

Alternative 1

Four travel lanes, raised median, left turn pockets at signalized intersections, sharrows 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 sharrows are maintained. This alternative provides opportunities for landscaping and urban design features in the median and on both sides of the street.

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.

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. This alternative is not supported by MTS due to operational concerns related to the angled parking.

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 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.

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 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.

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.

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.

Alternative 6 (long-term strategy)

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.

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.

This alternative removes all parking on the corridor and repurposes 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. This alternative is not supported as it removes all parking which is a priority to support businesses.

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.

This alternative removes parking from one side of the street and repurposes 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.

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.

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.

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.

This alternative repurposes 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 and it is not supported by the City or MTS.

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.

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.