streets reducing exposure time and improve visibility.• 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



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 lanesMedian 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

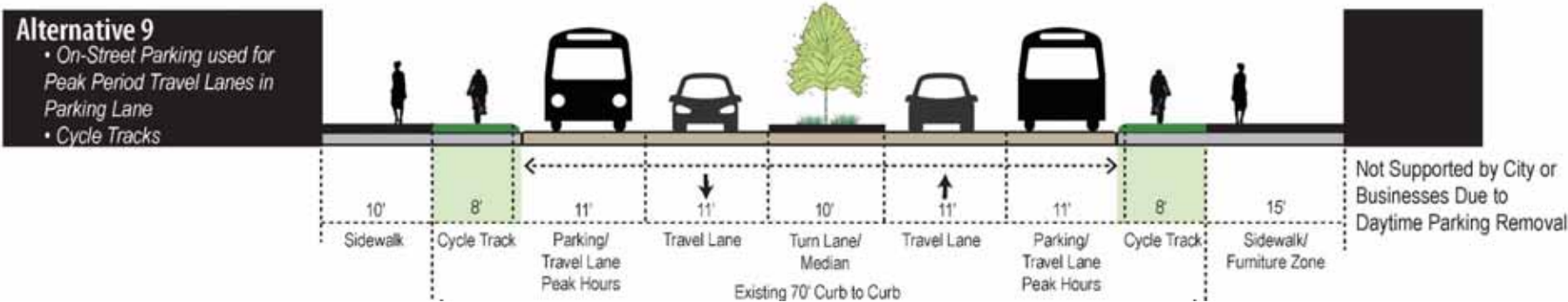


CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	FAIR	<ul style="list-style-type: none">• Enhanced "continental" crosswalks for better visibility.• Pedestrian refuge areas at side streets reducing exposure time and improve visibility.• 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 8B – Viable

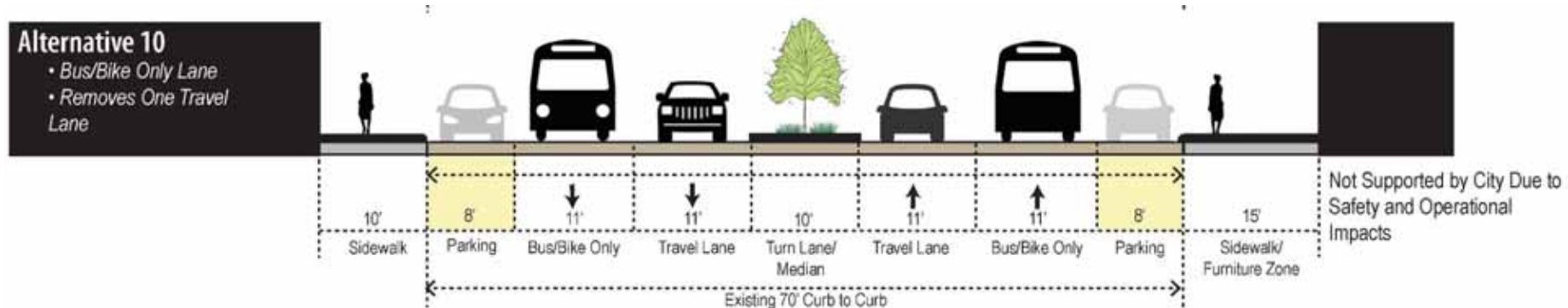


Proposed Alternatives - Alternative 9 – Not Supported



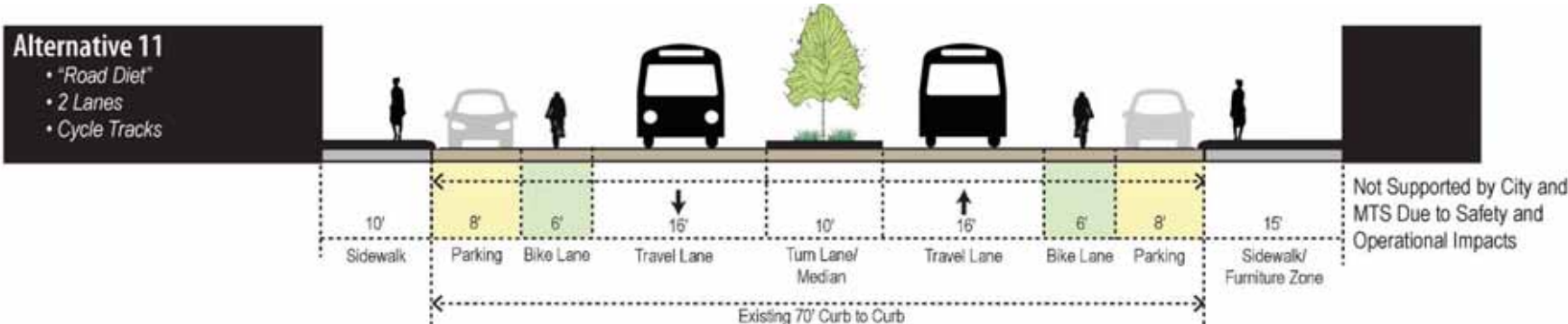
CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	FAIR	<ul style="list-style-type: none">• Enhanced "continental" crosswalks for better visibility.• Pedestrian refuge areas at side streets reduce exposure time and improve visibility.	<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



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

	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!

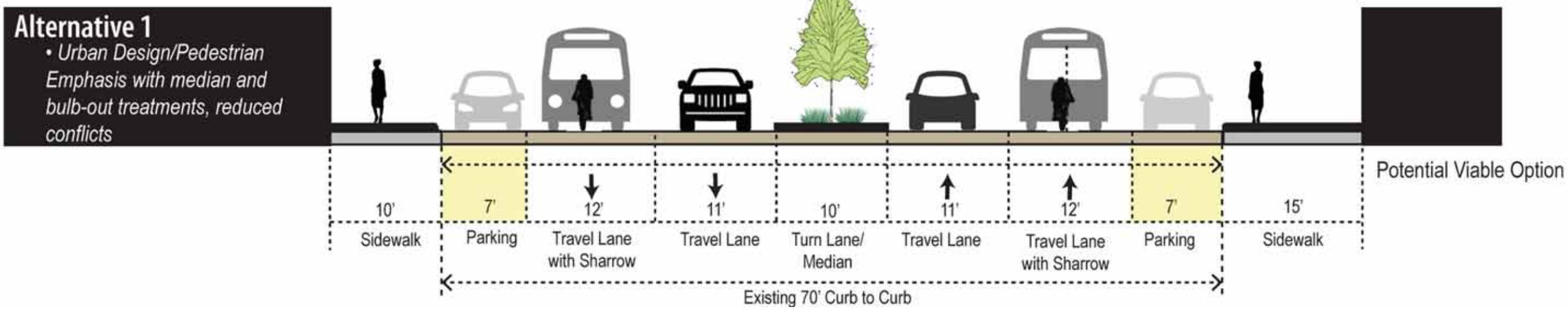
Schedule

- **Finalize Concept – August 2016.**
- **Environmental Review – September 2016.**
- **Concept/Preliminary Design – December 2016.**
- **Final Submittal – January 2017.**



Thank You!
Please fill out
comment cards!

ALTERNATIVE 1



Curb Extension/Bulb-Out

Optional Planting Area

If parking is removed and relocated to angled spaces on Highland Avenue space becomes available for vegetation and street furniture.

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.

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.

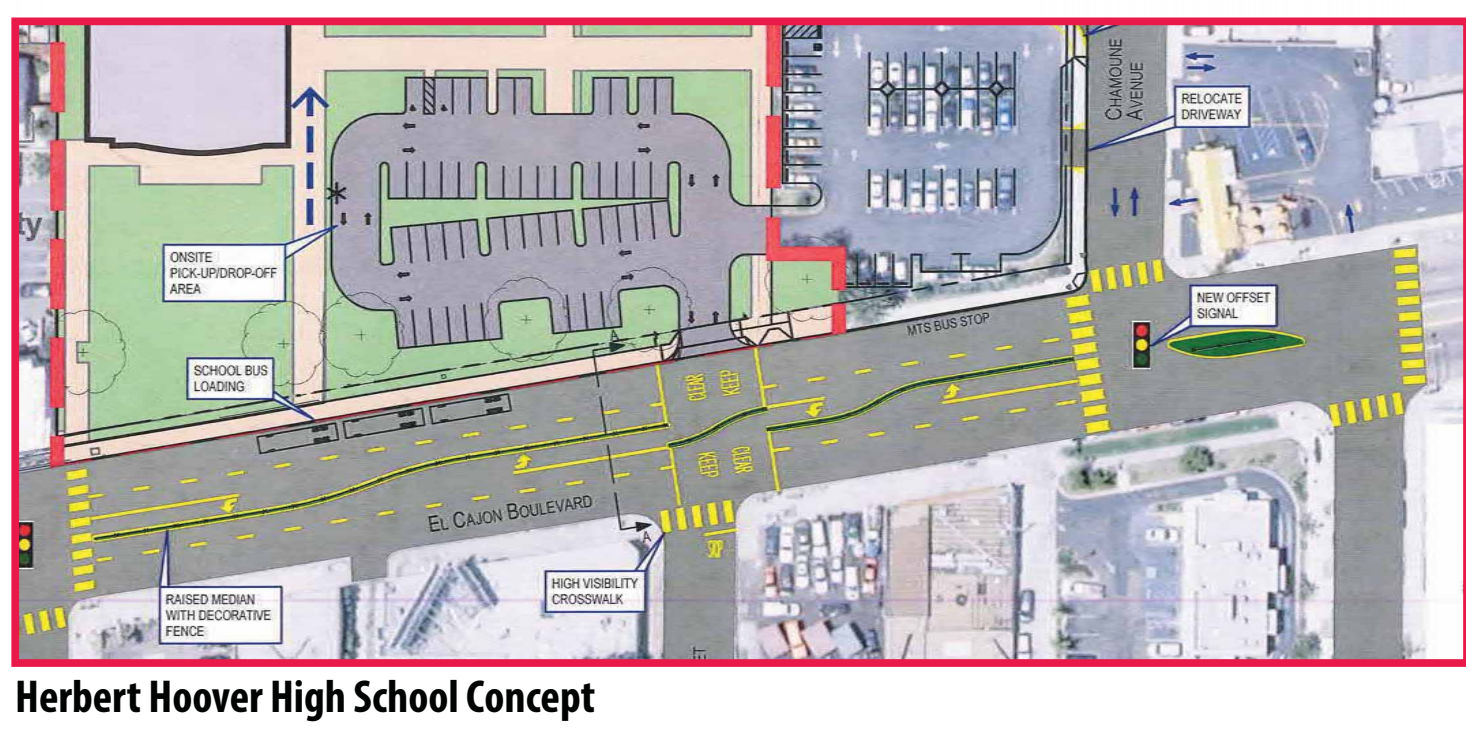
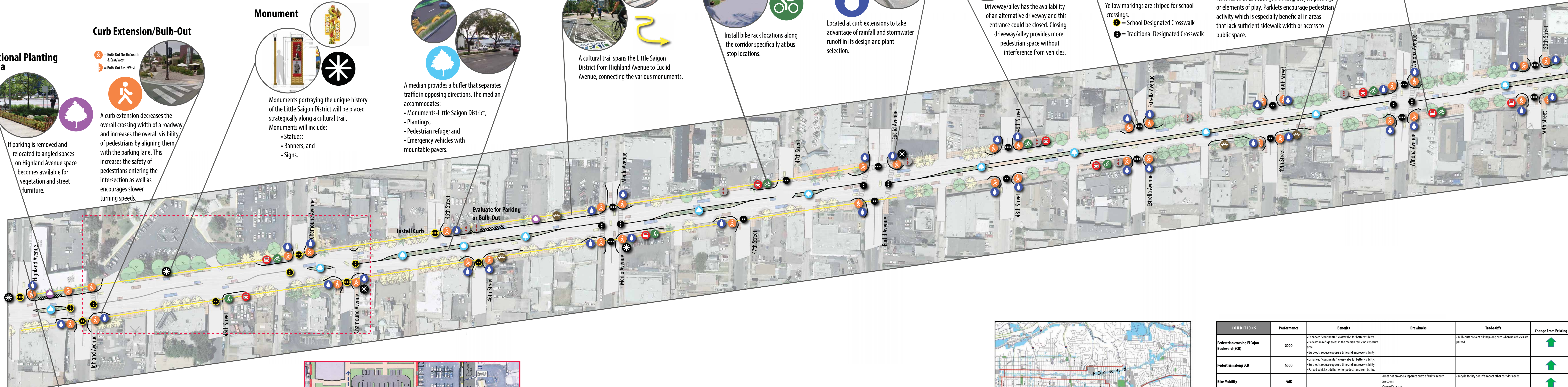
- School Designated Crosswalk
- Traditional Designated Crosswalk

Parklet

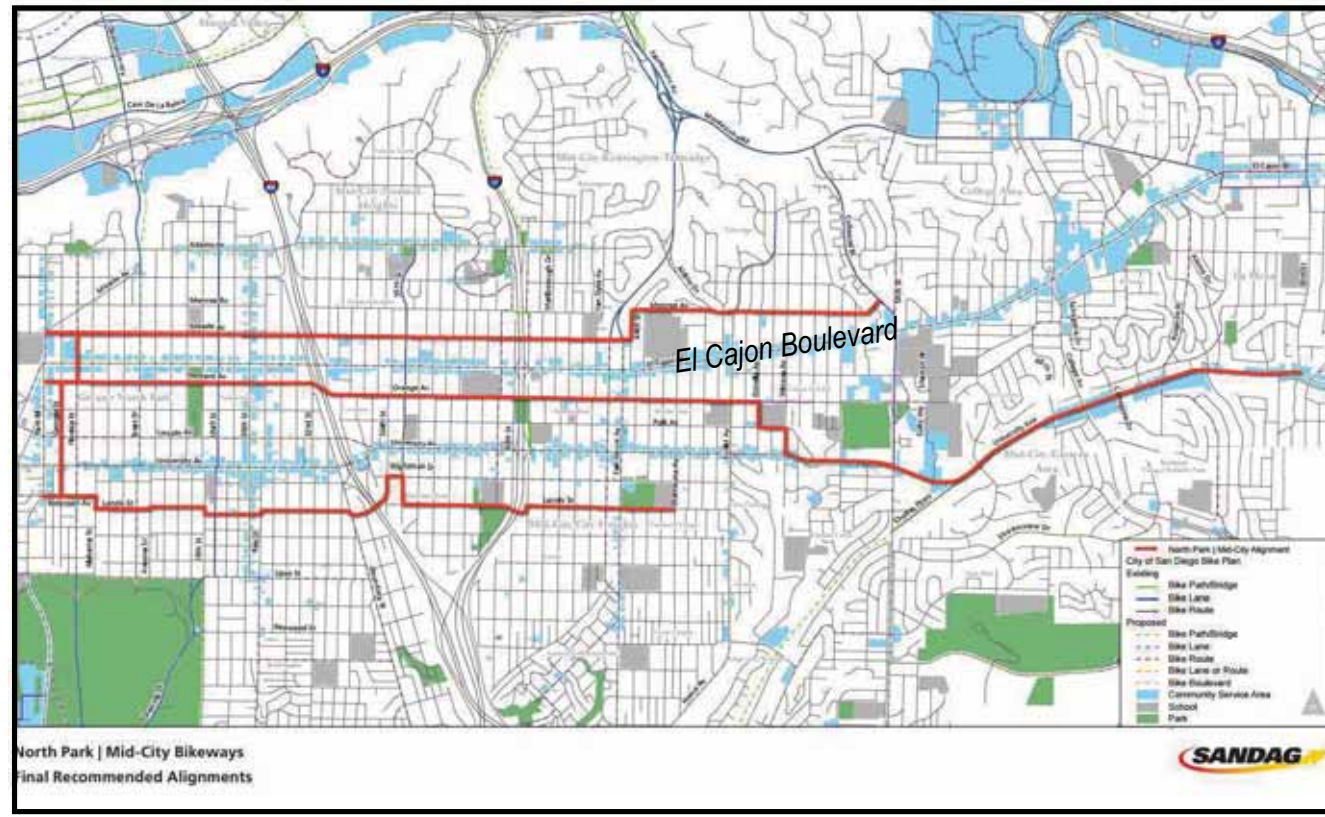
A parklet is an expansion of the sidewalk into one or more on-street parking spaces to create people-oriented places. Parklets introduce new streetscape features such as seating, planting, bicycle parking, or elements of play. Parklets encourage pedestrian activity which is especially beneficial in areas that lack sufficient sidewalk width or access to public space.

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.



Herbert Hoover High School Concept



CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	GOOD	Enhanced "continuous" crosswalks for better visibility. Pedestrian refuge areas in the median reducing exposure time. Bulb-outs reduce exposure time and improve visibility.		Bulb-outs prevent biking along curb when no vehicles are parked.	↑
Pedestrian along ECB	GOOD	Enhanced "continuous" crosswalks for better visibility. Bulb-outs reduce exposure time and improve visibility. Parked vehicles add buffer for pedestrians from traffic.			↑
Bike Mobility	FAIR		Does not provide a separate bicycle facility in both directions. Signed Sharrow.	Bicycle facility doesn't impact other corridor needs.	↑
Transit Mobility	FAIR	Median improves traffic operations.			↑
Vehicle Mobility	FAIR	Median improves traffic operations.			↑
Safety	POOR	Median eliminates conflicts with left turning traffic for all modes except at signalized intersections. Bulb-out improves pedestrian safety. Potential for plantings in parking areas. Center-planted median.			↑
Urban Design Conditions	GOOD	Generally low cost, only requires striping changes. Existing utilities not impacted.	Signal Modification for bicycle detection and timing.		N/A
Constructability	GOOD	Both sides of the street accommodate on-street parallel parking. Additional angled parking to the north along Highland.			↑

ALTERNATIVE 1



Optional Planting Area



Carb Extension/Built-Out



Monument



Median



Cultural Trail



Bike Racks



Rain Garden



Evaluate Driveway/Alley Closure



Enhanced Crosswalk



Parklet

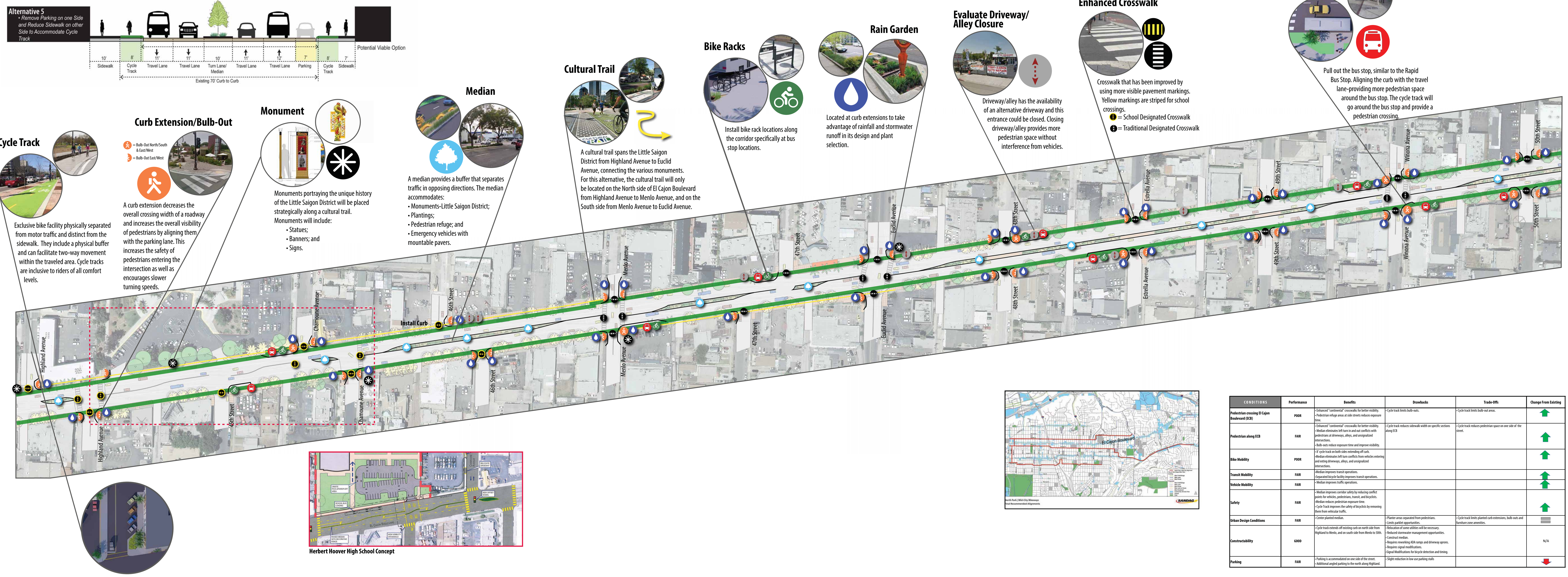


Bus Stop



Feature	Location	Notes	Priority
Optional Planting Area	Block 1, East Side	Planting area for trees and flowers.	High
Carb Extension/Built-Out	Block 2, West Side	Extension of the carb area for parking and walking.	High
Monument	Block 3, East Side	Monument to the city's history.	Medium
Median	Block 4, West Side	Median for the street.	Low
Cultural Trail	Block 5, East Side	Trail for walking and jogging.	High
Bike Racks	Block 6, West Side	Racks for bicycles.	Medium
Rain Garden	Block 7, East Side	Garden for rainwater collection.	Low
Evaluate Driveway/Alley Closure	Block 8, West Side	Evaluation of driveway and alley closure.	Medium
Enhanced Crosswalk	Block 9, East Side	Enhanced crosswalk for pedestrians.	High
Parklet	Block 10, West Side	Parklet for outdoor seating.	Medium
Bus Stop	Block 11, East Side	Bus stop for public transit.	High

ALTERNATIVE 5



CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change from Existing
Pedestrian crossing El Cajon Boulevard (ECB)	POOR	-Enhanced "vertical" crosswalks for better visibility. -Pedestrian refuge areas at side streets reduces exposure time.	-Cycle track limits bulb-out areas.	-Cycle track limits bulb-out areas.	↑
Pedestrian along ECB	FAIR	-Enhanced "vertical" crosswalks for better visibility. -Median eliminates left turn and/or conflicts with pedestrians at driveway, alley, 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	-2 cycle track on both sides extending off-ramp. -Median eliminates left turn conflicts from vehicle entering and exiting driveway, alley, and unsignalized intersections. -Median improves transit operator.			↑
Transit Mobility	FAIR	-Median improves transit operator.			↑
Vehicle Mobility	FAIR	-Median improves transit operator.			↑
Safety	FAIR	-Median improves overall safety by reducing conflict points for vehicles, pedestrians, transit, and bicycles. -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.	-Plaster areas separated from pedestrians. -Large planted opportunities.	-Cycle track limits planted curb extensions, bulb-out, and bus stop areas.	↑
Constructability	GOOD	-Cycle track extends off existing curb on north side from Highland to Menlo, and on south side from Menlo to 50th. -Realign existing 40th ramp and driveway opens. -Realign signal modifications. -Sign modifications for track direction and timing.			N/A
Parking	FAIR	-Bulb-outs accommodated on one side of the street. -Additional angled parking to the north along Highland.			↓

ALTERNATIVE 5



Cycle Track

Green-paved path with bollards and signage to separate cyclists from motor vehicles. This design provides a high level of safety and comfort for cyclists.



Curb Extension/Built-Out

A temporary extension of the sidewalk to create additional space for pedestrians and cyclists. This can be achieved through various methods such as using planters, bollards, or temporary signage.



Monument

A vertical signpost used to provide information to pedestrians and cyclists. It can be used to indicate the location of a transit stop, a bike rack, or other important features.



Median

A raised section of the road that separates different types of traffic. It can be used to separate the transit lane from the general traffic lanes, or to separate the bike lane from the general traffic lanes.



Cultural Trail

A path that is designed to be both functional and aesthetically pleasing. It can be used for walking, jogging, or cycling, and can be enhanced with trees, art, and other features.



Bike Racks

A rack for bicycles that provides a secure place for cyclists to park their bikes. It can be located near transit stops, bike lanes, or other areas where cyclists are likely to be.



Rain Garden

A planted area that is designed to capture and absorb rainwater. It can be used to reduce runoff and improve water quality.



Evaluate Driveway/Alley Closure

A process for evaluating the impact of closing a driveway or alley. This involves assessing traffic flow, safety, and other factors.



Enhanced Crosswalk

A crosswalk that is designed to be more visible and safer for pedestrians. It can include additional markings, signage, and other features.



Bus Stop

A designated area for buses to stop and pick up or drop off passengers. It can include a shelter, seating, and other amenities.

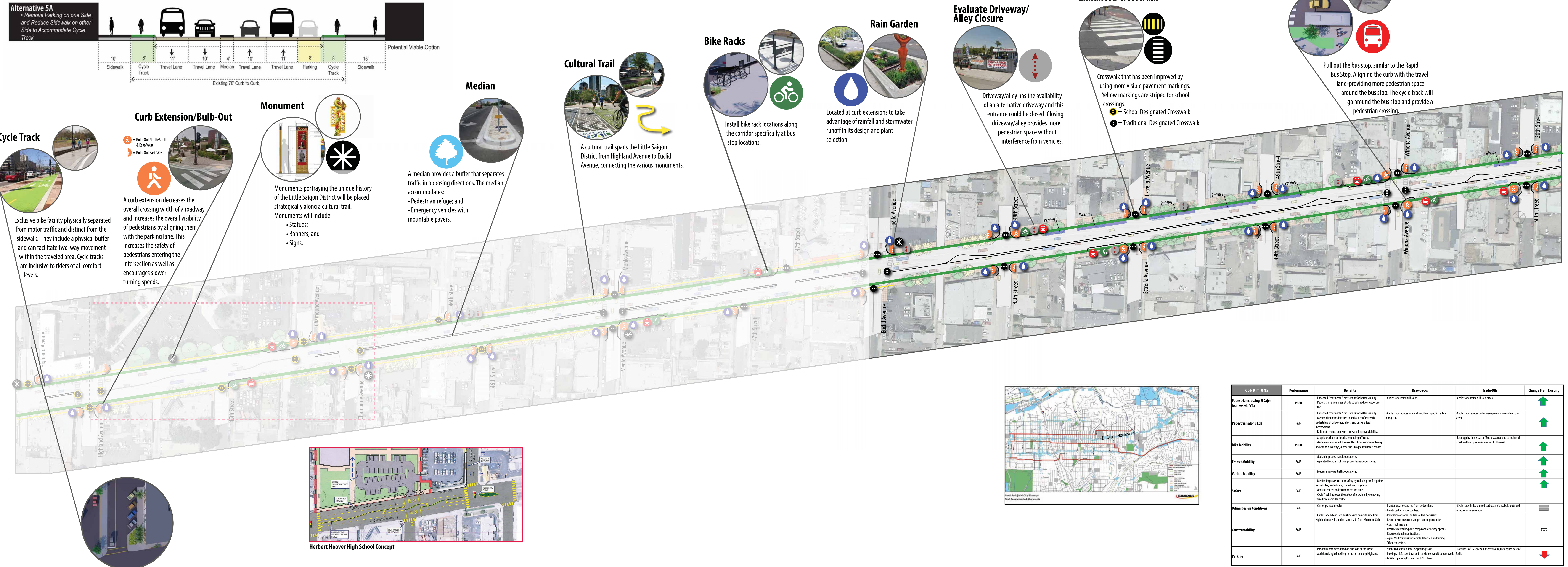


Project Area - High Street Corridor



Feature	Location	Notes	Priority
Cycle Track	High Street Corridor	Green-paved path with bollards	High
Curb Extension/Built-Out	High Street Corridor	Temporary extension of sidewalk	Medium
Monument	High Street Corridor	Vertical signpost	Low
Median	High Street Corridor	Raised section of road	Medium
Cultural Trail	High Street Corridor	Path with trees and art	Low
Bike Racks	High Street Corridor	Rack for bicycles	Medium
Rain Garden	High Street Corridor	Planted area for water management	Low
Evaluate Driveway/Alley Closure	High Street Corridor	Process for evaluating impact	Medium
Enhanced Crosswalk	High Street Corridor	Crosswalk with additional markings	Medium
Bus Stop	High Street Corridor	Designated area for buses	High

ALTERNATIVE 5A



Herbert Hoover High School Concept

CONDITIONS	Performance	Benefits	Drawbacks	Trade-offs	Change from Existing
Pedestrian crossing El Cajeon Boulevard (CB)	POOR	-Enhanced "vertical" crosswalks for better visibility -Pedestrian refuge area at side street reduces exposure time	-Cycle track limits bulb-out area	-Cycle track limits bulb-out area	↑
Pedestrian along CB	FAIR	-Enhanced "vertical" crosswalks for better visibility -Median eliminates left turn in and out conflicts with pedestrian at driveway, alley, and unsignalized intersections -Bulb-outs reduce exposure time and improve visibility	-Cycle track reduces sidewalk width on specific sections along CB	-Cycle track reduces pedestrian space on one side of the street	↑
Bike Mobility	POOR	-If cycle track on both sides removing off-curb -Median eliminates left turn conflicts from vehicle weaving and exiting driveways, alleys, and unsignalized intersections		-Bulb application is west of Euclid Avenue due to reduction of street and long proposed median to the east	↑
Transit Mobility	FAIR	-Median improves transit operations -Separated bike 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 bicycles -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	-Median area space used from pedestrians -Large planted opportunities	-Cycle track limits planted curb extensions, bulb-outs and landscape area available	→
Constructability	FAIR	-Cycle track removes all existing curbs on north side from Highland to 47th, and on south side from 47th to 49th	-Relocation of some utilities will be necessary -Reduced streetcar management opportunities -Construct median -Requires reworking ADA ramps and driveway aprons -Requires signal modifications -Legal modifications for bicycle direction and sharing of travel corridor		↑
Parking	FAIR	-Parking is accommodated on one side of the street -Additional angled parking to the north along Highland	-Slight reduction in low use parking stalls -Parking at 48th Avenue and Euclid Avenue would be removed -Greenest parking lot west of 47th Street	-Total loss of 15 spaces if alternative is just applied east of Euclid	↓

ALTERNATIVE 5A



Cycle Track
A dedicated bike lane with a green-paved surface and a white line marking. The cycle track is located on the left side of the road, adjacent to the sidewalk. It is a 10-foot wide lane that runs the length of the road. The cycle track is a dedicated space for bicycles and is not shared with other vehicles. It is a safe and comfortable place to ride a bike.

Curb Extension/Built-Out



Curb Extension/Built-Out
A curb extension or built-out is a design that extends the sidewalk into the vehicle lane, creating a wider, safer space for pedestrians. It is typically used at intersections and along commercial corridors. The curb extension is a design that extends the sidewalk into the vehicle lane, creating a wider, safer space for pedestrians. It is typically used at intersections and along commercial corridors.

Monument



Monument
A monument is a design that extends the sidewalk into the vehicle lane, creating a wider, safer space for pedestrians. It is typically used at intersections and along commercial corridors. The monument is a design that extends the sidewalk into the vehicle lane, creating a wider, safer space for pedestrians. It is typically used at intersections and along commercial corridors.

Median



Median
A median is a design that extends the sidewalk into the vehicle lane, creating a wider, safer space for pedestrians. It is typically used at intersections and along commercial corridors. The median is a design that extends the sidewalk into the vehicle lane, creating a wider, safer space for pedestrians. It is typically used at intersections and along commercial corridors.

Cultural Trail



Cultural Trail
A cultural trail is a design that extends the sidewalk into the vehicle lane, creating a wider, safer space for pedestrians. It is typically used at intersections and along commercial corridors. The cultural trail is a design that extends the sidewalk into the vehicle lane, creating a wider, safer space for pedestrians. It is typically used at intersections and along commercial corridors.

Bike Racks



Bike Racks
Bike racks are a design that extends the sidewalk into the vehicle lane, creating a wider, safer space for pedestrians. It is typically used at intersections and along commercial corridors. The bike racks are a design that extends the sidewalk into the vehicle lane, creating a wider, safer space for pedestrians. It is typically used at intersections and along commercial corridors.

Rain Garden



Rain Garden
A rain garden is a design that extends the sidewalk into the vehicle lane, creating a wider, safer space for pedestrians. It is typically used at intersections and along commercial corridors. The rain garden is a design that extends the sidewalk into the vehicle lane, creating a wider, safer space for pedestrians. It is typically used at intersections and along commercial corridors.

Evaluate Driveway/Alley Closures



Evaluate Driveway/Alley Closures
Evaluating driveway and alley closures is a design that extends the sidewalk into the vehicle lane, creating a wider, safer space for pedestrians. It is typically used at intersections and along commercial corridors. The evaluation is a design that extends the sidewalk into the vehicle lane, creating a wider, safer space for pedestrians. It is typically used at intersections and along commercial corridors.

Enhanced Crosswalk



Enhanced Crosswalk
An enhanced crosswalk is a design that extends the sidewalk into the vehicle lane, creating a wider, safer space for pedestrians. It is typically used at intersections and along commercial corridors. The enhanced crosswalk is a design that extends the sidewalk into the vehicle lane, creating a wider, safer space for pedestrians. It is typically used at intersections and along commercial corridors.

Bus Stop



Bus Stop
A bus stop is a design that extends the sidewalk into the vehicle lane, creating a wider, safer space for pedestrians. It is typically used at intersections and along commercial corridors. The bus stop is a design that extends the sidewalk into the vehicle lane, creating a wider, safer space for pedestrians. It is typically used at intersections and along commercial corridors.



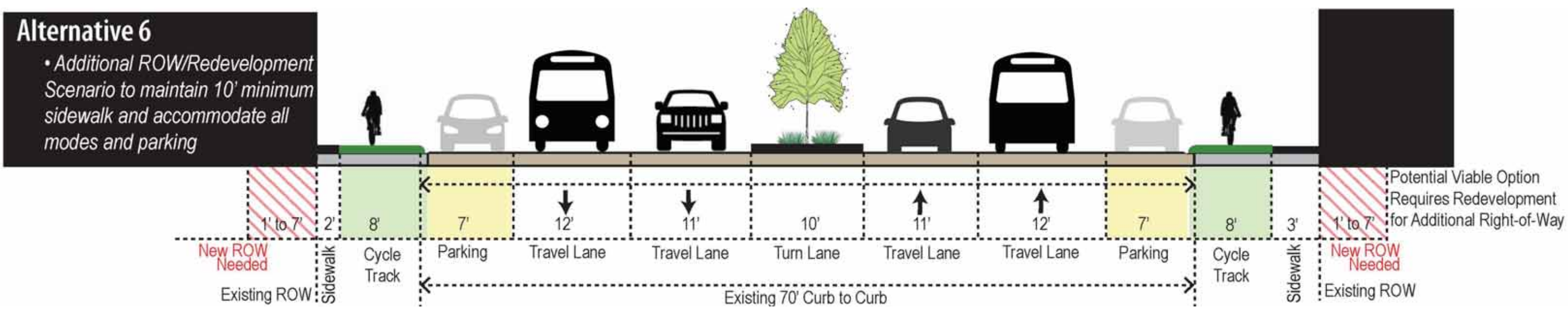
Street View: High Street Corridor



Location	Feature	Notes	Priority
High Street Corridor	Curbside Pickup/Drop-off Zone	Proposed for the entire length of the corridor.	High
High Street Corridor	Bus Stop	Proposed at the intersection of High Street and Main Street.	High
High Street Corridor	Bike Rack	Proposed at the intersection of High Street and Main Street.	Medium
High Street Corridor	Rain Garden	Proposed at the intersection of High Street and Main Street.	Medium
High Street Corridor	Enhanced Crosswalk	Proposed at the intersection of High Street and Main Street.	High
High Street Corridor	Monument	Proposed at the intersection of High Street and Main Street.	Medium
High Street Corridor	Median	Proposed at the intersection of High Street and Main Street.	Medium
High Street Corridor	Cultural Trail	Proposed at the intersection of High Street and Main Street.	Medium
High Street Corridor	Bike Lane	Proposed at the intersection of High Street and Main Street.	High
High Street Corridor	Curbside Extension/Built-Out	Proposed at the intersection of High Street and Main Street.	High

ALTERNATIVE 6

Alternative 6
• Additional ROW/Redevelopment
Scenario to maintain 10' minimum
sidewalk and accommodate all
modes and parking



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; 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.

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.

Redevelopment



Due to constrained right-of-way in specific locations along the corridor redevelopment must occur to accommodate both an 8' cycle track and 10' sidewalk.

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



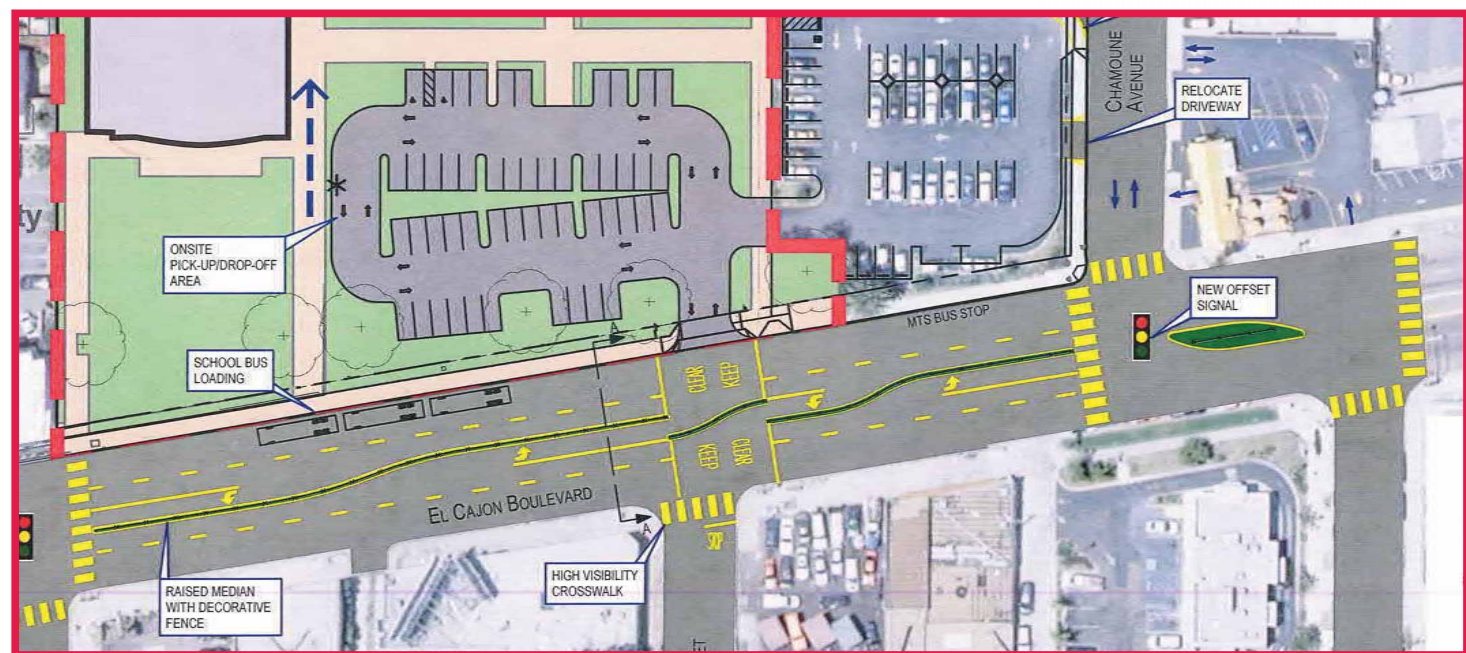
Crosswalk that has been improved by using more visible pavement markings. Yellow markings are striped for school crossings.

- School Designated Crosswalk
- Traditional Designated Crosswalk

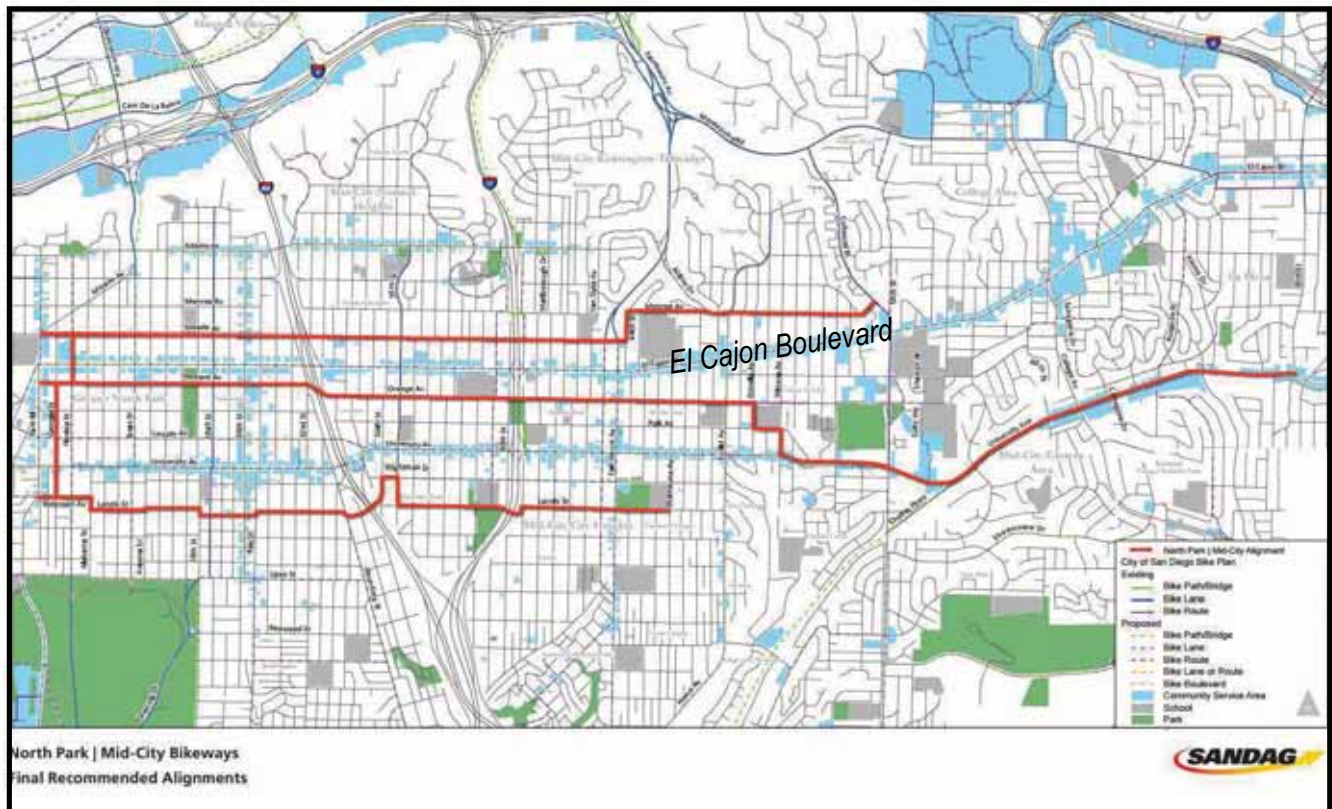
Bus Stop



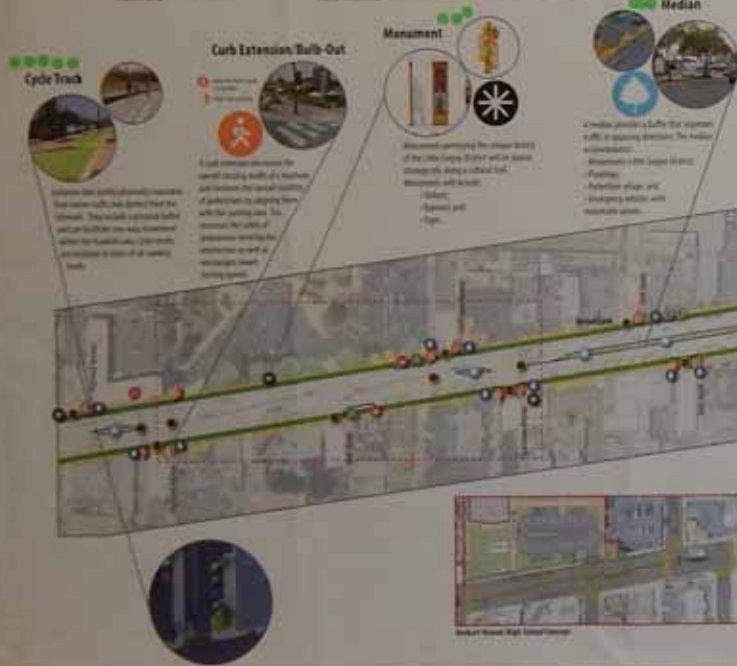
Pull out the bus stop, similar to the Rapid Bus Stop. Aligning the curb with the travel lane-providing more pedestrian space around the bus stop. The cycle track will go around the bus stop and provide a pedestrian crossing.



Herbert Hoover High School Concept

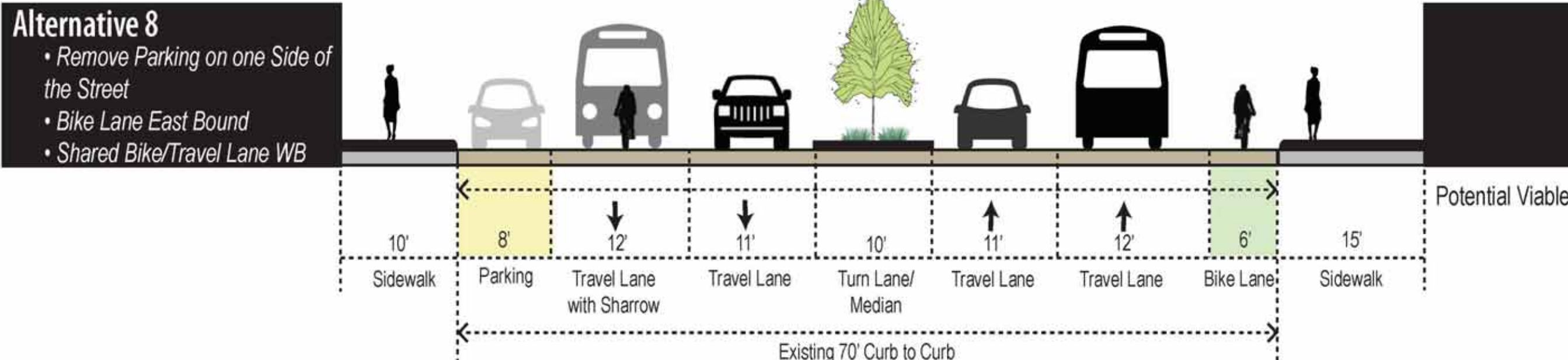


CONDITIONS	Performance	Benefits	Drawbacks	Trade-offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (CB)	GOOD	• Enhanced "crosswalk" crosswalks for better visibility • Pedestrian refuge areas at side streets reduces exposure time • Bulb-outs reduce exposure time and improve visibility			↑
Pedestrian along CB	GOOD	• Enhanced "crosswalk" crosswalks for better visibility • Bulb-outs reduce exposure time and improve visibility • Parked vehicles act as buffer for pedestrians from traffic • Median minimizes left-turn conflicts at intersections	• Reduced pedestrian space in some areas, dependent upon redevelopment		↑
Bike Mobility	FAIR	• If cycle track on both sides built into existing sidewalk, median minimizes left-turn conflicts at intersections	• Cycle track requires space outside of curb	• Timing of redevelopment is typically not the same, so cycle track implementation may be delayed	↑
Transit Mobility	FAIR	• Median improves traffic operations			↑
Vehicle Mobility	FAIR	• Median improves traffic operations			↑
Safety	FAIR	• Median improves lane 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 vehicle traffic			↑
Urban Design Conditions	GOOD	• Potential for plantings in parking areas • Center planted median	• Timing of urban design elements may lead to inconsistent implementation • Relocation of some vehicles will be necessary • Requires redevelopment for additional right-of-way • Construction of median	• Cycle track limits planted curb extensions, bulb-outs and pedestrian zone openings • Timing of redevelopment is typically not the same, so cycle track implementation may be delayed	↑
Constructability	POOR		• Requires reworking ADA ramps and driveway aprons • Requires signal modifications • Signal Modifications for bicycle detection and timing		N/A
Parking	GOOD	• Both sides of the street accommodate on-street parallel parking • Additional angled parking to the north along Highland			↑



Indikator	Penilaian	Detail	Nilai	Uraian	Penilaian
1. Mengetahui konsep dasar hukum	100	Mengetahui konsep dasar hukum	100	Mengetahui konsep dasar hukum	100
2. Mengetahui konsep dasar hukum	100	Mengetahui konsep dasar hukum	100	Mengetahui konsep dasar hukum	100
3. Mengetahui konsep dasar hukum	100	Mengetahui konsep dasar hukum	100	Mengetahui konsep dasar hukum	100
4. Mengetahui konsep dasar hukum	100	Mengetahui konsep dasar hukum	100	Mengetahui konsep dasar hukum	100
5. Mengetahui konsep dasar hukum	100	Mengetahui konsep dasar hukum	100	Mengetahui konsep dasar hukum	100
6. Mengetahui konsep dasar hukum	100	Mengetahui konsep dasar hukum	100	Mengetahui konsep dasar hukum	100
7. Mengetahui konsep dasar hukum	100	Mengetahui konsep dasar hukum	100	Mengetahui konsep dasar hukum	100
8. Mengetahui konsep dasar hukum	100	Mengetahui konsep dasar hukum	100	Mengetahui konsep dasar hukum	100
9. Mengetahui konsep dasar hukum	100	Mengetahui konsep dasar hukum	100	Mengetahui konsep dasar hukum	100
10. Mengetahui konsep dasar hukum	100	Mengetahui konsep dasar hukum	100	Mengetahui konsep dasar hukum	100

ALTERNATIVE 8

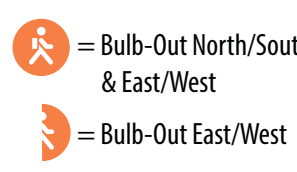


Bike Lane



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; and
- 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



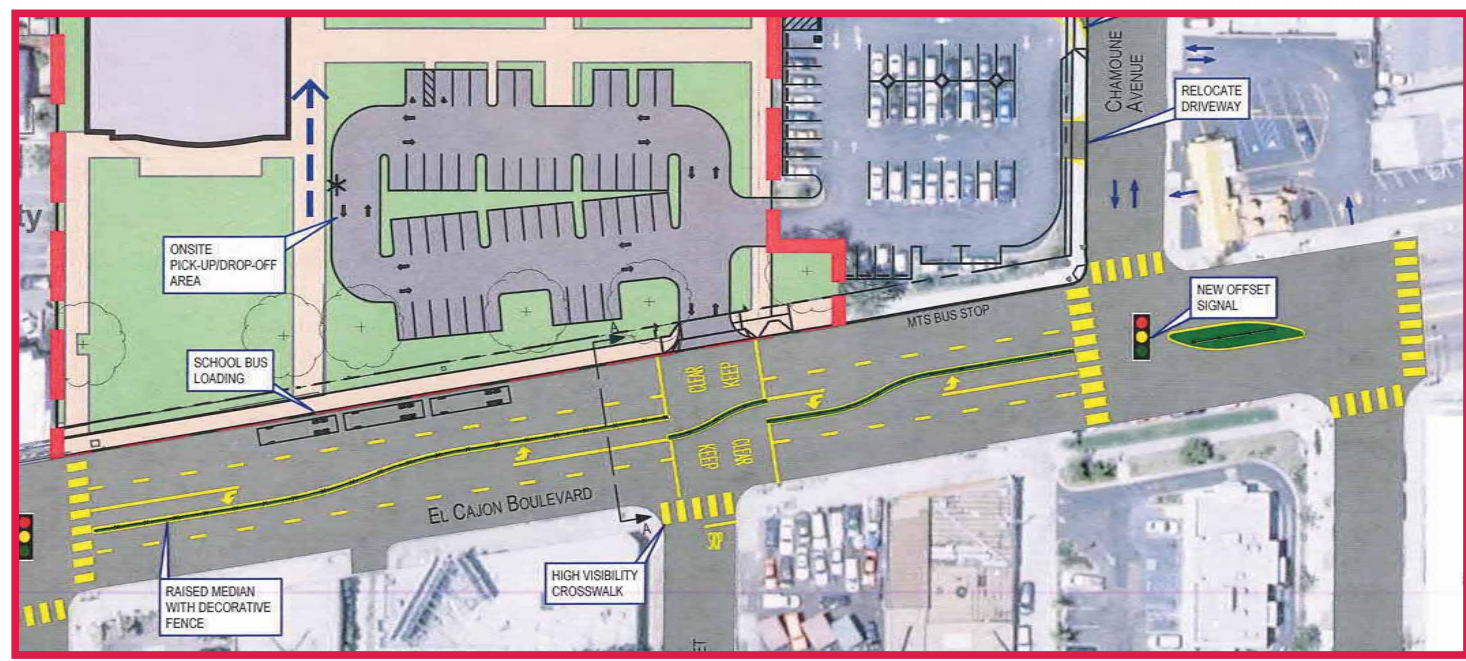
Crosswalk that has been improved by using more visible pavement markings. Yellow markings are striped for school crossings.

- School Designated Crosswalk
- Traditional Designated Crosswalk

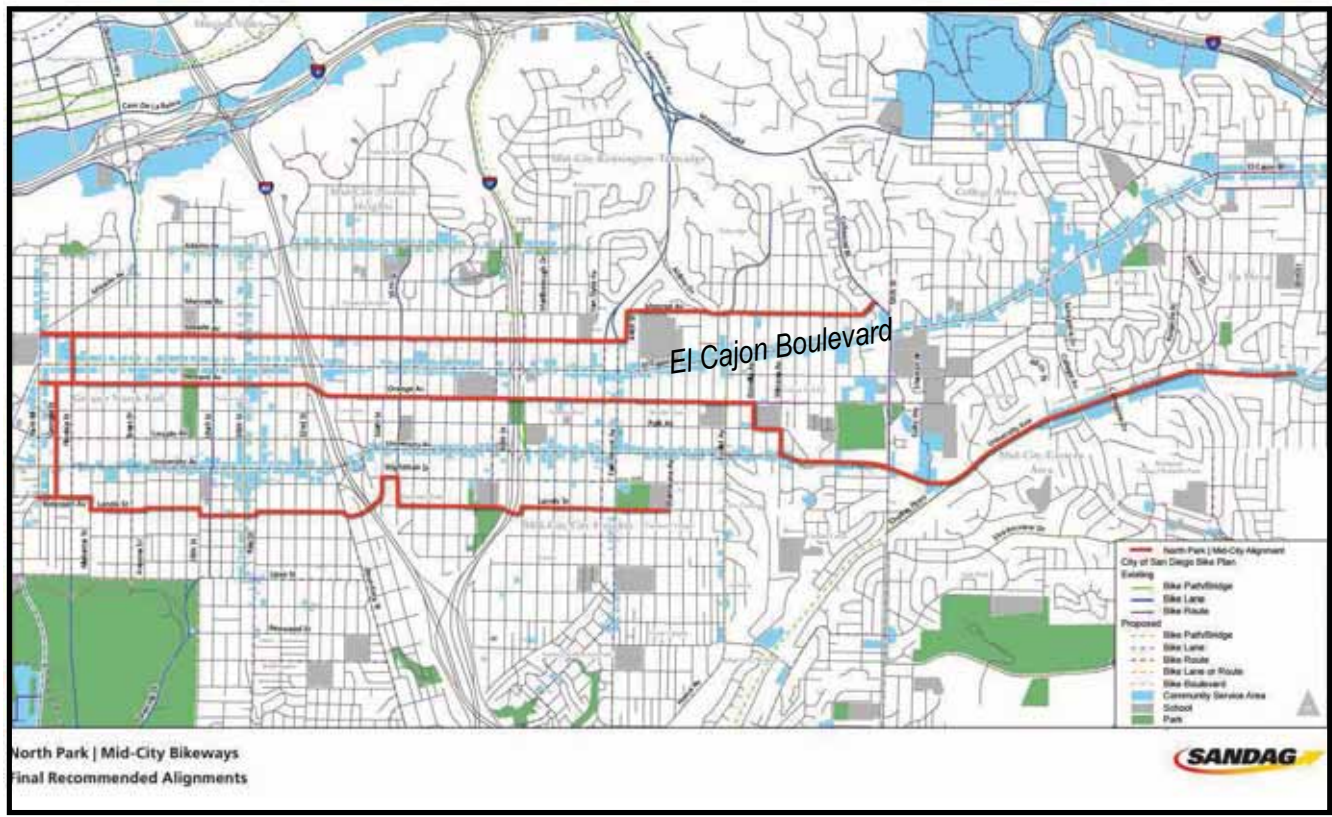
Bus Stop



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 "verticality" 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	• Reduced buffer between pedestrians and traffic on one side of street	• Bike lane limits bulb-outs on one side of street	↑
Pedestrian along ECB	GOOD	• Enhanced "verticality" 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 / Amenity area • Median eliminates left turn conflicts at driveway, alley, and unsignalized intersections			↑
Bike Mobility	FAIR	• Signalized X-movement WB at 4th Street • Median eliminates left turn conflicts at driveway, alley, and unsignalized intersections • Bike Signal Green (BSC) Phase		• Best application is west of 4th Street due to width of street • Does not provide organized bicycle facility in both directions	↑
Transit Mobility	FAIR	• Active local transit route • Parking conflicts removed from one side			↑
Vehicle Mobility	FAIR	• Parking relocation removed from one side • Median provides vehicle separation improvement • Median improves corridor safety by reducing conflict points • Bulb-outs improve pedestrian safety • Bike lane improves bicycle safety in signal directions	• Bicycles operate in shared space in one direction		↑
Safety	FAIR	• Capital BSC also proposed for urban design improvements • Center planted median			↑
Urban Design Conditions	FAIR	• Low cost testings of roadway • Existing utilities not impacted	• Bike lane side of street reduces bulb-outs and planter/parklet opportunities	• Curb extension planters and bulb-outs for ECB crossings/landings are limited on one side of street	↑
Constructability	GOOD		• Construct median • Requires reworking ADA ramps and driveway aprons • Requires local 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 cost parking (ADA)	• Potential for more pedestrians to need to cross ECB during parking only on one side	↓

ALTERNATIVE 8



Bike Lane



Alternative 8 will include a dedicated bike lane on both sides of the road, providing a safe and comfortable space for cyclists.

Curb Extension/Bulb-Out



Curb extensions (bulb-outs) will be implemented at key intersections to narrow the travel lane, reduce crossing distances, and improve pedestrian safety.

Monument



Monuments will be placed at key intersections to provide visual interest, mark the location of the intersection, and improve pedestrian safety.

Median



A median strip will be added to the road to provide a safe space for emergency vehicles, reduce the risk of head-on collisions, and improve pedestrian safety.

Cultural Trail



A cultural trail will be added to the road to provide a safe space for pedestrians, improve pedestrian safety, and provide a scenic route for walking and jogging.

Bike Racks



Bike racks will be installed at key locations to provide a safe space for cyclists to park their bikes, improve pedestrian safety, and provide a scenic route for walking and jogging.

Rain Garden



Rain gardens will be installed at key locations to provide a safe space for pedestrians, improve pedestrian safety, and provide a scenic route for walking and jogging.

Evaluate Driveway/Alley Closure



The project will evaluate the need for driveway or alleyway closures to improve pedestrian safety, reduce traffic volume, and provide a scenic route for walking and jogging.

Enhanced Crosswalk



Enhanced crosswalks will be installed at key locations to provide a safe space for pedestrians, improve pedestrian safety, and provide a scenic route for walking and jogging.

Bus Stop

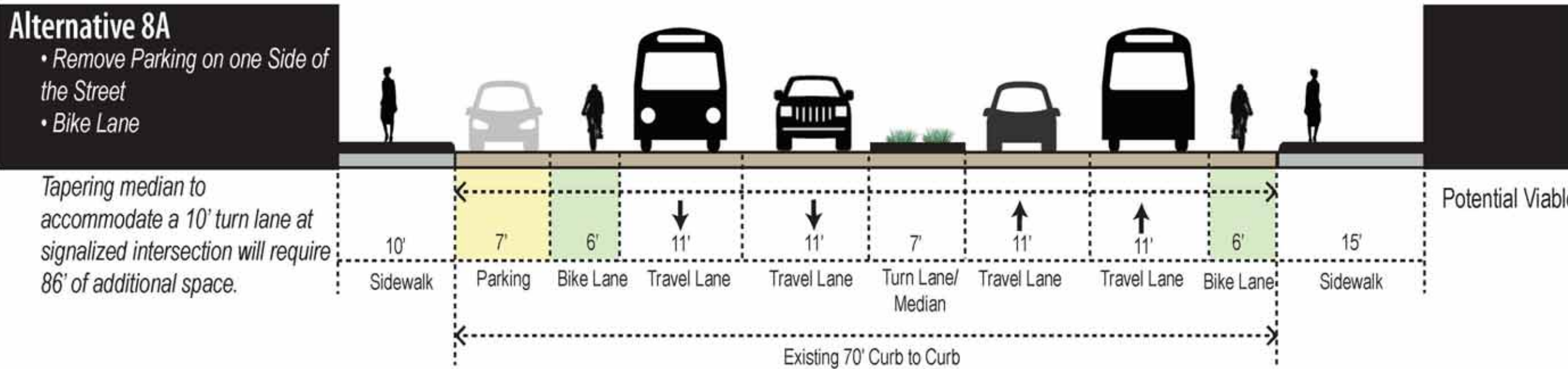


Bus stops will be installed at key locations to provide a safe space for bus passengers, improve pedestrian safety, and provide a scenic route for walking and jogging.



Location	Feature	Notes	Priority
Intersection of Main St and 1st St	Enhanced Crosswalk	Install crosswalk with bollards and bollard-free zone	High
Intersection of Main St and 2nd St	Enhanced Crosswalk	Install crosswalk with bollards and bollard-free zone	High
Intersection of Main St and 3rd St	Enhanced Crosswalk	Install crosswalk with bollards and bollard-free zone	High
Intersection of Main St and 4th St	Enhanced Crosswalk	Install crosswalk with bollards and bollard-free zone	High
Intersection of Main St and 5th St	Enhanced Crosswalk	Install crosswalk with bollards and bollard-free zone	High
Intersection of Main St and 6th St	Enhanced Crosswalk	Install crosswalk with bollards and bollard-free zone	High
Intersection of Main St and 7th St	Enhanced Crosswalk	Install crosswalk with bollards and bollard-free zone	High
Intersection of Main St and 8th St	Enhanced Crosswalk	Install crosswalk with bollards and bollard-free zone	High
Intersection of Main St and 9th St	Enhanced Crosswalk	Install crosswalk with bollards and bollard-free zone	High
Intersection of Main St and 10th St	Enhanced Crosswalk	Install crosswalk with bollards and bollard-free zone	High
Intersection of Main St and 11th St	Enhanced Crosswalk	Install crosswalk with bollards and bollard-free zone	High
Intersection of Main St and 12th St	Enhanced Crosswalk	Install crosswalk with bollards and bollard-free zone	High
Intersection of Main St and 13th St	Enhanced Crosswalk	Install crosswalk with bollards and bollard-free zone	High
Intersection of Main St and 14th St	Enhanced Crosswalk	Install crosswalk with bollards and bollard-free zone	High
Intersection of Main St and 15th St	Enhanced Crosswalk	Install crosswalk with bollards and bollard-free zone	High
Intersection of Main St and 16th St	Enhanced Crosswalk	Install crosswalk with bollards and bollard-free zone	High
Intersection of Main St and 17th St	Enhanced Crosswalk	Install crosswalk with bollards and bollard-free zone	High
Intersection of Main St and 18th St	Enhanced Crosswalk	Install crosswalk with bollards and bollard-free zone	High
Intersection of Main St and 19th St	Enhanced Crosswalk	Install crosswalk with bollards and bollard-free zone	High
Intersection of Main St and 20th St	Enhanced Crosswalk	Install crosswalk with bollards and bollard-free zone	High

ALTERNATIVE 8A

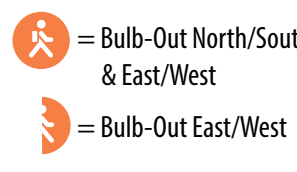


Bike Lane



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



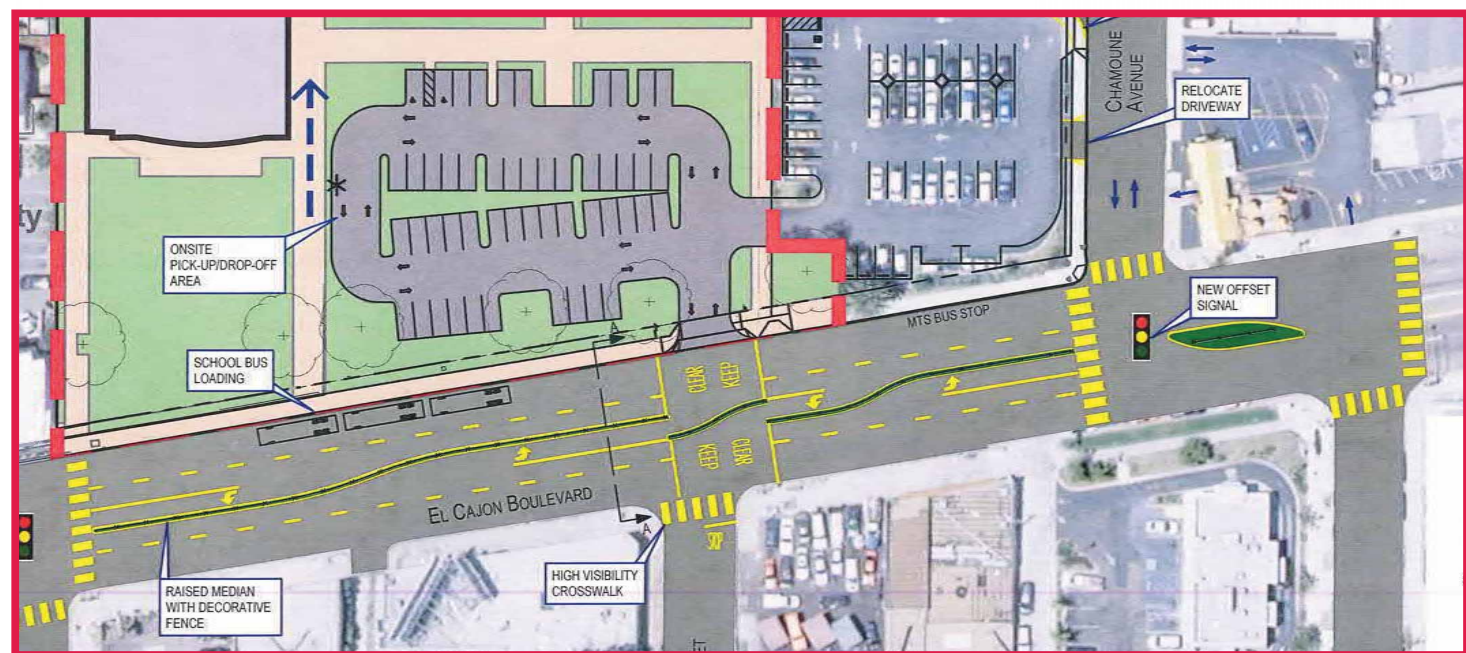
Crosswalk that has been improved by using more visible pavement markings. Yellow markings are striped for school crossings.

- School Designated Crosswalk
- Traditional Designated Crosswalk

Bus Stop

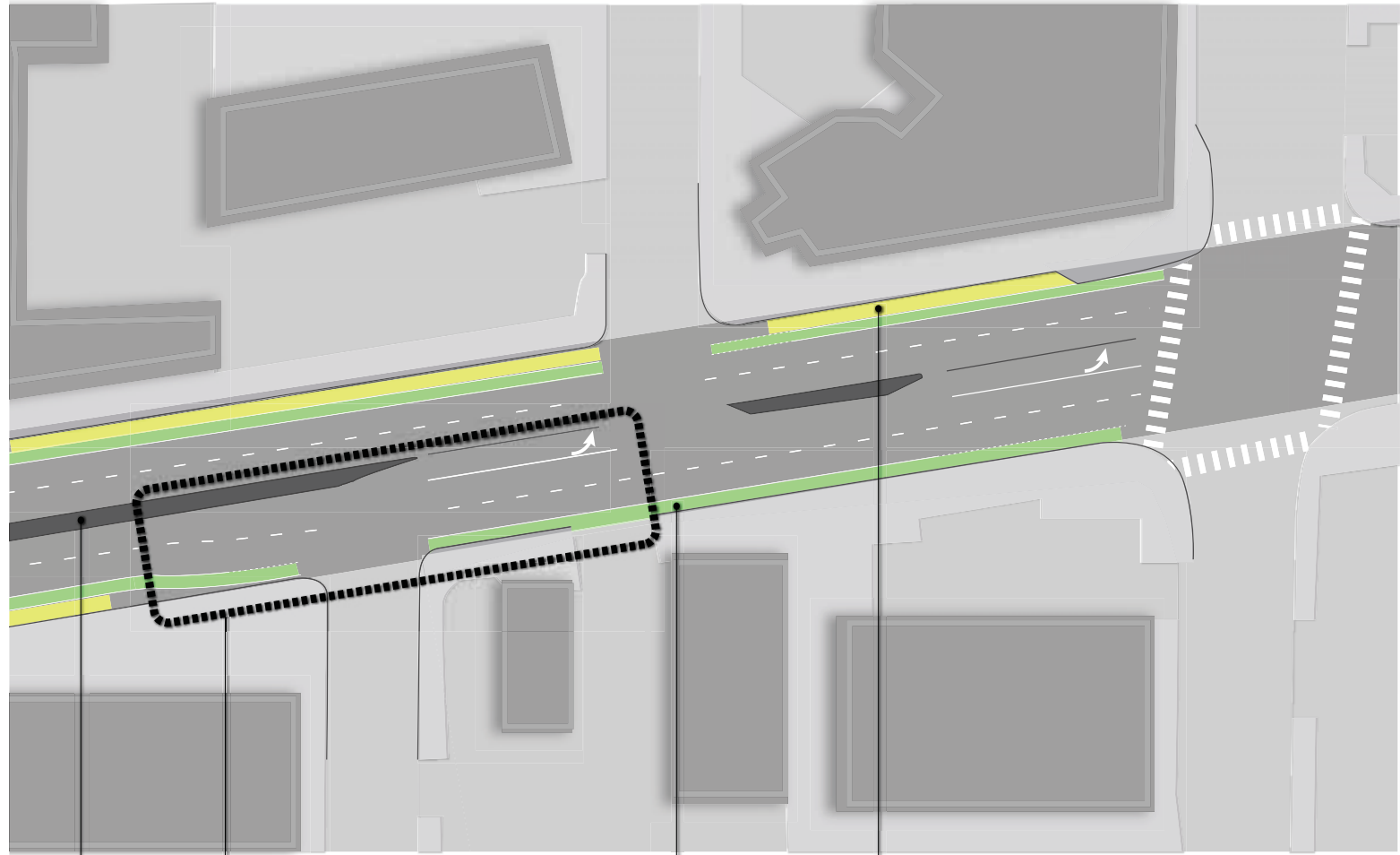


Pull out the bus stop, similar to the Rapid Bus Stop. Aligning the curb with the travel lane-providing more pedestrian space around the bus stop. The bike lane will go around the bus stop and provide a pedestrian crossing.



Herbert Hoover High School Concept

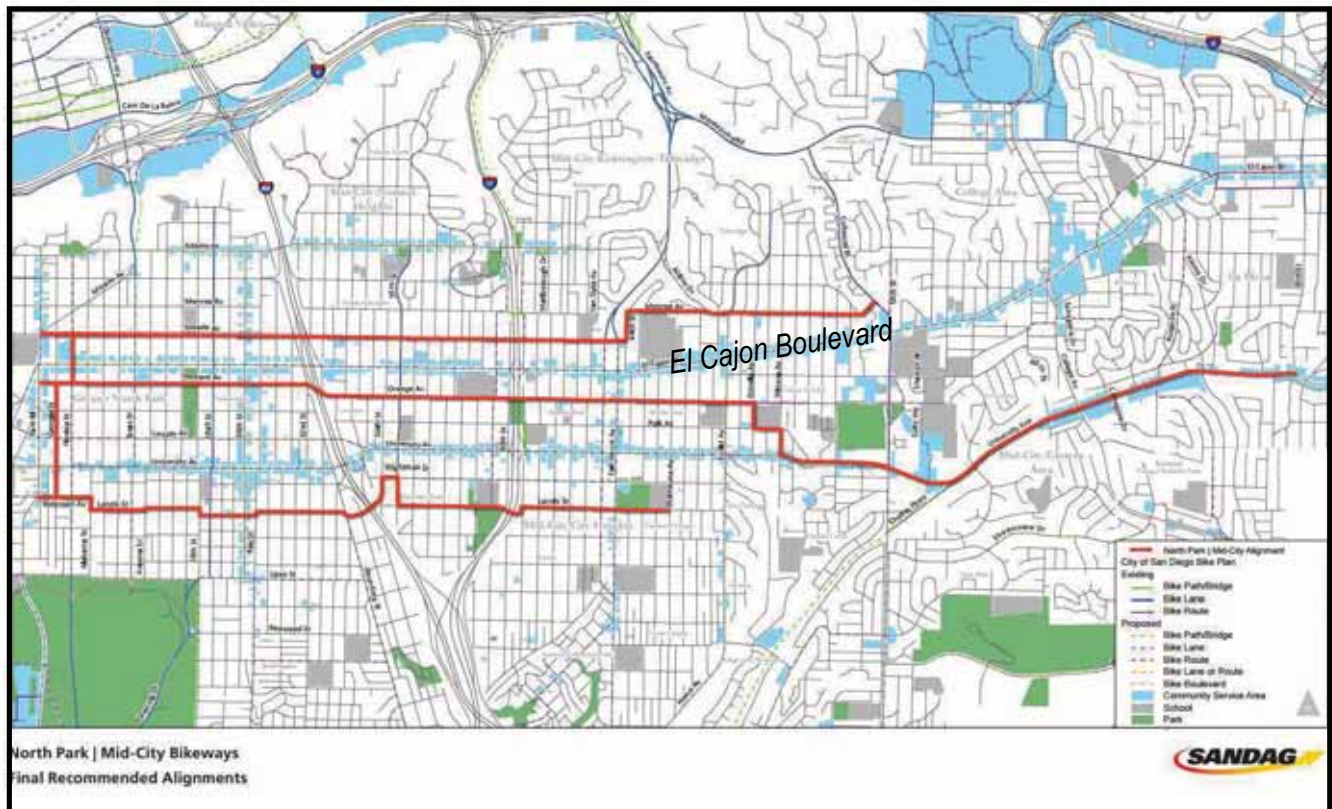
Turning Lane Accommodation



Lanes shift to accommodate 10' middle turning lane and 10' median. Requires at a minimum 166'.

6' Bike Lane

Parking



CONDITIONS	Performance	Benefits	Drawbacks	Trade-offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	FAIR	• Enhanced "landmark" 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. • Enhanced "landmark" crosswalks for better visibility. • Planting and blue lane provide buffer for pedestrians from traffic reducing exposure time. • Preserves existing sidewalk (landmark area). • Median eliminates left-turn conflicts at driveway, alley, and ungrated intersections.	• Removes a buffer (parked cars) between pedestrians and traffic on one side of street.	• Bike lane (bicycle bulb outs) on one side of street.	↑
Pedestrian along ECB	GOOD	• Enhanced "landmark" crosswalks for better visibility. • Planting and blue lane provide buffer for pedestrians from traffic reducing exposure time. • Preserves existing sidewalk (landmark area). • Median eliminates left-turn conflicts at driveway, alley, and ungrated intersections.			↑
Bike Mobility	GOOD	• Median eliminates left-turn conflicts at driveway, alley, and ungrated intersections. • Active local street route.		• Best opportunity is east of Euclid Avenue due to width of street and long proposed median in the east.	↑
Transit Mobility	FAIR	• Active local street route.			↑
Vehicle Mobility	FAIR	• Parking obstructions removed from one side. • Median provides vehicle operation improvement. • Median improves corridor safety by reducing conflict points. • Bulb outs improve pedestrian safety. • Blue lane improves bicyclist safety in right-of-way direction.		• Turning lane causes reduction in parking stalls near signalized intersection.	↑
Safety	FAIR	• Median improves corridor safety by reducing conflict points. • Bulb outs improve pedestrian safety. • Blue lane improves bicyclist safety in right-of-way direction.			↑
Urban Design Conditions	FAIR	• Curb to 400' area preserved for urban design treatments. • Center-planted median. • Low wall (existing) at 100' from street.	• New parking side of street reduces bulb outs and plantings/landscape opportunities. • Narrower median near 100' plant options. • Center-planted median.	• Curb extension planter and bulb outs for ECB crossing (landscape) are located on one side of street.	↑
Constructability	GOOD	• Low wall (existing) at 100' from street. • Existing utilities not impacted.	• Requires reworking 400' range and driveway aprons. • Requires signal modifications. • Signal modifications for bicycle direction and timing.	• Requires deviation from City design standards.	↑
Parking	POOR	• Parking is accommodated on one side of the street. • Additional angled parking to the north along Highland.	• Reduces in low car parking stalls. • Parking at 400' from curb and transitions would be removed. • Greater parking loss west of 47th Street.	• Potential for more pedestrians to need to cross ECB due to parking stalls on one side. • Total loss of 6' space if alternative is applied west of Euclid.	↓

ALTERNATIVE 8A



Bike Lane



Proposed bike lane on West Street from North Street to South Street. The lane will be 10 feet wide and will have a green-painted surface.

Curb Extension Bulb-Out



A curb extension (bulb-out) is a street design that extends the curb into the street, creating a wider crosswalk and a shorter crossing distance for pedestrians. This design is ideal for streets with low traffic volumes and narrow lanes.

Monument



Monuments are used to mark the location of a street intersection and to provide a visual cue for drivers. They are typically placed at the corner of the intersection and are made of a durable material, such as stone or metal.

Median



A median is a strip of land that separates two directions of traffic. It can be used to improve safety by preventing head-on collisions and to provide a space for landscaping and other street improvements.

Cultural Trail



A cultural trail is a route that connects different cultural and historical sites in a city. It is designed to provide a unique and educational experience for visitors and to promote the city's cultural heritage.

Bike Racks



Bike racks are used to provide a secure place for people to park their bicycles. They are typically made of metal and are designed to be easy to use and durable.

Rain Garden



A rain garden is a landscaped area that is designed to capture and absorb rainwater. It is typically planted with native plants and flowers that are able to tolerate wet soil and can help to reduce runoff and improve water quality.

Evaluate Driveway/Alley Closure



Evaluating driveway and alley closures is an important part of street design. It involves assessing the impact of closures on traffic flow, safety, and the local community. This evaluation can help to identify potential problems and develop solutions to improve the street design.

Enhanced Crosswalk



Enhanced crosswalks are designed to improve the safety and visibility of pedestrians crossing the street. They typically include features such as wider crosswalks, additional crosswalk markings, and enhanced lighting.

Bus Stop



A bus stop is a designated location where a bus can pick up or drop off passengers. It is typically marked with a sign and a shelter to protect passengers from the weather.

Turning Lane Accommodation

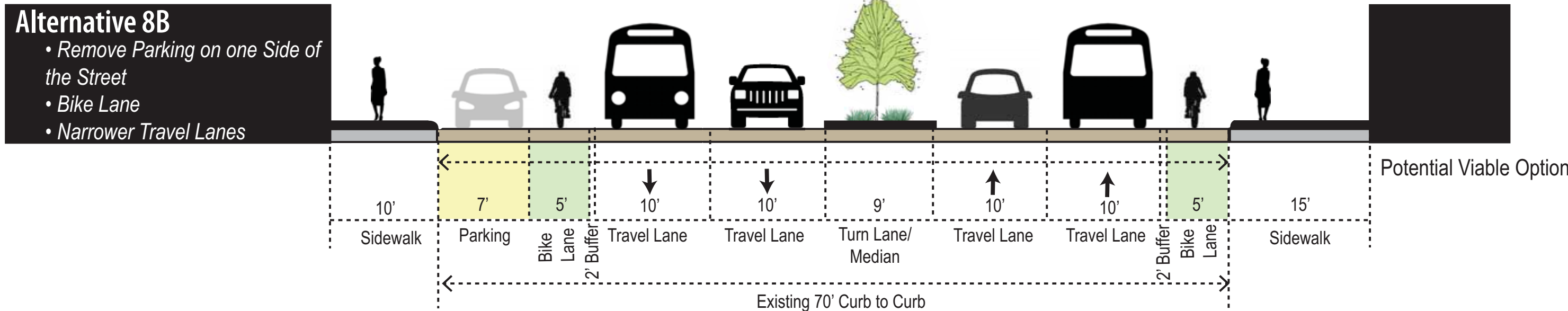


Turning lane accommodation is a design feature that provides a dedicated space for vehicles making a right turn. It typically includes a dedicated turning lane and a dedicated signal phase to improve safety and efficiency.



Item	Location	Notes	Priority
1	West Street	Proposed bike lane	High
2	North Street	Proposed curb extension	Medium
3	South Street	Proposed median	Low
4	East Street	Proposed cultural trail	Medium
5	West Street	Proposed bike racks	Low
6	North Street	Proposed rain garden	Medium
7	South Street	Proposed driveway/alley closure	High
8	East Street	Proposed enhanced crosswalk	Medium
9	West Street	Proposed bus stop	Low
10	North Street	Proposed turning lane accommodation	Medium

ALTERNATIVE 8B

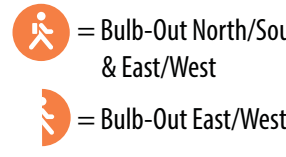


Bike Lane



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



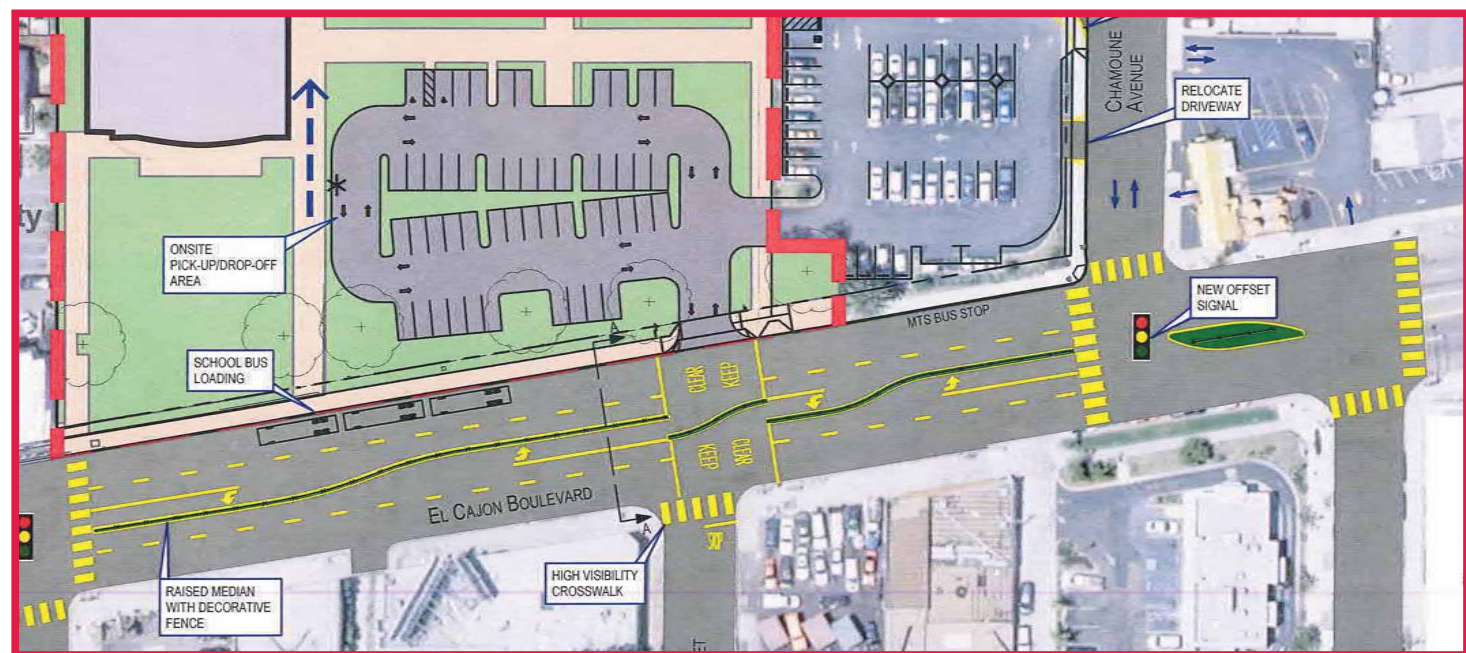
Crosswalk that has been improved by using more visible pavement markings. Yellow markings are striped for school crossings.

- School Designated Crosswalk
- Traditional Designated Crosswalk

Bus Stop

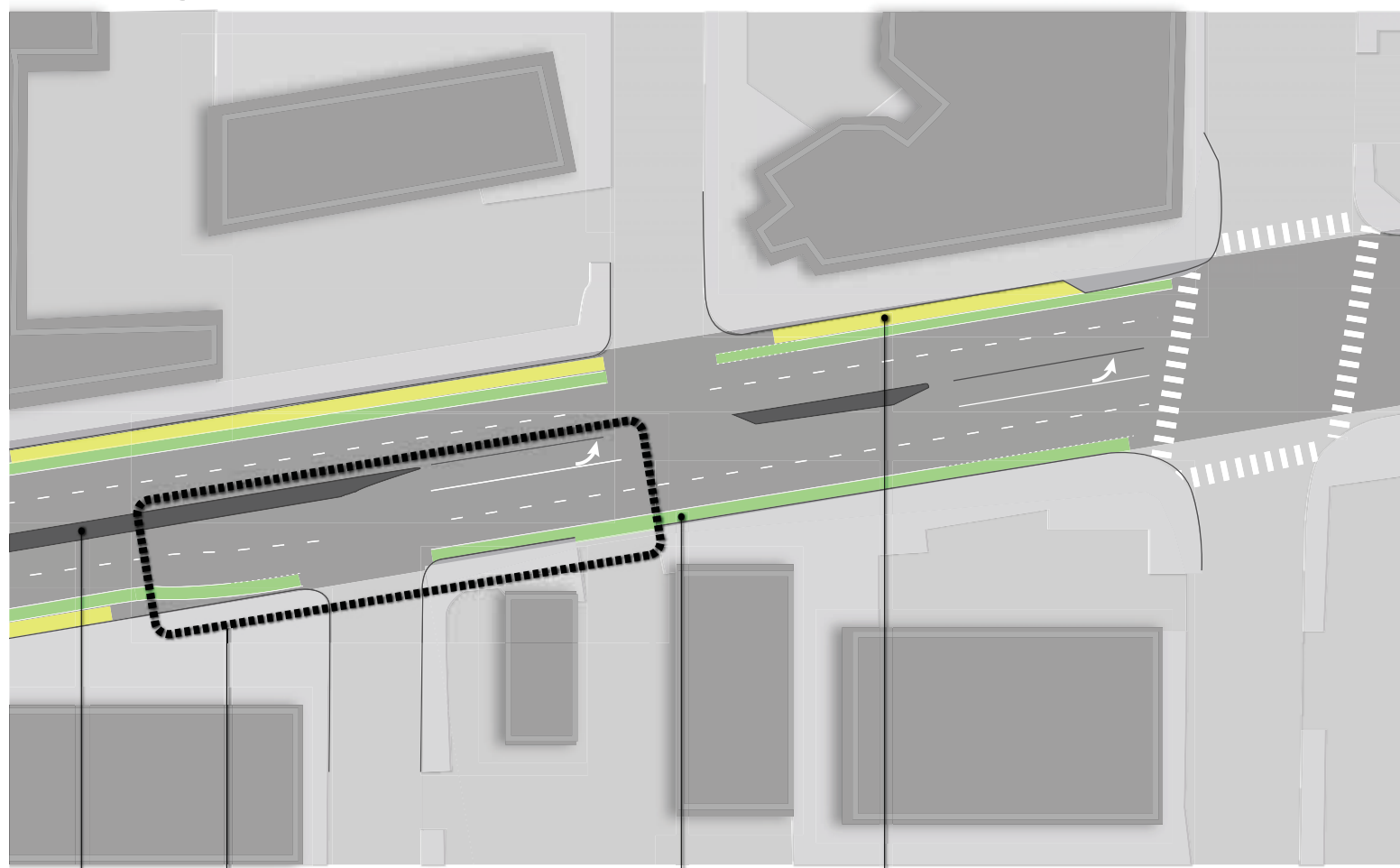


Pull out the bus stop, similar to the Rapid Bus Stop. Aligning the curb with the travel lane-providing more pedestrian space around the bus stop. The bike lane will go around the bus stop and provide a pedestrian crossing.

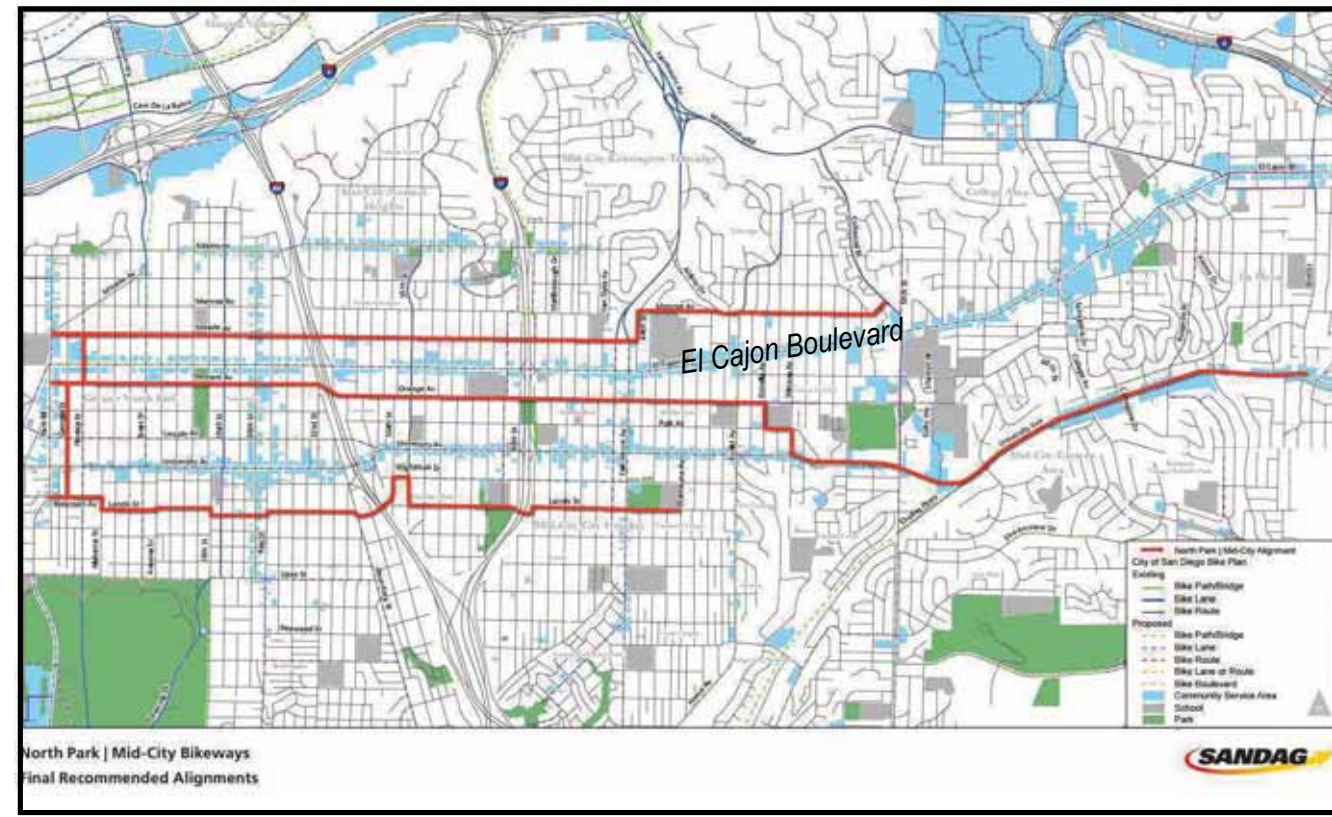


Herbert Hoover High School Concept

Turning Lane Accommodation



Lanes shift to accommodate 10' middle turning lane and 10' median. Requires at a minimum 166'.
5' Bike Lane
Parking



CONDITIONS	Performance	Benefits	Drawbacks	Trade-offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	FAIR	Enhanced "landmark" crosswalks for better visibility. Pedestrian refuge areas at side streets reducing exposure time and exposure visibility. Bollards on one side of ECB reduce exposure time. Enhanced "landmark" crosswalks for better visibility. Painting and blue lane provide buffer for pedestrians from traffic reducing exposure time. Prevents existing sidewalk "landmark" area. Median eliminates left-turn conflicts at driveway/alley, and unimproved intersections.	Removes a buffer (parked cars) between pedestrians and traffic on one side of street.	Bike lane bollards on one side of street.	↑
Pedestrian along ECB	GOOD	Enhanced "landmark" crosswalks for better visibility. Painting and blue lane provide buffer for pedestrians from traffic reducing exposure time. Prevents existing sidewalk "landmark" area. Median eliminates left-turn conflicts at driveway/alley, and unimproved intersections.			↑
Bike Mobility	GOOD	Bike lanes. Median eliminates left-turn conflicts at driveway/alley, and unimproved intersections.		Best application is east of Euclid Avenue due to width of street and long proposed median in the east.	↑
Transit Mobility	FAIR	Active local transit route. Painting curbside removed from one side.			↑
Vehicle Mobility	FAIR	Parking obstructions removed from one side. Median provides vehicle operation improvement. Median improves corridor safety by reducing conflict points. Bollards improve pedestrian safety. Bike lane improves bicycle safety in right-of-way.		Turning lane causes reduction in parking curb near unimproved intersection.	↑
Safety	GOOD				↑
Urban Design Conditions	FAIR	Curb to 400' area preserved for urban design treatments. Center-planted median. Low and medium height of roadway. Existing utilities not impacted.	New parking side of street reduces bulb-out and planter/parklet opportunities. New street median near first plant options. Controlled median. Requires reworking ADA ramps and driveway aprons. Requires signal modifications. Signal modifications for bicycle direction and timing.	Curb extension planter and bulb-out for ECB crossing (planter and bulb-out on one side of street). Requires deviation from City design standards.	↑
Constructability	GOOD				↑
Parking	POOR	Parking is accommodated on one side of the street. Additional angled parking to the north along Highland. Greater parking loss west of 47th Street.		Potential for more pedestrians to need to cross ECB due to parking curb on one side. Total loss of 6' space if alternative is applied west of Euclid.	↓

ALTERNATIVE 8B



Bike Lane



Low-profile bollards to delineate the bike lane from the travel lane and provide a buffer from parked cars.

Curb Extension Park-Out



A curb extension (park-out) is a short extension of the curb that allows a vehicle to park temporarily, creating a space for a pedestrian to cross the street safely. The extension should be placed at the end of a block, at a corner, or at a crosswalk.

Monument



Monuments are placed at the corner of a block to mark the intersection and provide a visual cue for drivers and pedestrians. They can be made of stone, metal, or wood.

Median



A median strip is a strip of land that separates the travel lanes of a road. It can be used to improve safety by preventing head-on collisions and to provide a space for landscaping and trees.

Cultural Trail



A cultural trail is a trail that is designed to promote cultural heritage and provide a space for pedestrians to walk and bike. It can be made of stone, metal, or wood.

Bike Racks



Bike racks are placed along the corridor to provide a space for pedestrians to walk and bike. They can be made of stone, metal, or wood.

Rain Garden



Rain gardens are placed along the corridor to provide a space for pedestrians to walk and bike. They can be made of stone, metal, or wood.

Evaluate Driveway/Alley Closure



Driveway and alley closures are evaluated to improve the safety and efficiency of the corridor. They can be made of stone, metal, or wood.

Enhanced Crosswalk



Enhanced crosswalks are placed along the corridor to provide a space for pedestrians to walk and bike. They can be made of stone, metal, or wood.

Bus Stop



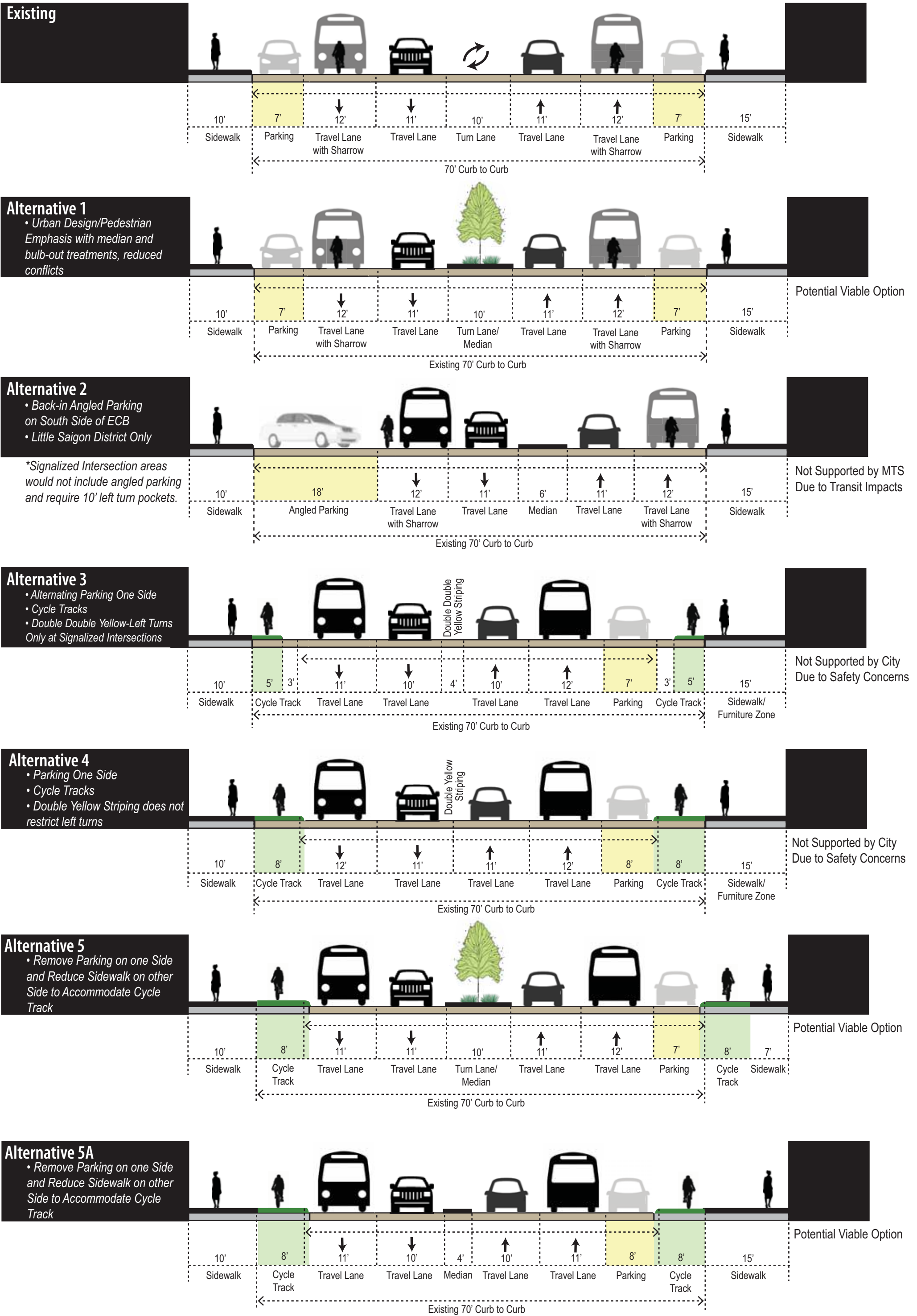
Bus stops are placed along the corridor to provide a space for pedestrians to walk and bike. They can be made of stone, metal, or wood.

Turning Lane Accommodation



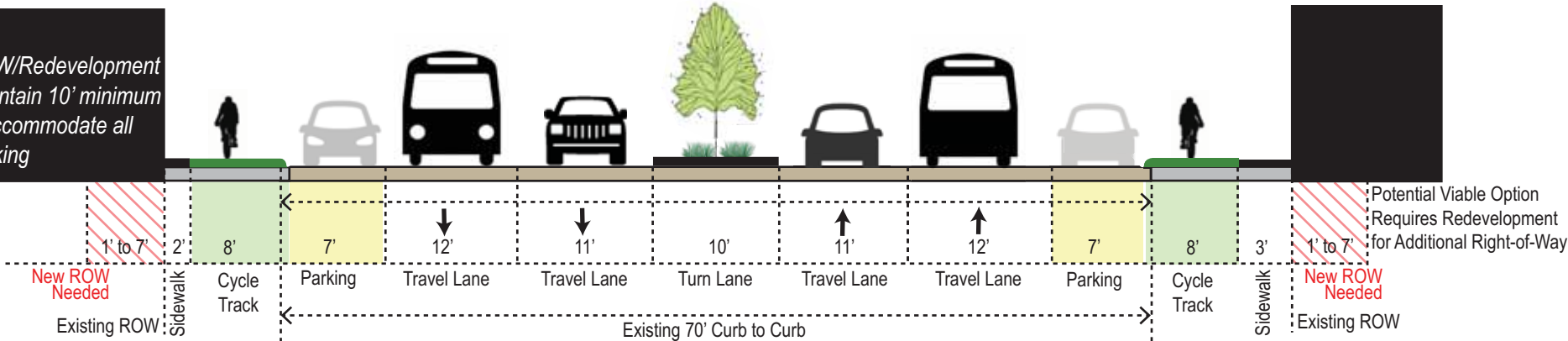
Location	Feature	Notes	Cost	Impact
Block 1	Bike Lane	Low-profile bollards	\$10,000	High
Block 2	Curb Extension	Park-out	\$5,000	Medium
Block 3	Monument	Stone	\$2,000	Low
Block 4	Median	Landscaping	\$15,000	Medium
Block 5	Cultural Trail	Stone	\$10,000	Medium
Block 6	Bike Racks	Steel	\$5,000	Low
Block 7	Rain Garden	Grass	\$10,000	Medium
Block 8	Driveway Closure	Concrete	\$5,000	Low
Block 9	Enhanced Crosswalk	Stripes	\$5,000	Medium
Block 10	Bus Stop	Shelter	\$10,000	Medium
Block 11	Turning Lane	Concrete	\$10,000	Medium
Block 12	Turning Lane	Concrete	\$10,000	Medium
Block 13	Turning Lane	Concrete	\$10,000	Medium
Block 14	Turning Lane	Concrete	\$10,000	Medium
Block 15	Turning Lane	Concrete	\$10,000	Medium
Block 16	Turning Lane	Concrete	\$10,000	Medium
Block 17	Turning Lane	Concrete	\$10,000	Medium
Block 18	Turning Lane	Concrete	\$10,000	Medium
Block 19	Turning Lane	Concrete	\$10,000	Medium
Block 20	Turning Lane	Concrete	\$10,000	Medium

El Cajon Boulevard | Alternative Sections



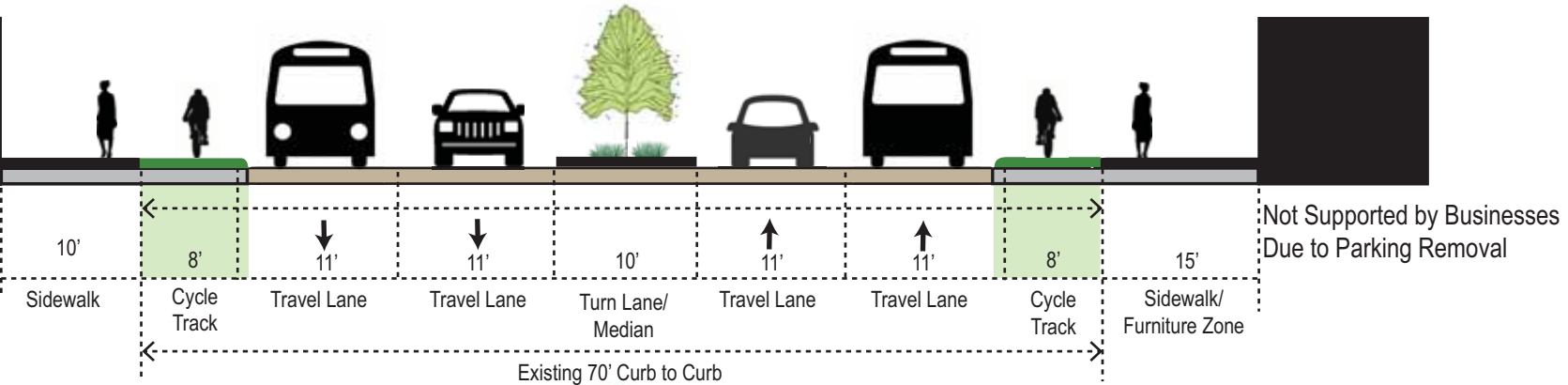
Alternative 6

- Additional ROW/Redevelopment Scenario to maintain 10' minimum sidewalk and accommodate all modes and parking



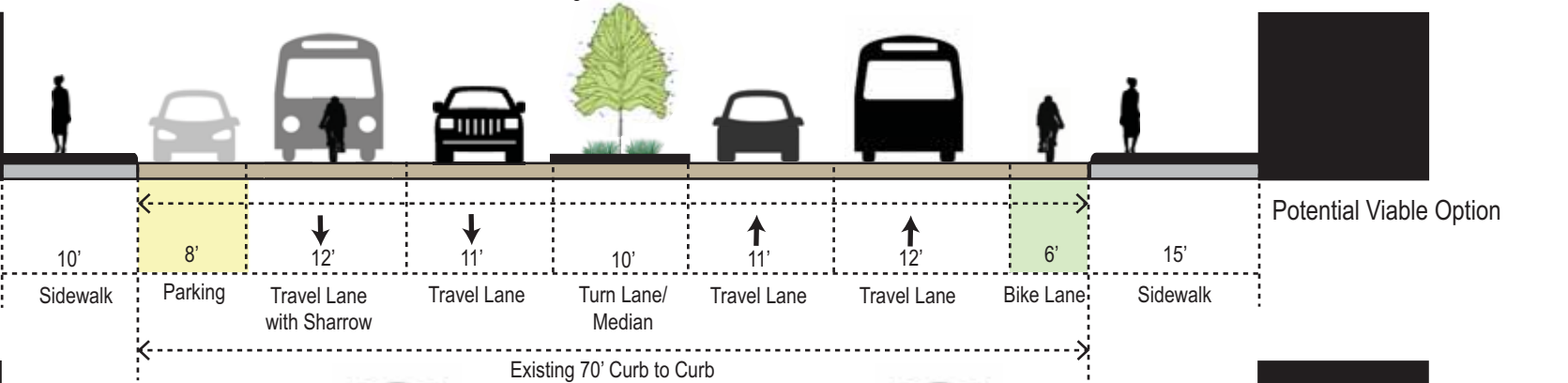
Alternative 7

- On-Street Parking Removed
- Cycle Tracks



Alternative 8

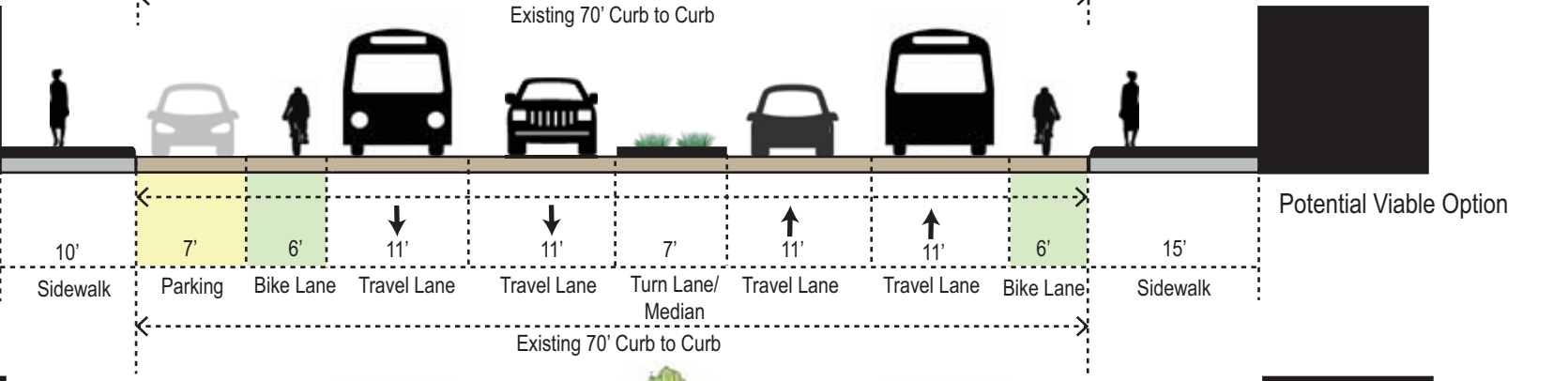
- Remove Parking on one Side of the Street
- Bike Lane East Bound
- Shared Bike/Travel Lane WB



Alternative 8A

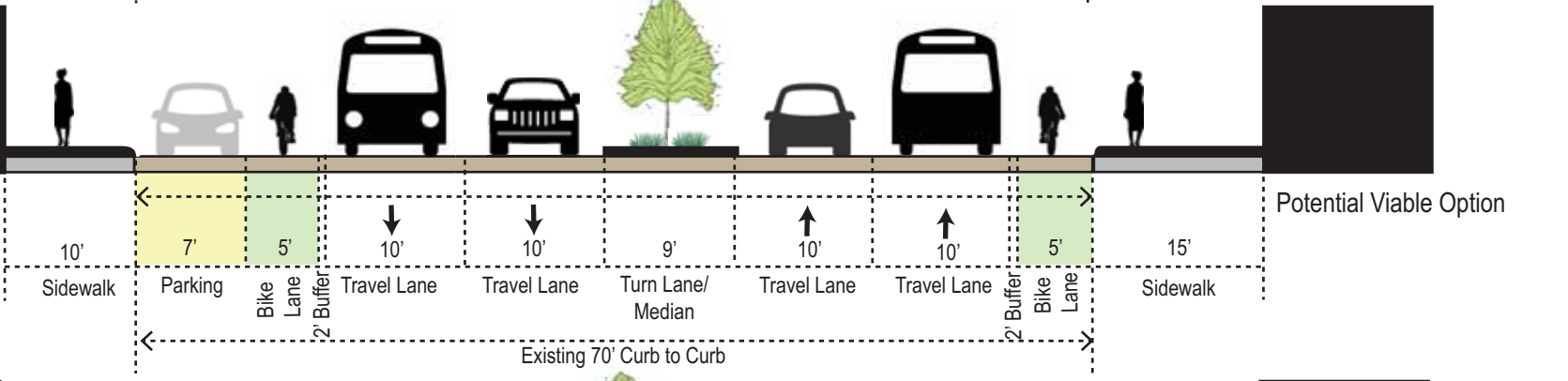
- Remove Parking on one Side of the Street
- Bike Lane

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



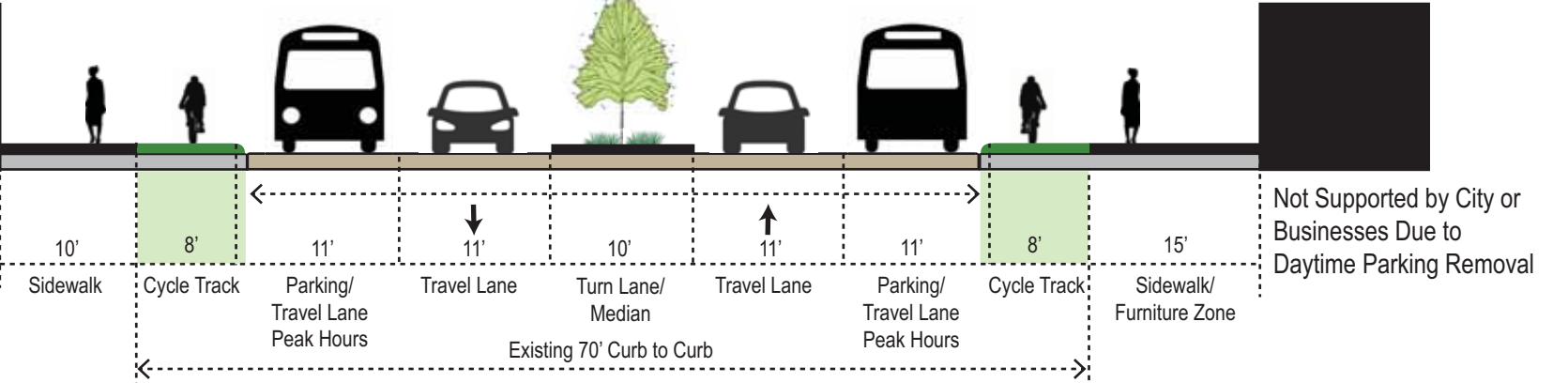
Alternative 8B

- Remove Parking on one Side of the Street
- Bike Lane
- Narrower Travel Lanes



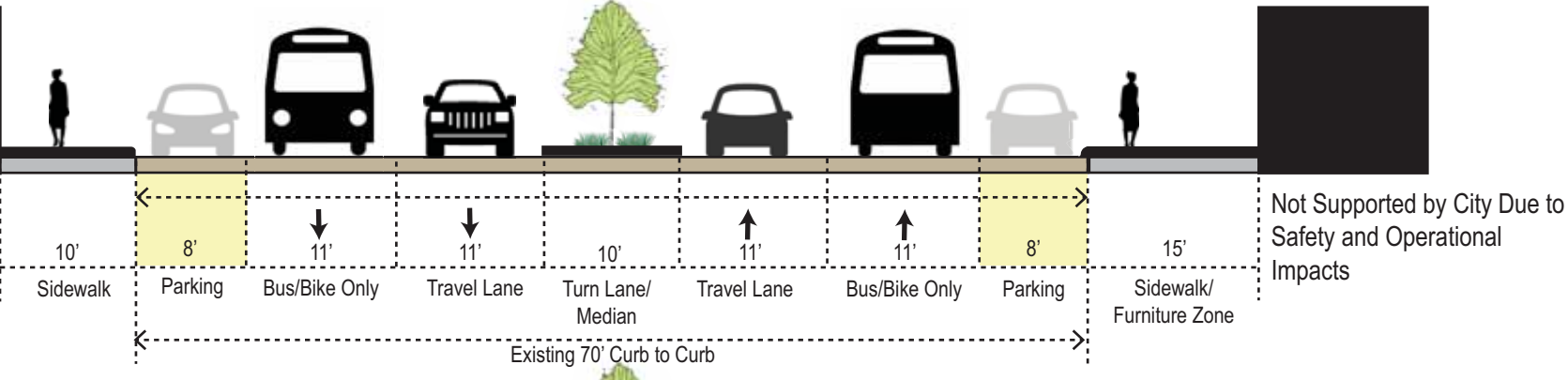
Alternative 9

- On-Street Parking used for Peak Period Travel Lanes in Parking Lane
- Cycle Tracks



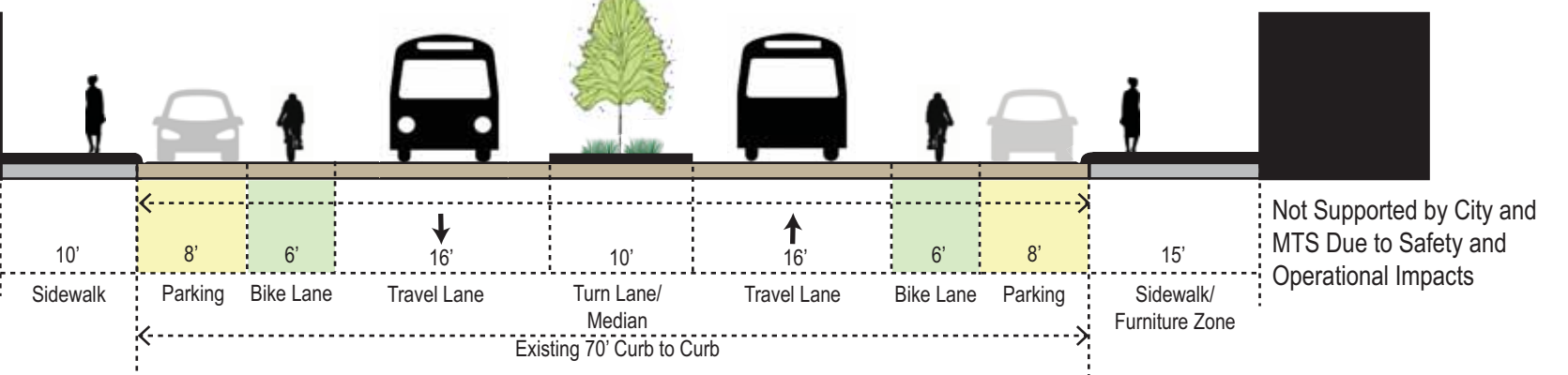
Alternative 10

- Bus/Bike Only Lane
- Removes One Travel Lane



Alternative 11

- "Road Diet"
- 2 Lanes
- Cycle Tracks



EL CAJON BOULEVARD

Welcome!

Tonight we will be reviewing different proposed alternatives for El Cajon Boulevard from Highland Avenue to 50th Street and need your input on the preferred vision for the corridor.



ELEMENTS TO KNOW

◆ Bicycle Facilities

Share the Road

Inexpensive and generally requires no capital improvements to the road width. Typically reserved for streets with low traffic volumes and slower speeds as the travel lanes are shared by both vehicles and bicycles. El Cajon Boulevard is currently a "sharrow".

Bus/Bike Shared Lane

Dedicated lane solely for buses and bikes. Accommodate both modes at low speeds, moderate bus headways where buses are discouraged from passing, and bicyclists pass buses only at stops.

Bicycle Lane

Relatively inexpensive bicycle treatment that helps increase safe and convenient cycling. Given roadway conditions, particularly geometry, roadway width, traffic volume, and number of travel lanes, bicycle lanes can be installed economically. Bicycle lanes require 4' of unobstructed space not including the gutter pan.

Cycle Track

Utilizes similar applications as bicycle lanes but include a physical buffer and can facilitate two-way movement within the traveled area. Cycle tracks are often utilized for highly trafficked roads and are good for riders of all comfort levels.

Bicycle Boulevard

Similar to share the road but includes traffic calming devices that help lower the speed of vehicles and increase safety for bicyclists. Bicycle boulevards are being examined for Orange Avenue, Monroe Avenue, and Meade Avenue.

◆ Urban Design Treatments

Full Bulb-Out

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 intersections as well as encourages slower turning corridor speeds.

Half Bulb-Out

Aligns pedestrians with the parking lane on the side street. This increases the safety of pedestrians entering the intersection on the side street as well as encourages slower turning speeds.

Parklet

Expansion of the sidewalk into one or more on-street parking spaces to create people-oriented places. Parklets introduce new streetscape features such as seating, planting, bicycle parking, or elements of play.

Monument

An artistic element that can represent the cultural heritage of an area. They can be developed in succession to create a trail. Monuments also help give a sense of place to pedestrians and can serve as wayfinding tools.

Banner

Useful tool in place-making and defining cultural districts. Cost efficient method to inform individuals of their location and helps to visually convey the cultural and historical presence of an area.

Furniture Zone

Section of the sidewalk between the curb and the pedestrian zone in which the street furniture and amenities, such as lighting, benches, newspaper kiosks, utility poles, tree pits, and bicycle parking are provided. The furniture zone may also consist of green infrastructure elements, such as rain gardens.

Rain Garden

Located at bulb-outs to take advantage of rainfall and stormwater runoff in its design and plant selection.

◆ Median Treatments

Center Planted Median

Provides a raised 10' buffer that separates traffic in opposing directions. Plantings, monuments, branding elements are suitable for center planted medians.

Narrow Paved Median

Provides a 4' minimum raised buffer that separates traffic in opposing directions. Typically plantings are not effective in narrow medians.

Two Way Left Turn Lane

Provides shared space for opposing directions of traffic to take left turns. This allows through traffic to continue unobstructed. This application works best in areas with few conflicting driveways.

Double-Double Yellow Stripe

Indicates areas where it is illegal to cross or take left turns, much like a median.

Dedicated Turn Lane

Allows through traffic to continue unobstructed while left turners take advantage of median space.

◆ Parking Accommodations

Angle Parking

Uses slightly more width of the road but allows for more parking per mile. Cars park diagonally to the curb. Typically, angle parking is found on slower-speed and lower-volume streets.

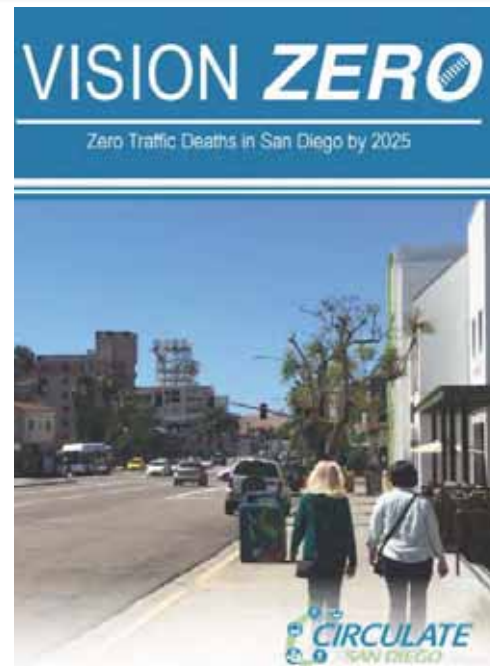
Reverse Angle Parking

Reverse angle parking can provide additional parking efficiency. Reverse angle parking has been found safer when cyclists are present.

Peak-Hour Travel/Park Lane

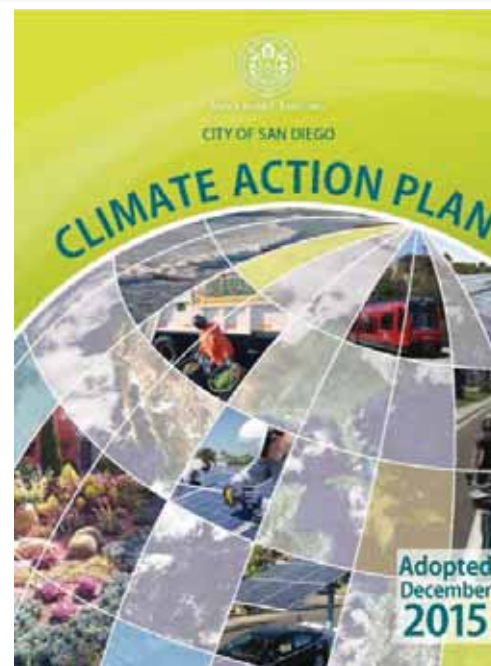
A peak-hour only drive lane can operate as a dedicated bus/vehicle lane during high-volume periods and provide general curbside uses at other times. The peak-hour time period for El Cajon Boulevard is 7-9am and 4-6pm.

RELEVANT PROJECT GOALS FROM PREVIOUS PLANS



Vision Zero San Diego Goals

- Reduce all traffic fatalities to zero by 2025;
- Reduce dangerous speeding by building traffic calming projects; and
- Simplify the process to implement neighborhood initiated projects.



City of San Diego Climate Action Plan (CAP) Goals

- Increase the use of mass transit;
- Increase commuter walking opportunities;
- Increase commuter bicycling opportunities; and
- Increase urban tree canopy coverage.



City of San Diego General Plan Goals

Land Use and Community Planning Element

- Ensure environmental justice in the planning process through meaningful public involvement.
- Balance individual needs and wants with the public good.
- Implement development policies to protect the public health, safety, and welfare equitably among all segments of the population. Address the needs of those who are disenfranchised in the process.
- Expand public outreach on transportation policy, projects, and operations in order to get input from ethnic minorities, low-income residents, persons with disabilities, the elderly and other under-represented communities. Ensure that people who are directly affected by a proposed action are given opportunities to provide input.

Mobility Element

- Design and operate sidewalks, streets, and intersections to emphasize pedestrian safety and comfort through a variety of street design and traffic management solutions.
- Make sidewalks and street crossings accessible to pedestrians of all abilities.
- Improve walkability through the pedestrian-

- oriented design of public and private projects in areas where higher levels of pedestrian activity are present or desired.
- Work closely with regional agencies and others to increase transit ridership and mode share through increased transit service accessibility, frequency, connectivity, and availability.
- Make transit planning an integral component of long range planning documents and the development review process.
- Provide adequate capacity and reduce congestion for all modes of transportation on the street and freeway system.
- Design an interconnected street network within and between communities, which includes pedestrian and bicycle access, while minimizing landform and community character impacts.
- Improve operations and maintenance on City streets and sidewalks.
- Implement best practices for multi-modal quality/level of service analysis guidelines to evaluate potential transportation improvements from a multimodal perspective in order to determine optimal improvements that balance the needs of all users of the right of way.
- Emphasize the movement of people rather than vehicles.
- Promote the most efficient use of the City's existing

transportation network.

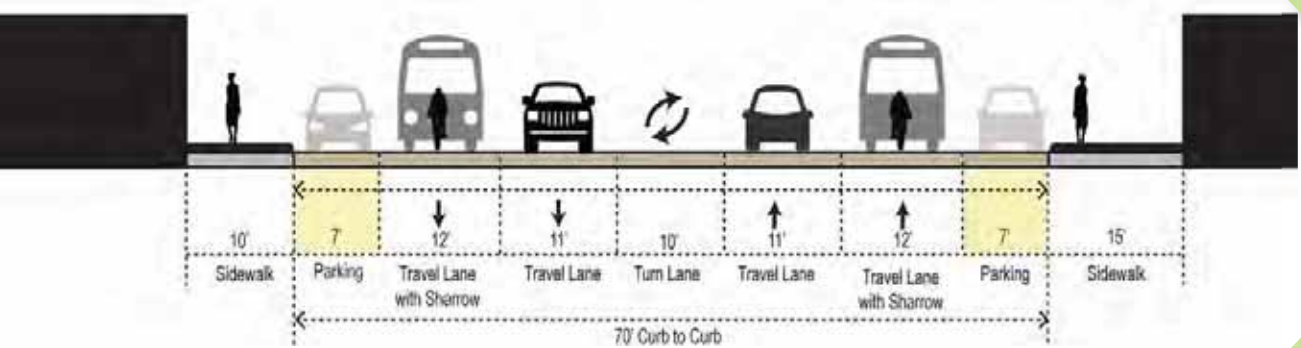
- Identify and implement a network of bikeways that are feasible, fundable, and serve bicyclists' needs, especially for travel to employment centers, village centers, schools, commercial districts, transit stations, and institutions.
- Maintain and improve the quality, operation, and integrity of the bikeway network and roadways regularly used by bicyclists.
- Provide safe, convenient, and adequate short and long-term bicycle parking facilities and other bicycle amenities for employment, retail, multifamily housing, schools and colleges, and transit facility uses.
- Provide and manage parking so that it is reasonably available when and where it is needed.
- Implement innovative and up-to-date parking regulations that address the vehicular and bicycle parking needs generated by development.
- Support innovative programs and strategies that help to reduce the space required for, and the demand for parking.

Urban Design Element

- Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits.

- Design or retrofit streets to improve walkability, bicycling, and transit integration; to strengthen connectivity; and to enhance community identity.
- Minimize the visual and functional impact of utility systems and equipment on streets, sidewalks, and the public realm.
- Design or retrofit streets to improve walkability, strengthen connectivity, and enhance community identity.
- Enhance the public streetscape for greater walkability and neighborhood aesthetics.
- Include public plazas, squares or other gathering spaces in each neighborhood and village center
- Integrate public art and cultural amenities that respond to the nature and context of their surroundings. Consider the unique qualities of the community and the special character of the area in the development of public art and programming for cultural amenities
- Use public art and cultural amenities to celebrate San Diego's diversity, history, and unique character.

EXISTING CONDITIONS



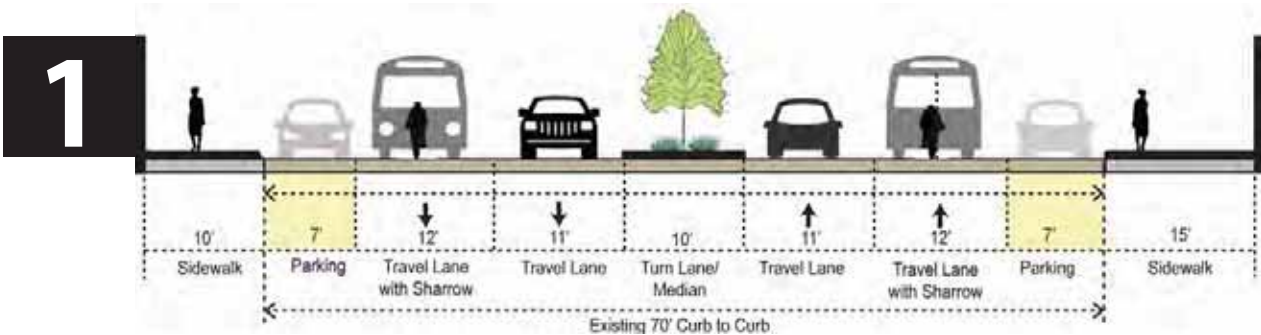
Highland Avenue
Looking East



CONDITIONS	Performance	Benefits
Pedestrian crossing El Cajon Boulevard (ECB)	POOR	
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.
Bike Mobility	POOR	
Transit Mobility	FAIR	<ul style="list-style-type: none">• Bus Rapid Transit (BRT) RAPID route.• High use local transit service.
Vehicle Mobility	FAIR	<ul style="list-style-type: none">• Four lanes of traffic.• Center turning lane accommodates traffic.
Safety	POOR	<ul style="list-style-type: none">• Traffic signals are generally equally spaced.
Urban Design Conditions	GOOD	<ul style="list-style-type: none">• Some space is available for street furniture and plantings.
Constructability	N/A	N/A
Parking	FAIR	<ul style="list-style-type: none">• Both sides of street accommodate on-street parallel parking.

Benefits	Drawbacks
	<ul style="list-style-type: none">• Wide crossing distances.• No pedestrian refuge areas.• Spacing between controlled crossings (in some areas).
<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.
	<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.
<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.
<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).
<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.
<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.
N/A	N/A
<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.

PROPOSED ALTERNATIVES



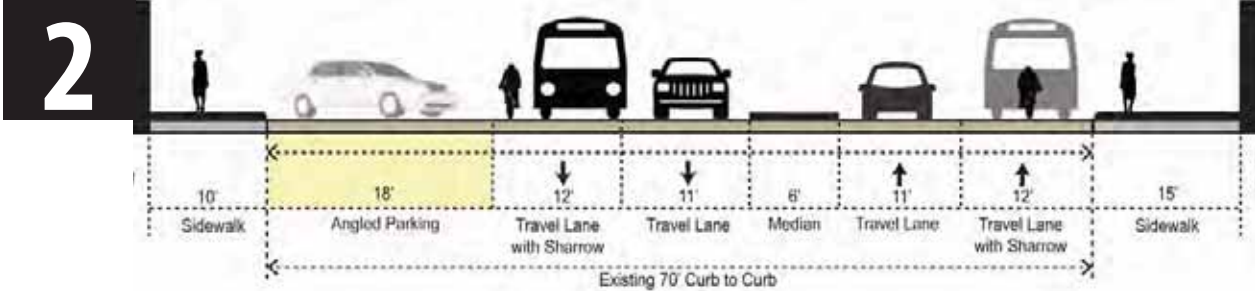
Four travel lanes, raised median, left turn pockets at signalized intersections, sharrow for bicycles, maintains on-street parking.

A center raised median is provided to improve vehicular, bicycle, and pedestrian safety by eliminating all left turn conflicts between signalized intersections while improving the aesthetics in the corridor. Curb extensions are provided to improve visibility of pedestrians, reduce crossing distances, and further calm traffic. On-street parking and the bicycle sharrow are maintained. This alternative provides opportunities for landscaping and urban design features in the median and on both sides of the street.

CONDITIONS	Performance	Benefits
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.
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	
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.
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.

Drawbacks	Trade-Offs	Change From Existing
	<ul style="list-style-type: none">Bulb-outs prevent biking along curb when no vehicles are parked.	↑
		↑
<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.	↑
		↑
		↑
		↑
		↑
<ul style="list-style-type: none">Signal Modifications for bicycle detection and timing.		N/A
		▬

PROPOSED ALTERNATIVES



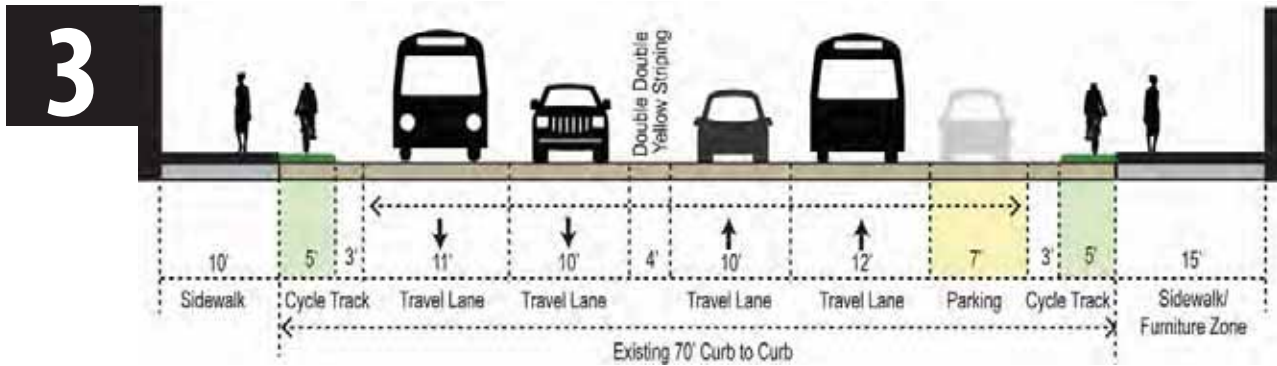
Four travel lanes, raised median, left turn pockets at signalized intersections, back in angled parking on south side of street and no parking on north side of street in Little Saigon District, sharrows for bicycles.

CONDITIONS	Performance	Benefits
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.
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.
Bike Mobility	POOR	
Transit Mobility	FAIR	<ul style="list-style-type: none">Median improves mobility by eliminating conflicting movements.
Vehicle Mobility	GOOD	<ul style="list-style-type: none">Median improves mobility by eliminating conflicting movements.
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.
Urban Design Conditions	GOOD	<ul style="list-style-type: none">Angled parking area has greater potential for planters in no-parking zones.
Constructability	FAIR	<ul style="list-style-type: none">Existing utilities not impacted.
Parking	GOOD	<ul style="list-style-type: none">Slight net gain in parking (9 spaces)Additional angled parking to the north along Highland.

This alternative removes parking on the north side of the street and provides back-in angled parking on the south side of the street in areas where parking has been stated to be in short supply within the Little Saigon District. The median eliminates left turn conflicts between intersections but the width does not provide for a full pedestrian refuge area and reduces potential for landscaping and other urban design features in the median. Additional opportunities for landscaping and urban design features are limited to the south side of the street within the Little Saigon District. In this alternative, sharrows are provided for bicycles.

Drawbacks	Trade-Offs	Change From Existing
<ul style="list-style-type: none">Bulb-outs only on south side.		↑
	<ul style="list-style-type: none">Lose parked vehicle buffer for pedestrians on north side of ECB.	↑
<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.	↑
<ul style="list-style-type: none">Transit operations potentially impacted by angled parking maneuvers.		↓
<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.		↑
<ul style="list-style-type: none">Angled parking conflicts with sharrow.		↑
<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.	↑
<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
<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



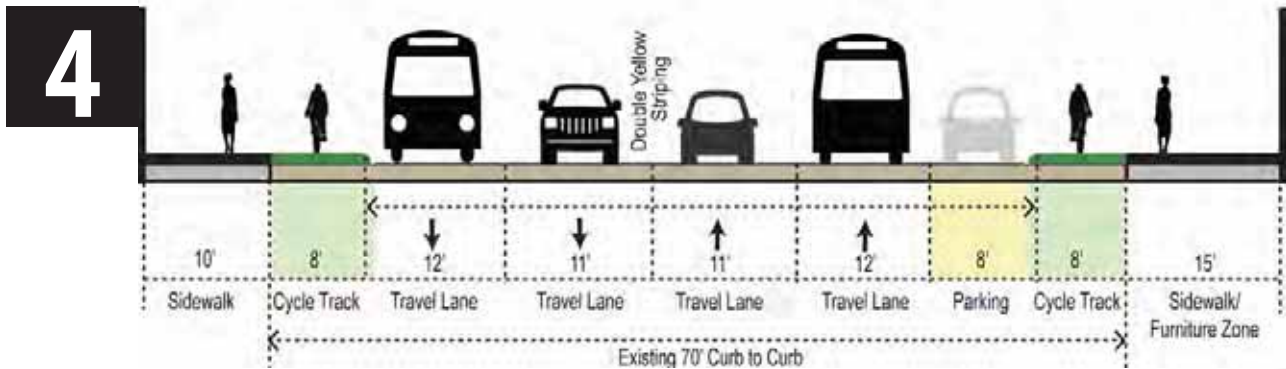
Alternative 3 removes parking from one side of the street, and restricts all left-turns to signalized intersections. This alternative provides for one-way cycle tracks within the existing curb-to-curb area. Left turn pockets at signalized intersections would require additional parking removal. This alternative is not supported by the City due to safety concerns because cyclists and pedestrians would not be protected by the painted median from left turning vehicles or when crossing El Cajon Boulevard. This alternative provides opportunities for additional landscaping and urban design features only on one side of the street.

Four travel lanes, four-foot painted median, left turns at signalized intersections, no parking on one side of street, one-way cycle track on each side of street.

CONDITIONS	Performance	Benefits
Pedestrian crossing El Cajon Boulevard (ECB)	POOR	• Enhanced "continental" crosswalks for better visibility.
Pedestrian along ECB	FAIR	• Enhanced "continental" crosswalks for better visibility. • Bulb-outs reduce exposure time and improve visibility.
Bike Mobility	FAIR	• 8' cycle track on both sides extending off curb.
Transit Mobility	GOOD	• Bikes no longer mixed with transit vehicles in roadway.
Vehicle Mobility	POOR	
Safety	POOR	• Separate facilities for bicycles and pedestrians.
Urban Design Conditions	FAIR	• Space available on parking side for street furniture and vegetation.
Constructability	FAIR	• Minimal relocation of utilities. • Cycle track within existing curbs.
Parking	FAIR	• Parking is accommodated on one side of the street. • Additional angled parking to the north along Highland.

Drawbacks	Trade-Offs	Change From Existing
• No pedestrian refuge areas.	• Cycle track limits bulb-outs on one side of street.	↓
• Pedestrians must cross cycle track from parked vehicles. • Painted median does not prevent left-turn conflicts even though they are restricted.		↑
• Not protected at alleys and driveways.	• Cycle track does not operate safely without raised median.	=
		↑
• No center median. • Left turns only at signalized intersections.	• Potential to divert traffic towards residential streets that are designated bike boulevards.	↓
• 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.	↓
• Reduced opportunities for planters. • No median planters.	• Cycle track limits planted curb extensions, bulb-outs and furniture zone amenities.	↓
• Requires reworking ADA ramps and driveway aprons. • Signal Modifications for bicycle detection and timing.	• Reduced stormwater management opportunities.	N/A
	• Reduces parking on one side.	↓

PROPOSED ALTERNATIVES



Alternative 4 removes parking from one side of the street, and provides one-way cycle tracks within the existing curb-to-curb area. This alternative is not supported by the City due to safety concerns with left-turning traffic and lack of refuge area for pedestrians and cyclists crossing El Cajon Boulevard. This alternative provides opportunities for landscaping and urban design features only on one side of the street.

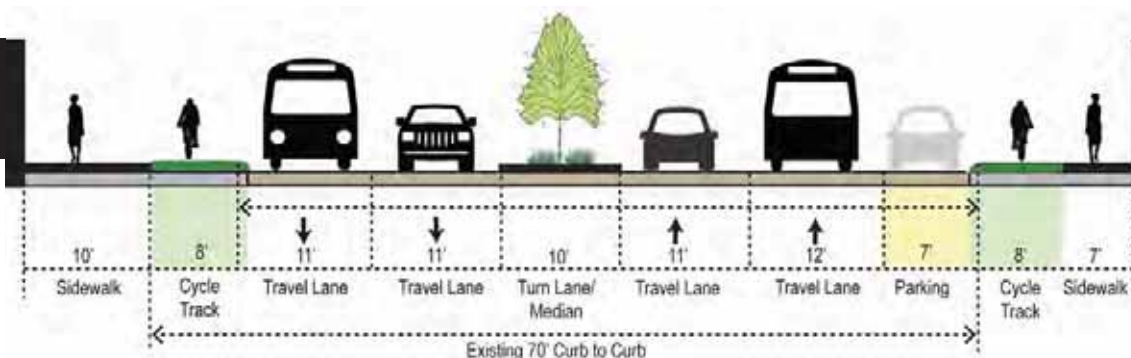
Four travel lanes, double yellow line, left turns at signalized intersections, no parking on one side of street, one-way cycle track on each side of street.

CONDITIONS	Performance	Benefits
Pedestrian crossing El Cajon Boulevard (ECB)	GOOD	• Enhanced "continental" crosswalks for better visibility.
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.
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	
Safety	POOR	
Urban Design Conditions	POOR	• Space available on parking side for street furniture and vegetation.
Constructability	FAIR	• Minimal relocation of utilities. • Generally low cost striping improvements. • Cycle track within existing curb.
Parking	FAIR	• Parking is accommodated on one side of the street. • Additional angled parking to the north along Highland.

Drawbacks	Trade-Offs	Change From Existing
• No pedestrian refuge areas.	• Cycle track limits bulb-outs.	↓
		↑
• 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.	↓
		=
• 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.	↓
• 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.	↓
	• Cycle track limits planted curb extensions, bulb-outs and furniture zone amenities.	↓
• Requires reworking ADA ramps and driveway aprons. • Requires signal modifications. • Signal Modifications for bicycle detection and timing.	• Reduced stormwater management opportunities.	N/A
• Parking not accommodated on both sides of the street.	• Reduces parking on one side and at intersections to accommodate left-turn lanes.	↓

PROPOSED ALTERNATIVES

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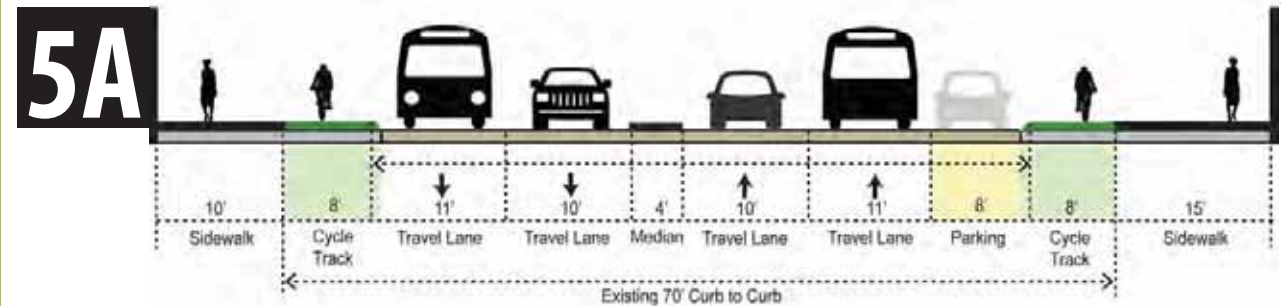
Four travel lanes, raised median, left turn pockets at signalized intersections, no parking on one side of street and reduced sidewalk width on other side of street to provide one-way cycle tracks.

This alternative removes parking on one side of the street, and cycle tracks are provided. A center raised median is provided to improve safety by eliminating all left turn conflicts between signalized intersections while improving the aesthetics in the corridor. This alternative provides opportunities for landscaping and urban design features in the median and requires a reduction in the pedestrian space and relocation of utilities and other conflicts in the sidewalk on one side of the street.

CONDITIONS	Performance	Benefits
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.
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.
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.
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.
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.

Drawbacks	Trade-Offs	Change From Existing
<ul style="list-style-type: none">Cycle track limits bulb-outs.	<ul style="list-style-type: none">Cycle track limits bulb-out areas.	↑
<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.	↑
		↑
		↑↑
		↑↑
		↑
<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.	▬▬
<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
<ul style="list-style-type: none">Slight reduction in low use parking stalls		↓

PROPOSED ALTERNATIVES



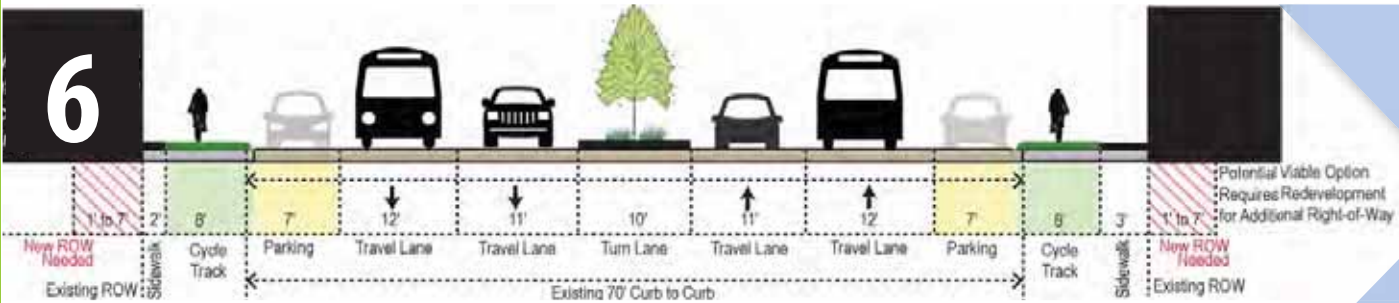
Four travel lanes, raised median, left turns at signalized intersections, no parking on one side of street.

This alternative removes parking on one side of the street, and cycle tracks are provided. A center raised median is provided to improve safety by eliminating all left turn conflicts between signalized intersections. Left turns are provided at signalized intersections. By shifting the lanes and removing parking, a 10' turning lane is accommodated.

CONDITIONS	Performance	Benefits
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.
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.
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.
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.
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.

Drawbacks	Trade-Offs	Change From Existing
<ul style="list-style-type: none">Cycle track limits bulb-outs.	<ul style="list-style-type: none">Cycle track limits bulb-out areas.	↑
<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.	↑
	<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..	↑
		↑
		↑
<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.	▬
<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
<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



Four travel lanes, raised median, left turn pockets at signalized intersections, maintains on-street parking, additional right-of-way needed to provide cycle tracks and sidewalks outside the existing curb-to-curb area.

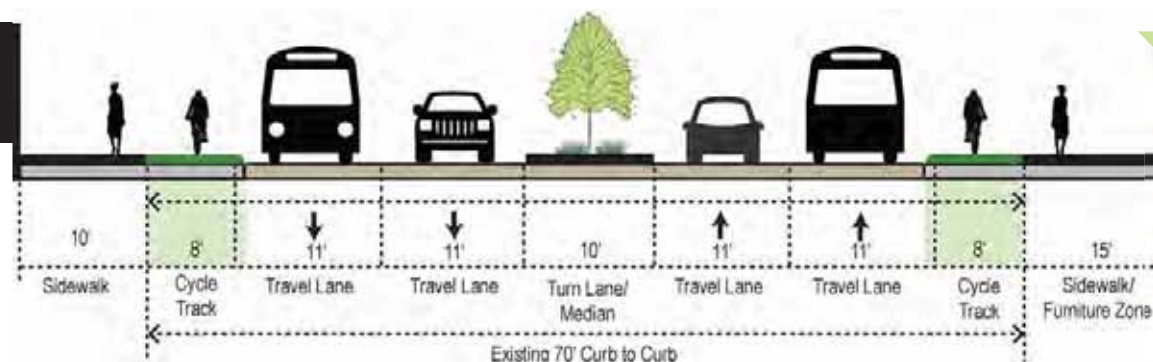
This alternative relies upon redevelopment in the corridor to accommodate the desired pedestrian, bicycle, and transit facilities, and the needed vehicle lanes to accommodate traffic that utilizes the corridor today. This alternative provides opportunities for landscaping and urban design in the median and on both sides of the street.

CONDITIONS	Performance	Benefits
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.
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.
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.
Constructability	POOR	
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.

Drawbacks	Trade-Offs	Change From Existing
		↑
<ul style="list-style-type: none">Reduced pedestrian space in some areas, dependent upon redevelopment.		↑
<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.	↑
		↑
		↑
		↑
<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.	↑
<ul style="list-style-type: none">Relocation of some utilities will be necessary.Requires redevelopment for additional right-of-way.Construction of medianRequires 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
		=

PROPOSED ALTERNATIVES

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Four travel lanes, raised median, left turn pockets at signalized intersections, no on-street parking on El Cajon Boulevard, one-way cycle tracks within the existing curb-to-curb area.

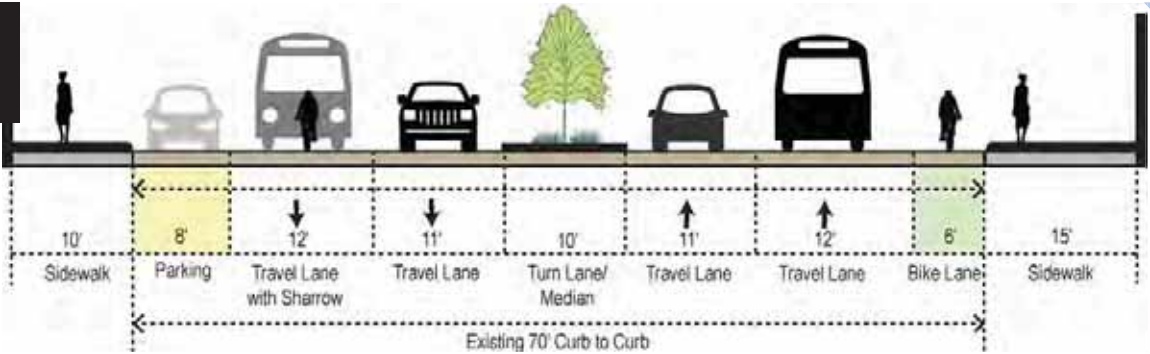
This alternative removes all parking on the corridor and re-purposes that space with one way cycle tracks. Additionally, a center raised median is provided to improve safety by eliminating all left turn conflicts between signalized intersections while also providing the opportunity for landscaping and urban design features.

CONDITIONS	Performance	Benefits
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.
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.
Constructability	FAIR	<ul style="list-style-type: none">Minimal relocation of utilitiesGenerally low cost restriping of roadway
Parking	POOR	<ul style="list-style-type: none">Additional angled parking to the north along Highland.

Drawbacks	Trade-Offs	Change From Existing
<ul style="list-style-type: none">Bike lane limits bulb-outs.	<ul style="list-style-type: none">Bike lane limits bulb-outs.	↑
		↑
		↑
		↑
		↑
<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.	▬
<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
<ul style="list-style-type: none">No on-street parking		↓

PROPOSED ALTERNATIVES

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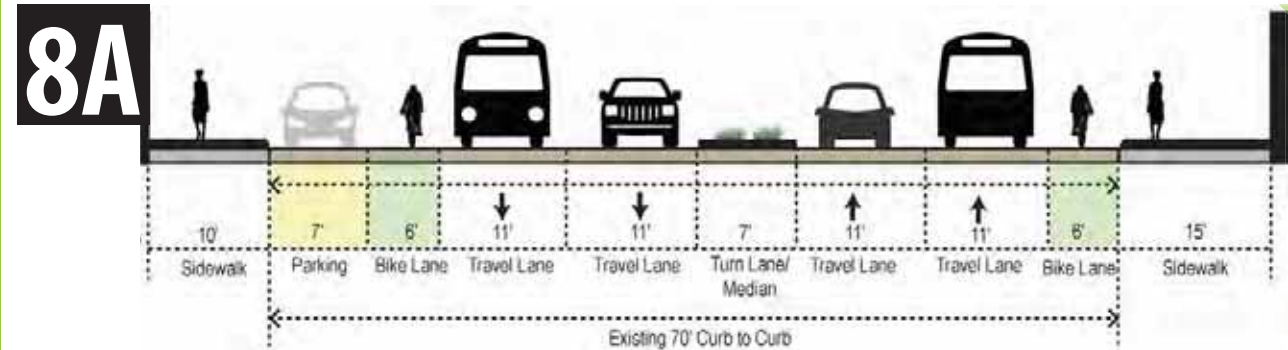
Four travel lanes, raised median, left turn pockets at signalized intersections, no parking on one side of street, eastbound bicycle lane and westbound sharrows within the existing curb-to-curb area.

This alternative removes parking from one side of the street and re-purposes that space for an on-street bicycle lane. The opposite side of the street is maintained as a sharrow facility with bicycles in mixed traffic. This alternative has the greatest potential to be effective in the area where the elevation changes along El Cajon Boulevard east of Euclid Avenue. Additionally, a center raised median is provided to improve safety by eliminating all left turn conflicts between signalized intersections while improving the aesthetics in the corridor. This alternative provides opportunities for landscaping and urban design features in the median and on one side of the street.

CONDITIONS	Performance	Benefits
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.
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 WB6' bike lane EBMedian 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	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.
Urban Design Conditions	FAIR	<ul style="list-style-type: none">Curb to ROW area preserved for urban design treatments.Center planted median.
Constructability	GOOD	<ul style="list-style-type: none">Low cost restriping of roadway.Existing utilities not impacted.
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.

Drawbacks	Trade-Offs	Change From Existing
<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.	↑
		↑
	<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.	↑
		↑
<ul style="list-style-type: none">Bicycles operate in shared space in one direction.		↑
<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.	▬
<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
<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



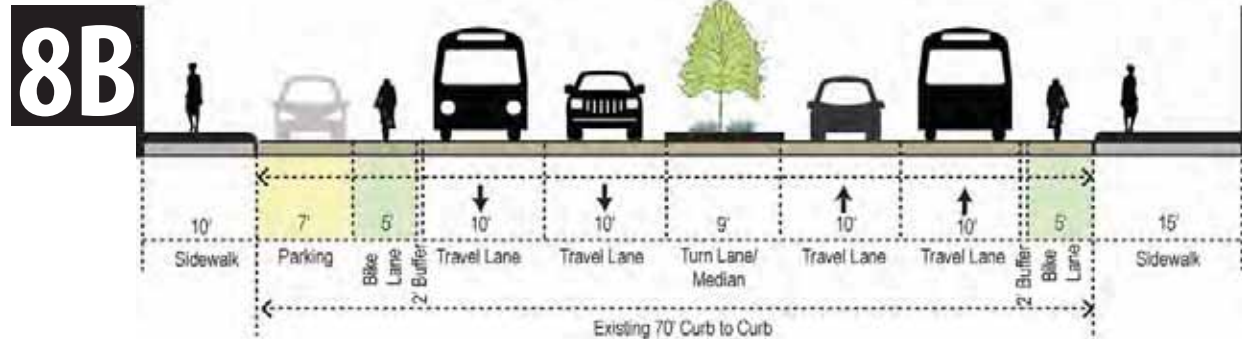
Four travel lanes, raised median, left turn pockets at signalized intersections, no parking on one side of street, bicycle lanes within the existing curb-to-curb area.

This alternative removes parking from one side of the street and re-purposes that space for an on-street bicycle lane. The opposite side of the street becomes a bicycle lane with parking. Additionally, a center raised median is provided to improve safety by eliminating all left turn conflicts between signalized intersections while improving the aesthetics in the corridor. Shifting the median to accommodate a 10' turning lane will require 86' of space in addition to the 80' turning bay storage space. Approximate total loss of parking stalls east of Euclid is 6 spaces. This alternative provides opportunities for landscaping and urban design features in the median and on one side of the street.

CONDITIONS	Performance	Benefits
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.
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 lanesMedian 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.
Constructability	GOOD	<ul style="list-style-type: none">Low cost restriping of roadway.Existing utilities not impacted.
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.

Drawbacks	Trade-Offs	Change From Existing
<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.	↑
		↑
	<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.	↑
		↑
	<ul style="list-style-type: none">Turning lane causes reduction in parking stalls near signalized intersection.	↑
		↑
<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.	▬
<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
<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



Four travel lanes, raised median, left turn pockets at signalized intersections, no parking on one side of street, bicycle lanes within the existing curb-to-curb area, narrower travel lanes.

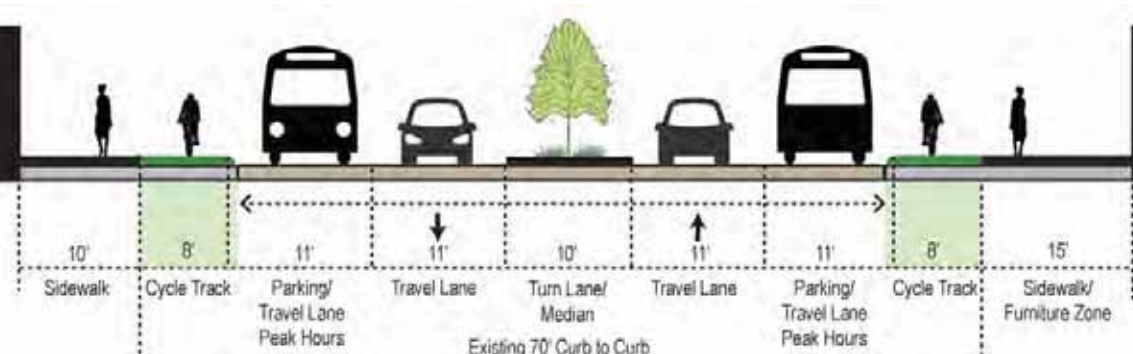
This alternative removes parking from one side of the street and re-purposes that space for an on-street bicycle lane. The opposite side of the street becomes a bicycle lane with parking. Additionally, a center raised median is provided to improve safety by eliminating all left turn conflicts between signalized intersections while improving the aesthetics in the corridor. This alternative provides opportunities for landscaping and urban design features in the median and on one side of the street.

CONDITIONS	Performance	Benefits
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.
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 lanes2' buffer on one sideMedian 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.
Constructability	FAIR	<ul style="list-style-type: none">Low cost restriping of roadway.Existing utilities not impacted.
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.

Drawbacks	Trade-Offs	Change From Existing
<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.	↑
		↑
		↑
		↑
		↑
		↑
<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.	▬
<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
<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

9



Four travel lanes during peak periods, two travel lanes and parking off-peaks, raised median, left turn pockets at signalized intersections, one-way cycle tracks within the existing curb-to-curb area.

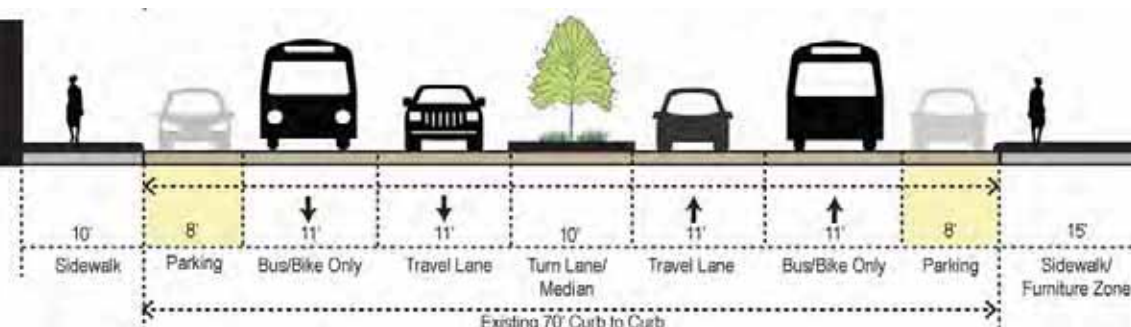
This alternative adds cycle tracks and uses the outside lanes for parking during off-peak periods and as travel lanes during peak periods. This alternative provides opportunities for landscaping and urban design features in the median. This alternative has fatal flaws as the directional traffic volumes exceed the capacity of one lane beyond the morning and evening hours when parking is needed by the adjacent businesses and it would significantly impact the on-time performance of the Rapid buses.

CONDITIONS	Performance	Benefits
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.
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 curbParking buffers cycle track during off peak periodsMedian eliminates left turn conflicts at alleys, driveways, and unsignalized intersections.
Transit Mobility	GOOD	
Vehicle Mobility	GOOD	<ul style="list-style-type: none">Raised median provides mobility benefit by removing left turn conflicts.
Safety	FAIR	<ul style="list-style-type: none">Median improves corridor safety for all modes.Cycle Tracks improve cyclist safety.
Urban Design Conditions	POOR	<ul style="list-style-type: none">Center planted median
Constructability	FAIR	<ul style="list-style-type: none">Minimal relocation of utilities
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.

Drawbacks	Trade-Offs	Change From Existing
<ul style="list-style-type: none">No bulb-outs for ECB crossings.		↑
		↑
		↑
<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.		↓
<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.		↓
<ul style="list-style-type: none">Higher congestion levels may impact corridor safety.		↑
<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.	↓
<ul style="list-style-type: none">Reduced stormwater management opportunities.Construct median.Signal Modifications for bicycle detection and timing.		N/A
<ul style="list-style-type: none">Not accommodated during peak hours.		↓

PROPOSED ALTERNATIVES

10



Two shared bus/bike lanes, two travel lanes, raised median, left turn pockets at signalized intersections, maintains on-street parking within the existing curb-to-curb area.

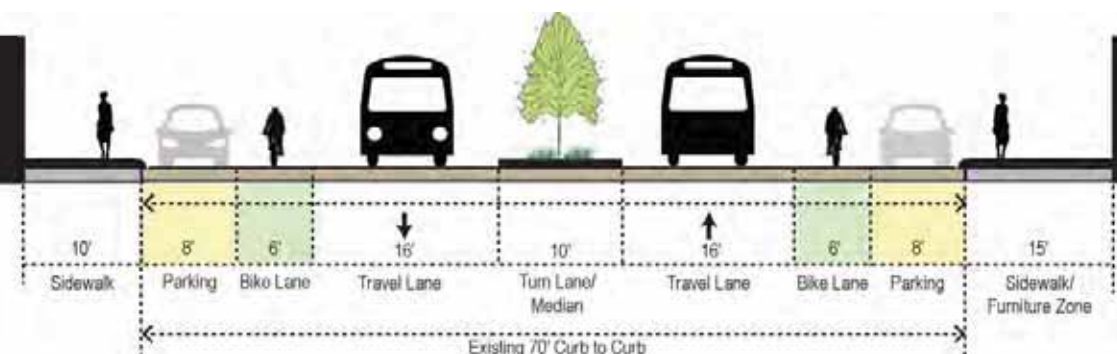
This alternative re-purposes the outside travel lanes to dedicated bus/bicycle lanes. Parking is maintained on both sides of the street and a center raised median is provided to improve safety by eliminating all left turn conflicts between signalized intersections. This alternative provides opportunities for landscaping and urban design features in the median and on both sides of the street. This alternative has a fatal flaw due to safety and operational issues associated with shared bus/bike lanes adjacent to on-street parking.

CONDITIONS	Performance	Benefits
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 laneMedian eliminates left turn conflicts at alleys, driveways, and unsignalized intersections.
Transit Mobility	POOR	<ul style="list-style-type: none">Lower bus travel lane traffic volume.Median improves transit mobility.
Vehicle Mobility	POOR	<ul style="list-style-type: none">Median improves traffic operations.
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.
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.
Parking	FAIR	<ul style="list-style-type: none">Parking accommodated on both sides of the street.Additional angled parking to the north along Highland.

Drawbacks	Trade-Offs	Change From Existing
		↑
		↑
<ul style="list-style-type: none">Potential for "leap-frogging" with buses.Right-turning vehicle conflicts would require weaving across bus/bike lane.		↑
<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.	↓
<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.	↓
<ul style="list-style-type: none">Conflicts between bus, bike, and parking vehicles.		↓
		↑
<ul style="list-style-type: none">Construct Median.Signal Modifications for bicycle detection and timing.		N/A
<ul style="list-style-type: none">Parking cars must cross bus/bike only lane.		⏸

PROPOSED ALTERNATIVES

11



Reduction from four to two travel lanes, raised median, left turn pockets at signalized intersections, maintains on-street parking, one-way cycle tracks within the existing curb-to-curb area.

This alternative repurposes the curb-to-curb width of El Cajon Boulevard to provide one-way cycle tracks, maintain on-street parking, reduce four travel lanes to two, and provide a raised median. The center raised median improves safety by eliminating all left turn conflicts between signalized intersections. This alternative provides opportunities for landscaping and urban design features in the median and on both sides of the street. This alternative has a fatal flaw as the directional traffic volumes exceed the capacity of one lane for a significant portion of the day and would dramatically impact the on-time performance of the Rapid buses.

CONDITIONS	Performance	Benefits
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.
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.
Transit Mobility	POOR	
Vehicle Mobility	POOR	<ul style="list-style-type: none">Median improves traffic operations but does not make up for reduced travel lane.
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.
Constructability	FAIR	<ul style="list-style-type: none">Improvements within curbs.
Parking	GOOD	<ul style="list-style-type: none">Parking accommodated on both sides of the street.Additional angled parking to the north along Highland.

Drawbacks	Trade-Offs	Change From Existing
<ul style="list-style-type: none">Cycle track limits bulb-outs.	<ul style="list-style-type: none">Cycle track limits bulb-out areas.	↑
		↑
	<ul style="list-style-type: none">Bicycle accommodation versus vehicle volumes and preserving pedestrian space.	↑
<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.	↓
<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">Planters in between parking areas separated cycle track.Cycle track separates space from pedestrians that could be used for parklets.		↑
<ul style="list-style-type: none">Construct MedianSignal Modifications for bicycle detection and timing.		N/A
		▬

SUMMARY OF ALTERNATIVES & PEQI/LTS

	Bicycle Accommodation	Pedestrian Accommodation	Transit Enhancements	Vehicle Enhancements	Safety Enhancements	Urban Design Opportunities	Parking Availability	Agency Support
Alternative 1	Sharrow	• Full bulb-outs. • Parklet opportunities. • Enhanced crossings.	• Reduced conflicts. • Stop curb extensions	• 4 travel lanes.	• 10' Raised median.	• Parklets. • Bulb-outs. • Median plantings. • Stormwater management.	• Both sides (parallel).	Yes
Alternative 2	Sharrow	• Full bulb-out on parking side. • Partial bulb-outs for side-street crossings. • Enhanced crossings.	• Reduced conflicts. • Stop curb extensions on parking side of street.	• 4 travel lanes.	• 6' Raised median.	• Opportunities primarily on parking side of street.	• Angled parking on one side.	No
Alternative 3	Cycle track	• Full bulb-out on parking side. • Partial bulb-outs for side-street crossings. • Enhanced crossings.	• Stop curb extensions on parking side of street.	• 4 travel lanes.	• 4' Painted median.	• Opportunities primarily on parking side of street.	• One side (parallel). • Parking removed where left-turn lanes are provided.	No
Alternative 4	Cycle track	• Full bulb-out on parking side. • Partial bulb-outs for side-street crossings. • Enhanced crossings.	• Stop curb extensions on parking side of street.	• 4 travel lanes.	• No median	• Opportunities primarily on parking side of street.	• One side (parallel).	No
Alternative 5	Cycle track	• Full bulb-out on parking side. • Stop curb extensions for side-street crossings. • Enhanced crossings.	• Reduced conflicts. • Stop curb extensions on parking side of street.	• 4 travel lanes.	• 10' Raised median.	• Median plantings. • Opportunities primarily on parking side of street.	• One side (parallel).	Yes
Alternative 5A	Cycle track	• Full bulb-out on parking side. • Partial bulb-outs for side-street crossings. • Enhanced crossings.	• Reduced conflicts. • Stop curb extensions on parking side of street.	• 4-11-foot travel lanes.	• 4' Raised median.	• Opportunities primarily on parking side of street.	• One side (parallel). • Parking removed where left-turn lanes are provided.	Yes
Alternative 6	Cycle track	• Full bulb-outs. • Parklet opportunities. • Enhanced crossings.	• Reduced conflicts. • Stop curb extensions.	• 4 travel lanes.	• 10' Raised median.	• Bulb-outs. • Median plantings. • Stormwater management.	• Both sides (parallel).	Yes, but requires redevelopment
Alternative 7	Cycle track	• Partial bulb-outs for side-street crossings.	• Reduced conflicts.	• 4 travel lanes.	• 10' Raised median.	• Median plantings.	• No on-street parking.	No
Alternative 8	Bike Lane on EB side; Sharrow on WB side.	• Full bulb-out on parking side. • Partial bulb-outs for side-street crossings.	• Reduced conflicts. • Stop curb extensions on both sides of street.	• 4 travel lanes.	• 10' Raised median.	• Median plantings. • Opportunities primarily on parking side of street.	• One side (parallel).	Yes
Alternative 8A	Bike Lane on both sides.	• Full bulb-out on parking side. • Partial bulb-outs for side-street crossings.	• Reduced conflicts. • Stop curb extensions on both sides of street.	• 4-11-foot travel lanes.	• 7' Raised median.	• Median plantings. • Opportunities primarily on parking side of street.	• One side (parallel). • Parking removed where left-turn lanes are provided.	Yes
Alternative 8B	Bike Lane both sides.	• Full bulb-out on parking side. • Partial bulb-outs for side-street crossings.	• Reduced conflicts. • Stop curb extensions on both sides of street.	• 4-10-foot travel lanes.	• 9' Raised median.	• Median plantings. • Opportunities primarily on parking side of street.	• One side (parallel).	Yes
Alternative 9	Cycle track	• Partial bulb-outs for side-street crossings. • Enhanced crossings.	• Reduced conflicts.	• 2 travel lanes. • 4 travel lanes during morning/evening peak hours. • Capacity issues for current traffic.	• 10' Raised median.	• Median plantings. • Other planters require existing sidewalk space.	• Both sides during non-peak hours (parallel).	No
Alternative 10	Shared Bus/Bike Lane	• Full bulb-outs. • Parklet opportunities. • Enhanced crossings.	• Reduced left-turn conflicts. • Increased weave/parking/right-turn/bicycle conflicts.	• 2 travel lanes. • 2 dedicated bus/bike lanes. • Capacity issues for current traffic.	• 10' Raised median.	• Parklets. • Bulb-outs. • Median plantings. • Stormwater management.	• Both sides (parallel).	No
Alternative 11	Cycle track	• Partial bulb-outs for side-street crossings. • Enhanced crossings.	• Reduced conflicts. • Stop curb extensions on both sides of street.	• 2 travel lanes. • Capacity issues for current traffic.	• 10' Raised median.	• Bulb-outs. • Median plantings. • Stormwater management.	• Both sides (parallel).	No

Level of Traffic Stress (Tolerance Demographic)

- 1 (Interested but concerned - All Ages)
- 2 (Interested but concerned - Adult)
- 3 (Enthused and confident)
- 4 (Strong and fearless)

Bicycle LTS by Alternatives

	LTS Score
Existing	4
Alt 1	4
Alt 5	1
Alt 5A	1
Alt 8	4
Alt 8A	3
Alt 8B	3

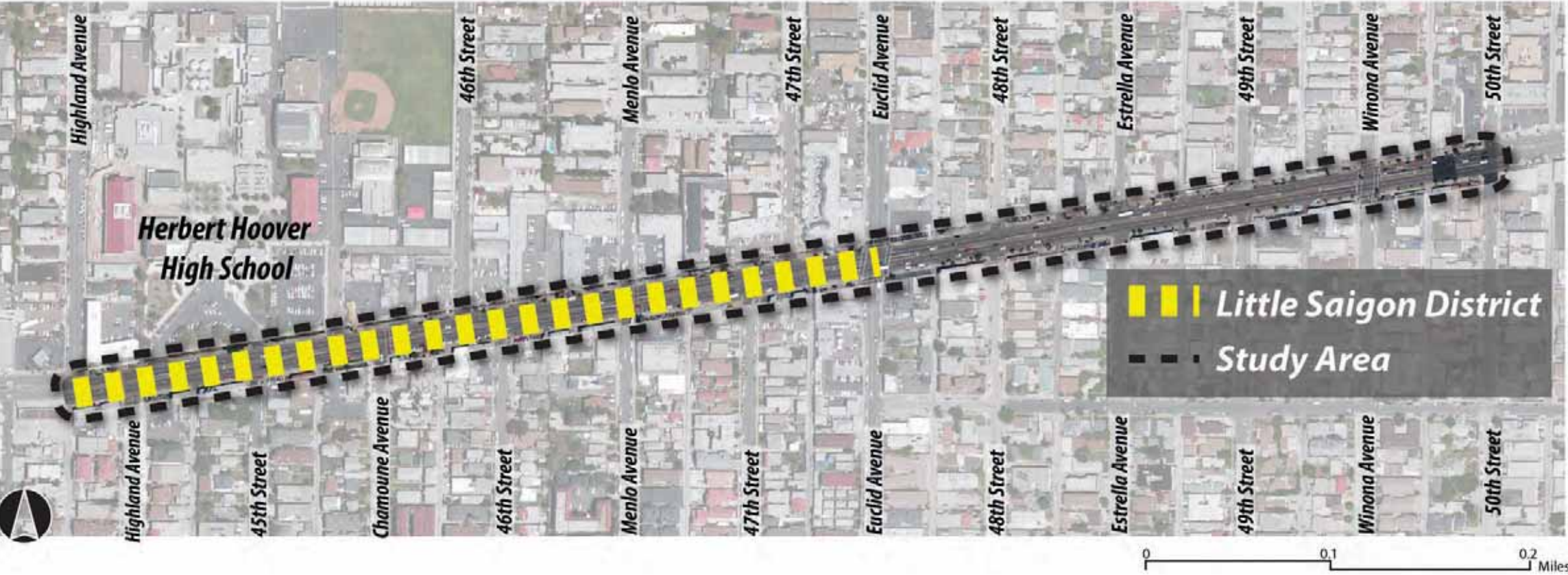
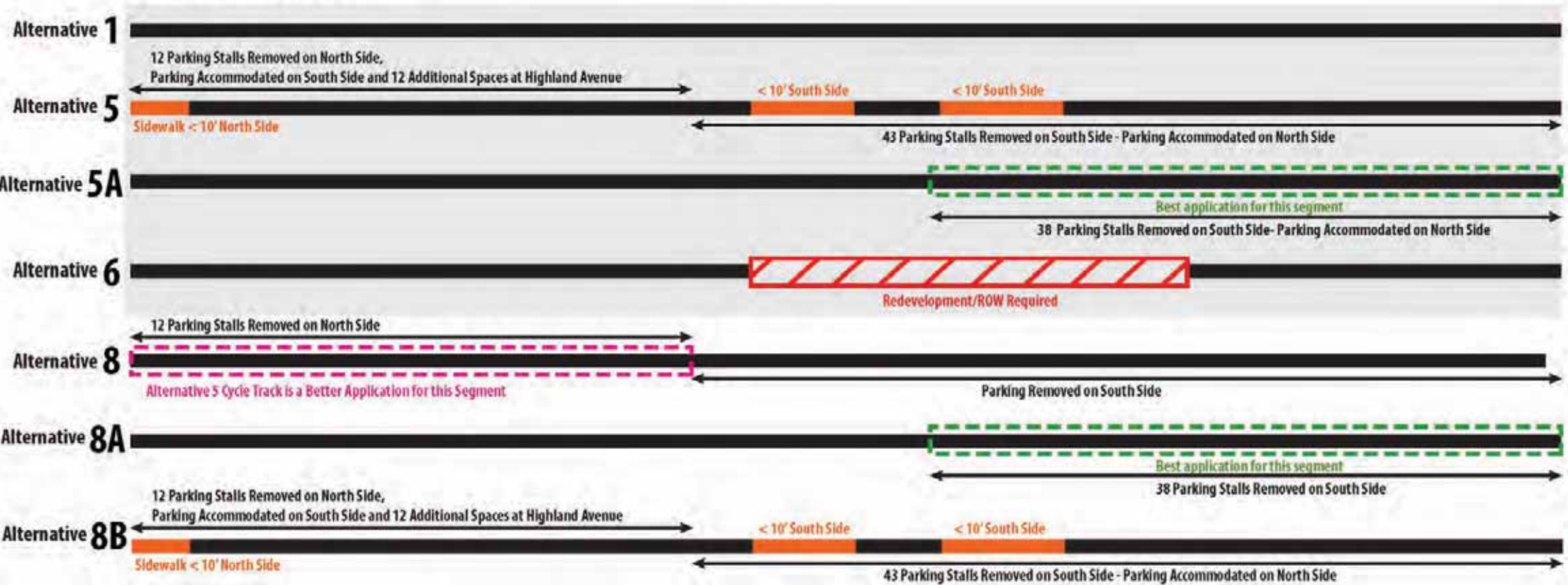
PEQI Intersection and Street Scores

- 81-100 (Ideal pedestrian conditions exist)
- 61-80 (Reasonable pedestrian conditions exist)
- 41-60 (Basic pedestrian condtions exist)
- 21-40 (Poor pedestrian condtion exist)
- 0-20 (Environment not suitable for pedestrians)

PEQE Segment Results by Alternative				Existing		Alt 1		Alt 5		Alt 5A		Alt 8		Alt 8A		Alt 8B	
Street Name	Cross Street 1	Cross Street 2	Side	SCORE	RATING	SCORE	RATING	SCORE	RATING	SCORE	RATING	SCORE	RATING	SCORE	RATING	SCORE	RATING
El Cajon	Fairmount	44th	S	0.47	BASIC	0.52	BASIC	0.52	BASIC	0.55	BASIC	0.52	BASIC	0.52	BASIC	0.52	BASIC
El Cajon	44th	Highland	S	0.43	BASIC	0.52	BASIC	0.52	BASIC	0.55	BASIC	0.52	BASIC	0.52	BASIC	0.52	BASIC
El Cajon	Highland	45th	S	0.49	BASIC	0.55	BASIC	0.55	BASIC	0.57	BASIC	0.55	BASIC	0.55	BASIC	0.55	BASIC
El Cajon	45th	Chamoune	S	0.49	BASIC	0.58	BASIC	0.55	BASIC	0.58	BASIC	0.55	BASIC	0.55	BASIC	0.55	BASIC
El Cajon	Chamoune	46th	S	0.47	BASIC	0.56	BASIC	0.53	BASIC	0.56	BASIC	0.53	BASIC	0.53	BASIC	0.53	BASIC
El Cajon	46th	Menlo	S	0.49	BASIC	0.58	BASIC	0.55	BASIC	0.58	BASIC	0.55	BASIC	0.55	BASIC	0.55	BASIC
El Cajon	Menlo	47th	S	0.50	BASIC	0.59	BASIC	0.56	BASIC	0.59	BASIC	0.57	BASIC	0.57	BASIC	0.57	BASIC
El Cajon	47th	Euclid	S	0.48	BASIC	0.55	BASIC	0.55	BASIC	0.57	BASIC	0.55	BASIC	0.55	BASIC	0.55	BASIC
El Cajon	Euclid	48th	S	0.50	BASIC	0.59	BASIC	0.56	BASIC	0.59	BASIC	0.56	BASIC	0.56	BASIC	0.56	BASIC
El Cajon	48th	Estrella	S	0.52	BASIC	0.61	REASONABLE	0.58	BASIC	0.61	REASONABLE	0.58	BASIC	0.58	BASIC	0.58	BASIC
El Cajon	Estrella	49th	S	0.52	BASIC	0.62	REASONABLE	0.59	BASIC	0.62	REASONABLE	0.59	BASIC	0.59	BASIC	0.59	BASIC
El Cajon	49th	Winona	S	0.52	BASIC	0.62	REASONABLE	0.59	BASIC	0.62	REASONABLE	0.59	BASIC	0.59	BASIC	0.59	BASIC
El Cajon	Winona	50th	S	0.52	BASIC	0.61	REASONABLE	0.58	BASIC	0.61	REASONABLE	0.58	BASIC	0.58	BASIC	0.58	BASIC
El Cajon	Fairmount	44th	N	0.48	BASIC	0.50	BASIC	0.50	BASIC	0.50	BASIC	0.50	BASIC	0.52	BASIC	0.52	BASIC
El Cajon	44th	Highland	N	0.51	BASIC	0.53	BASIC	0.50	BASIC	0.50	BASIC	0.50	BASIC	0.53	BASIC	0.53	BASIC
El Cajon	Highland	Chamoune	N	0.44	BASIC	0.53	BASIC	0.53	BASIC	0.53	BASIC	0.53	BASIC	0.56	BASIC	0.56	BASIC
El Cajon	Chamoune	46th	N	0.40	POOR	0.48	BASIC	0.48	BASIC	0.48	BASIC	0.48	BASIC	0.50	BASIC	0.50	BASIC
El Cajon	46th	Menlo	N	0.43	BASIC	0.51	BASIC	0.49	BASIC	0.49	BASIC	0.49	BASIC	0.51	BASIC	0.51	BASIC
El Cajon	Menlo	47th	N	0.50	BASIC	0.58	BASIC	0.55	BASIC	0.55	BASIC	0.55	BASIC	0.58	BASIC	0.58	BASIC
El Cajon	47th	Euclid	N	0.48	BASIC	0.56	BASIC	0.53	BASIC	0.53	BASIC	0.53	BASIC	0.56	BASIC	0.56	BASIC
El Cajon	Euclid	48th	N	0.48	BASIC	0.56	BASIC	0.54	BASIC	0.54	BASIC	0.54	BASIC	0.56	BASIC	0.56	BASIC
El Cajon	48th	Estrella	N	0.51	BASIC	0.59	BASIC	0.57	BASIC	0.57	BASIC	0.57	BASIC	0.59	BASIC	0.59	BASIC
El Cajon	Estrella	49th	N	0.49	BASIC	0.57	BASIC	0.55	BASIC	0.55	BASIC	0.55	BASIC	0.57	BASIC	0.57	BASIC
El Cajon	49th	Winona	N	0.51	BASIC	0.59	BASIC	0.57	BASIC	0.57	BASIC	0.57	BASIC	0.59	BASIC	0.59	BASIC
El Cajon	Winona	50th	N	0.52	BASIC	0.61	REASONABLE	0.58	BASIC	0.58	BASIC	0.58	BASIC	0.61	REASONABLE	0.61	REASONABLE

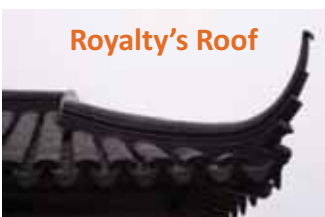
APPLICATION OF ALTERNATIVES POTENTIAL

Alternative Application Potential



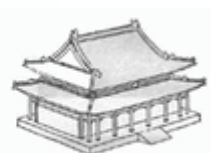
CHARACTER OF DISTRICT

◆ District Architecture



Royalty's Roof

Highlander's Roof



◆ Smart District



Solar Charging station



District-wide wifi



Interactive signage

◆ Green District



Bamboo forest sidewalk

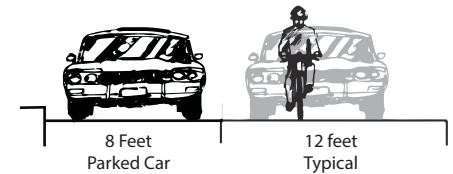


Transportation Planning Definitions

Share the Road



Share the road facilities (also known as sharrows) are the most widely implemented facility types in the United States, the appeal to municipalities is that they are very inexpensive and generally require no capital improvements to the road width. Share the road facilities require careful considerations in terms of streets in which they are incorporated. This treatment is typically reserved for streets with low traffic volumes and slower speeds as the travel lanes are shared by both vehicles and bicycles. El Cajon Boulevard is currently a "Sharrows".



Bicycle Lane



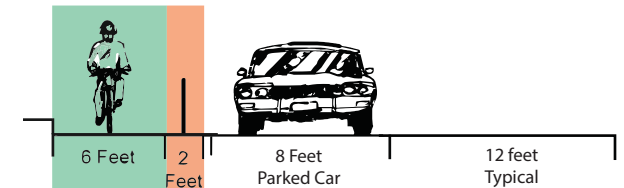
Bicycle lanes are relatively inexpensive bicycle treatments that can go a long way in helping to increase safe and convenient cycling. Given roadway conditions, particularly geometry, roadway width, traffic volume, and number of travel lanes, bicycle lanes can be installed economically. Bicycle lanes require 4' of unobstructed space not to include a gutter, car door areas, etc.



Cycle Track



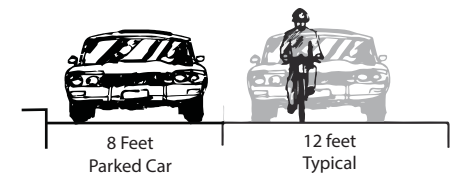
Cycle tracks utilize similar applications as bicycle lanes but they include a physical buffer and can also facilitate two-way movement within the traveled area. Cycle tracks are often utilized for highly trafficked roads and facilitate inclusive use for riders of all comfort levels.



Bicycle Boulevard



Bicycle Boulevards function very similarly to a share the road facility but include traffic calming devices that help to lower the speed and increase safety for bicyclists. Candidate streets are typically low volume and low speed streets that have the potential for high bicycle ridership because of proximity to many destinations or adjacency to a corridor with high vehicular traffic volumes or speed. Bicycle Boulevards are being examined for Orange Avenue, Monroe Avenue and Meade Avenue.



Transportation Planning Definitions

Parklet



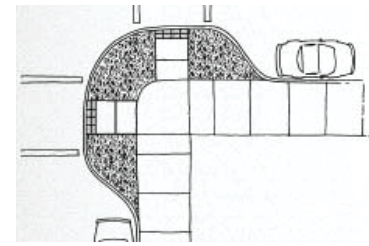
A parklet is an expansion of the sidewalk into one or more on-street parking spaces to create people-oriented places. Parklets introduce new streetscape features such as seating, planting, bicycle parking, or elements of play. Parklets encourage pedestrian activity which is especially beneficial in areas that lack sufficient sidewalk width or access to public space. Parklets are typically created by building a platform on the pavement to extend the sidewalk space, and retrofitting it with benches, planters, tables and chairs, umbrellas, and bike racks.



Bulb-Out



A bulb-out 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.



Furniture Zone



The street furniture zone is defined as the section of the sidewalk between the curb and the through zone in which the street furniture and amenities, such as lighting, benches, newspaper kiosks, utility poles, tree pits, and bicycle parking are provided. The furniture zone may also consist of green infrastructure elements, such as rain gardens.



Monument



Monuments are an artistic expression that can represent the cultural heritage of an area. They can be developed in succession to create a trail which convey the tangible and intangible artifacts of the past. Monuments also help give a sense of place to pedestrians and can double as way finding tools.



Banner



Banners are a useful tool in place-making and defining cultural districts. Not only are they a cost efficient method to inform individuals of their location, but they help to visually convey cultural and historical presence of an area.



Transportation Planning Definitions

Parallel Parking



Parallel parking uses a small amount of street width which allows parking parallel to the flow of traffic and the curb. Parallel parking exists along El Cajon Boulevard.

Dedicated Turn Lane



Allows through traffic to continue unobstructed while left turners take advantage of median space.

Angle Parking



Angle Parking uses slightly more width of the road but allows for more parking per mile. Cars park diagonally to the curb. Typically, angle parking is found on slower-speed and lower-volume streets.

Two way Left Turn Lane



The two lane left turn lane provides shared space for opposing directions of traffic to take left turns. This allows through traffic to continue unobstructed. This application works best in areas with few conflicting driveways.

Reverse Angle Parking



In areas with little room, reverse angle parking can provide for additional parking efficiency. These applications are especially useful on one way roads where visibility is obstructed otherwise, and also have been found to be safer when cyclists are present. Angle parking can impact travel lane efficiencies.

Narrow Median



Provides a 4' minimum raised or painted buffer that separates traffic in opposing directions. Typically plantings are not effective in narrow medians.

Bus/Bike Shared Lane



Shared bus-bike lanes can accommodate both modes at low speeds and moderate bus headways where buses are discouraged from passing, and bicyclists pass buses only at stops. Bus-bike lanes can be option on streets where dedicated bus and separate high-comfort bicycle facilities cannot be provided.

Double Double Yellow Stripe



Double-double yellow stripes indicate areas where you cannot pass or take left turns, much like a median.

Peak-Hour Travel/ Park Lane



A peak-hour only drive lane can operate as a dedicated bus/vehicle lane during high-volume periods and provide general curbside uses at other times. Wider lanes can enable an effective bicycle lane off-peak adjacent to parking.

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!

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!

EL CAJON BOULEVARD



TARJETA DE COMENTARIOS

¿Tiene una alternativa preferida? _____

Si es así , ¿cuál y por qué?: _____

¿Qué es lo más importante para usted? (Seleccionar 3 opciones) _____

- ☐ Acera extendida
- ☐ Parklet
- ☐ Asientos
- ☐ Iluminación
- ☐ Servicios Culturales
- ☐ Monumentos
- ☐ Líneas de bicicleta
- ☐ Estacionamiento
- ☐ Pista para bicicletas

Por favor, devuelva la tarjeta de comentarios a Lara Gates al lgates@sanidiego.gov

¡MUCHAS GRACIAS POR SU APORTACIÓN!

EL CAJON BOULEVARD



PHIẾU GÓP Ý

Dự án nào quý vị thích nhất? _____

Nếu có, thì tại sao? _____

Điều gì quan trọng nhất đối với quý vị? (Chọn ra 3 điều) _____

- ☐ Chỗ nhô ra ở góc đường từ đường đi bộ
- ☐ Công Viên Nhỏ
- ☐ Ghế Ngồi
- ☐ Đèn Đường
- ☐ Các tiện nghi văn hóa
- ☐ Các Tượng Đài
- ☐ Làn xe đạp vẽ bên cạnh đường xe ô
- ☐ Chỗ đậu xe hơi
- ☐ Đường dành riêng cho xe đạp nhô lên cạnh đường xe ô tô

Vui lòng gửi lại phiếu nhận xét để Lara Gates tại lgates@saniego.gov

CẢM ƠN SỰ GÓP Ý CỦA QUÝ VỊ!

EL CAJON BOULEVARD

COMMENT CARD

Do you have a preferred alternative? _____

If so, which one and why?: Alt 1 - see more discussion below

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

- ☐ Bulb-out
- ☐ Parklet
- ☐ Seating
- ☒ Lighting
- ☐ Cultural Services
- ☐ Monuments
- ☐ Bike Lanes
- ☒ Parking
- ☐ Cycle Track

Please return comment cards to Lara Gates at lgates@sandiego.gov

THANK YOU FOR YOUR INPUT!

Comments on Alternate 1 –

1. This alternate seems to provide for the best flow of traffic, however, with reservations about the “Sharrows”.
2. The parking is preserved – a good thing for businesses.
3. The landscape median will provide for some landscaping (good for beautification) as well as mitigating the problem with jay walkers trying to cross at non-intersections. The landscape median will allow left hand turns at selected locations but may also may have the negative result of directing more traffic onto the side streets where the limited turn lanes with be placed. Also fire and police may not have the ability to cross onto certain side streets, again due to limited turn lanes.

Additional General Comments –

1. None of these plans, nor the planning study seems to discuss and review the impacts of the adjoining neighborhoods. As such, this project study is woefully incomplete. I also understand that the Talmadge and Kensington neighborhood planning groups have not been given ample opportunity to fully weigh-in on this study, which has been going on for well over a year. Again, because the opportunity has been very limited to the neighborhood planning groups, this study to date is woefully inadequate.
2. All the proposed plans seem to be going in a negative direction. This corridor is a major artery and all of the proposed plans seem to limit traffic flow and efficiency; with most of the plans reducing parking (again, impacting adjoining neighborhoods!). We already have two bikeways planned immediately to the north as well as the south of ECB. We need to move traffic volume, not inhibit it. As a result, more traffic will be diverted to the Aldine/Monroe corridor (via Euclid Ave.) which is already three times overloaded. Traffic problems should be addressed in the development of proposals, not more created.
3. Bulb-outs may help reduce pedestrian crossings but should be designed not to impede sight-lines (thus reducing safety for all) and not to impede traffic flow.
4. Parklets and seating should be only considered if the business owners approved of all locations. Attention should be given to mitigating “hang-outs” for homeless, prostitutes and dealers. Again, the presentation, or any of the documentation that I have read, discusses the problem issues. All the problems need to be reviewed and studied before developing and proposing the so-called improvements. These plans seem to ignore the problems.
5. Hoover High School – none of the proposed alternatives seem to address the school traffic (cars, busses and pedestrians). WHY??? A cross over bridge would be helpful to everyone (and for safety too).

My family owns a big parcel on the North West corner of 46th and El Cajon Blvd, after I read all the proposal for the street improvement, the main concern from all business people in The Little Saigon is the street parking.

I would like to make a recommend to add a parking structure or underground parking. I am in the process of building a mix use project on my land, I can include an public underground parking (with parking attendant to collect parking fee to pay for the parking construction cost) in my project, we can make anything happen if we have a budget, I have a budget to work on my project but not enough to do the underground parking.

El Cajon Boulevard [Complete Boulevard Planning Study](#)

Evaluation Summary (updated October 4, 2016)

The El Cajon Boulevard Complete Boulevard Planning Study has examined how to best accommodate multimodal mobility (auto, bike, pedestrian and transit) on the El Cajon Boulevard corridor between Highland Avenue and 50th Street as well as urban design concepts that would highlight the Little Saigon cultural district between Highland and Euclid Avenues and the historic Boulevard outside of the district. The study examined and documented [existing conditions](#) and evaluated possible configurations of El Cajon Boulevard with consideration of the following topic areas:

- Number of travel lanes;
- Safety enhancements;
- School traffic and safety
- Pedestrian accessibility and enhancement;
- Bicycle accommodations;
- Transit accessibility;
- Parking accommodation/expansion;
- Loading and unloading for businesses;
- Neighborhood circulation;
- Deterring criminal activity; and
- Urban design enhancements and corridor branding.

Alternatives Explored (see [evaluation summary brochure](#) for additional details):

- Alternative 1 (VIALE) – Maintains 4 travel lanes, includes urban design/pedestrian emphasis with landscaped median and bulb-out treatments, safety enhancements, improves crosswalks with shorter crossing distances and pedestrian refuge islands and includes shared bike facilities with sharrow pavement markings).
- Alternative 2 (REMOVED FROM FURTHER CONSIDERATION)– Maintains 4 travel lanes, removes parking on one side of the street, converts remaining parking to angled back-in parking, improves crosswalks, includes a concrete raised median and a shared bike facility.
 - Not supported by MTS due to Rapid service performance.
 - Does not enhance median aesthetics.
 - Impacts angled parking areas in vicinity of signalized intersection to widen for left-turn lane.
- Alternative 3 (REMOVED FROM FURTHER CONSIDERATION) – Maintains 4 travel lanes, removes parking on one side of the street, provides 4-foot painted median area, improved crosswalks, and includes a cycle track on both sides of the road to accommodate bicycles.
 - Not supported due to median area safety concerns.
 - Not supported due to inside lane compliance – no barrier median to channel left-turns only at intersections.
 - Intersection areas impacted due to required widening for left-turn lane accommodation.

- Alternative 4 (REMOVED FROM FURTHER CONSIDERATION) – Maintains 4 travel lanes, removes parking on one side of the street, no median area (only double yellow striping), improves crosswalks, and includes a cycle track on both sides of the road to accommodate bicycles.
 - Not supported due to median area safety concerns.
 - Not supported due to inside lane compliance – no barrier median to channel left-turns only at intersections.
 - Intersection areas impacted due to required widening for left-turn lane accommodation.
- Alternative 5 (VIALE) – Maintains 4 travel lanes, removes parking on one side of the street, raised and planted median area, improves crosswalks, and includes a cycle track on both sides of the road to accommodate bicycles and reduces the pedestrian space on one side of the street.
 - Improves corridor safety and multimodal accommodation.
 - Not fully supported by stakeholders due to impact to pedestrian area/environment.
- Alternative 5A (VIALE) – Maintains 4 travel lanes, removes parking on one side of the street, 4-foot raised concrete median area, improves crosswalks, and includes a cycle track on both sides of the road to accommodate bicycles and preserves the pedestrian space.
 - Improves corridor safety and multimodal accommodation.
 - Additional parking loss at intersection areas due to required median widening for left-turn lane and pedestrian refuge accommodation.
 - Does not enhance median aesthetics.
- Alternative 6 (VIALE LONG-TERM SOLUTION) – Maintains 4 travel lanes, preserves parking on both sides of the street, raised and planted median area, includes a cycle track on both sides of the road to accommodate bicycles, includes parklets on both sides of the street, improves crosswalks, and requires redevelopment in areas with insufficient space to accommodate the improvements.
 - Accommodates all desired multimodal and aesthetic improvements.
 - Requires market-based phased implementation due to redevelopment.
 - Not a short-term solution.
- Alternative 7 (REMOVED FROM FURTHER CONSIDERATION) – Maintains 4 travel lanes, removes parking on both sides of the street, raised and planted median area, improves crosswalks and includes a cycle track on both sides of the road to accommodate bicycles.
 - Not supported due to removal of all on-street parking.
- Alternative 8 (VIALE) – Maintains 4 travel lanes, removes parking on one side of the street, raised and planted median area, improves crosswalks and includes a bike lane on one side of the street and a shared bicycle facility with sharrow pavement markings on the other side of the street.
 - Eastbound direction would be better served with bicycle lane due to uphill climb.

Commented [GM1]: What does this mean? We'd either need to lose additional parking or widen at the intersections? How much more parking is lost?

- Alternative 8A (VIABLE) – Maintains 4 travel lanes, removes parking on one side of the street, narrower raised and planted median area, improves crosswalks and includes bike lanes on both sides of the street.
 - Narrowed travel lanes (11-feet).
 - Additional parking loss at intersection areas due to required median widening for left-turn lane and pedestrian refuge accommodation.
- Alternative 8B (VIABLE) – Maintains 4 travel lanes, removes parking on one side of the street, raised and planted median area, improves crosswalks and includes a bike lanes on both sides of the street.
 - Narrowed travel lanes (10-feet).
 - Requires different curb/gutter system than what is in place today.
- Alternative 9 (REMOVED FROM FURTHER CONSIDERATION) – Maintains 4 travel lanes during peak travel periods only, non-peak time period parking allowed, raised and planted median area, improves crosswalks and includes a cycle tracks on both sides of the street.
 - Parking needed most during peak travel periods.
 - Requires strong monitoring and expedient tow service.
 - High potential to impact Rapid service.
 - No bulb-out potential.
 - No parklet/planter extensions.
- Alternative 10 (REMOVED FROM FURTHER CONSIDERATION) – Maintains 2 travel lanes and 2 shared bus/bike only travel lanes, parking is preserved on both sides of the street, improves crosswalks, and includes a raised and planted median area.
 - High potential to impact Rapid service – not supported by MTS.
 - Other metropolitan areas with shared bus/bike lanes have identified significant safety and operational issues when on-street parking exists adjacent to shared bus/bike lane.
 - High potential to redirect traffic into the adjacent neighborhoods.
- Alternative 11 (REMOVED FROM FURTHER CONSIDERATION) – Maintains 2 travel lanes, parking is preserved on both sides of the street, includes bike lanes, improves crosswalks, and includes a raised and planted median area.
 - High potential to impact Rapid service – not supported by MTS.
 - High potential to redirect traffic into the adjacent neighborhoods.

Detailed evaluations are included in the [evaluation summary brochure](#).

Key results of the study team's technical evaluations are summarized below:

- **Travel Lane Configurations**
 - Alternatives with one lane in each direction
 - Not enough capacity for existing or future travel demand.
 - Approximately 10,000 vehicles per day would need to be redirected and use a different route, including adjacent neighborhood streets.
 - Limited alternative east/west route options in the area between I-8 and SR-94.
 - Does not support existing rapid transit implementation on El Cajon Boulevard.
 - Alternatives with two lanes in each direction
 - Can accommodate existing and future travel demand.
 - Will support existing/future rapid transit on El Cajon Boulevard.
- **Safety Enhancements**
 - Recommend installing bulb-outs to reduce the crossing distance for pedestrians.
 - Recommend installing high-visibility continental crosswalk markings (where warranted).
 - Recommend installing raised median on El Cajon Boulevard to reduce conflicting turning movements, reduce pedestrian crossing distance, and to enhance motorist, bicyclist and pedestrian safety.
 - Examine potential for additional controlled or enhanced pedestrian crossing(s) on El Cajon Boulevard between Euclid and 50th.
 - New concept for market parking lot circulation developed at El Cajon Boulevard and Menlo to improve intersection and pedestrian safety.
- **Parking Accommodation / Expansion**
 - Angled parking on El Cajon Boulevard not supported due to right-of-way constraints (see Travel Lane Configurations evaluation).
 - Parking demand is highest at non-metered locations including private off-street parking lots, especially in close proximity the intersection at Menlo Avenue and the Winona Avenue rapid bus station.
 - Utilized parking could be consolidated to one side of the street.
 - Highest parking use is south side of ECB between Highland and Menlo, and on the north side of the street between Menlo and 50th.
- **Pedestrian Accessibility and Enhancement**
 - Marked crosswalk evaluations support east/west marked crosswalk installations at 48th Street, Estrella Avenue, 49th Street, and 50th Street.
 - Marked crosswalk striping evaluation supports additional enhanced pedestrian crossing of El Cajon Boulevard at 45th Street.
 - New pedestrian crossing planned at Altadena based on a separate study.
 - Recommend installing bulb-outs to shorten street crossing distances at all intersections. The recommended alternative would determine bulb-out geometry (side street only or full intersection).
 - Recommend installing Americans with Disabilities Act (ADA) compliant ramps at all deficient locations.

- Recommend installing ADA compliant traffic signals at all deficient locations.
- Identify locations where benches, trash receptacles and lighting should be installed.
- Bicycle Accommodation
 - In order to install dedicated / striped bicycle lanes and preserve 4 travel lanes, parking would need to be removed on one side of the street.
 - Recommend using surrounding street network for bicycle travel. Exact configurations, applications and routes are under development by SANDAG under separate regional bicycle project processes.
 - Existing “sharrow” routes are most comfortable for the very experienced/confident riders.
 - Limited available right-of-way does not support widening the curb-to-curb width to install bicycle lanes.
 - El Cajon Boulevard corridor east of Euclid Avenue requires eastbound cyclists to climb a hill, therefore reducing their speeds.
 - Identify locations where bicycle parking stalls should be installed.
- Transit Integration
 - Enhance pedestrian and bicycle accessibility to the transit stops and comfort at the transit stops.
 - Support rapid transit lane implementation.
 - Continue to support highest performing ridership route in the region.
- Neighborhood Circulation and Parking
 - Converting side streets to one-way was considered but rejected because it would encourage additional traffic to use Orange/Meade/Monroe.
 - Median placement across side-street access was sensitive to locations with larger commercial parking lots to minimize commercial traffic in the adjacent neighborhoods.
 - Angled parking on the neighborhood side streets is not feasible due to curb-to-curb distance limitations. Highland Avenue north of El Cajon Boulevard was the only corridor with the space available to allow angled parking on one side of the street.
- Urban Design Enhancements and Branding Opportunities
 - Identified opportunities for trees, plantings, benches, trash receptacles, lighting and cultural enhancements.
 - Identified branding opportunities.
 - Identified monument opportunities and concepts.

For additional information on the Complete Boulevard Planning Study, visit our [website](#), or contact Lara Gates at 619-236-6006 or lgates@sandiego.gov.