Appendix C - Working Group Meetings

October 13th, 2015 | Progress Review

Meeting Notes

June 9th, 2016 | Working Group Meeting

Meeting Notes

August 9th, 2016 | Working Group Meeting

Meeting Notes

September 14th, 2016 | Kensington-Talmadge Planning Group - Public Meeting Follow-Up

City Presentation

Public Meeting Presentation

Evaluation Summary

October 3rd, 2016 | City Heights Area Planning Group - Public Meeting Follow-Up

City Presentation

Public Meeting Presentation

Meeting Notes

November 15th, 2016 | Alternatives Discussion - City Heights

Presentation Materials

October 13th, 2015 | Progress Review

Meeting Notes

Meeting Minutes

Date: October 13, 2015

Project: El Cajon Blvd. Complete Boulevard & Little Saigon District Planning Study

Purpose: Progress Review with El Cajon Boulevard BIA

In Attendance:		
	Beryl Forman	El Cajon Boulevard Business Improvement Association
	Steve Aldana	El Cajon Boulevard Business Improvement Association
	Tootie Thomas	El Cajon Boulevard Business Improvement Association
	Avital Aboody	City Heights Community Development Corporation
	Bennett Peji	Peji Design
	Marian Marum	Marum Partnership

Items Discussed:

1) Review of Existing Conditions

- Existing Conditions – Marian presented Existing Conditions/Photos ***(Wilson page)***
- Traffic & Parking – Marian presented On-Street Parking Study Sheet ***(Wilson page)***
- Pedestrians – Marian presented Pedestrian Movement Analysis & PEQI Analysis ***(Wilson)***
- Landscape Character - Marian presented map of Existing Trees & Palms

2) Review of Proposed Improvements

- Traffic Calming Solutions – Marian discussed locations of Paved Medians & Pop Outs
  - BIA asked Wilson/Sherry Ryan to show alternative with ONE Traffic Lane in each direction to slow traffic (discuss Pros & Cons) Referred to University Ave. between 805 & I-15 as example of ONE lane.
  - BIA asked Wilson/Sherry Ryan to show alternative with pull-in parking spaces
  - BIA asked Wilson/Marum to show alternative with Parklet Platforms along street edge to allow storm water to flow underneath (no change to current pattern)
- Stormwater Management – Marian explained City Stormater Permit 'thresholds'…and discussed ways to increase permeable area (larger Tree Planters & 'Permeable' Pavers)
  - BIA explained that they're about to install Pavers in areas where Asphalt was used to patch broken sidewalks. Marian to follow up w/info on Permeable Pavers.
- Branding & Way Finding – Bennett presented concepts of cultural & historical elements
  - BIA loved the concepts
  - Bennett explained the Yellow Color of the Saigon Flag (not Chinese Red)
  - BIA assumes Little Saigon Foundation will find funding for these items
  - Bennett to follow up w/Little Saigon Foundation to show concept & check on Hoover High situation
  - BIA suggested checking w/Little Saigon West Minster for funding sources
  - BIA suggested checking w/Marco Li Mandri (Little Italy) for funding sources
- Landscape Elements – Marian presented photos & locations of 'Yellow Thematic Trees'
  - BIA explained that they've just purchase (4) new Pots (planted w/Arbutus Trees)
  - Marian explained that Arbutus Trees are very large and will likely break the pots. Marian to follow up w/info on Yellow Flowering Trees.
  - BIA to send Marian Specs on Pots to see if they could be painted Yellow to go with the Little Saigon Flag Theme Colors.
- Pedestrian Elements – Marian explained that wider sidewalks should be Permeable

3) Review of Existing Funding Sources

A) City of San Diego

- Traffic Calming Solutions……SANDAG
- Multi-Modal Solutions……..SANDAG
- Stormwater Management…….City of San Diego

B) El Cajon Boulevard BIA

- Benches & Trash Receptacles:
  - BIA verified that these can be purchased with MAD Funds
- Enhanced Paving & Permeable Pavers:
  - BIA verified that these can be purchased with MAD Funds (for small repairs)
- Street Trees, Planter Pots & Parklets:
  - BIA verified that new Pots can be purchased with MAD Funds
  - BIA confirmed that bike corrals & parklets can be funded by MAD
- Bike Racks:
  - BIA verified that these must be purchased with Parking District Funds

C) City Heights CDC

- CDC explained that they're setting up a Benefit Assessment District for the 'Walk & Shop' area/North Park Main Street (have hired a Campaign Consultant)
- CDC explained the new Senior Housing/Mixed Use Project (NW corner Euclid)

List of Potential Funding Sources:

- **Developer Impact Fees:** Not much interest in this segment of the Boulevard
- **SANDAG Financing:** Hard to come by these days
- **Community Development Block Grants:** Hard to come by these days
- **Redevelopment Tax Increment Funding (Boomerang Funds):**
- **Benefits Assessment Districts**
- **Community Facilities Districts**
- **City Capital Improvement Program**
- **The Jobs, Housing, and Neighborhood Act**
- **Sustainable Communities Investment Authority**
- **Infrastructure Financing Districts –** for **'**Programs' not Capital Improvements
- **Implementation Grants**
- **ADA Grants**
- **BRT funds**
- **Parking District Revenue**
  - Engineers Report dictates
  - Parking Mobility 45% of collected 40,000.00/yr. some in savings
  - Utilization study - 85% of time used.. (business owners must approve – very lengthy process)
- **Maintenance Assessment Districts** (not-self managed…managed by City….. only advisory group)
  - Mid-City Districts (2 sub-Districts 11 & 13)

June 9th, 2016 | Working Group Meeting

Meeting Notes

Complete Blvd Working Group Meeting

June 9, 2016

BIA Beryl

Complete Blvd
Focus on Hubs (BRT – transportation between attraction to stop and stay)
Little Siagon
Vision Zero (ped + bike) – speed kills

Randy

Temporary, short-term solutions in interim
Pop up 15 (NE corner ECB and I-15 bike valet) site connection to transit

Frank Vuong
Cultural outreach on street look/design needed (not bikes)
For Vietnamese people ~cars=aspirations->parking, transit, walking

Kathleen Ferner – Circulate SD
Vision Zero – Timeline for addressing ECB 15 to 43rd St
Traffic calming slowing but keep
City Bike Advisory Committee – looked at overlap
Btw vision zero and disadvantage communities

What kind of analysis is taking place? Need understanding of trade-offs?

Samantha – Circulate SD
Reduce speed differentials btw modes
Reduce VMT

Randy – CHCDC – Corridor that better serves need of community – art, place making, viet culture
Safe infrastructure, reduce hazards and risks
Better utilizing BRT investment in corridor
High visibility crosswalks to BRT stations and bus stops.
Consistency with BMP, PMP, CAP
Visionary document, not just responding to future traffic demand/volumes.

Arital - CHCDC – Place making, pedestrian safety and attraction to businesses

BIA Tootie – Parking is also a priority for business district.
Biking is aspect of BIA strategy.

Tootie and Beryl –
Use bulbouts and increased N/S signal phases to assist limited mobility pedestrians.

Randy – support ped refuge
Difference btw ped refuge and medians
Don't want to talee away any existing crossing, but don't want to encourage jaywalking.

Contact Beryl

- BIA customer survey on transportation mode used to access businesses – include info in analysis. [Has survey already been completed?]
- For next working group meeting, discuss/propose metrics for evaluation of alternatives.
    - Before/after studies from other cities? Sherry
    - Timing of next meeting prior to workshop in July?
- Consider recommending reducing speed limit
    - Beryl recommends doing this as goal lower speeds at hubs (Rapid Bus Stops) based on effective travel speed with improvements.
- Request for cost estimates for planted median (construction and maintenance from BIA)
- Sensitivity of public art/UD to cultural sensitivities within Vietnamese community
    - Focus on peace rather than conflict (anti-communist)
        - Listen to business groups as lead?
        - Little Saigon community has diverse opinions

SANDAG initially proposed bus/bike lane as part of BRT implementation plan but it was opposed by certain community members and businesses.

Kathleen F – studies of bus/bik lane configuration can provide.

August 9th, 2016 | Working Group Meeting

Meeting Notes

Complete Blvd Alternatives Overview Meeting

August 9, 2016

Bulb-outs placed in existing red-curbed areas

Feedback/contention from last meeting regarding which alternatives have been determined to be viable versus not viable.

Alt 2

Beryl – don't see how this Alt supports goal of complete streets.

Jonathan – Any disagreements?

Beryl – already off table due to MTS; also, it reduces parking.

Does adding a median really improve urban design or further complete street goals? Will it be transformative?

Phuong: planted medians made ECB btw 15 + 43rd look nicer, reduced jaywalking.

Tootie: We're not sure trade-off btw 10 ft median and bike facility is a good one.

Alt 3

Tootie: Why 8 ft bike lanes? 30th St Plan -> 5 ft bike lanes

Maureen: Difference between bike lanes and separated cycle tracks. Cycle track has 8 ft. suggested dimension.

Tootie: Let's discuss widths later in meeting.

Maureen: Consensus that alt not supported? YES

Alt 4

All agreed that this is not viable alternative.

Alt 5

Beryl: Can we reduce travel lane widths to 10 ft to make up some room from peds?

Maureen: No we can't, next to median.

Beryl: Concerned about community's loss of pkg on one side; also, it look like median is only opportunity for landscaping.

Jim: Some parking loss could be made up on Highland and/or accommodated by existing on-street parking spaces on south side of ECB.

- Going to quantify utilized parking lost for each salt.
- Little Saigon reps support moving alt forward.

Beryl: Did you say cycle track can continue thru corridor? Maureen: Yes, with some creative design solutions.

Alt 6 "The Cadillac"

Beryl: Concerned it won't happen because of need to redevelopment.

Shelly (County rep): Can we include not in Alt. 5 that where there is currently only parcel (not bldg.) conflict within.

Frank: Why waste out time? Not possible.

Tootie: Not feasible. . .Confuses the issue – we want to implement something.

Beryl: We want to use the 30% drawings from this project to try to get implementation in next few years.

Maureen: Could still make recommendation to include as recomm in future CPU. Folks seem ok with this but we will make sure this alt is treated differently from other alts at workshop (e.g. "Would you like to see this concept included in future CPU?")

Alt 7

Considered and rejected (Tootie & Frank concur)

Alt 8

Tootie: Suggest reducing median width, trading median landscaping for cultural fence or other element in narrower median; reduce outside lanes to 11; add bike lane in 2nd direction.

Maureen: Let's table until we look at corridor plans.

Beryl: What about 2-way cycle track? Can we put 2-way cycle track on the table? Acknowledges SANDAG parallel bike boulevards but attendees at SANDAG workshop preferred, facilities on ECB and University rather than side streets.

Samir: Don't want to sacrifice ped facilities for bike facilities.

Samir: Can we transition between more than one alternative on different sections of the corridor?

Jim: Yes

Maureen: Although won't want to drop bike facilities or change from cycle tracks to sharrows.

Alt 9

Samir: Look at saturation flow rates to pin down exact capacity of lanes to evaluate feasibility of restricting parking during certain hours.

Anastasia: We don't want status quo on corridor. We want to build to vision for walkable transit corridor.

Frank: Already hard to find parking, expecting more demand in future.

Phuong: You're talking about prohibiting parking during hours when restaurant traffic is highest.

Not viable option.

Alt 10

Not viable option, higher liability with bus-bike conflicts.

Alt 11

This is an emergency vehicle route, expect it would be problematic for emergence response.

Tin: What about Alt 11 in district and Alt 7 outside district?

Jim's thoughts on mix/match alts:

- Alt 1 has greatest potential for UD improvements.
- Alt 8 east of Euclid – low impact.
- Alt 5 west of Euclid – median provides opportunity.

Little Siagon reps ok with narrower medians (maybe 6') (except at turn pockets for intersections) and monuments, low plants, fencing as opposed to 10' medians with trees.

Jim: there are a lot of left turn pockets along corridor.

Shelley likes: Alts 7 & 11

Beryl says it's telling that Shelley likes Alt. 7 & 11, they've given project money. Don't want repast of first workshop.

Tootie says this is already way better than first community meeting. Tootie thinks biking is a priority and Alt 1 doesn't accommodate bikes.

September 14th, 2016 | Kensington-Talmadge Planning Group - Public Meeting Follow-Up

City Presentation

Public Meeting Presentation

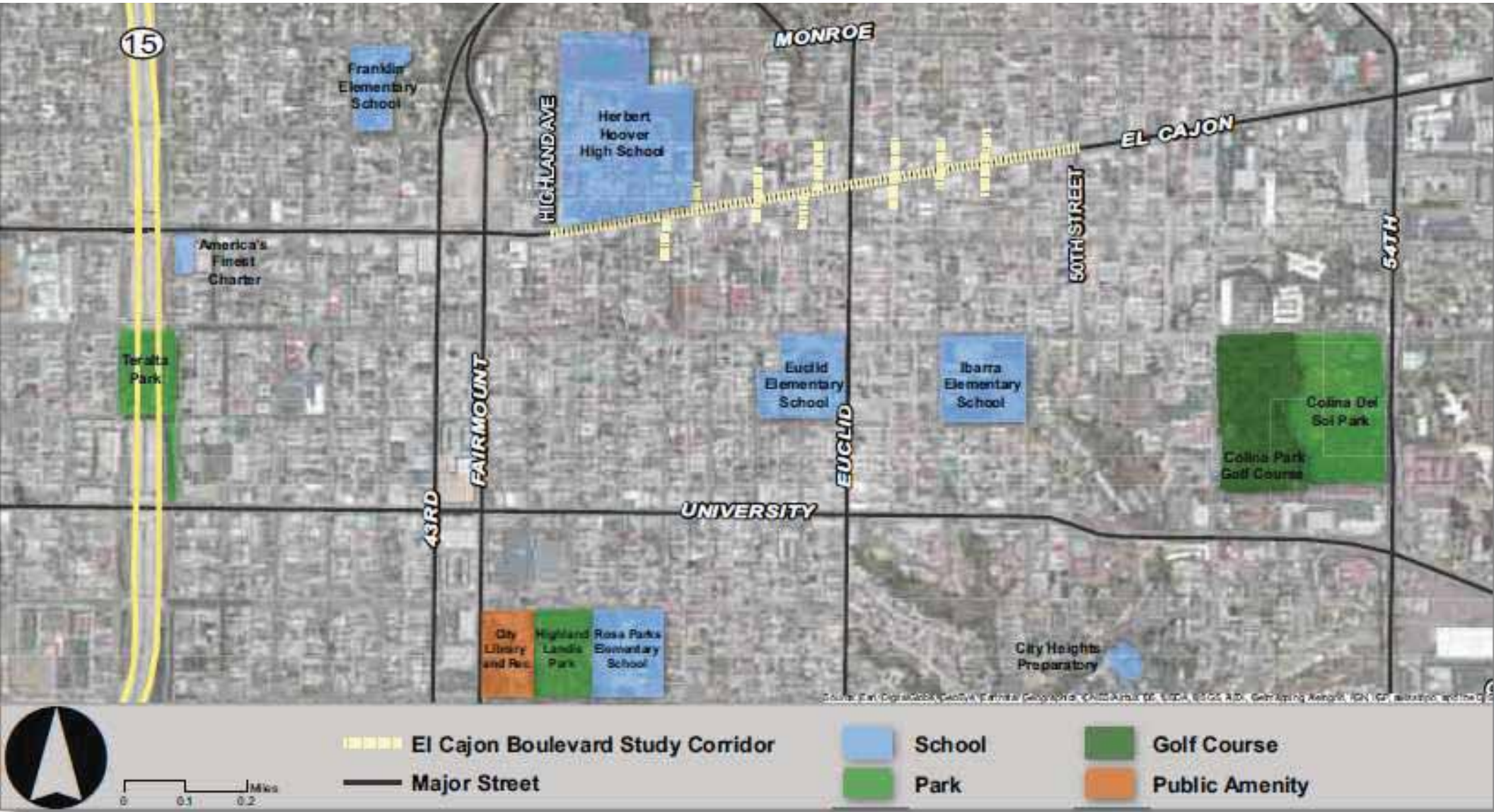
Evaluation Summary

El Cajon Boulevard Complete Boulevard Planning Study Presentation

Kensington-Talmadge Planning Group
September 14, 2016

The City of SAN DIEGO

Study Area Context



Study Area

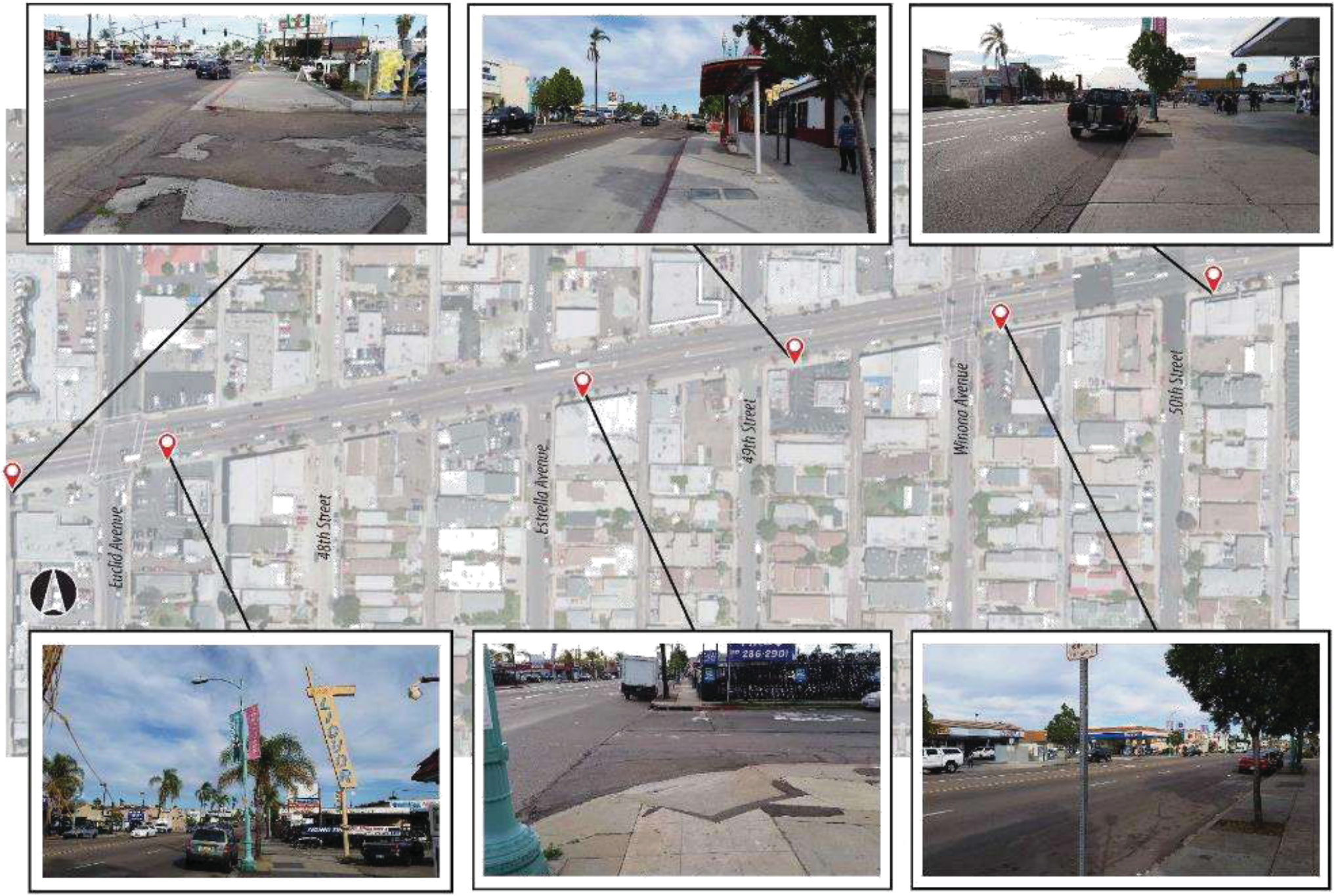

Highland Avenue
46th Street
Menlo Avenue
47th Street
Euclid Avenue
48th Street
Estrella Avenue
49th Street
Winona Avenue
50th Street
Study Area
Little Saigon
Highland Avenue
45th Street
Chamoune Avenue
46th Street
Menlo Avenue
47th Street
Euclid Avenue
48th Street
Estrella Avenue
49th Street
Winona Avenue
50th Street

Planning Department

Existing Conditions

Planning Department

Existing Conditions



Addressing Community Concerns

- Improve Safety – pedestrian, bicycle, and traffic

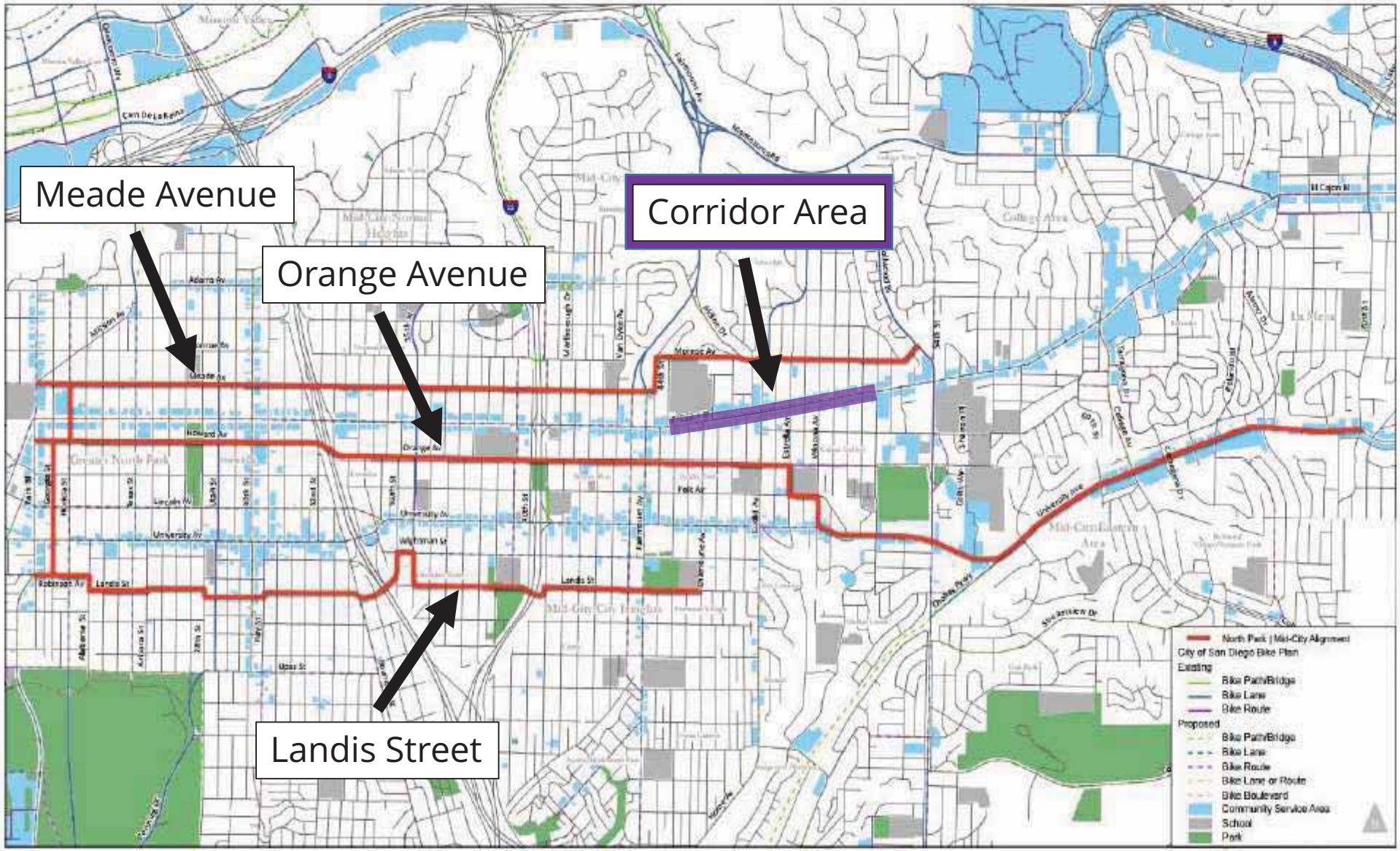



- Improve school traffic/safety
- Recognize issues of crime/prostitution
- Minimize cut-through traffic
- Balance parking needs
- Address sidewalk and street disrepair

Mobility and Urban Design Study Purpose

- Help realize the transformative potential of Bus Rapid Transit (BRT) in Mid-City
- Create landmark destinations
- Contribute to the livability, sustainability, economic development, culture, and well-being of communities along the corridor

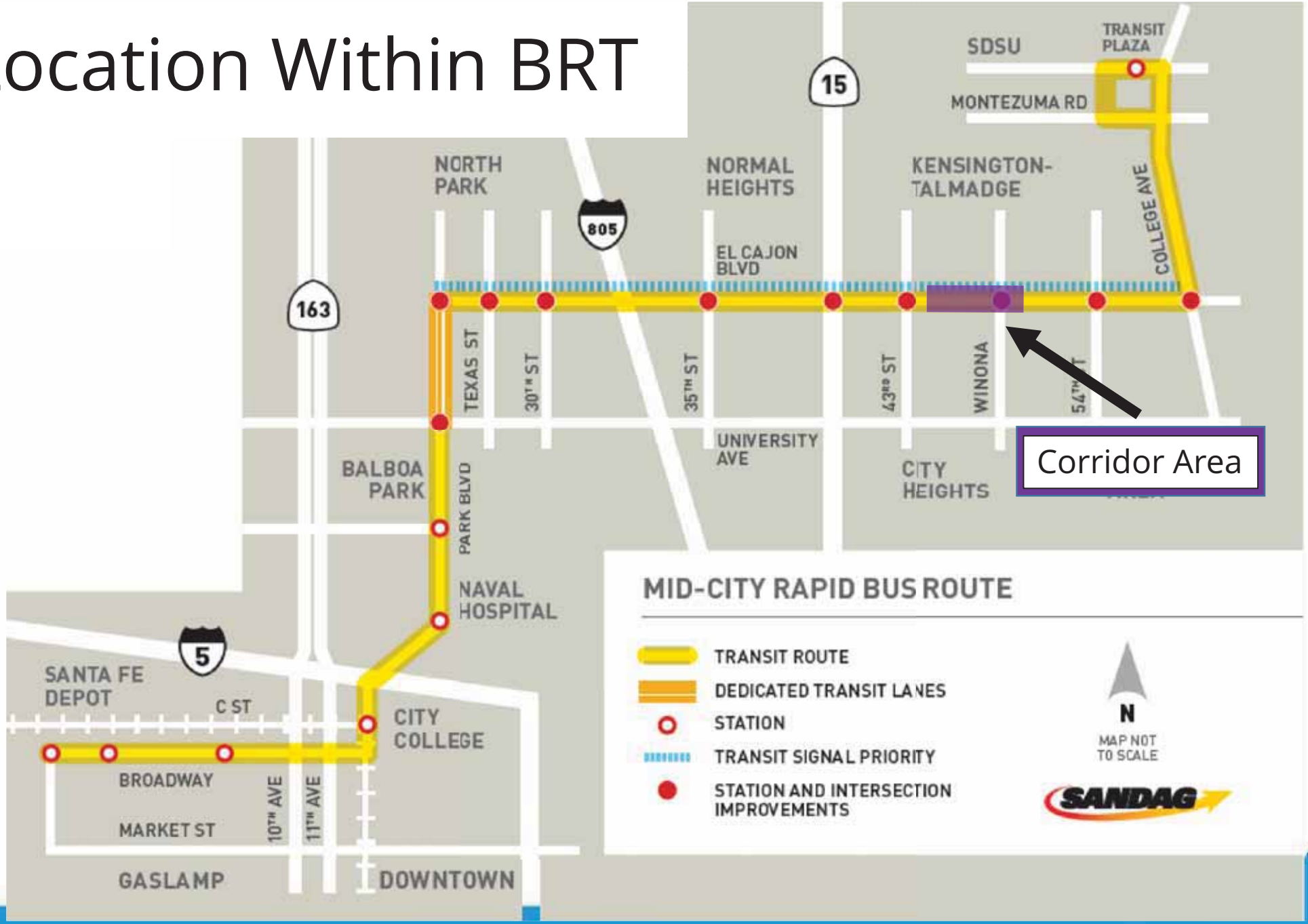
Planned Regional Bicycle Facilities



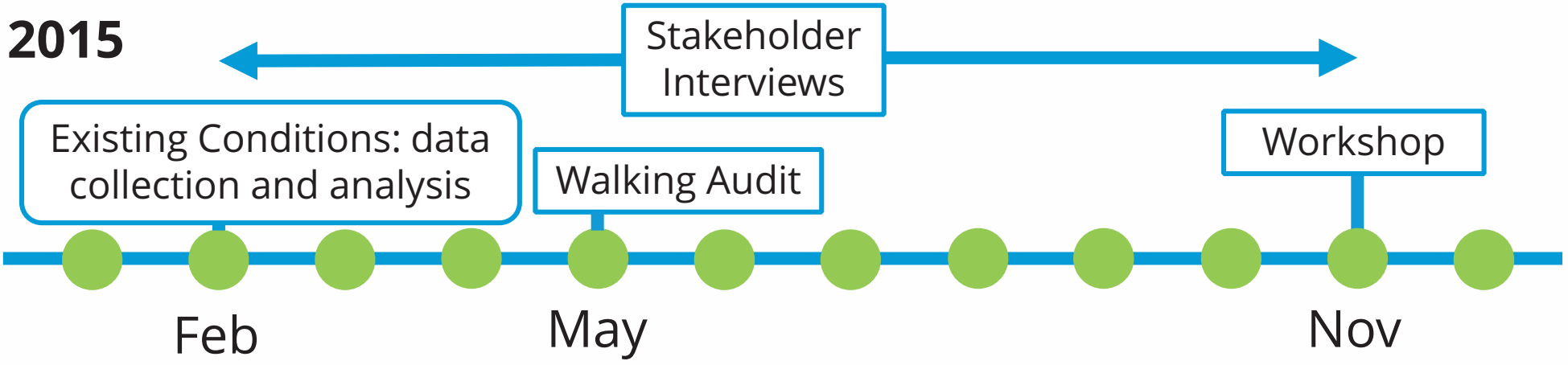
North Park | Mid-City Bikeways
Final Recommended Alignments

SANDAG

Location Within BRT

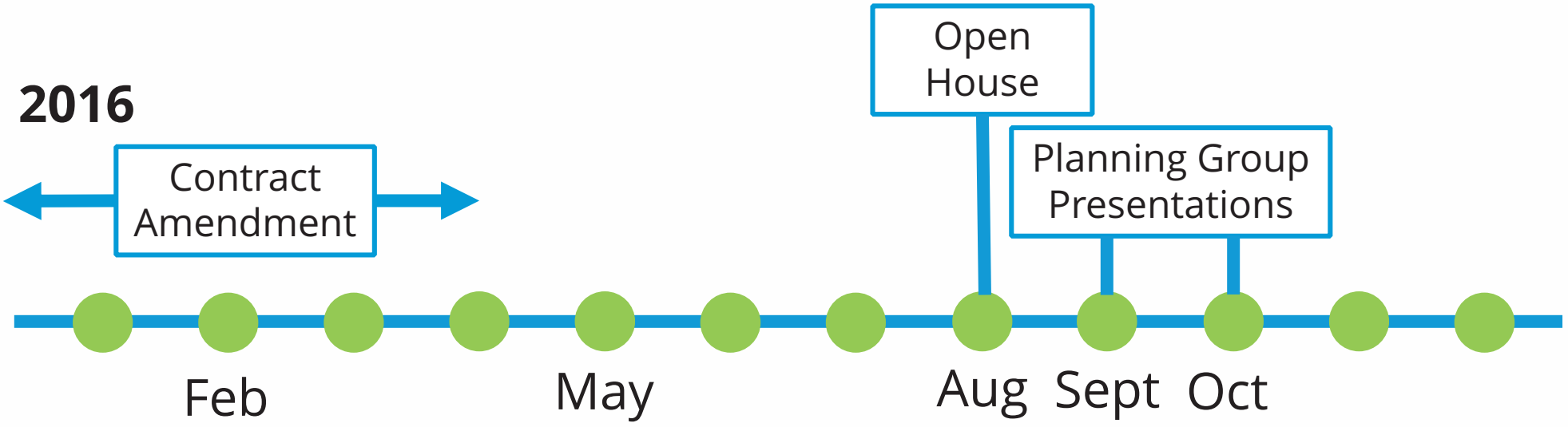


Public Input Process



- Number of Travel Lanes
- Safety enhancements
- Parking Accommodation/ Expansion
- Pedestrian Accessibility and Enhancement
- Transit Accessibility
- Bicycle Accommodations
- Urban Design Enhancements
- Corridor Branding

Public Input Process



Workshop Results

- Draft Concept was presented based on Walking Tour feedback and Existing Conditions Analysis
- Received general support for the urban design concepts
- Some stakeholders wanted additional alternatives to include separated bike facilities on El Cajon Boulevard
- Feedback provided on specific streetscape improvements

Staff Response

- Staff identified additional funding to study more options to include separated bike facilities on El Cajon Boulevard
- Worked to develop additional options (Completed in Aug 2016)
- Held Open House to discuss 14 alternatives (Aug 2016)

Alternative 1

Similar to concept presented at Nov 2015 workshop

Alternative 8B

Reduced median width provides bike lanes

August 2016 Open House Results

Maintain 4 Travel Lanes

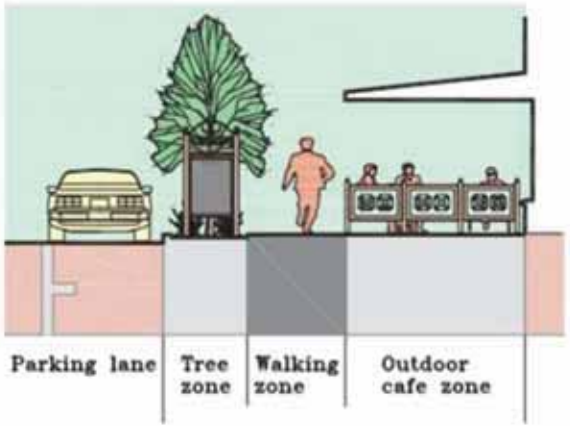
Protect the Rapid Bus Investment

Transit Stop Enhancements

Planted Median

Safer Bicycle Accommodations

Maintain Parking at Use Level (at a minimum)



Improve Pedestrian Safety & Enhancements

Urban Design Features

Additional Results

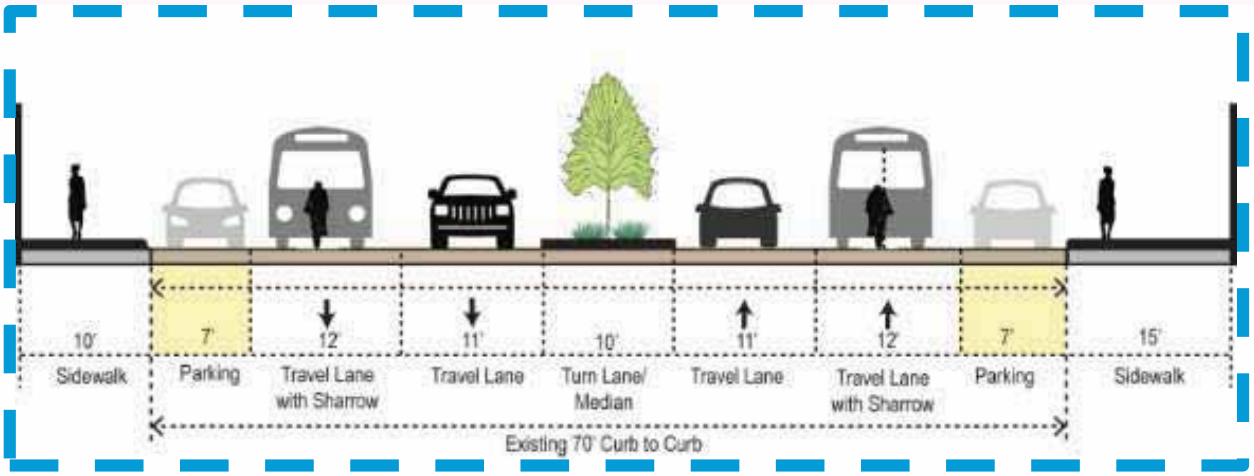
Enhance Safety for All El Cajon Boulevard Users

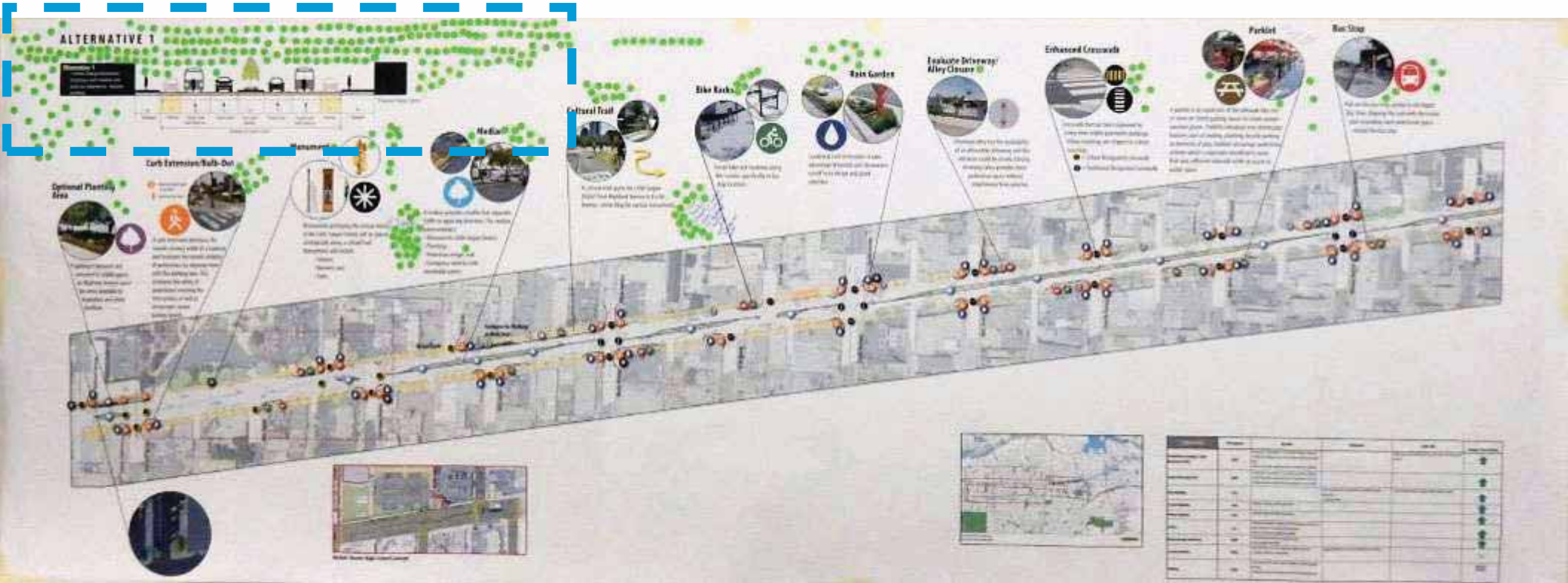
Minimize Traffic Diversion

Define Left-turn Lanes

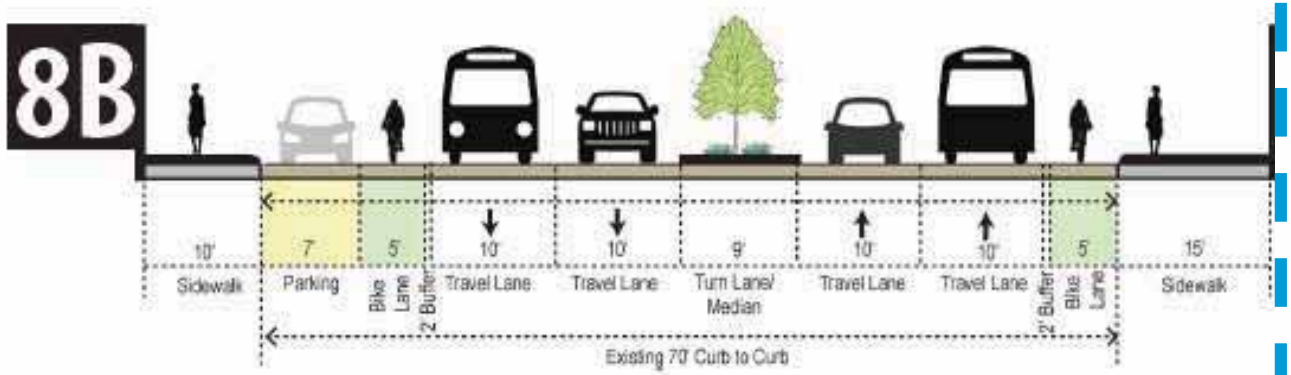
Do Not Restrict Fire/ Emergency Services Access

Alternative 1



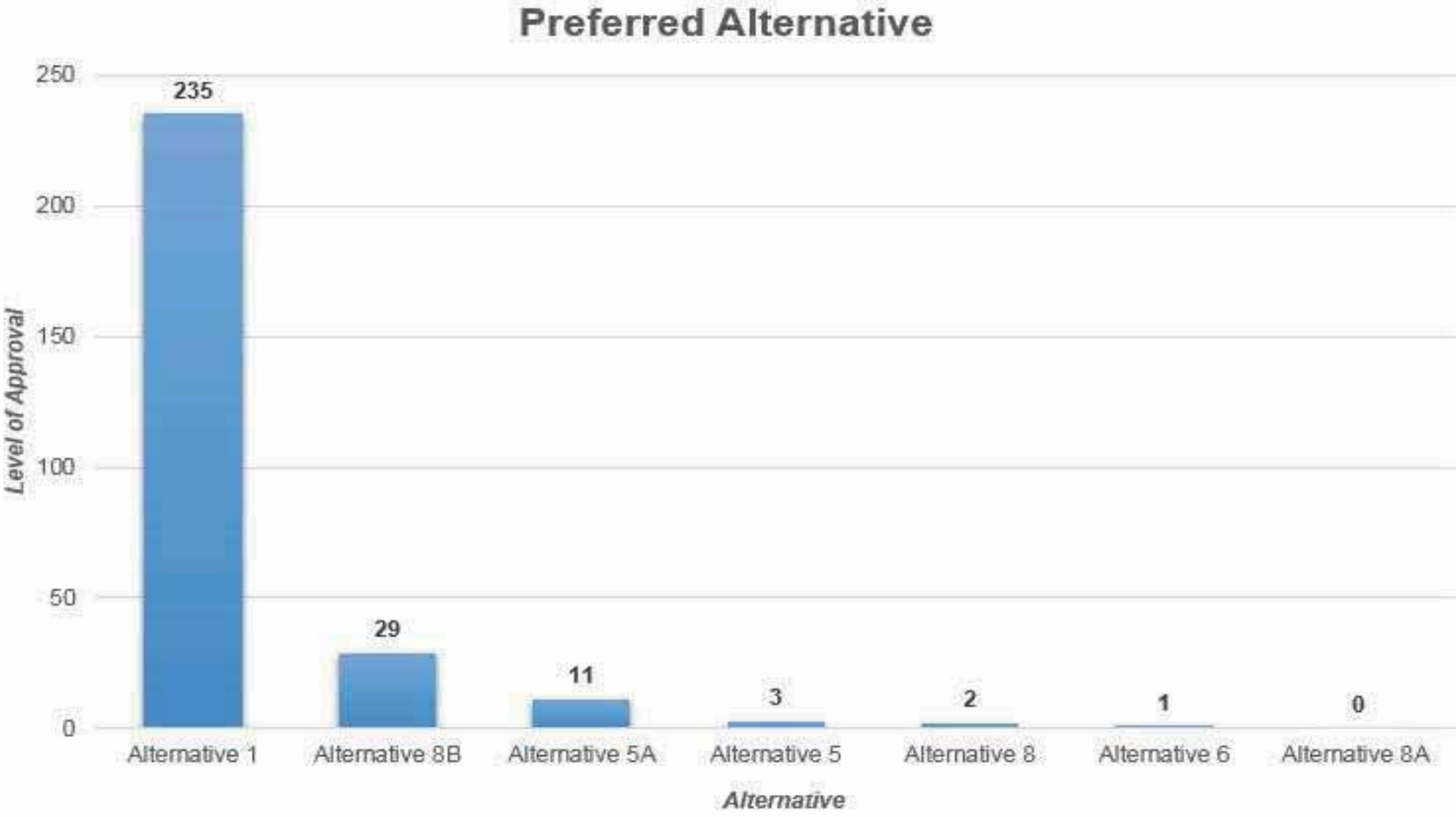


Alternative 8B

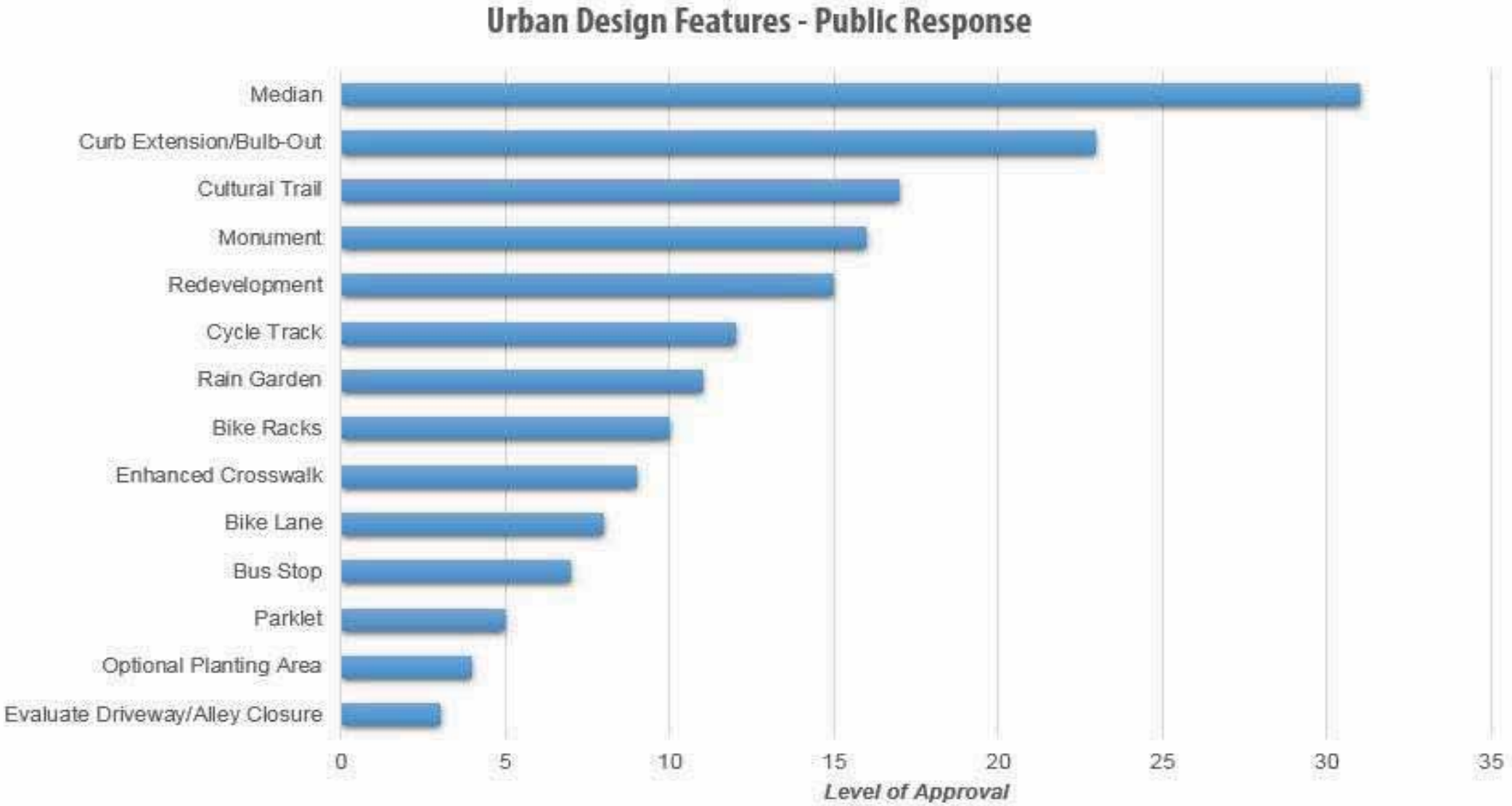


Four travel lanes, raised median, left turn pockets at signalized intersections, no parking on one side of street, bicycle lanes within the existing curb-to-curb area, narrower travel lanes.

August 2016 Open House Results



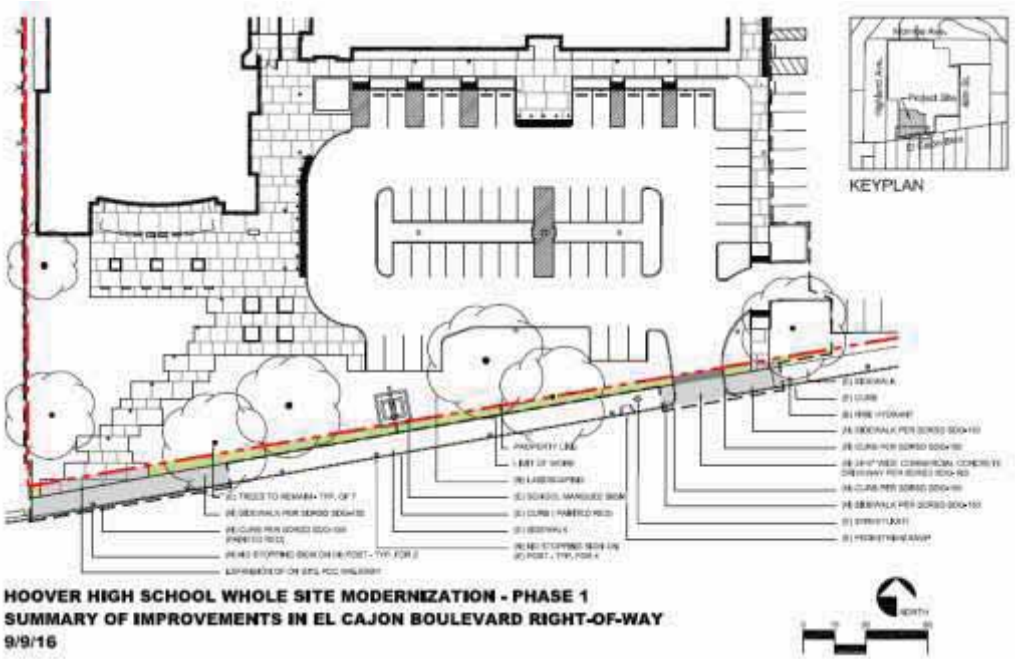
August 2016 Open House Results



Implementation

- Study provides mobility and associated urban design concepts
- City will evaluate for phased implementation
  - Potential for striping improvements in short-term
  - Identify funding for long-term improvements
- Identify funding mechanism (MAD/BIA) for maintenance of improvements
- Some improvements would occur in conjunction with new development as it gets constructed along the Boulevard
- Specific streetscape improvements (such as “parklets”) would go through a public input process

Next Steps



Refinement of concepts such as along Hoover High School frontage

Create refined drawings for Specific High Priority Locations

2016 - 2017

CHAPC Presentation

Draft Report

Final Report

Jan — May — Oct — Nov — Jan

EL CAJON BOULEVARD

Complete Boulevard Alternatives Study

Meeting Agenda

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

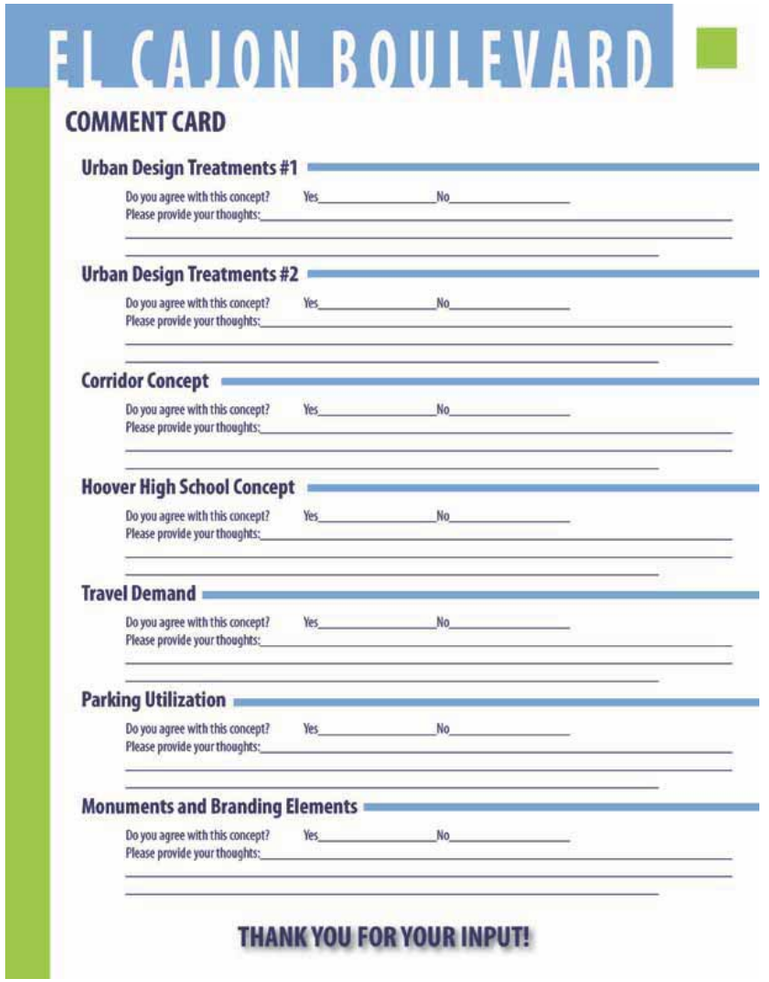
Project Purpose

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

Public Outreach

Walk Audit

November 14, 2015 Open House



EL CAJON BOULEVARD

COMMENT CARD

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

Do you agree with this concept? Yes_____ No_____

Please provide your thoughts:_____

Parking Utilization

Do you agree with this concept? Yes_____ No_____

Please provide your thoughts:_____

Monuments and Branding Elements

Do you agree with this concept? Yes_____ No_____

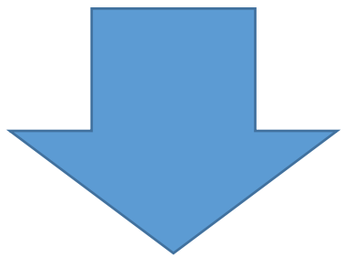
Please provide your thoughts:_____

THANK YOU FOR YOUR INPUT!

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

Open House Feedback

- **Didn't dive into multimodal options enough.**
- **Wanted to better understand options examined.**
- **Liked the urban design direction.**
- **Provided specific feedback on lighting, medians and improving the corridor amenities.**

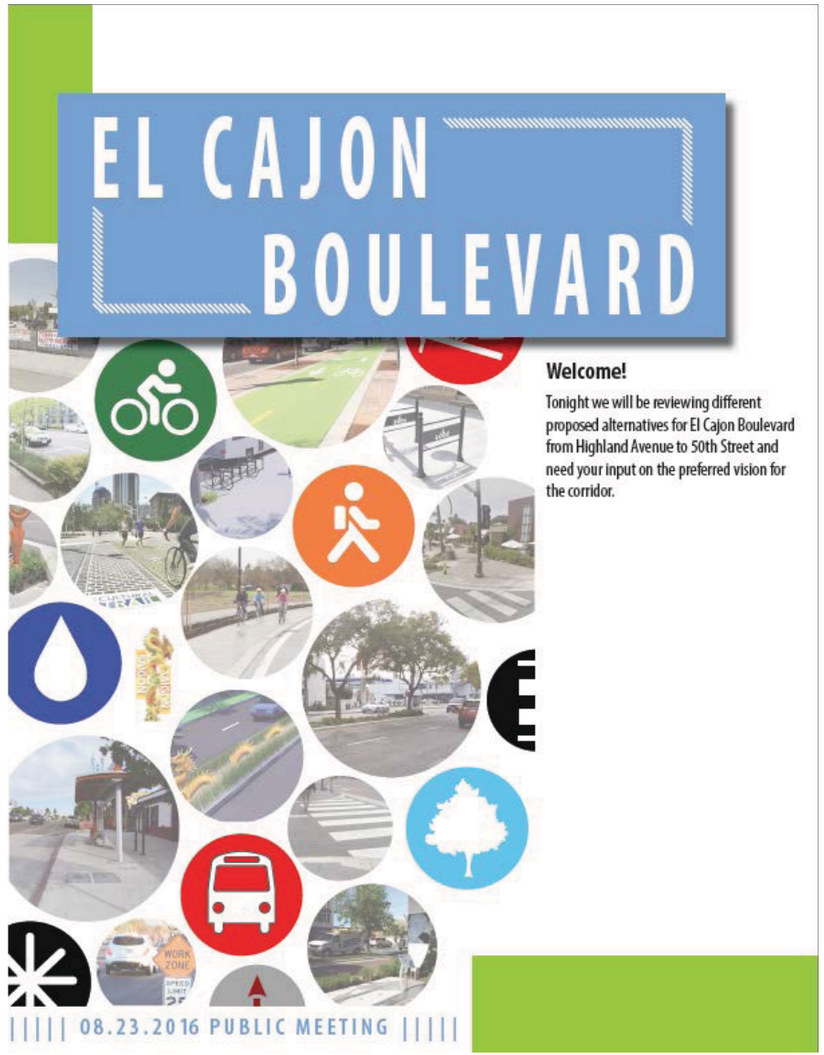


- **Halted study for 7 months.**
- **Secured County grant to further study multimodal options.**
- **Held Public Workshop #2**

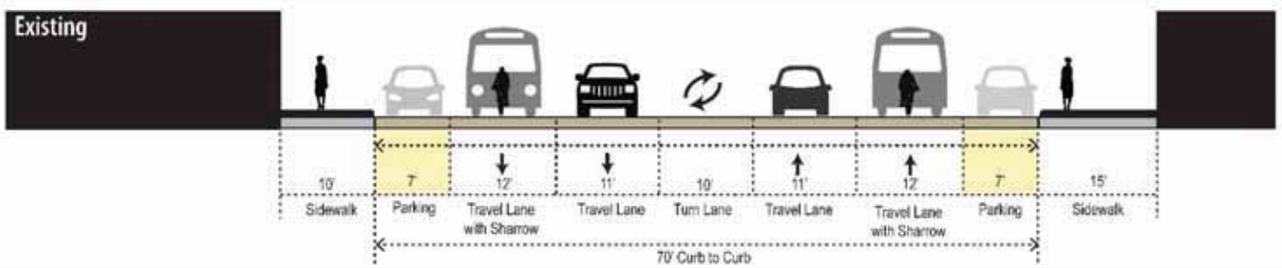
Public Workshop #2 Purpose

- 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.

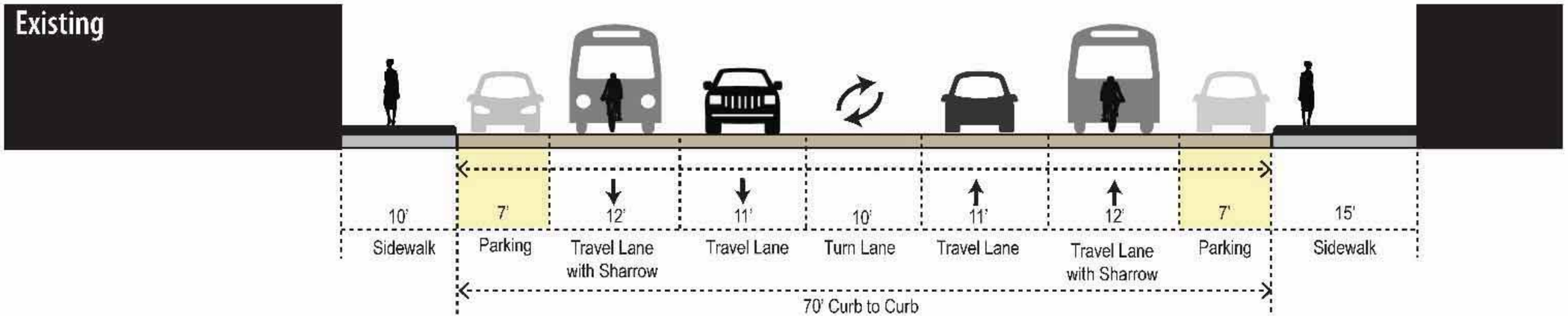


Existing Conditions



CONDITIONS	Performance	Benefits	Drawbacks
Pedestrian crossing El Cajon Boulevard (ECB)	**POOR**		• Wide crossing distances. • No pedestrian refuge areas. • Spacing between controlled crossings (in some areas).
Pedestrian Mobility along ECB	**FAIR**	• Protected by signals or stop signs at side streets. • Parked vehicles act as buffer between pedestrians and traffic.	• 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**		• 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**	• Bus Rapid Transit (BRT) RAPID route. • High use local transit service.	• Poor transit stop connectivity. • Stop amenities only include signed bus stop and bench in some locations.
Vehicle Mobility	**FAIR**	• Four lanes of traffic. • Center turning lane accommodates traffic.	• High traffic volume with unrestricted access reduces capacity and safety for all road users (bicycles, pedestrians and autos).
Safety	**POOR**	• Traffic signals are generally equally spaced.	• Bicycles operate in mixed traffic. •Pedestrian fatality crashes high on roadway.
Urban Design Conditions	**GOOD**	• Some space is available for street furniture and plantings.	• Some constrained locations. • Space is underutilized. • Limited vegetation / trees in the corridor.
Constructability	**N/A**	N/A	N/A
Parking	**FAIR**	• Both sides of street accommodate on-street parallel parking.	• 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

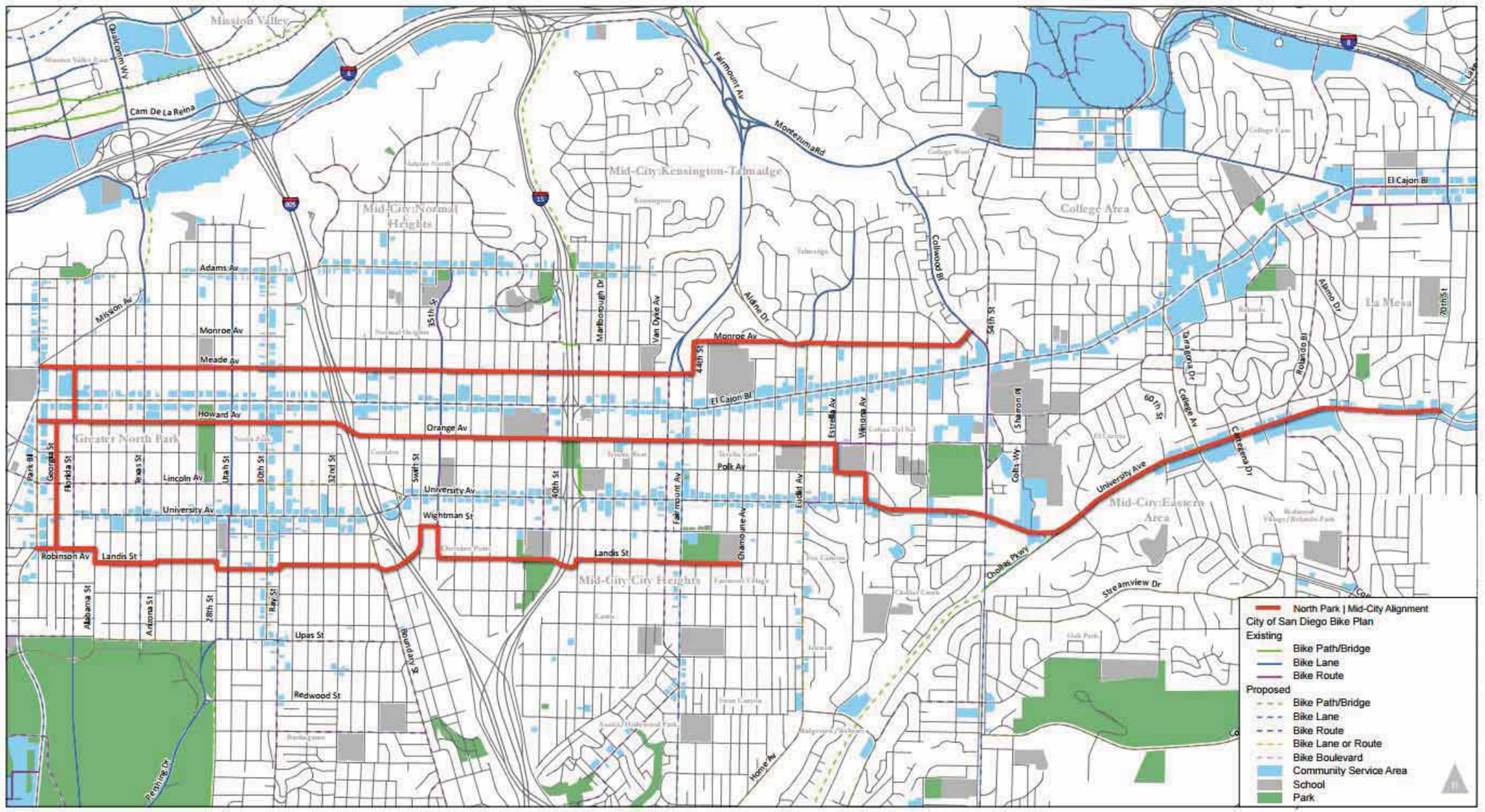
Narrow Median

- Separates traffic in opposing directions

Double Double Yellow Strip

- Areas where you cannot pass or take left turns

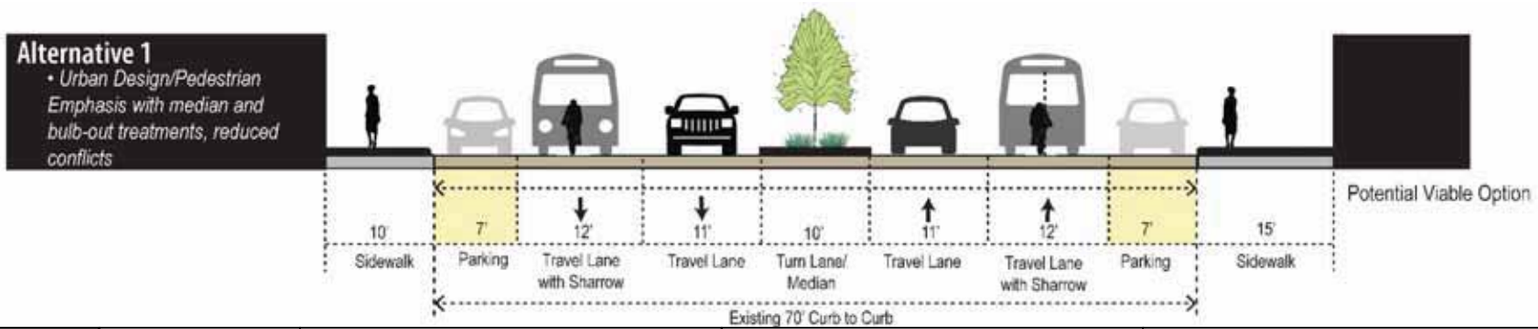
Regional Bicycle Accommodation



North Park | Mid-City Bikeways
Final Recommended Alignments

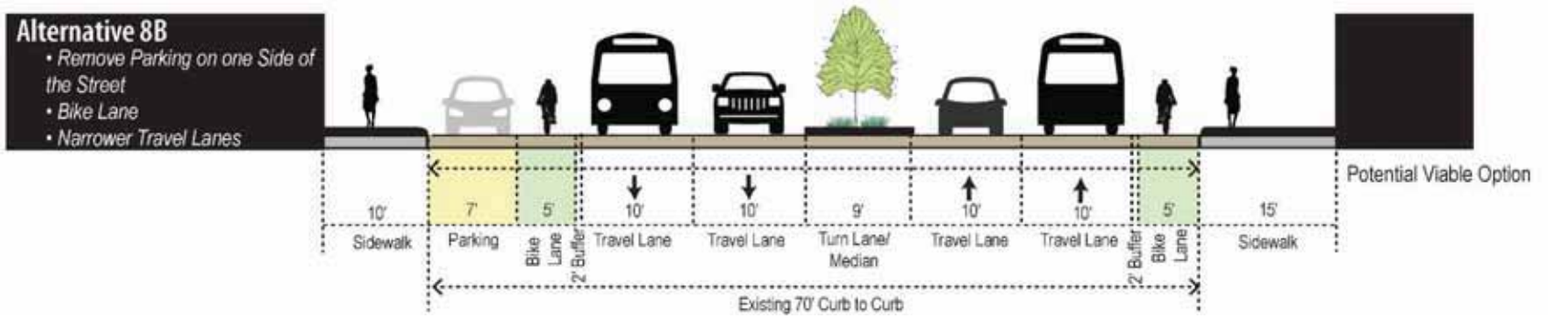
SANDAG

Proposed Alternatives – Alternative 1 – Viable



CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	**GOOD**	• Enhanced "continental" crosswalks for better visiblity. • 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 "continental" crosswalks for better visiblity. • 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	**FAIR**	• Median eliminates conflicts with left turning traffic for all modes except at signalized intersections. • Bulb-out improves pedestrian safety.			↑
Urban Design Conditions	**GOOD**	• Potential for plantings in parking areas. • Center planted median.			↑
Constructability	**GOOD**	•Generally low cost, only requires striping changes. • Existing utilities not impacted.	•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.			=

Proposed Alternatives - Alternative 8B – Viable



CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	**FAIR**	• Enhanced "continental" crosswalks for better visiblity. • Pedestrian refuge areas at side streets reducing exposure time and improve visibility. • Bulb-outs on one side of ECB reduce exposure time.	• Removes a buffer (parked cars) between pedestrians and traffic on one side of street.	• Bike lane limits bulb-outs on one side of street.	↑
Pedestrian along ECB	**GOOD**	• Enhanced "continental" crosswalks for better visiblity. • 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**	• 5' bike lanes • 2' buffer on one side • Median eliminates left turn conflicts at driveways, alleys, and unsignalized intersections.			↑
Transit Mobility	**FAIR**	• Bus Rapid Transit (BRT) Route. • Active local transit route. • Parking conflicts removed from one side.			↑
Vehicle Mobility	**FAIR**	• Parking obstructions removed from one side. • Median provides vehicle operations improvement.			↑
Safety	**GOOD**	• 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**	• Curb to ROW area preserved for urban design treatments. • Center planted median.	• Non-parking side-of-street reduces bulb-outs and planter/parklet opportunities. • Narrower median may limit plant options..	• Curb-extension planters and bulb-outs for ECB crossings/plantings are limited on one side of street.	=
Constructability	**FAIR**	• Low cost restriping of roadway. • Existing utilities not impacted.	• Construct median. • Requires reworking ADA ramps and driveway aprons. • Requires signal modifications. •Signal Modifications for bicycle detection and timing.	•Requires deviation from City design standard.	N/A
Parking	**POOR**	• Parking is accommodated on one side of the street. • Additional angled parking to the north along Highland.	• Reduction in low use parking stalls.	• Potential for more pedestrians to need to cross ECB due to parking only on one side.	↓

Proposed Alternatives - Alternative 8B Parking Approach

Your Comments are Appreciated!

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

EL CAJON BOULEVARD

COMMENT CARD

Do you have a preferred alternative?

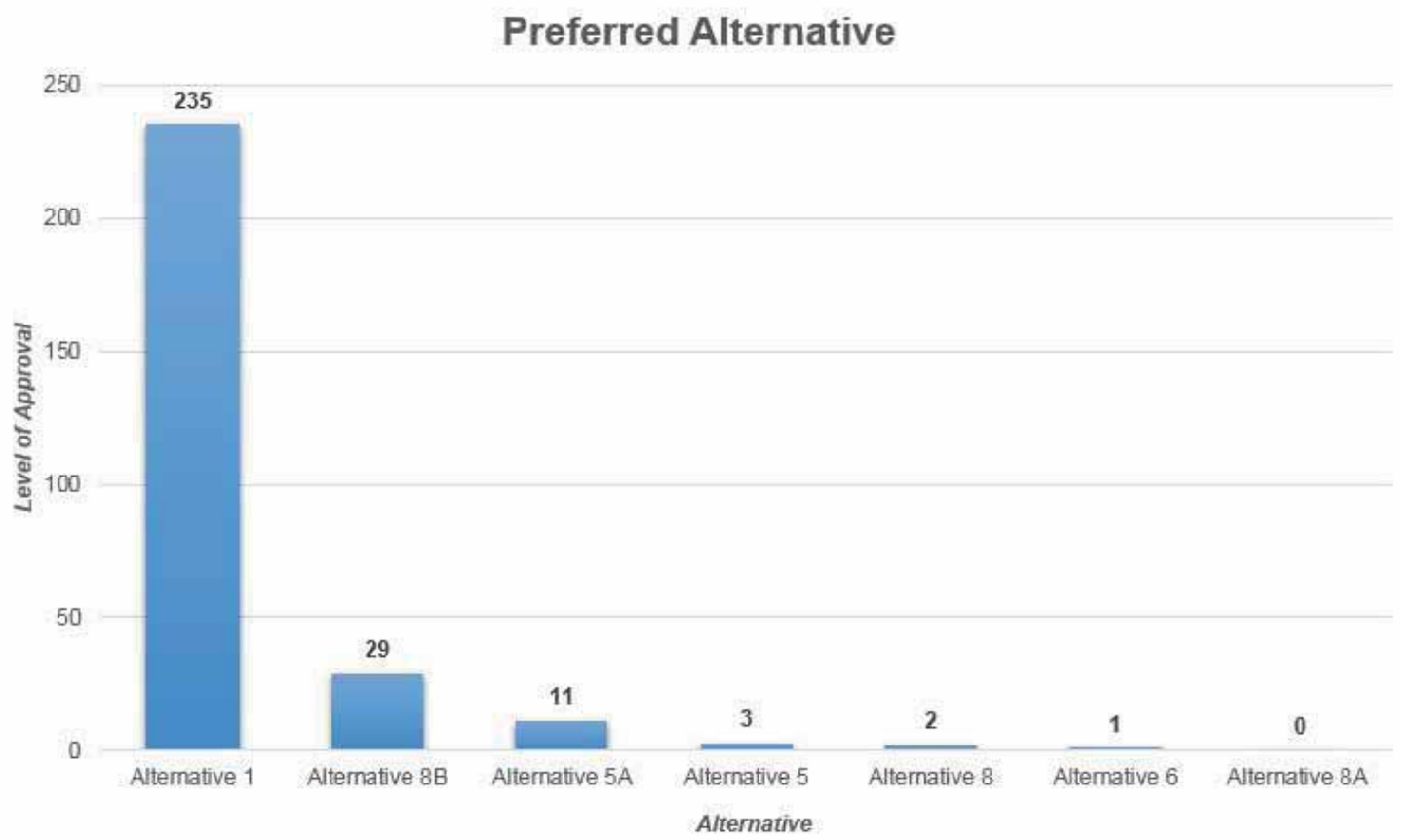
If so, which one and why:_____

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

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

THANK YOU FOR YOUR INPUT!

Comment Card Results:



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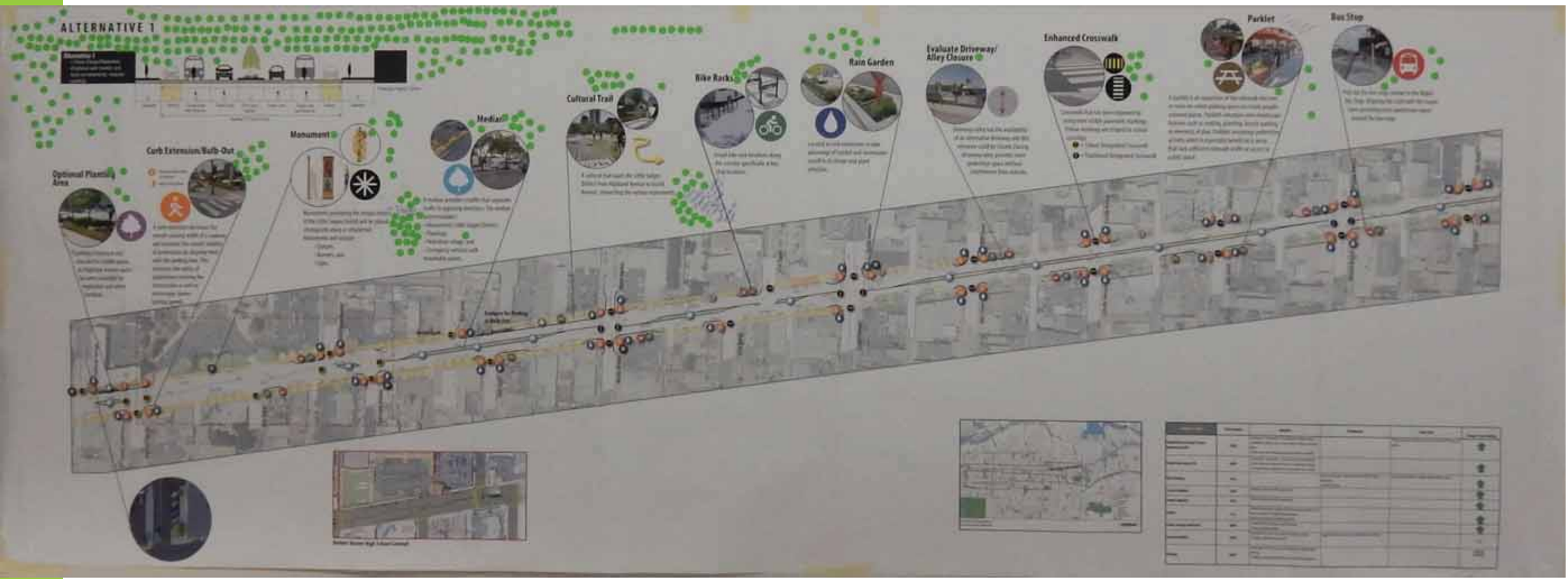

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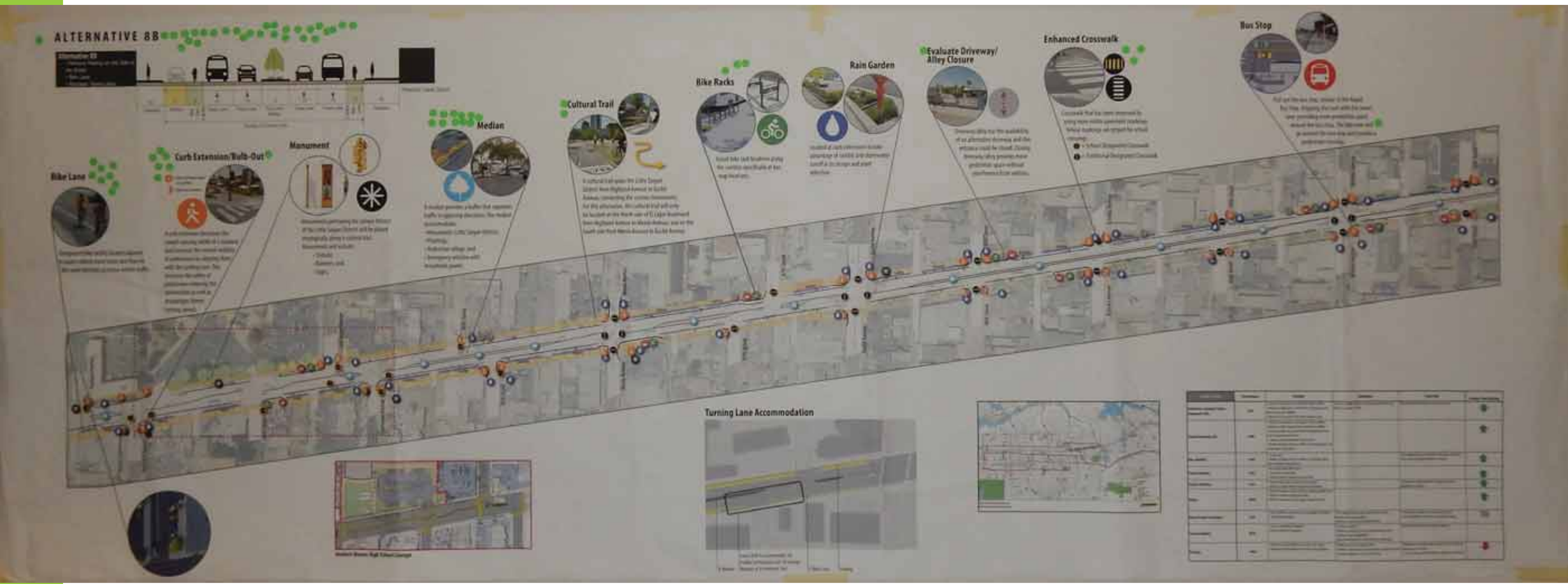

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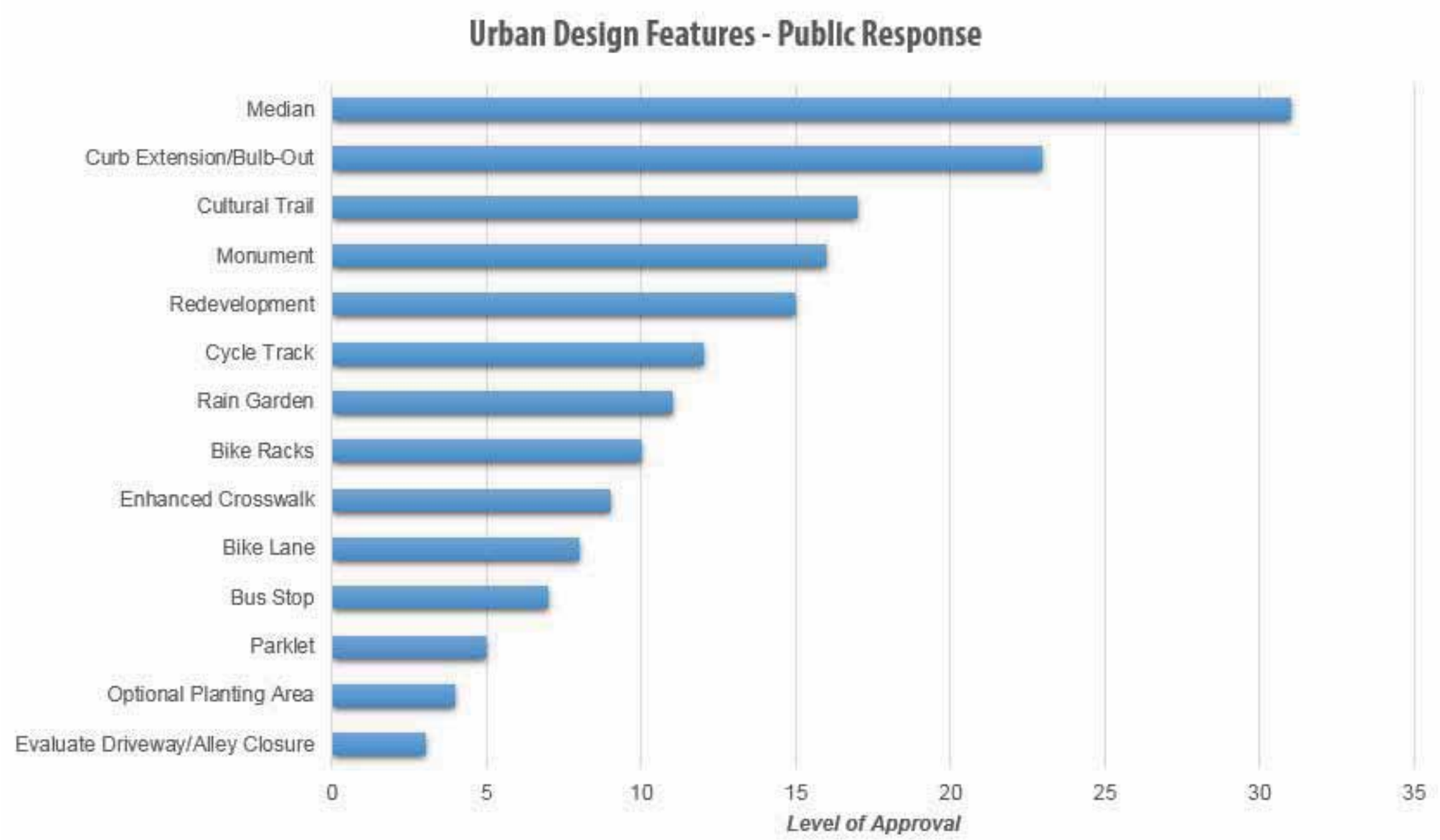


Recommended For Inclusion in Concept:

- Maintain 4 Travel Lanes;
- Maintain Parking at Use Level (at a minimum);
- Enhance Safety for All ECB Users;
- Protect the Rapid Bus Investment;
- Minimize Traffic Diversion;
- Define Left-turn Lanes;
- Planted Median;
- Safer Bicycle Accommodation;
- Improved Pedestrian Safety and Enhancements;
- Urban Design Features;
- Transit Stop Enhancements; and
- Do Not Restrict Fire/ Emergency Services Access.

Schedule

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

Thank You!

Kensington-Talmadge Planning Group – September 14, 2016 – El Cajon Complete Boulevard Planning Study Presentation Comments

Motion (13 in favor – 0 not in favor – 0 abstain)

To support Alternative 1 with the following requests:

1) Install northbound left turn phase on Euclid Avenue at El Cajon Boulevard (timed, lane extended). Also install left turn phase and reconfigure southbound approach to have right, through, and left turn lanes.
2) Improve timing and progression of traffic signals throughout the day on El Cajon Boulevard, especially heading westbound in the morning.
3) Acquire ROW on El Cajon Boulevard to implement a westbound right turn lane at Fairmount Avenue.

Items to Address and Consider

- What is the width of the lanes where El Cajon has 3 lanes? **Get back to Ken-Tal on this**
- At buildout, would El Cajon be at failure? **Get back to Ken-Tal on this**
- Intersections with high traffic volume are cutting through City Heights to El Cajon – **Traffic Ops is looking into this – Get back to Ken-Tal on this**
- El Cajon Boulevard pavement is slanted (crowning), uneven and in poor condition in the study area. Will this be corrected? **May need to look into utilities or other projects scheduled as well as the resurfacing schedule – Get back to Ken-Tal on this**
- What is the impact of a bicyclist on traffic? Does traffic move more efficiently if bicycles are in dedicated bike lanes or sharing the road?
- Hoover High School enhancements, 46th street bus drop off and sports functions, impact flow in the area
- Community had concerns with parking and intersection counts only being complete on one day. *New note, daily 24-hour counts were conducted for two days in a row.*
- How to smoothly move people down El Cajon toward SR-15? Support for westbound right turn lane onto to Fairmount
- Issues with including rain gardens as items to incorporate in landscaping – some support the idea of no plant material since they think the plants will not survive and that is worse than not landscaping at all (accumulate trash, etc.)
- Concerns with having parklets on the “mini freeway” that is El Cajon
- Interested in left turn phasing on Eucid at El Cajon to allow priority for turns to reduce short-cutting through the neighborhood to the north.
- Infrastructure of ECB will lead to calming and that is a concern because there is interest in traffic flowing faster
- There is an interest and expectation that gentrification will occur on ECB. With that, there will be a greater demand for parking with all of the new businesses

- Do not put landscaping at 49th street because of the high crime
- El Cajon Boulevard is not ready for parklets yet (potential to host undesirable activity)
- Until crime is reduced, don't provide drug dealing safe havens
- Northbound left turn phase at Euclid (desire that it be timed and the lane length extended)
- Improve timing/progression of signals heading westbound on El Cajon Boulevard
- Acquire ROW for a westbound right hand turn lane to Fairmount
- Diverting traffic will impact ability of those to walk from other areas
- Talk to MTS about providing street trees near bus stops (shade)
- Create something like the public parking structure at North Park Way and 30th Street in North Park
- Look at a larger area to the north, south, east, and west to determine impacts and reasonable mitigation steps for negative and positive effects
- Have asked that the development on Fairmount and El Cajon be required to provide a westbound right hand turn lane near the YMCA
- In favor of no left turn at 50th street.
- The Mid-City police department has not been contacted about the closing of left turn movements. How will this impact response times for emergencies?
- Euclid and El Cajon Boulevard has northbound and southbound turn issues
- Instead of "share the road" signs, use "bikes may use full lane" signs
- There is a concern with narrowing traffic lanes and slowing down traffic as this friction leads to diversion into the adjacent neighborhood streets
- For the issues of crime and prostitution, enhanced lighting should be considered
- Cyclist stated that they do not need an entire 5 feet for a bike lane
- Collwood is backed up at El Cajon. Signal at the new condos (long light) **(Refer to TEO)**
- Bicyclists have other options, why do they need to be on El Cajon?
- What is the cost of getting a subway?
- Parklets – works on 30th in North Park

Additional Questions Asked That Were Answered

- Why are some left hand turns being closed? – In order to provide safer crossings for pedestrians across the corridor – counts for turns at each intersection were considered to see where turns would be allowed/eliminated
- What happened to Alternative 6 with the extra ROW? – Something to potentially consider in a long range plan update
- What about putting bike lanes between the sidewalk and on-street parking instead of between the travel lane and on-street parking? – Cannot do curb extensions if a "cycle track" is created
- What was the logic as to where parking would be lost? – Intention was to minimize the overall parking loss

- At Hoover High School, students cross El Cajon Boulevard illegally. What about a decorative fence to prevent kids from crossing illegally? – Something to consider with Planning Groups in the future
- See El Cajon as a conveyance for traffic. What is the potential for timing lights for 35 mph? – Difficult to achieve without equally spaced lights
- Does the study propose adding or subtracting stoplights? Adding traffic signals was considered. Analysis is pending for final recommendations at 45th and Estrella. *None were considered for removal.*
- Alternative 1 – no loss of parking. Why is parking being added to Highland? – Bulbouts will be placed where red curbs already exist. By adding parking on Highland, there will be a net gain in parking
    - What is the purpose of the net gain? Are additional calming mechanisms considered for this road? How to ensure public safety and character so Highland is not just an extension/parking lot for El Cajon – Potentially increase the parking angle for more spaces. This would narrow the travel lane, which would serve as a calming mechanism along with the existing speed bumps
- What is the age and timeframe of traffic counts? – New 2015 peak hour (7-9 AM and 4-6 PM) intersection counts and new 2015 24-hour counts *taken over two days.*
- Does Alt 1 include landscaping? – Yes
- Were any intersections off of El Cajon analyzed as to how they would be impacted by limiting left turns? – No, existing issues are not exacerbated by this project, but existing issues are also not addressed
- Why is the study area from Highland to 50th street? Why does it not include all of Talmadge? – The original grant application was for a longer segment, but the grant request was only partially funded so the scope had to be reduced.

October 3rd, 2016 | City Heights Area Planning Group - Public Meeting Follow-Up

City Presentation

Public Meeting Presentation

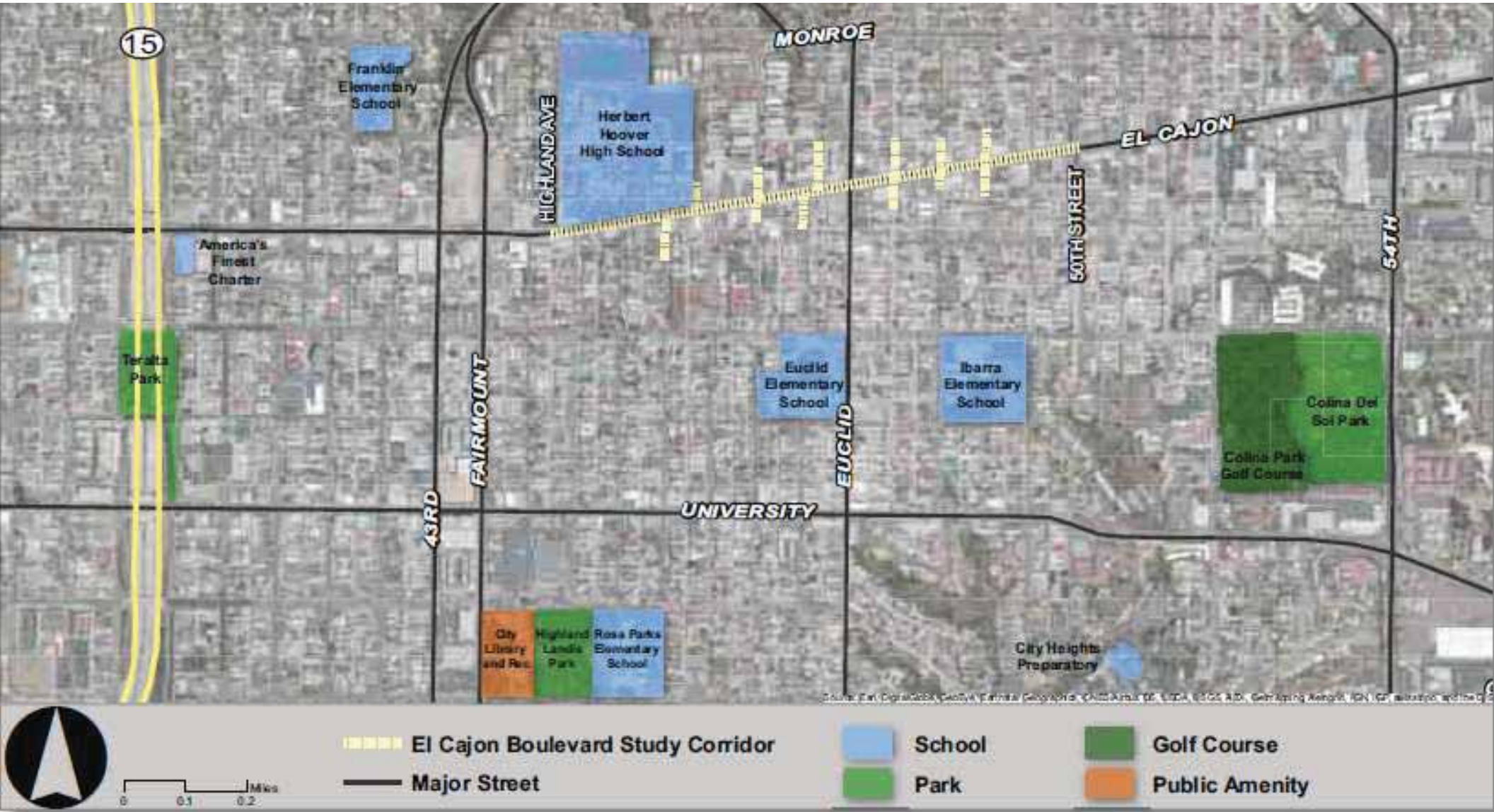
Meeting Notes

El Cajon Boulevard Complete Boulevard Planning Study Presentation

City Heights Area Planning Committee
October 3, 2016

The City of SAN DIEGO

Study Area Context



Study Area

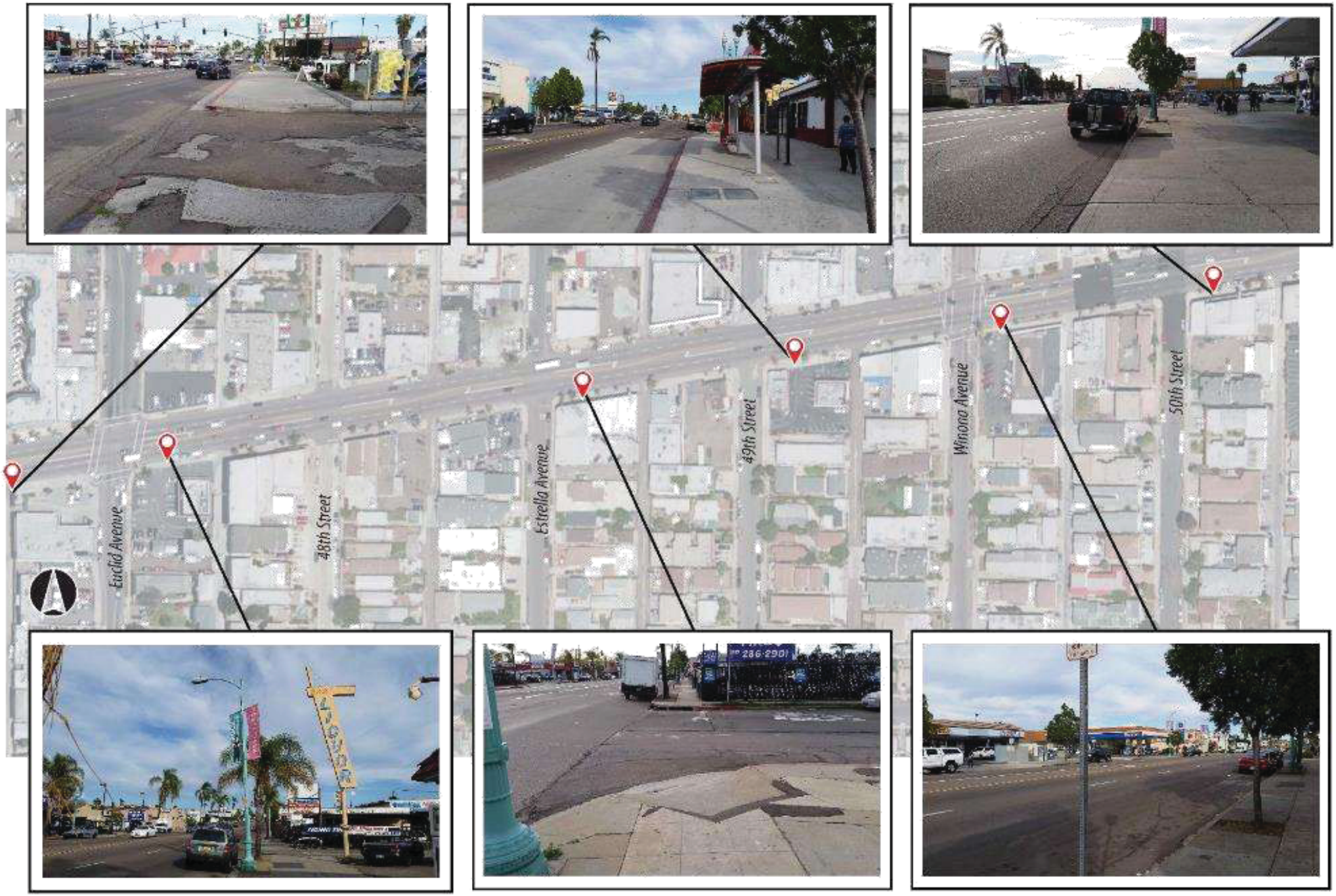

Highland Avenue
46th Street
Menlo Avenue
47th Street
Euclid Avenue
48th Street
Estrella Avenue
49th Street
Winona Avenue
50th Street
Study Area
Little Saigon
Highland Avenue
45th Street
Chamoune Avenue
46th Street
Menlo Avenue
47th Street
Euclid Avenue
48th Street
Estrella Avenue
49th Street
Winona Avenue
50th Street

Planning Department

Existing Conditions

Planning Department

Existing Conditions



Addressing Community Concerns

- Improve Safety – pedestrian, bicycle, and traffic

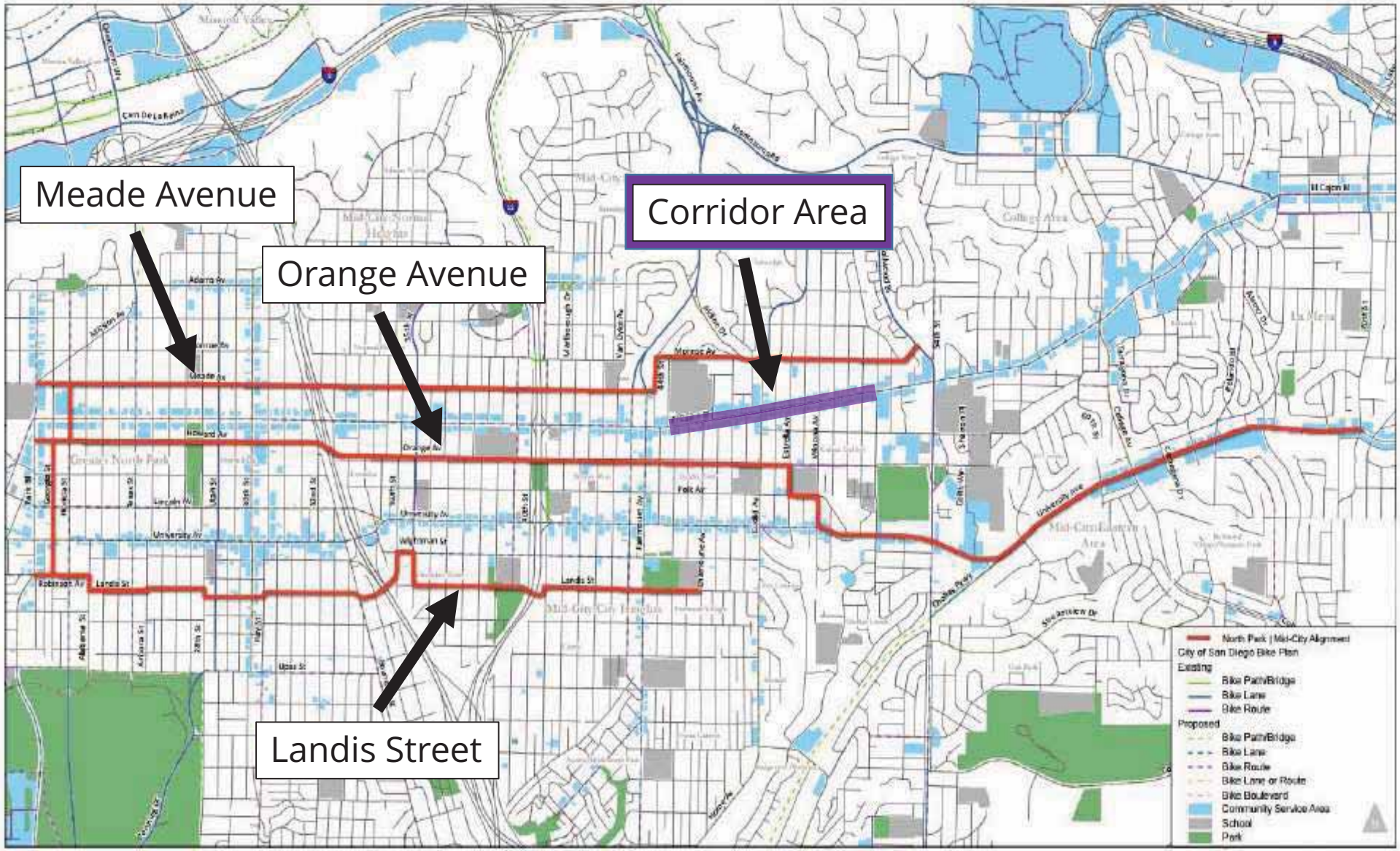



- Improve school traffic/safety
- Recognize issues of crime/prostitution
- Minimize cut-through traffic
- Balance parking needs
- Address sidewalk and street disrepair
- Urban Design-Little Saigon, Historic Boulevard

Mobility and Urban Design Study Purpose

- Help realize the transformative potential of Bus Rapid Transit (BRT) in Mid-City
- Create landmark destinations
- Contribute to the livability, sustainability, economic development, culture, and well-being of communities along the corridor

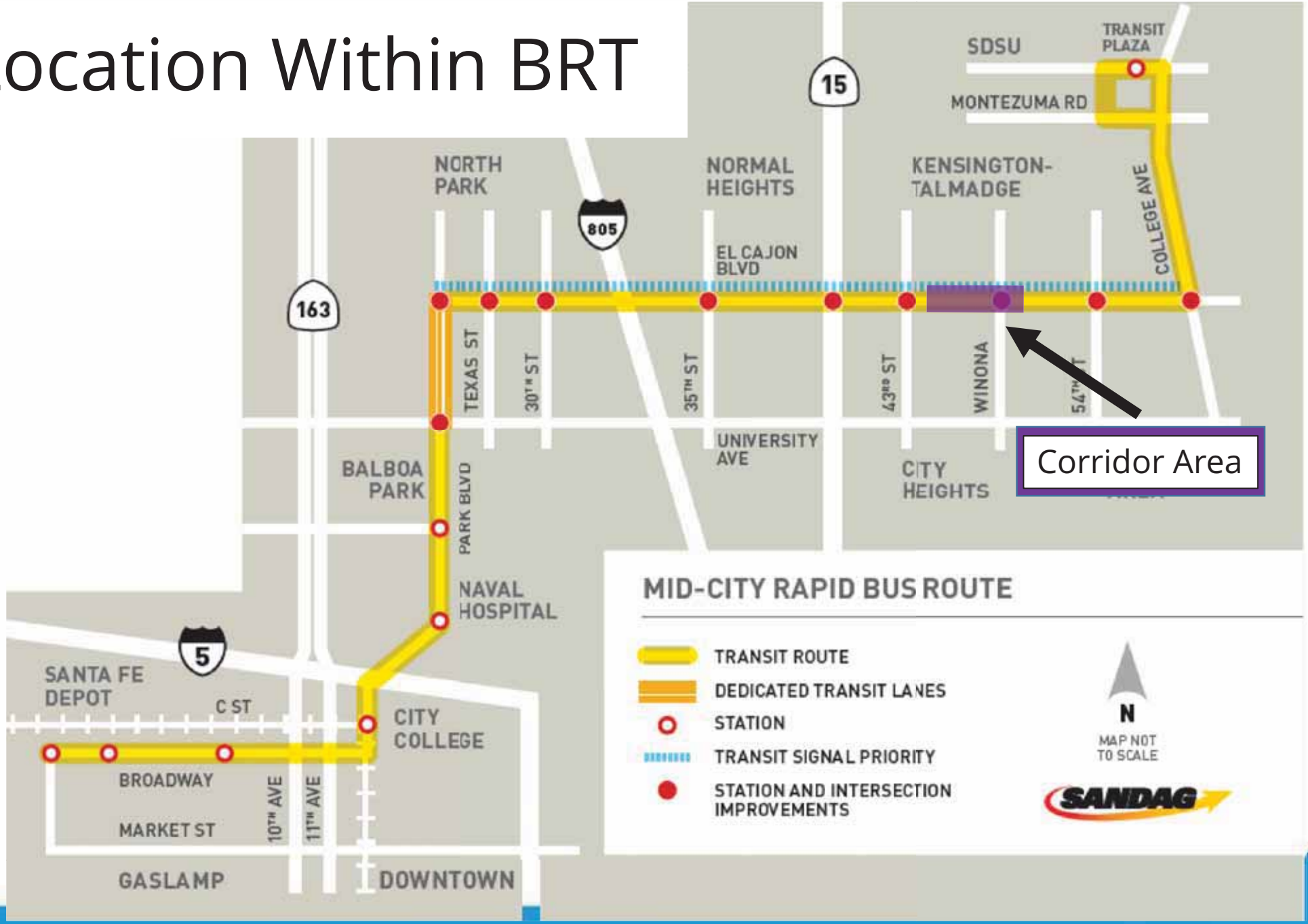
Planned Regional Bicycle Facilities



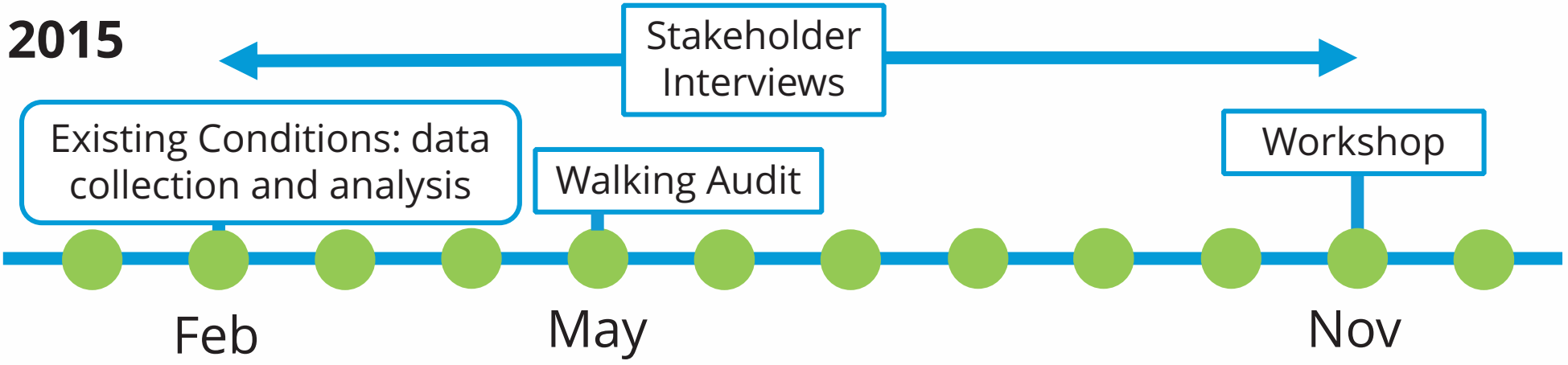
North Park | Mid-City Bikeways
Final Recommended Alignments

SANDAG

Location Within BRT

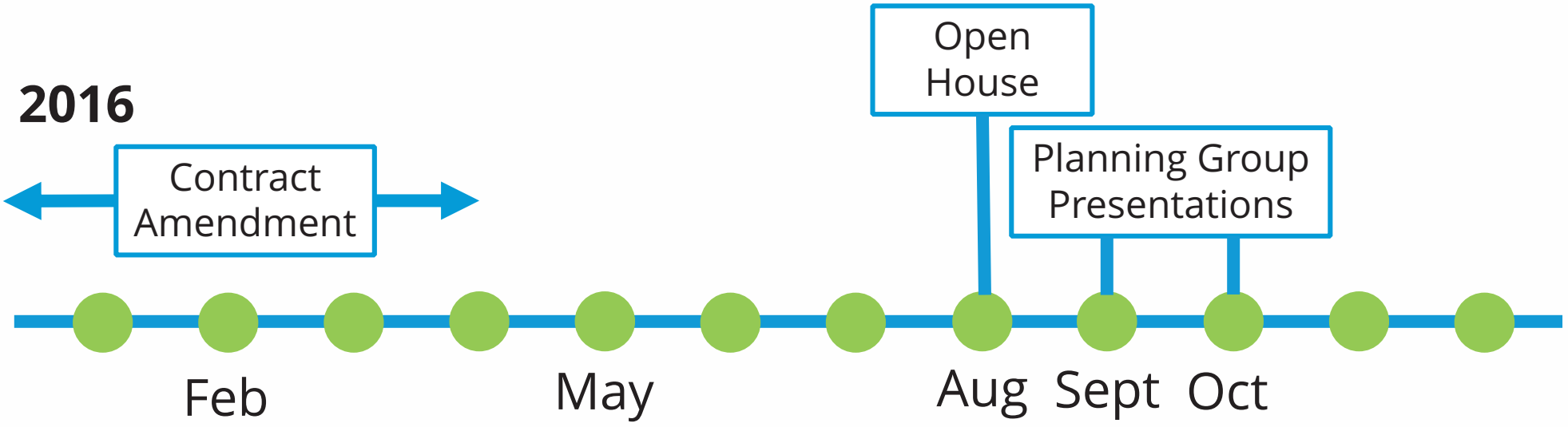


Public Input Process



- Number of Travel Lanes
- Safety enhancements
- Parking Accommodation/ Expansion
- Pedestrian Accessibility and Enhancement
- Transit Accessibility
- Bicycle Accommodations
- Urban Design Enhancements
- Corridor Branding

Public Input Process



Workshop Results

- Draft Concept was presented based on Walking Tour feedback and Existing Conditions Analysis
- Received general support for the urban design concepts
- Some stakeholders wanted additional alternatives to include separated bike facilities on El Cajon Boulevard
- Feedback provided on specific streetscape improvements

Staff Response

- Staff identified additional funding to study more options to include separated bike facilities on El Cajon Boulevard
- Worked to develop additional options (Completed in Aug 2016)
- Held Open House to discuss 14 alternatives (Aug 2016)

Alternative 1

Similar to concept presented at Nov 2015 workshop

Alternative 8B

Reduced median width provides bike lanes

August 2016 Open House Results

Maintain 4 Travel Lanes

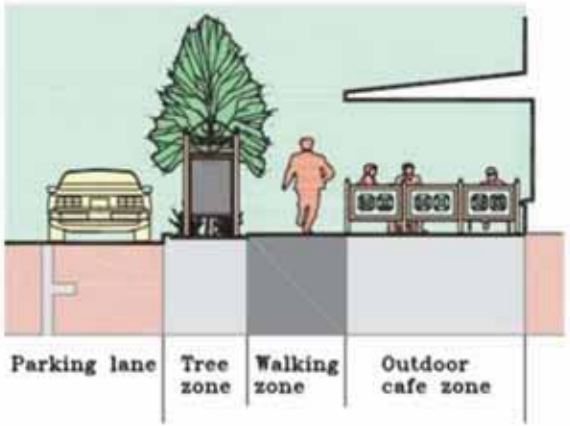
Protect the Rapid Bus Investment

Transit Stop Enhancements

Planted Median

Safer Bicycle Accommodations

Maintain Parking at Use Level (at a minimum)



Improve Pedestrian Safety & Enhancements

Urban Design Features

Additional Results

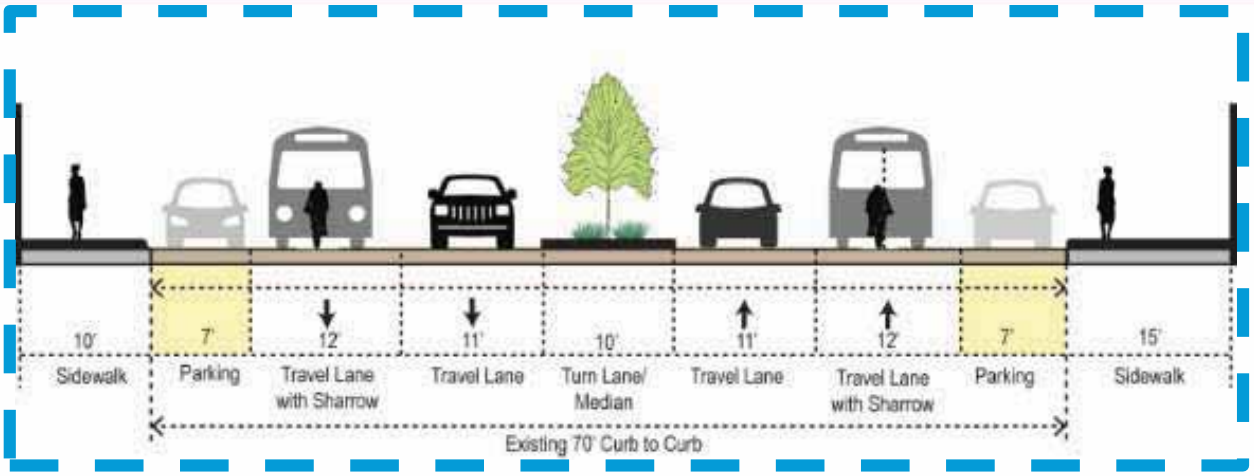
Enhance Safety for All El Cajon Boulevard Users

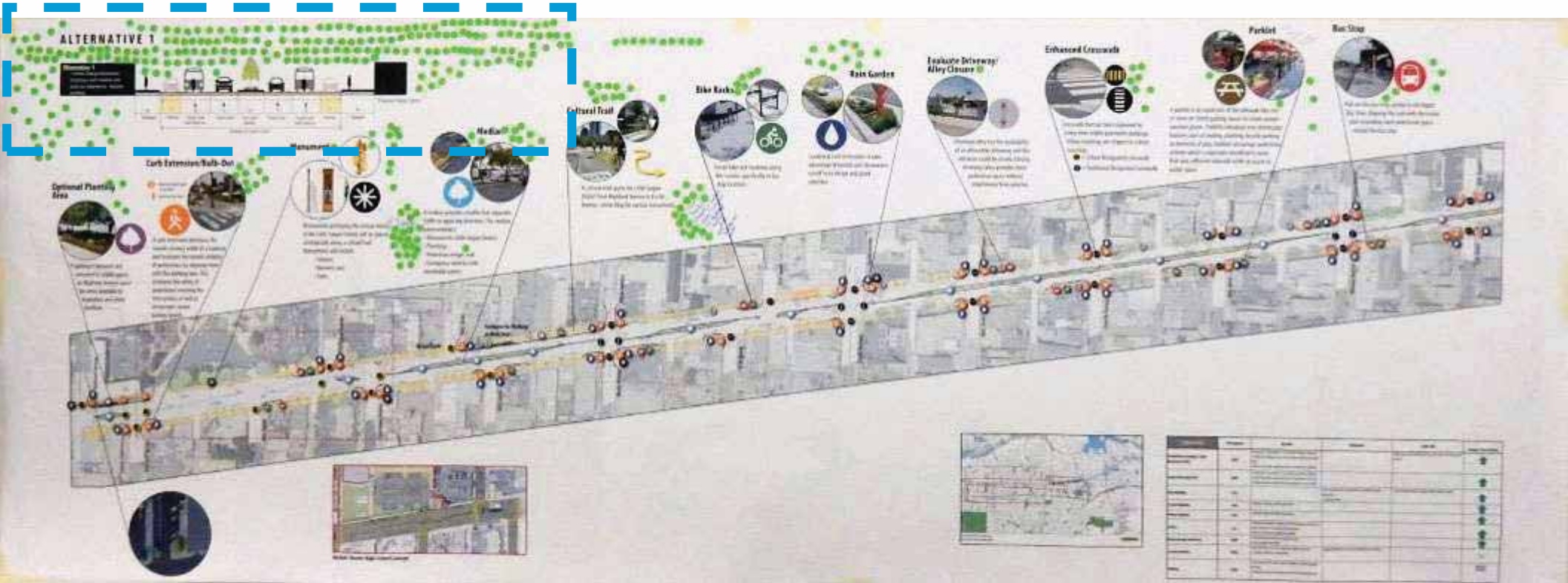
Minimize Traffic Diversion

Define Left-turn Lanes

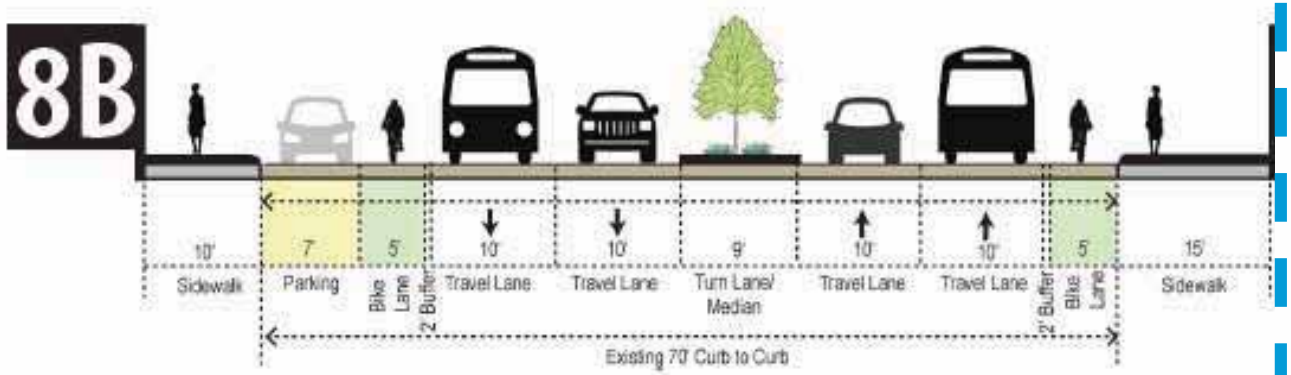
Do Not Restrict Fire/ Emergency Services Access

Alternative 1



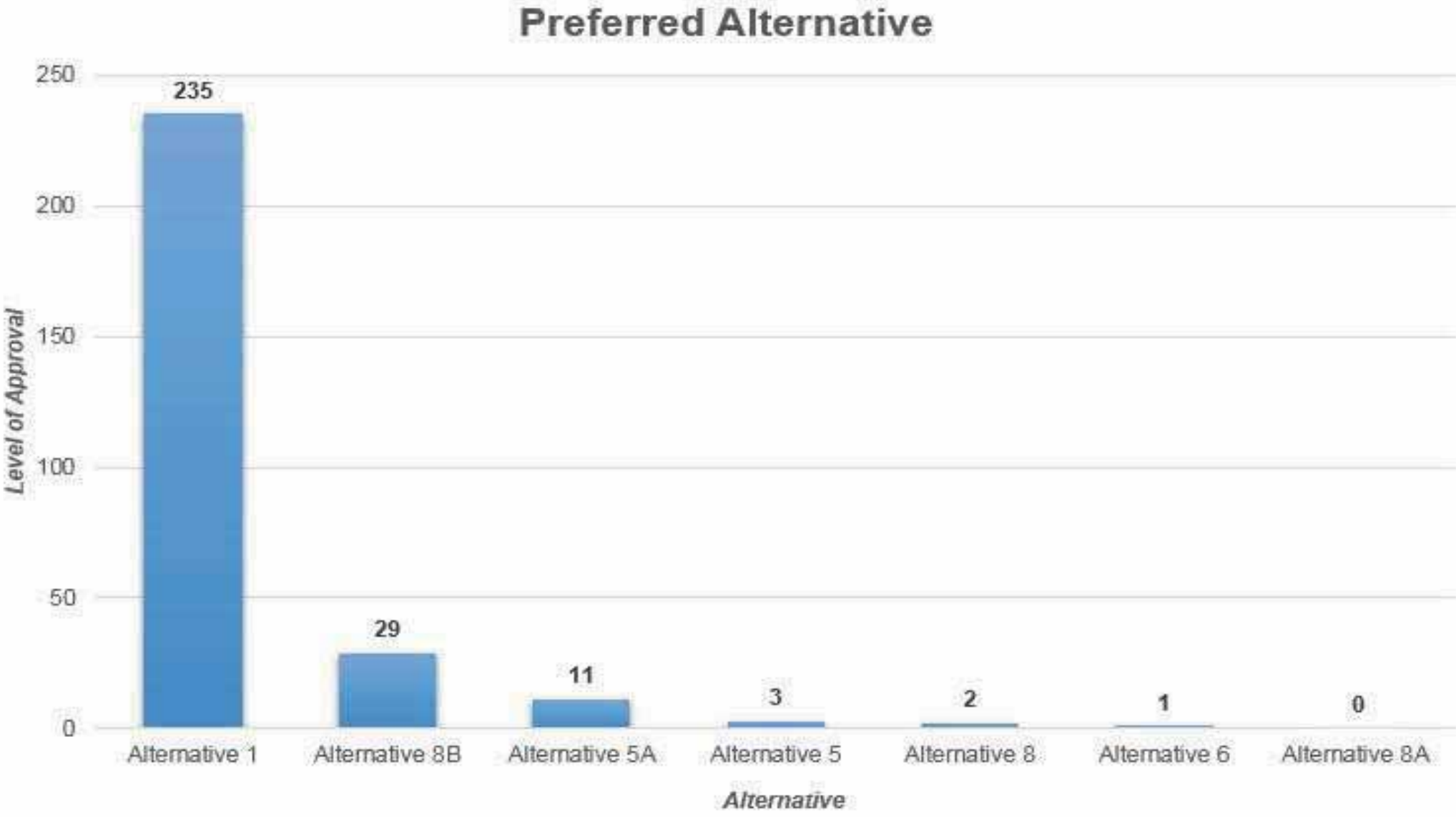


Alternative 8B

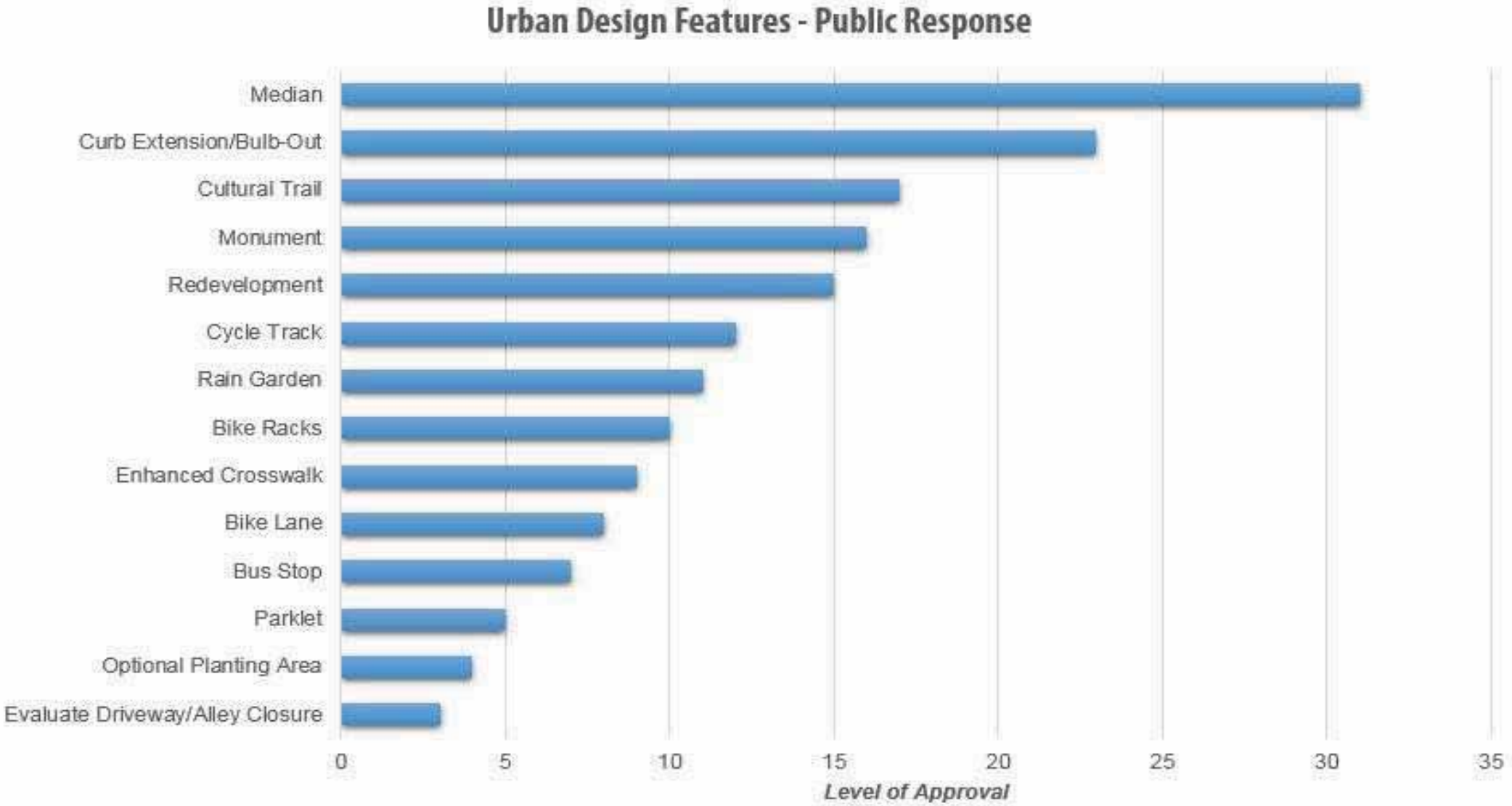


Four travel lanes, raised median, left turn pockets at signalized intersections, no parking on one side of street, bicycle lanes within the existing curb-to-curb area, narrower travel lanes.

August 2016 Open House Results



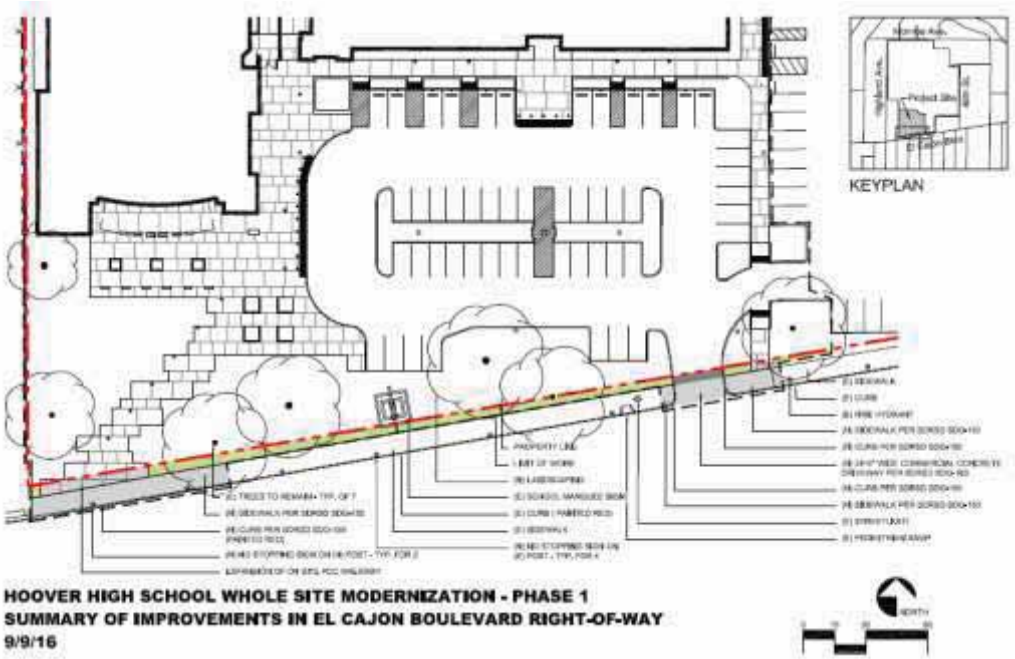
August 2016 Open House Results



Implementation

- Study provides mobility and associated urban design concepts
- City will evaluate for phased implementation
  - Potential for striping improvements in short-term
  - Identify funding for long-term improvements
- Identify funding mechanism (MAD/BIA) for maintenance of improvements
- Some improvements would occur in conjunction with new development as it gets constructed along the Boulevard
- Specific streetscape improvements (such as “parklets”) would go through a public input process

Next Steps



Refinement of concepts such as along Hoover High School frontage

Create refined drawings for Specific High Priority Locations

2016 - 2017

CHAPC Presentation

Draft Report

Final Report

Jan — May — Oct — Nov — Jan

Jim on committee: Unhappy CHAPC was not involved. Second comment later in evening - Future discussions should involve discussion about CPG brought into the process

Question on what a sharrow is

The "Do Nothing Alternative" should be in included

- No bikes on El Cajon Boulevard, bicycle goes on bus only
- Removal of parking is a bad idea
- One-way roadway solution is a good idea where University Avenue and ECB act as a couplet

Disagreement with Jim by Committee Member: There were several publicized meeting and more than 200 people at the meeting at Hoover High School

Bike SD Representative: Sharrows will not cut in, want separated facility, support Alternative 8B, want bicycle safety

Normal Heights Bicycle Rider: Several injured bicyclists and pedestrians. Need safety on roads for everyone, not just vehicles. As an older cyclist, he believes in Vision Zero and ECB is a top corridor – pro Alternative 8B

Clarification that this not an action item, just an information item

Wished consultants did more contact/outreach

Built Environment Team want to meet with City Staff

Non-Profit in City Heights want meeting on alternatives

Juan Pablo wants to see this as an action item, more input, wants City staff to come back to CPG meeting in December

Taylor – The ECB Corridor needs help, and it is especially important to work with Hoover HS, wants bicycle lanes, medians, etc. to make the corridor safer and easier to navigate

Beryl – stressed Vision Zero, biking, safety, and all the County money spent on the project so far. Alternatives presented by the City have inconsistent lane widths, medians, and only presented two alternatives. Want cross sections that meet the project goals, Alternative 8A, and meet 30% drawing goals. (City rebutted several of these points and cited numerous meetings with working group, as well as physical constraints within corridor that precluded several of these alternatives.)

Kenton – Project is done "to us, not by us". Recommend City returns on December 5 after 2 more months of outreach after discussion of Alternative 1 and 8B.

Mazda – Never received outreach, concerned about elimination of parking lots, wants the City to build parking structures

Paul (Bike SD) – CAP says 18% mode share split for bicycles, which means more bicycle facilities on the road are needed. The bicycle facilities on Meade are in danger of not happening due to parking issues, other facilities are opposed, Taldmadge CPG opposed plan due to traffic issues. He is opposed to parking structures, because more parking will cause more issues down the line – peoples' lives are important, not just vehicles.

Kathleen Ferrier (Circulate SD) – the number of peds / bikes being killed on the corridor is significant and the number of collisions is increasing. Disappointing that Alternative 1 only has sharrows and supports

other alternatives. People want to be near businesses, go where other people are and walking and biking will bring them there.

Randy – City only presented 1 alternative only a year ago. Asked for working group meeting to discuss alternatives, the remaining alternatives are not acceptable.

Nicole (Bicycle Advocate & OB Resident) – wants to travel to businesses with children, but will not bike with them on the corridor, applauds Vision Zero, getting people into the communities and out of their vehicles. Voice as an advocate, make the corridor accommodating to bicycles.

Question on when the grant is finished in January, can it be extended? (City staff answered: No)

Lara – Discussed the issue that group cannot reach consensus and will return to the group in December, will reach out to the chair about returning.

November 15th, 2016 | Alternatives Discussion - City Heights

Presentation Materials

EL CAJON BOULEVARD COMMUNITY WORKSHOP

ALTERNATIVES DISCUSSION

Highland Avenue to 50th Street

November 15, 2016

The City of SAN DIEGO

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 wayfiding 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.

Stormwater / BMP

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.

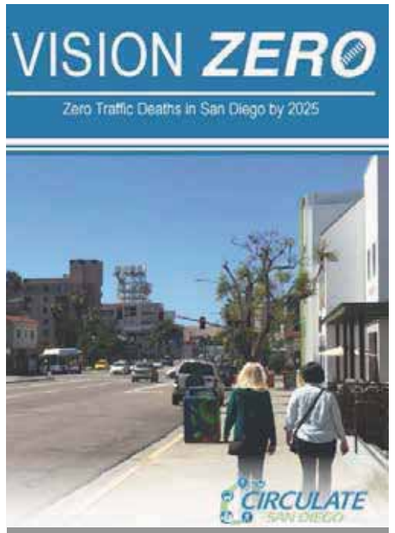
Reverse Angle Parking

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

Peak-Hour Travel/Park Lane

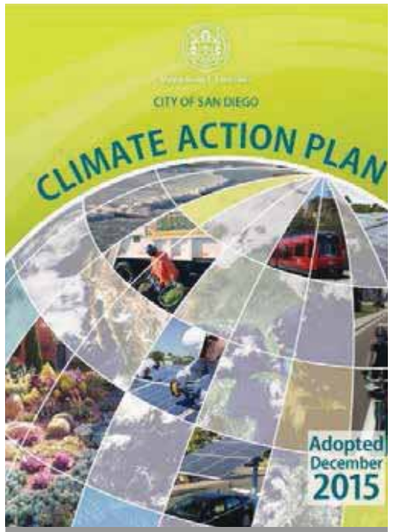
A peak-hour only drive lane can operate as a dedicated bus/vehicle lane during high-volume periods and provide general curbside uses at other times. The peak-hour time period for El Cajon Boulevard is 7-9am and 4-6pm.

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.

The City of SAN DIEGO

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.

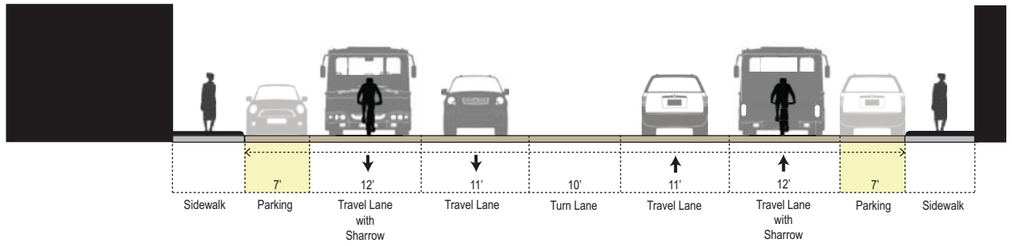
Mobility Element

- 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



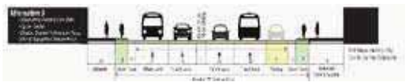
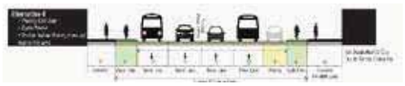
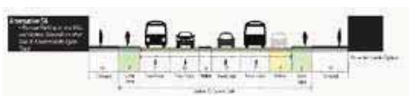
Highland Avenue Looking East

CONDITIONS	Performance	Benefits	Drawbacks
Pedestrian crossing El Cajon Boulevard (ECB)	**POOR**		• Wide crossing distances. • No pedestrian refuge areas. • Spacing between controlled crossings (in some areas).
Pedestrian Mobility along ECB	**FAIR**	• Protected by signals or stop signs at side streets. • Parked vehicles act as buffer between pedestrians and traffic.	• 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**		• 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**	• Bus Rapid Transit (BRT) RAPID route. • High use local transit service.	• Poor transit stop connectivity. • Stop amenities only include signed bus stop and bench in some locations.
Vehicle Mobility	**FAIR**	• Four lanes of traffic. • Center turning lane accommodates traffic.	• High traffic volume with unrestricted access reduces capacity and safety for all road users (bicycles, pedestrians and autos).
Safety	**POOR**	• Traffic signals are generally equally spaced.	• Bicycles operate in mixed traffic. •Pedestrian fatality crashes high on roadway.
Urban Design Conditions	**GOOD**	• Some space is available for street furniture and plantings.	• Some constrained locations. • Space is underutilized. • Limited vegetation / trees in the corridor.
Constructability	**N/A**	N/A	N/A
Parking	**FAIR**	• Both sides of street accommodate on-street parallel parking.	• Little Saigon District has identified desire for more parking.

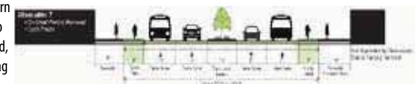
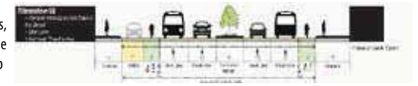
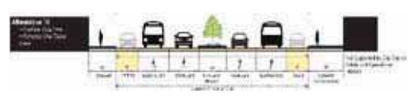
PROPOSED ALTERNATIVES STATUS

The following tables highlight the different alternatives looked at through the public involvement process and their current status on project applicability. Most alternatives did not comply with specifications and possible constraints; however, two alternatives listed below were retained as having potential applicability and therefore move forward in the process. These two alternatives, Alternative 1 and 8B, are looked at more closely in-depth in the following pages.

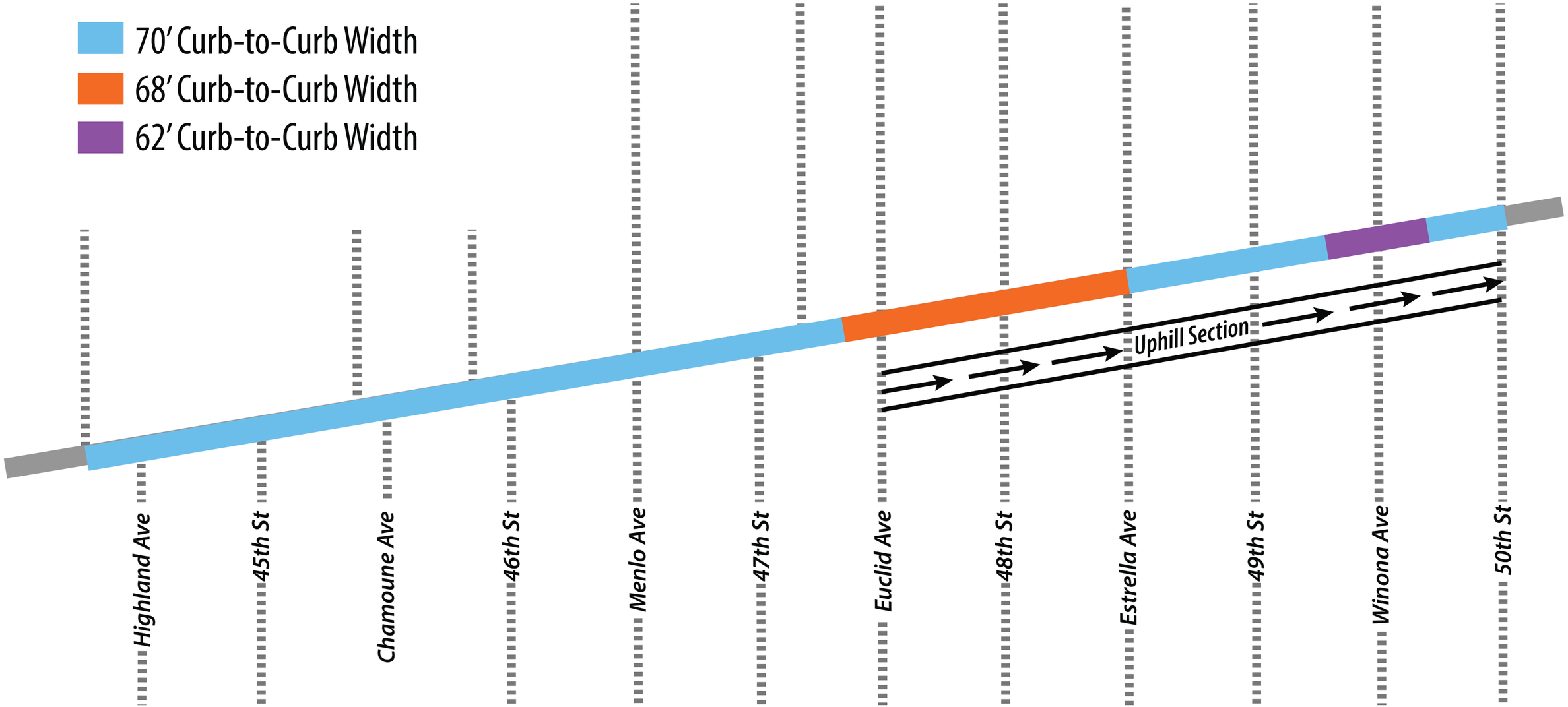
El Cajon Boulevard Alternatives

Alternative	Description	Cross-Section	Status
Alternative 1	Four travel lanes, raised median, left turn pockets at signalized intersections, sharrows for bicycles, maintains on-street parking.		RETAINED
Alternative 2	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.		ALTERNATIVE DOES NOT MEET PROJECT GOALS
Alternative 3	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.		ALTERNATIVE DOES NOT MEET PROJECT GOALS
Alternative 4	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.		ALTERNATIVE DOES NOT MEET PROJECT GOALS
Alternative 5	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.		ALTERNATIVE DOES NOT MEET PROJECT GOALS
Alternative 5A	Four travel lanes, raised median, left turns at signalized intersections, no parking on one side of street.		ALTERNATIVE DOES NOT MEET PROJECT GOALS
Alternative 6	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.		ALTERNATIVE DOES NOT MEET PROJECT GOALS

El Cajon Boulevard Alternatives

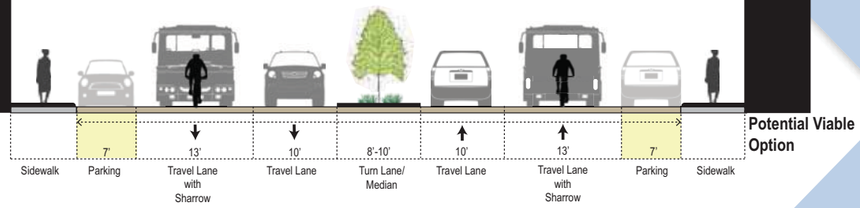
Alternative	Description	Cross-Section	Status
Alternative 7	Four travel lanes, raised median, left turn pockets at signalized intersections, no on-street parking on El Cajon Boulevard, one-way cycle tracks within the existing curb-to-curb area		ALTERNATIVE DOES NOT MEET PROJECT GOALS
Alternative 8	Four 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.		ALTERNATIVE DOES NOT MEET PROJECT GOALS
Alternative 8A	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.		ALTERNATIVE DOES NOT MEET PROJECT GOALS
Alternative 8B	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.		RETAINED
Alternative 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.		ALTERNATIVE DOES NOT MEET PROJECT GOALS
Alternative 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.		ALTERNATIVE DOES NOT MEET PROJECT GOALS
Alternative 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.		ALTERNATIVE DOES NOT MEET PROJECT GOALS

APPLICATION OF ALTERNATIVES



RETAINED ALTERNATIVE

1 • *Urban Design/ Pedestrian Emphasis with median and bulb-out treatments, reduced conflicts*



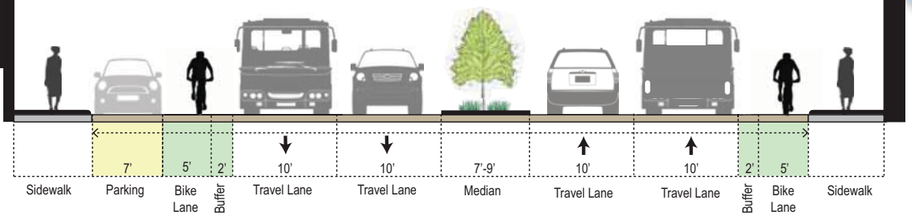
A center raised median is provided to improve vehicular, bicycle, and pedestrian safety by eliminating all left turn conflicts between signalized intersections while improving the aesthetics in the corridor. Curb extensions are provided to improve visibility of pedestrians, reduce crossing distances,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

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

CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	**GOOD**	• Enhanced "continental" crosswalks for better visiblity. • 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 "continental" crosswalks for better visiblity. • Bulb-outs reduce exposure time and improve visibility. • Parked vehicles add buffer for pedestrians from traffic. • Median eliminates left turn conflicts at driveways, alleys, and unsignalized intersections.			↑
Bike Mobility	**POOR**	• Increased outside shared lane width. • Fewer conflicts along corridor. •Median eliminates left turn conflicts at driveways, alleys, and unsignalized intersections.	• 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	**FAIR**	• Median improves corridor safety by reducing conflict points. • Bulb-out improves pedestrian safety. • Curb to ROW preserved for urban design treatments.			↑
Urban Design Conditions	**GOOD**	• Potential for plantings in parking areas. • Center planted median.			↑
Constructability	**GOOD**	•Generally low cost, only requires striping changes. • Existing utilities not impacted.	•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.			=

RETAINED ALTERNATIVE

8B



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.

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.

CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	**FAIR**	• Enhanced "continental" crosswalks for better visiblity. • Pedestrian refuge areas at side streets reducing exposure time and improve visibility. • Bulb-outs on one side of ECB reduce exposure time.	• Removes a buffer (parked cars) between pedestrians and traffic on one side of street.	• Bike lane limits bulb-outs on one side of street.	↑
Pedestrian along ECB	**GOOD**	• Enhanced "continental" crosswalks for better visiblity. • 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**	• 5' bike lanes • 2' buffer on one side • Median eliminates left turn conflicts at driveways, alleys, and unsignalized intersections.			↑
Transit Mobility	**FAIR**	• Bus Rapid Transit (BRT) Route. • Active local transit route. • Parking conflicts removed from one side.			↑
Vehicle Mobility	**FAIR**	• Parking obstructions removed from one side. • Median provides vehicle operations improvement.			↑
Safety	**FAIR**	• Median improves corridor safety by reducing conflict points. • Bulb-out improves pedestrian safety. • Bike lane improves bicyclist safety in uphill direction.			↑
Urban Design Conditions	**FAIR**	• Curb to ROW area preserved for urban design treatments. • Center planted median.	• Non-parking side-of-street reduces bulb-outs and planter/parklet opportunities. • Narrower median may limit plant options..	• Curb-extension planters and bulb-outs for ECB crossings/plantings are limited on one side of street.	=
Constructability	**FAIR**	• Low cost restriping of roadway. • Existing utilities not impacted.	• Construct median. • Requires reworking ADA ramps and driveway aprons. • Requires signal modifications. •Signal Modifications for bicycle detection and timing.	•Requires deviation from City design standard.	N/A
Parking	**POOR**	• Parking is accommodated on one side of the street. • Additional angled parking to the north along Highland.	• Reduction in low use parking stalls.	• Potential for more pedestrians to need to cross ECB due to parking only on one side.	↓

DESIGN GUIDELINES & REQUIREMENTS

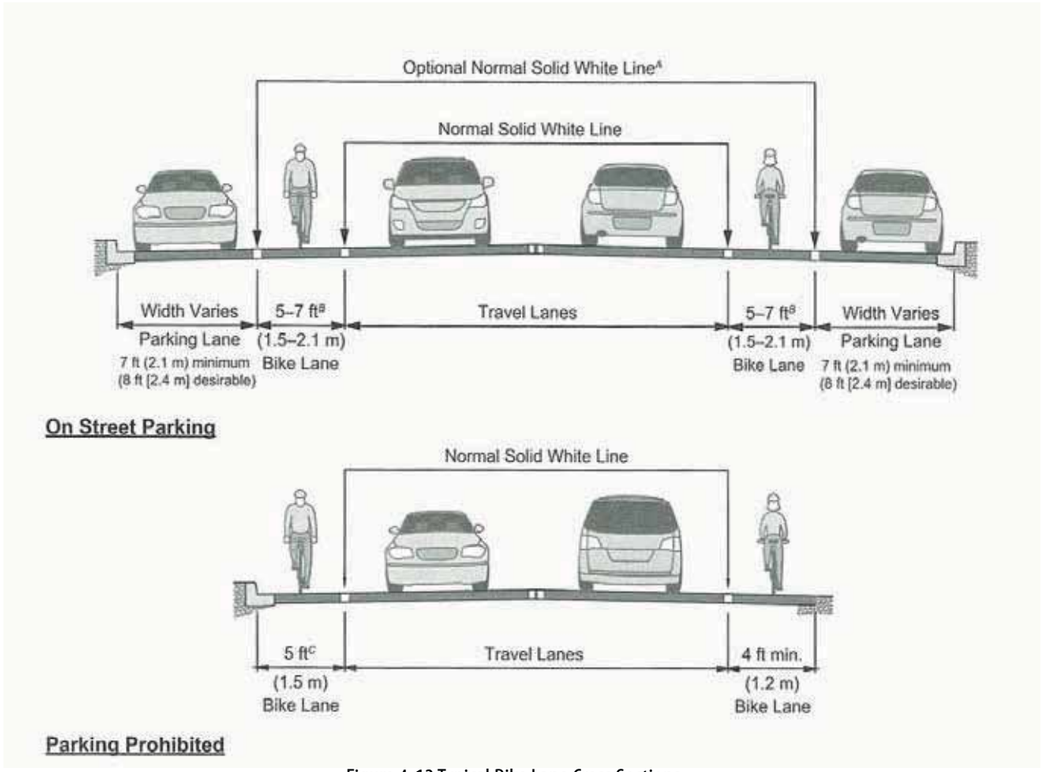


Figure 4-13 Typical Bike Lane Cross Sections
AASHTO Guide for the Development of Bicycle Facilities

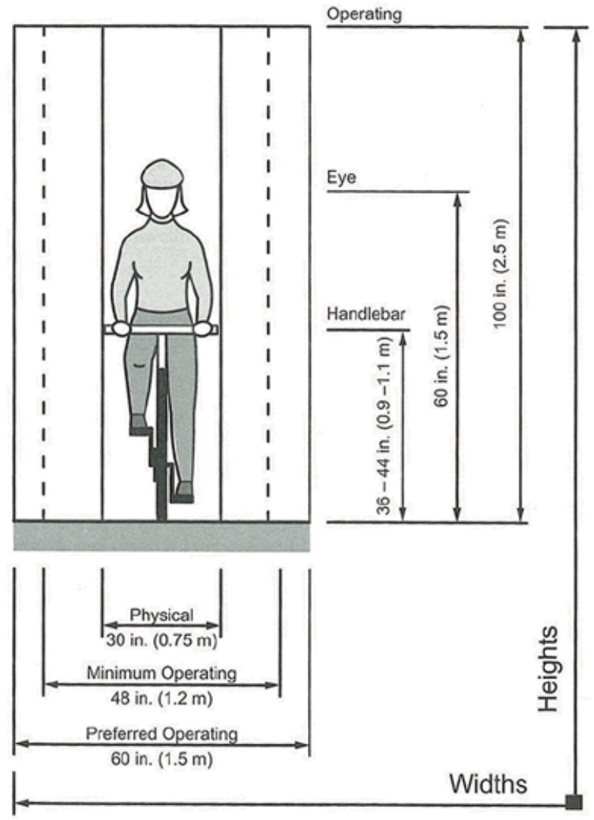
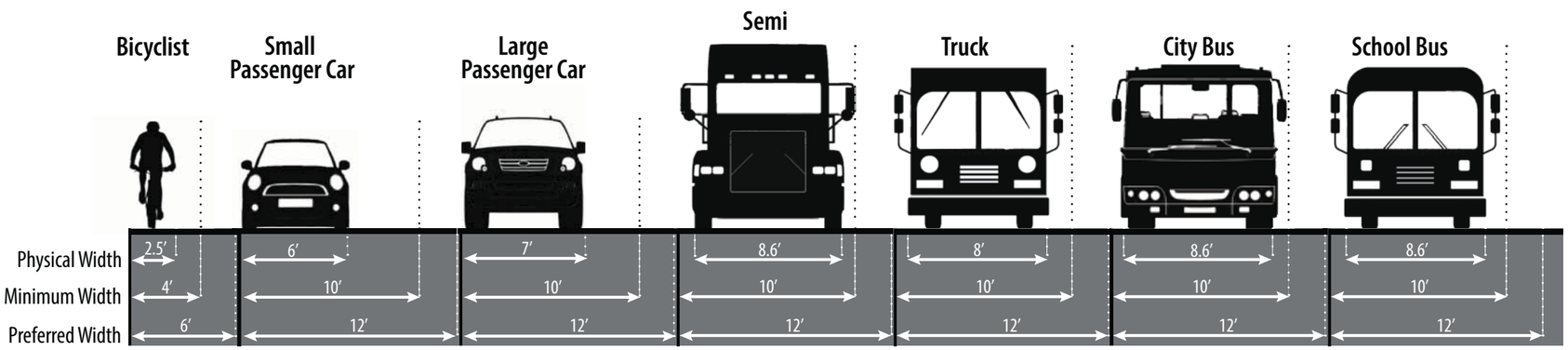
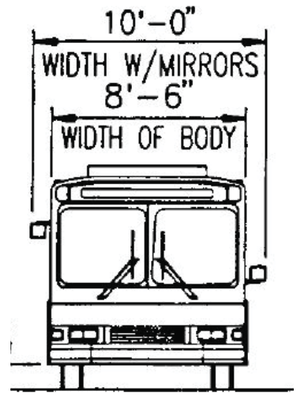


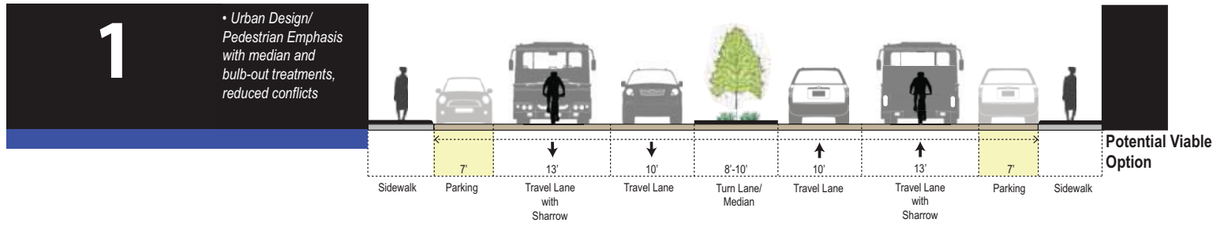
Figure 3-1 Bicyclist Operating Space
AASHTO Guide for the Development of Bicycle Facilities

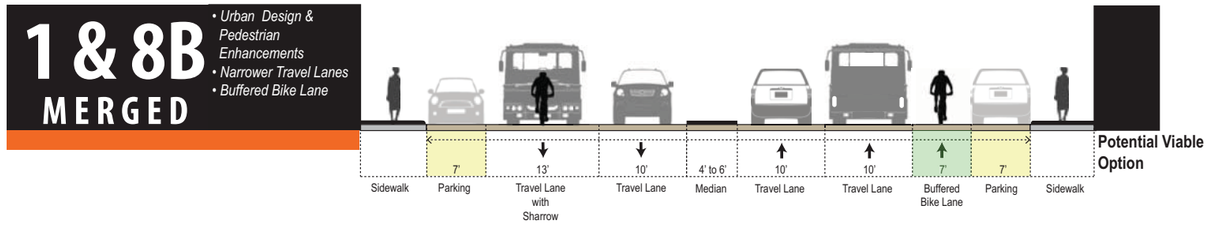


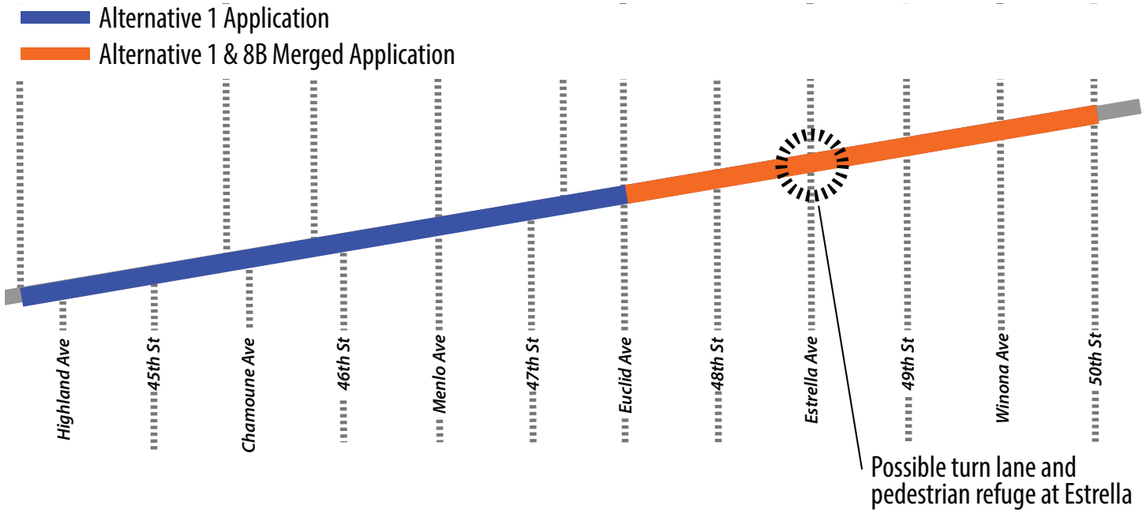


Designing for Transit Manual
Metropolitan Transit Development Board (MTDB) San Diego, CA

NEW ALTERNATIVE 1& 8B MERGED







Items still being discussed:

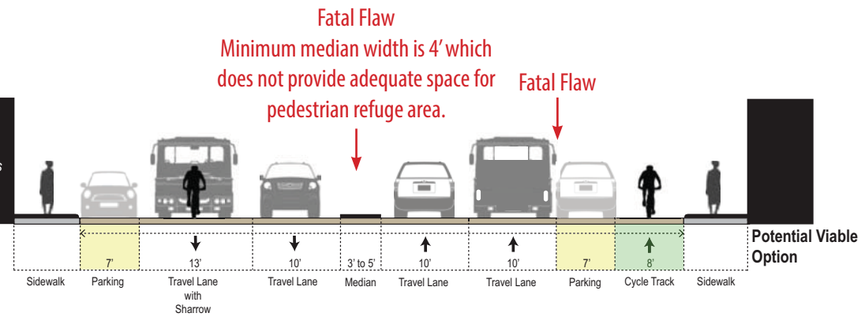
- Use of retroflective tape on median curb;
- Low level planting space;
- Median break at Estrella;
- Parking on Highland, north of El Cajon Boulevard;
- Hoover High School Concept (see page 13);
- Cultural/Historic/Neighborhood urban design amenities.

CONDITIONS	Performance	Benefits	Drawbacks	Trade-Offs	Change From Existing
Pedestrian crossing El Cajon Boulevard (ECB)	**FAIR**	• Enhanced "continental" crosswalks for better visiblity. • Pedestrian refuge areas at side streets reducing exposure time and improve visibility. • Bulb-outs reduce exposure time and improve visibility.	• Removes a buffer (parked cars) between pedestrians and traffic on both sides of street.		↑
Pedestrian along ECB	**GOOD**	• Enhanced "continental" crosswalks for better visiblity. • 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**	• 5' bike lanes • 2' buffer on one side • Median eliminates left turn conflicts at driveways, alleys, and unsignalized intersections.		• Sharrow facility on one side of street preserves all on-street parking.	↑
Transit Mobility	**FAIR**	• Bus Rapid Transit (BRT) Route. • Active local transit route. • Parking conflicts removed from one side. • Median improves traffic operations.			↑
Vehicle Mobility	**FAIR**	• Parking obstructions removed from one side. • Median provides vehicle operations improvement.			↑
Safety	**GOOD**	• Median improves corridor safety by reducing conflict points and eliminates conflicts with left turning traffic for all modes except at signalized intersections. • Bulb-out improves pedestrian safety. • Bike lane improves bicyclist safety in uphill direction.			↑
Urban Design Conditions	**FAIR**	• Curb to ROW area preserved for urban design treatments. • Center planted median. • Potential for plantings in parking areas.	• Narrower median may limit plant options..	• Curb-extension planters and bulb-outs for ECB crossings/plantings are limited to protect parking.	=
Constructability	**FAIR**	• Low cost restriping of roadway. • Existing utilities not impacted.	• Construct median. • Requires reworking ADA ramps and driveway aprons. • Requires signal modifications. •Signal Modifications for bicycle detection and timing.	•Requires deviation from City design standard.	N/A
Parking	**POOR**	• Parking is accommodated on both sides of the street. • Additional angled parking to the north along Highland.			=

CHCDC PROPOSED ALTERNATIVES

1 & 5 MERGED

- *Urban Design & Pedestrian Enhancements*
- *Narrower Travel Lanes*
- *Cycle Track*



City Heights CDC's & Circulate's refined alternatives requested for analysis and Working Group discussion in Complete Blvd study (v10/5/16)		
Refined Alternatives:	*Description:*	
Alternative 10 Tweaked (Bus/Bike Lane; cycletrack on uphill)	Single best option for transit. Installing cycletrack on uphill (from Euclid to Winona) eliminates bus delays cyclists may cause. 3rd best option for pedestrians. Improvement for bikes due to lower vehicular traffic; with enhanced experience from 4 block cycletrack section.	Not Supported
Alternative 10 (Bus/Bike Lane)	2nd best option for pedestrians (Road diet is 1st). Improvement for biking. 2nd best option for transit. Yet rated as 'poor' for transit mobility, citing assumptions that appear to be incorrect. Consultant's analysis assumes motorists can't merge into this lane to park or turn right. We believe they could be allowed to. Also, incorrectly and unfairly assumes 'leap-frogging with cyclists' is unique to this alternative. Existing conditions and Alternative 1 with sharrows create the same leap-frog situations a bus/bike lane would, yet this is not listed as a drawback in the Alternative 1 analysis. How can Alt 1 w/ shared lanes rank transit mobility as 'fair,' yet Alt 10 w/ transit priority lanes is ranked 'poor'? If the primary reason is due to objection by MTS, a technical explanation in writing is warranted. Was NACTO's Transit Street Design referenced by the consultants?: http://nacto.org/publication/transit-street-design-guide/transit-lanes-transitways/transit-lanes/shared-bus-bike-lane/	Not Supported
Alternative 8B + 5 Merged (cycletrack on uphill)	Installs buffered bike lanes with cycletrack on uphill section	Loss of 36 Parking Spaces Between Euclid & 50th St
New alternative: Install BLs, Ped Refuge, Retain 4 TLs, Narrow Sidewalks	Open to the idea of narrowing the sidewalk by 2 feet or so on each side if it means we can install bike lanes (ideally buffered bike lanes or cycletrack), install new sidewalks (albeit slightly narrower), pedestrian refuge (plus occasional turn pockets), while retaining travel lanes and parking (except near conflict points), or similar arrangement	Requires Long Term Improvements
Alternative 8B Tweaked (Green-backed sharrows on downhill)	Downhill section from Winona to Euclid doesn't need cycletrack as much. Downhill speeds make it easier for cyclists to take the lane. Install green-backed sharrows here and calm traffic to improve safety.	
Alternative 1 + 5 (Cycletrack on uphill)	Biking on ECB is most difficult while heading eastbound from Euclid to Winona. Install cycletrack only on this section for eastbound travel.	Fatal Flaw for East Bound Travel / Parking
Alternative 1 + 8B Merged (Buffered BL on uphill)	Same as above, but buffered bike lane provides less protection compared to cycletrack.	
Alternative 1 + 11 Merged (TL to buffered BL conversion on uphill)	Same as above, except retains parking. Converts eastbound travel lane from Euclid to Winona to dual-sided buffered bike lane instead).	Not Supported

PARKING TRADE-OFFS

Parking Trade-Offs on El Cajon Boulevard for Alternatives

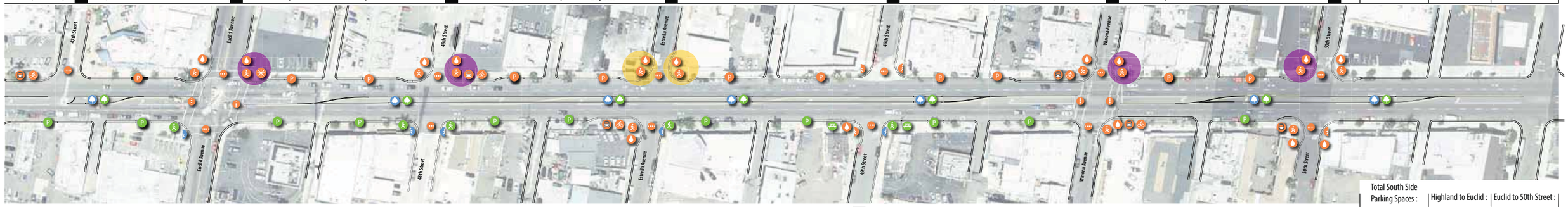
	HIGHLAND AVENUE		45TH STREET		CHAMOUNE AVENUE			46TH STREET	MENLO AVENUE		47TH STREET
Alternative 8B	0 Spaces		0 Spaces		0 Spaces	0 Spaces	0 Spaces	0 Spaces	0 Spaces	0 Spaces	0 Spaces
Alternative 1	2 Spaces		8 Spaces		2 Spaces	2 Spaces	3 Spaces	2 Spaces	7 Spaces	2 Spaces	7 Spaces
Existing Parking	2 Spaces		8 Spaces		2 Spaces	2 Spaces	3 Spaces	2 Spaces	7 Spaces	2 Spaces	7 Spaces

Legend

- Commonalities between Alternative 1 & 8B
- Alternative 1
- Alternative 8B
- Bulb Out North/South, East/West
- Bulb Out East/West
- Median Planting
- P Parallel Parking
- Bus Stop
- Bike Rack
- Parklet
- Reduced bulb-out due to short red curb or full bulb-out would reduce # of parking spaces
- No red curb available for bulb-out

		HIGHLAND AVENUE			45TH STREET		CHAMOUNE AVENUE		46TH STREET	MENLO AVENUE		47TH STREET	
Existing Parking	3 Spaces		5 Spaces	5 Spaces	3 Spaces	5 Spaces	6 Spaces	6 Spaces	6 Spaces	2 Spaces	2 Spaces	2 Spaces	1 Space
Alternative 1	3 Spaces		5 Spaces	5 Spaces	3 Spaces	5 Spaces	6 Spaces	6 Spaces	6 Spaces	2 Spaces	2 Spaces	2 Spaces	1 Space
Alternative 8B	3 Spaces		5 Spaces	5 Spaces	3 Spaces	5 Spaces	6 Spaces	6 Spaces	6 Spaces	2 Spaces	2 Spaces	2 Spaces	1 Space
Alternative 1 + 5 (EB Cycle Track - Euclid to 50th Street)	3 Spaces		5 Spaces	5 Spaces	3 Spaces	5 Spaces	6 Spaces	6 Spaces	6 Spaces	2 Spaces	2 Spaces	2 Spaces	1 Space
Alternative 1 + 8B (EB Bike Lane - Euclid to 50th Street)	3 Spaces		5 Spaces	5 Spaces	3 Spaces	5 Spaces	6 Spaces	6 Spaces	6 Spaces	2 Spaces	2 Spaces	2 Spaces	1 Space

	47TH STREET		EUCLID AVENUE			48TH STREET			ESTRELLA AVENUE		49TH STREET			WINONA AVENUE		50TH STREET	Total North Side Parking Spaces :	Highland to Euclid :	Euclid to 50th Street :
Alternative 8B	0 Spaces		3 Spaces	4 Spaces		2 Spaces	1 Space	2 Spaces	5 Spaces	7 Spaces	6 Spaces			4 Spaces	3 Spaces		37	0	37
Alternative 1	7 Spaces		3 Spaces	4 Spaces		2 Spaces	1 Space	2 Spaces	5 Spaces	7 Spaces	6 Spaces			4 Spaces	3 Spaces		72	35	37
Existing Parking	7 Spaces		3 Spaces	4 Spaces		2 Spaces	1 Space	2 Spaces	5 Spaces	7 Spaces	6 Spaces			4 Spaces	3 Spaces		72	35	37



		EUCLID AVENUE			48TH STREET		ESTRELLA AVENUE		49TH STREET		WINONA AVENUE		50TH STREET	Total South Side Parking Spaces :	Highland to Euclid :	Euclid to 50th Street :
2 Spaces	1 Space		3 Spaces	5 Spaces	5 Spaces		11 Spaces	2 Spaces	3 Spaces	5 Spaces	3 Spaces			83	46	37
2 Spaces	1 Space		3 Spaces	5 Spaces	5 Spaces		11 Spaces	2 Spaces	3 Spaces	5 Spaces	3 Spaces			83	46	37
2 Spaces	1 Space		0 Spaces	0 Spaces	0 Spaces		0 Spaces	0 Spaces	0 Spaces	0 Spaces	0 Spaces			47	46	0
2 Spaces	1 Space		0 Spaces	5 Spaces	5 Spaces		11 Spaces	2 Spaces	3 Spaces	0 Spaces	2 Spaces			74	46	0
2 Spaces	1 Space		0 Spaces	5 Spaces	5 Spaces		11 Spaces	2 Spaces	3 Spaces	0 Spaces	3 Spaces			75	46	29

Existing Parking
Alternative 1
Alternative 8B
Alternative 1 + 5 (EB Cycle Track - Euclid to 50th Street)
Alternative 1 + 8B (EB Bike Lane - Euclid to 50th Street)

Requires removal of parking for space needed for cycle track, maintain 4' minimum median width, accommodate space for left-turn pockets, and maintain safety.

HERBERT HOOVER CONCEPT

Bike Rack Location

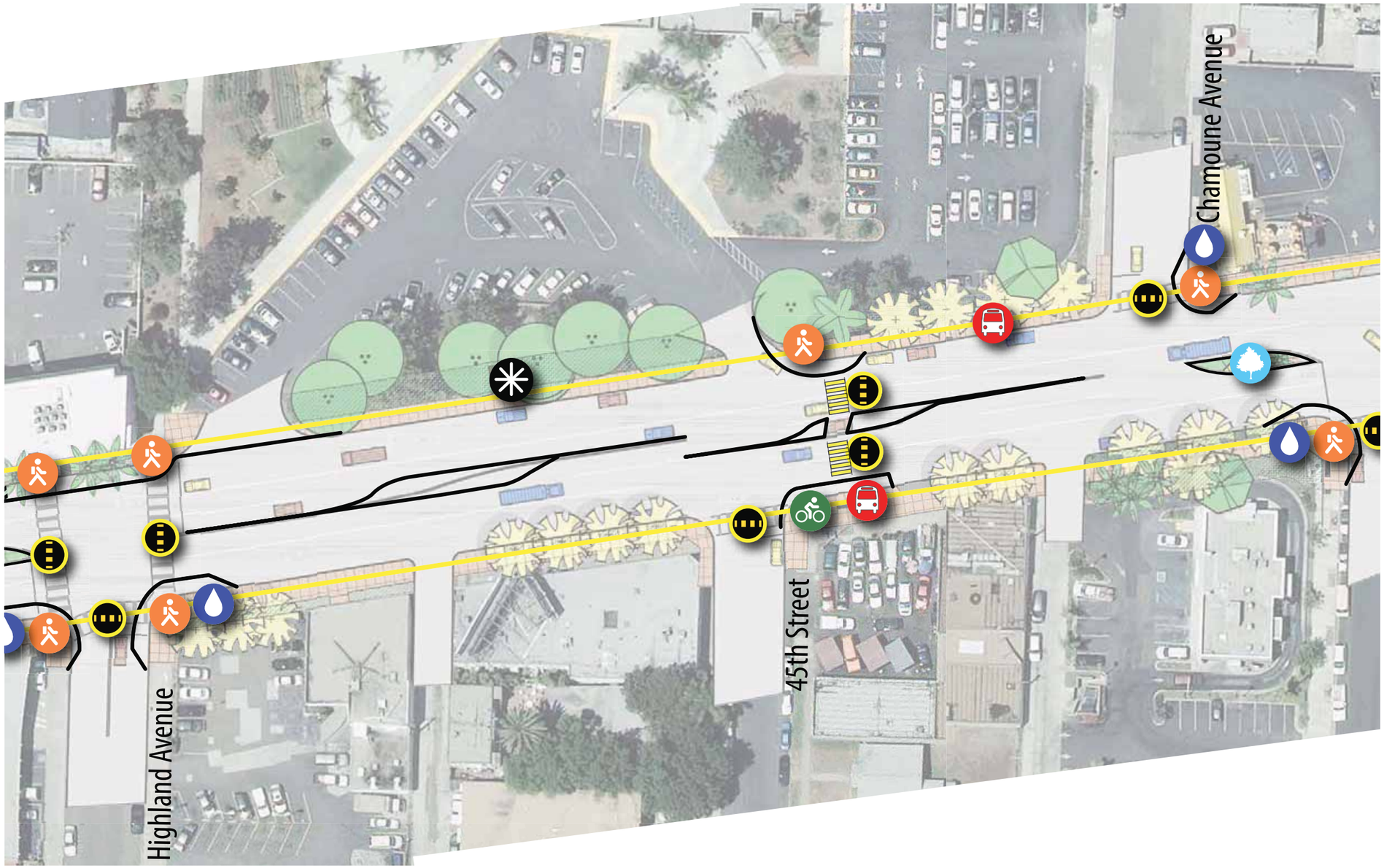
Curb Extension/ Bulb Out

Bus Stop

Stormwater/BMP

Crosswalk

Monument

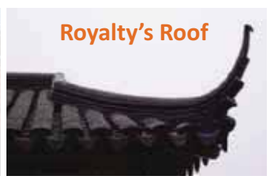


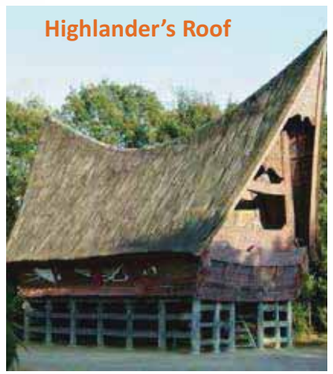
*See page 2 for descriptions

COMMUNITY DESIGN TREATMENTS

Little Saigon District

District Architecture





Smart District

Solar Charging station

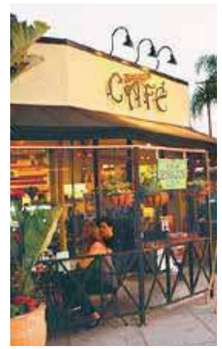
Interactive signage

Green District

Bamboo forest sidewalk

Talmadge Neighborhood Area

Decorative Railings at Sidewalk Cafe



Decorative Railings at Gateways and Lighting

Decorative Railings at Median

Decorative Railings at Planter Beds and Tree Trunks