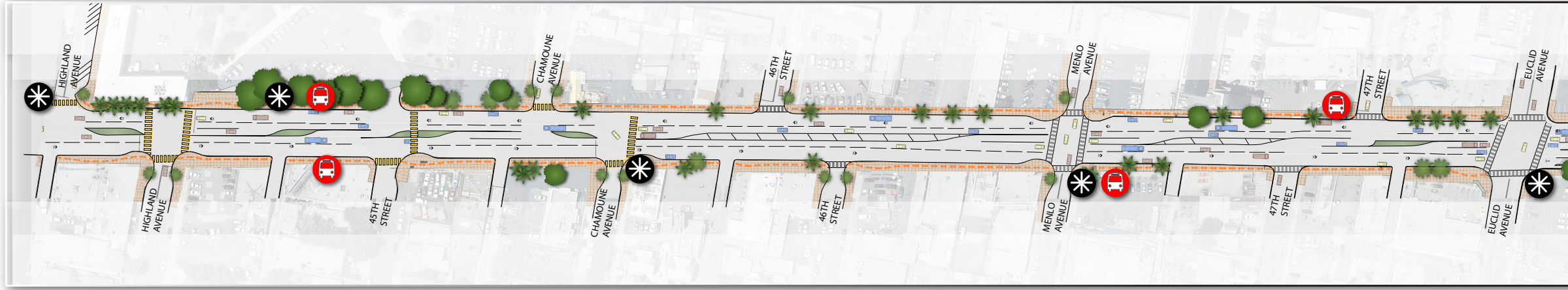


7 MULTIMODAL MOBILITY RECOMMENDATIONS

The Plan identifies a raised median with left-turn pockets at select intersections along El Cajon Boulevard, with a variation in the design east of Euclid Avenue to accommodate an eastbound buffered bicycle lane along the uphill segment.

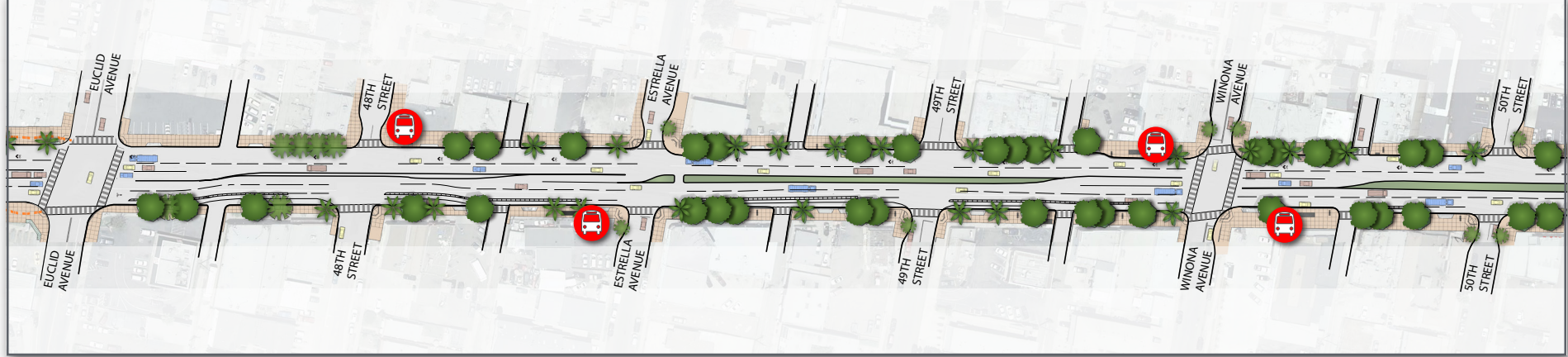
Highland Avenue to Euclid Avenue



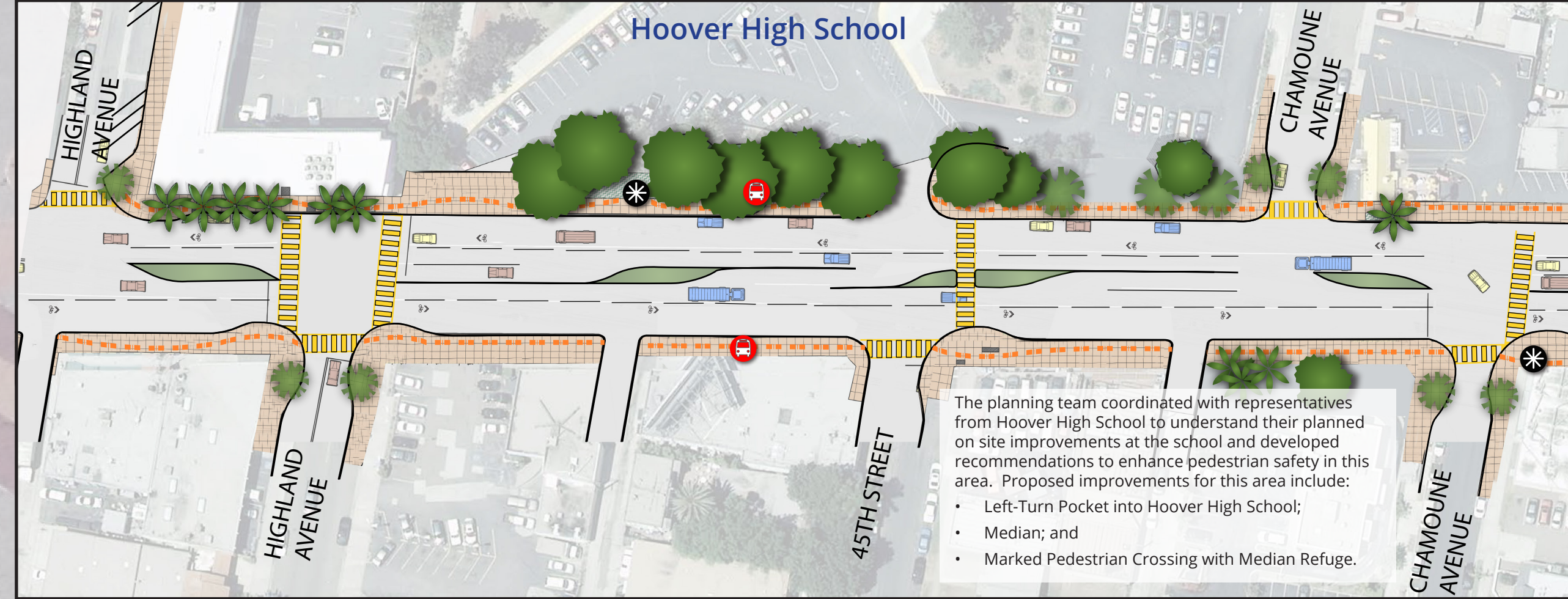
The segment of El Cajon Boulevard between Highland Avenue and Euclid Avenue maintains four travel lanes and parking while including urban design and pedestrian emphasis areas as well as shared bike facilities with sharrow pavement markings. The median and bulb-outs improve crosswalks by narrowing the crossing distance along with pedestrian refuge islands, which enhance safety for pedestrians.



Euclid Avenue to 50th Street



The segment of El Cajon Boulevard between Euclid Avenue and 50th Street is uphill in the eastbound direction. A buffered bike lane is recommended in the eastbound direction for bicyclists so they may travel at their own pace while they are climbing. Due to space constraints and because the westbound direction in this segment is downhill, a shared travel lane for vehicles and bicyclists is recommended.



Metropolitan Transit System (MTS)



The improvements to the corridor are intended to capitalize on the Metropolitan Transit System (MTS) investment in their Rapid Bus infrastructure and services. The reduction of conflict points between vehicular traffic and active transportation users will improve bus operations and enhance the safety of pedestrians and bicyclists circulating to and from the transit stops. Enhanced crosswalks at signalized intersections and two new enhanced pedestrian crossings with pedestrian refuges at 45th Street and Estrella Avenue will help to achieve this goal.

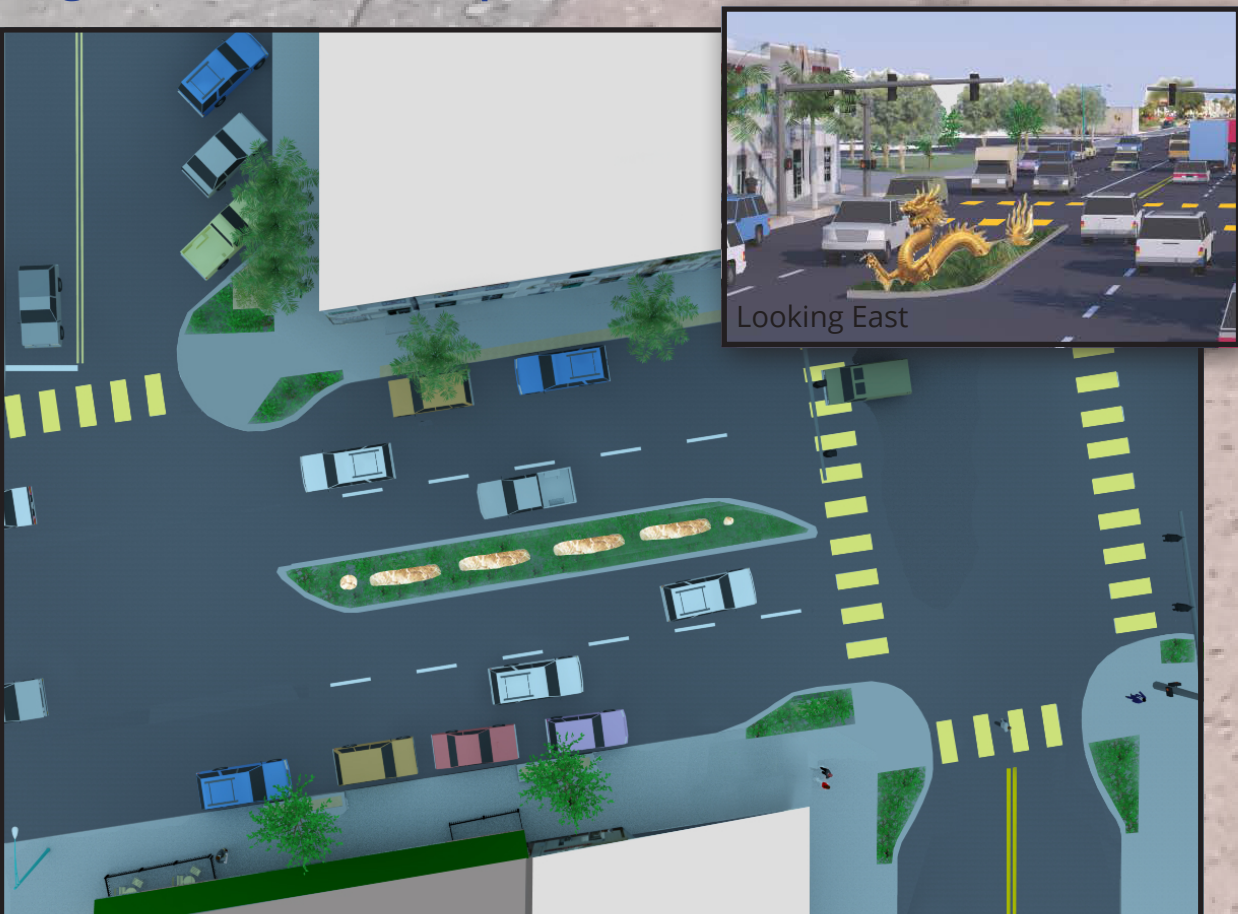


INTERSECTION FOCUS AREAS

The Plan recommends improvements at the intersections of El Cajon Boulevard and Highland Avenue, Chamoune Avenue, Menlo Avenue, Euclid Avenue, and Winona Avenue. An image of a potential community gateway at Highland Avenue is also shown below.



Highland Avenue Improvements

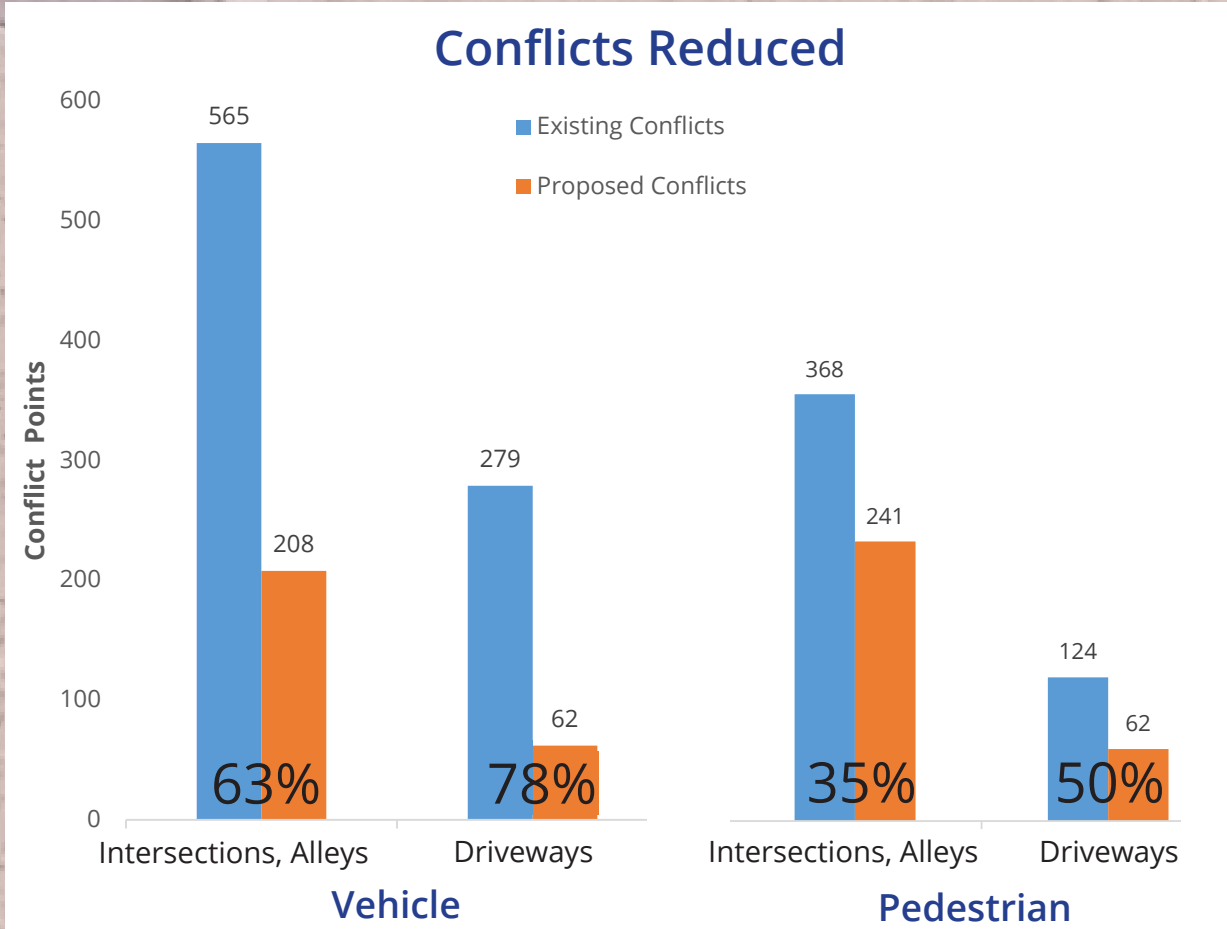
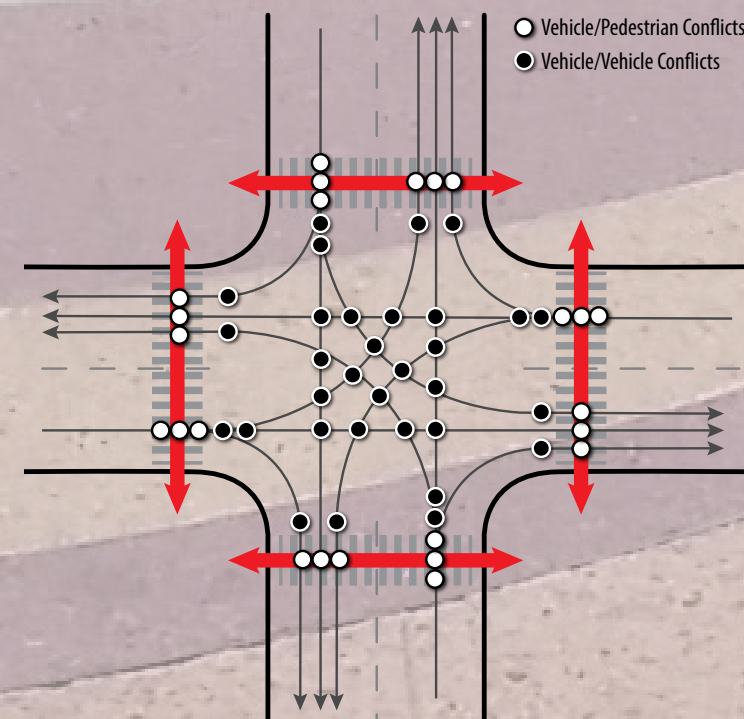


SAFETY

This Plan increases safety throughout the corridor for vehicles, pedestrians, and bicyclists. The raised median and restricted left turn access throughout the corridor improves safety by reducing conflict points for vehicles, bicyclists, and pedestrians at intersections, alleys, and driveways.

A median will reduce the number of conflict points between vehicles at intersections and alleys by 63% and at driveways by 78%. It will reduce the number of conflict points between vehicles and pedestrians at intersections and alleys by 35% and at driveways by 50%.*

Potential Conflict Points without Median



*Bicyclists are allowed to make the same movements as vehicles, so they will have the same reduction in conflict points as vehicles in the Plan.

PUBLIC ART, BRANDING, WAYFINDING

This plan proposes general locations for the installation of public art, monuments, and branding for the community. The urban design recommendations proposed in the Plan highlight the vibrant Little Saigon Cultural District and Businesses, the historic Boulevard, and the unique history of the adjacent Talmadge neighborhood.

Gateways/Banners



Monuments



District Architecture



Public art installations, including a cultural trail, may be designed, constructed, and installed at a future date with input from the community.

FUNDING, MAINTENANCE, NEXT STEPS

Funding

Future community improvements may be implemented by development and through the City's Capital Improvement Program. Potential funding sources include state and federal (Community Development Block Grants, Low Income Housing Tax Credits, Proposition 1C Funds, Caltrans Active Transportation Program), regional (SANDAGs Smart Growth Incentive Program), local (TransNet, City of San Diego General Fund, and development impact fees), and other sources (Developer Exactions, Business Improvement Districts, Parking Districts, Maintenance Assessment Districts, etc.).

Maintenance

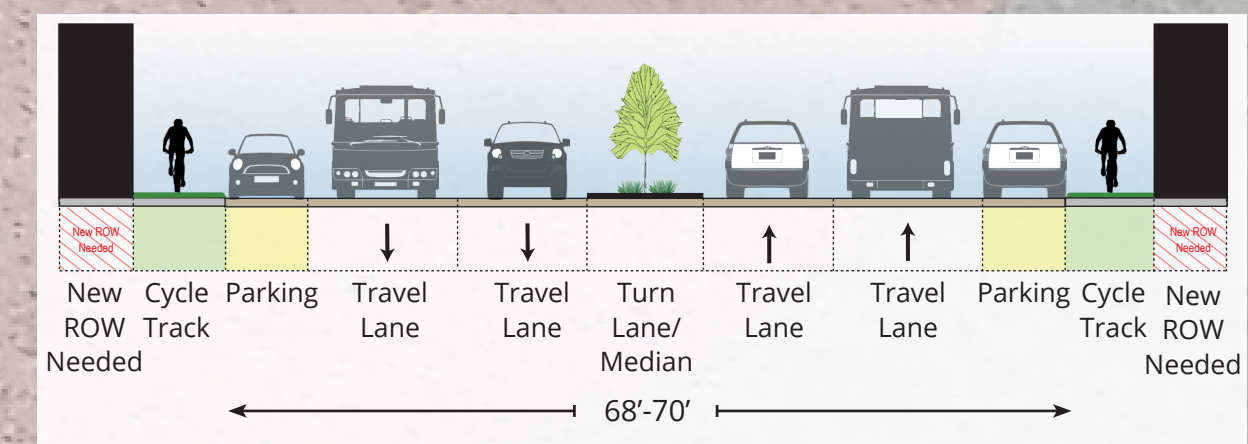
While initial capital funding may cover the cost of installation of urban design features, maintenance will need to be assured through agreements with the local business districts or private property owners.

Next Steps

Next steps toward implementation include identifying funding, developing a schedule for phased implementation, and project design. The following issues need to be addressed as part of the next phase of the project: coordination with MTS related to moving bus stops, coordination with the Police and Fire-Rescue Departments regarding emergency access at new raised medians, and coordination with the Business Improvement Association and Little Saigon District related to assuring maintenance of landscaping and other urban design features proposed as part of the project.

Long Term Considerations

During the long term corridor vision process a long term recommendation for the corridor emerged which includes maintaining four travel lanes, parking on both sides of the street, raised cycle track, sidewalk, and a raised and planted median which transitions to a turn pocket at specific locations. This requires additional right-of-way that could be acquired during the redevelopment process. It is recommended that this long-term recommendation be vetted for inclusion in the next update of the Mid-City Communities Plan.



1 INTRODUCTION

The Complete Boulevard Planning Study (“the Plan”) focused on an approximately three-quarter mile segment of El Cajon Boulevard between Highland Avenue and 50th Street, encompassing the Little Saigon Cultural and Commercial District. This portion of El Cajon Boulevard is located at the convergence of the Mid-City communities of City Heights and Talmadge. The purpose of this planning effort was to provide mobility and urban design recommendations that ultimately would catalyze meaningful and transformative investments on El Cajon Boulevard to facilitate a beautiful, vibrant and welcoming area for shopping, eating, neighborhood services, and pedestrian activity for residents and visitors.

El Cajon Boulevard is being re-envisioned as a “complete street,” one that is intended to provide safe access for all users including pedestrians, transit riders, bicyclists, and motorists. This Plan identifies complete street and urban design recommendations along the corridor based on existing and future conditions, adjacent planning efforts, and extensive public participation activities.

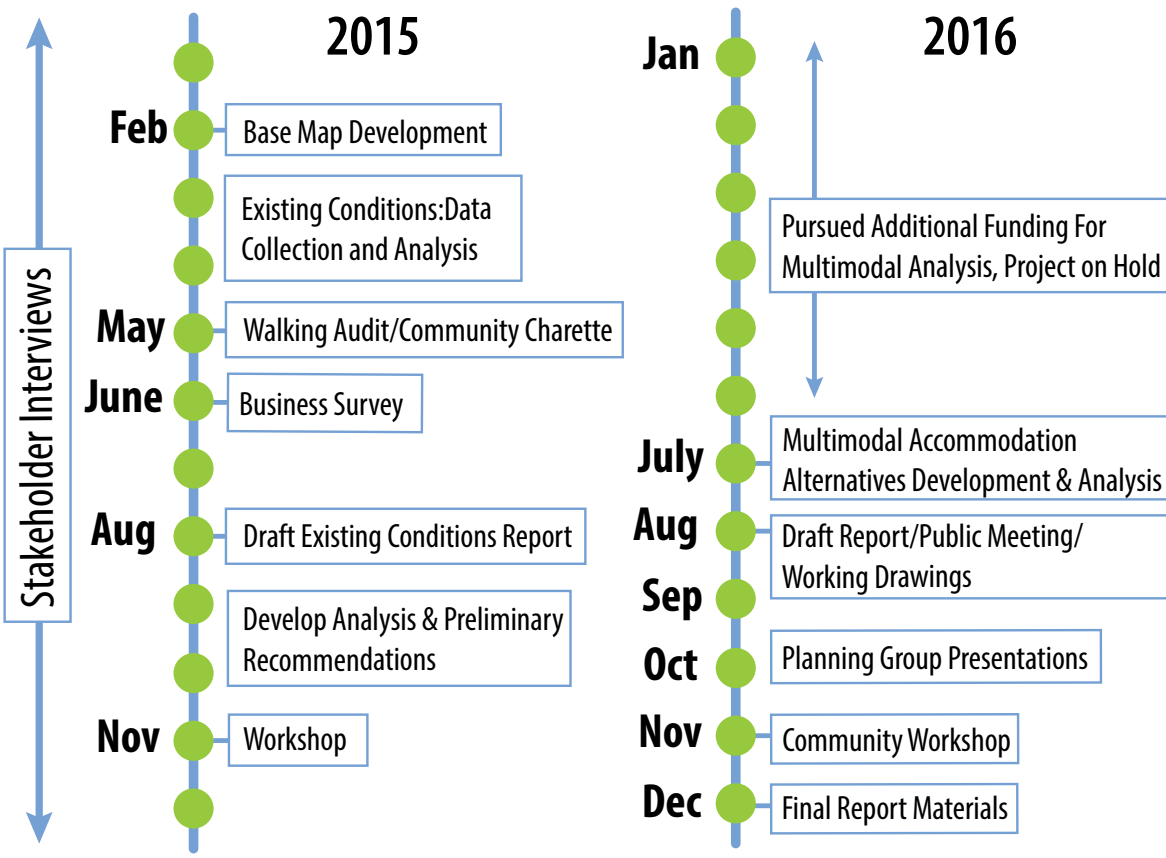
Background

The Complete Boulevard Planning Study was funded through a grant from the San Diego Association of Governments (SANDAG) Smart Growth Incentive Program (Fiscal Year 2014-2015). Additional funding for public outreach and active transportation planning activities was provided by the County of San Diego Healthy Works: Prevention Initiative Program. The Metropolitan Transit System (MTS) recently made significant investments in Rapid Bus Service along this corridor, and the recommendations described in this Plan are intended to capitalize on these transit improvements for the community.

Strategies presented in this Plan build upon the City of San Diego’s Pedestrian Master Plan (2015), City Heights Urban Greening Plan (2014), the San Diego Bicycle Master Plan (2013), and several other neighborhood-level planning documents. The Plan also considered the planned regional bicycle projects as part of the Mid-City Bicycle Corridors Project on nearby Monroe Avenue and Orange Avenue.

3 PROJECT TIMELINE

Project Timeline



5 FRAMEWORK FOR DEVELOPING THE PLAN

Complete Street

The general concept is to provide a long-term vision for the evolution of El Cajon Boulevard into a walkable, pedestrian-friendly corridor and a complete street amenable to all users. The following general improvements are identified:

- Improved sidewalk conditions with streetscape enhancements that include street furniture, lighting, signage, street trees, and drought-tolerant landscaping;
- Curb Extensions/Bulb Outs in select locations, where feasible, to decrease the overall crossing width of the roadway and increase the visibility of pedestrians by aligning them with the parking lane;
- Pedestrian improvements such as high visibility marked crosswalks, enhanced crosswalks, pedestrian refuges, ADA curb ramps, and sidewalk improvements;
- Bicycle improvements including Share the Road signs and “Sharrow” pavement markings, a segment of bike lane, and bike racks;
- Planted and hardscaped raised medians that will provide a buffer to separate traffic in opposing directions and reduce the number of potential bicycle, pedestrian, and vehicle conflicts by eliminating turning movements;
- Opportunities for parks, plazas, or open space enhancements;
- Branding improvements such as monuments that portray the unique culture and history of the Little Saigon District, Talmadge neighborhood, and the Boulevard that may also include statues, banners, and signs; and
- Stormwater improvements to minimize flooding, treat runoff, and support landscaping.

Vision Zero

The City of San Diego adopted the Vision Zero policy in 2015 as a strategy to create safer roadways in our neighborhoods. The main goal of this policy is to reduce all traffic fatalities to zero by the Year 2025 (“Vision Zero”). El Cajon Boulevard is a Vision Zero high priority corridor. It serves as a major connector between urban and suburban neighborhoods poised to see the significant growth and development pressure in the next 10-20 years in the City of San Diego.

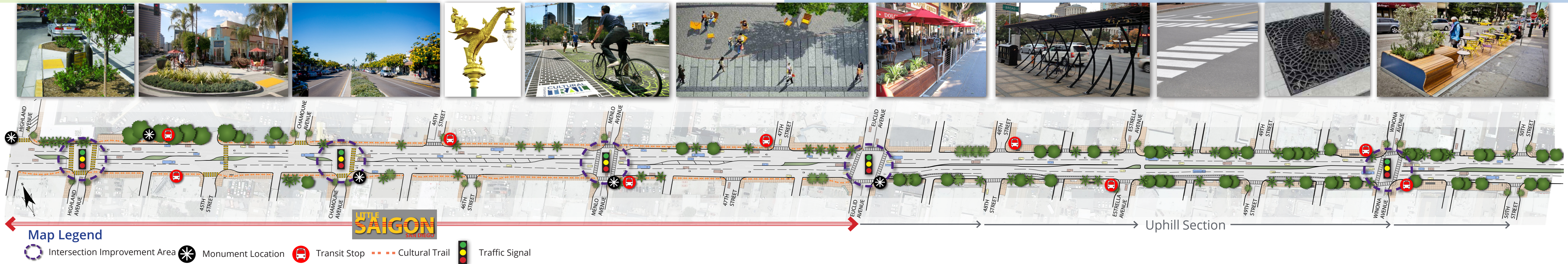


Community Input

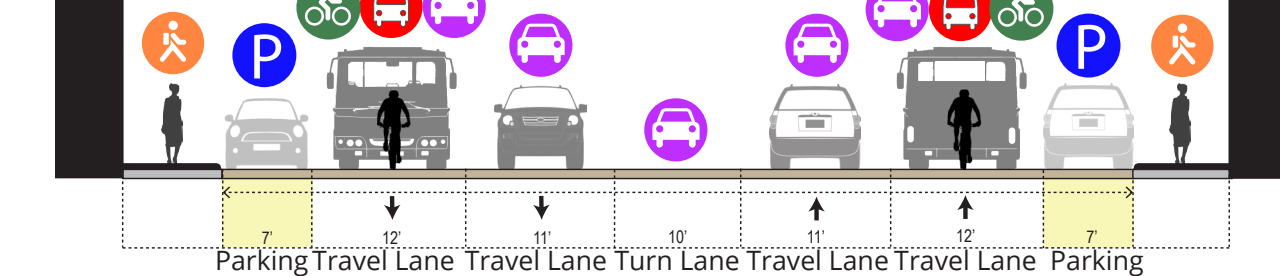
The Plan has been developed through a robust community involvement process. This process included public outreach events, public meetings, and ad-hoc working group meetings to share information about the project process and to provide an opportunity for the public to contribute input to help shape the Plan. The following groups participated in the process:

- City Heights Area Planning Committee;
- Kensington-Talmadge Planning Group;
- El Cajon BIA;
- Little Saigon District;
- Ad-Hoc Working Group; and
- Residents and Business Owners.

(See back panel for complete listing)



4 EXISTING CONDITIONS



- Vehicular Facilities**
El Cajon Boulevard is currently a four-lane roadway with a two-way left turn lane that accommodates on-street parallel parking on both sides. The paved width of El Cajon Boulevard ranges between 68 feet and 70 feet, with one section near Winona Avenue narrowing to 62 feet. Daily traffic volumes range from 24,000-27,000 ADT and are projected to increase to 28,000-34,000 ADT by 2035.
- Transit Facilities**
MTS currently operates Local Bus Route 1 and the Mid-City Rapid Transit Bus Route 215 along El Cajon Boulevard within the project area. Rapid Bus Route 215 service is provided seven days a week from 4:30AM to 1:39AM on weekdays, with predominately 15 minute headways. Local Bus Route 1 service is provided seven days a week from 4:49AM to 12:28AM with 15-minute headways during the day and 20-30 minute headways during off peak hours (2016 schedule). The corridor experiences high levels of transit ridership. However, many bus stops lack amenities such as a bench or shade structure.
- Pedestrian Facilities**
There is continuous sidewalk along both sides of El Cajon Boulevard ranging from 8 feet to 15 feet in width. The sidewalk area lacks a unified design, adequate lighting, and has utilities and other street furniture that impedes the pedestrian travel way. In most locations, parked cars provide a buffer between traffic and pedestrians on the sidewalk. The crosswalks across El Cajon Boulevard span wide distances with no pedestrian refuge area in the middle of the street. Only 5 out of 26 intersections along the corridor have traffic signals for pedestrians crossing El Cajon Boulevard. There are 72 curb ramps along the corridor, and 44 locations were identified as non-ADA conforming or missing curb ramps altogether.
- Bicycle Facilities**
There is a bicycle route along El Cajon Boulevard with appropriate pavement markings indicating that people on bicycles may share the lane with vehicles and buses. Many cyclists avoid the area or choose to ride on the sidewalk due to a stressful riding environment on the roadway.
- Urban Design**
The existing space within the public right-of-way is underutilized and opportunities exist for future street furniture, public art, banners, and plantings. Several areas along the sidewalk between the roadway and the businesses are narrowed and constrained, thereby limiting opportunities for urban design elements.
- Safety**
The segment of El Cajon Boulevard between Highland Avenue and 50th Street experienced 116 collisions during the 5-year period analyzed. El Cajon Boulevard was named as a Vision Zero priority corridor.

2 STUDY AREA



Vision

A vibrant, safe, pedestrian, bicycle, and transit friendly area that works in concert with the Mid-City Rapid services to help residents, community members, and businesses realize the positive transformative potential of the corridor.

Goal

Identify multi-modal mobility infrastructure improvements and urban design improvements along El Cajon Boulevard within the study area that incorporate the Little Saigon cultural theme and unique histories of the Boulevard and Talmadge neighborhood.



6 ACKNOWLEDGMENTS

Our sincere thanks to the various organizations, residents, and business owners who provided input throughout the planning process.

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Councilmember Marti Emerald
Councilmember Georgette Gomez

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El Cajon Boulevard Business Improvement Association
Little Saigon Foundation
Bike San Diego
Binh Minh Vietnamese Language School
Circulate San Diego
City Heights Area Planning Committee
Colina Park Residents
Hoover High School
International Riders Consortium
Kensington-Talmadge Planning Group
King Hung Association
Living Water Church
Metropolitan Transit System (MTS)
San Diego Bike Coalition
San Diego Unified School District
SANDAG Regional Bike Program
South Vietnam Veterans Association
Vietnamese Chamber of Commerce
Vietnamese Community of San Diego
Wesley Church
YMCA

Consultants

Wilson & Company
Bennett Peji Design
Chen Ryan Associates

EL CAJON BOULEVARD

HIGHLAND AVENUE TO 50TH STREET

COMPLETE BOULEVARD PLAN

