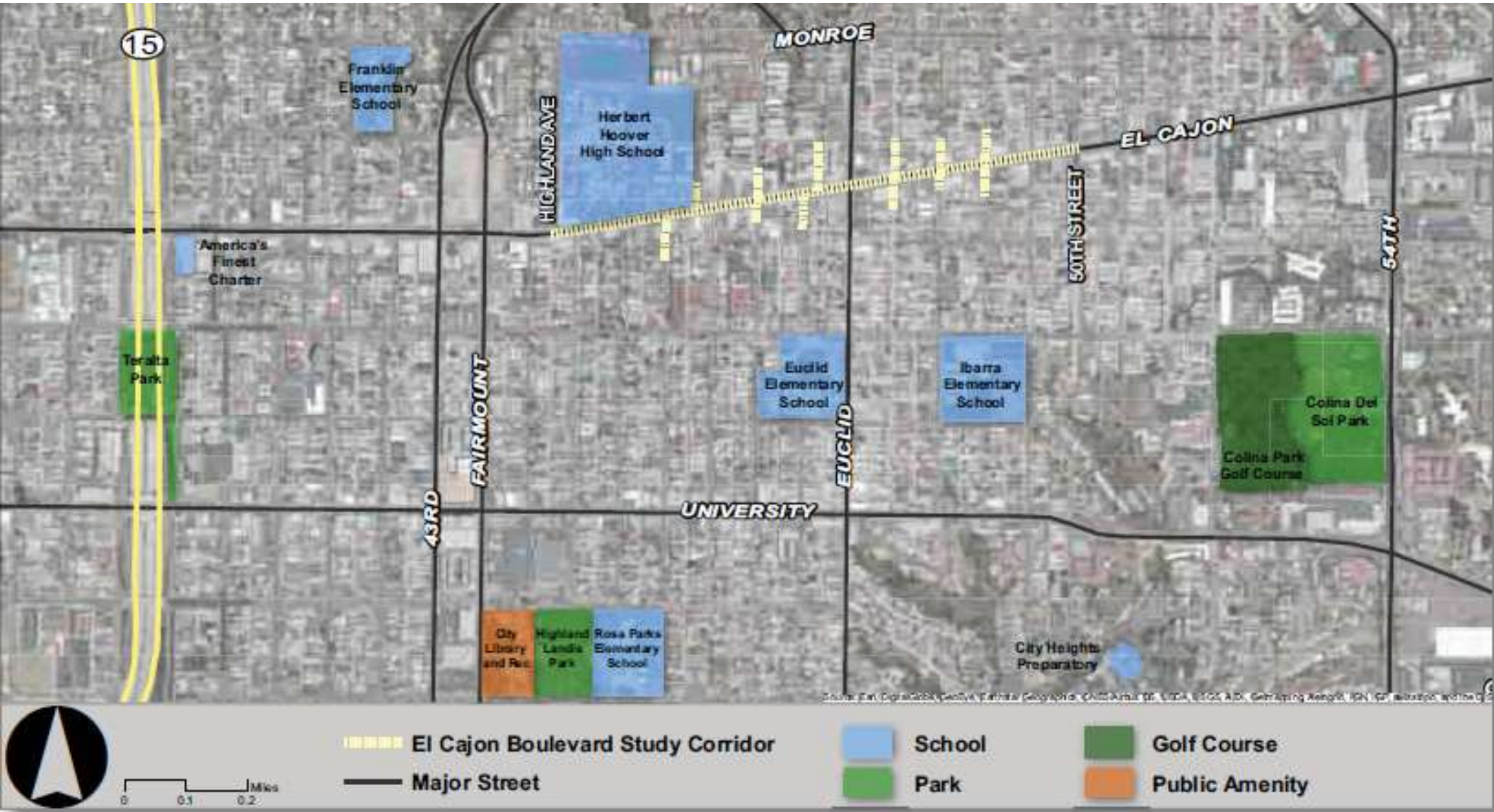
El Cajon Boulevard Complete Boulevard Planning Study Presentation

Kensington-Talmadge Planning Group
September 14, 2016

The City of SAN DIEGO

Study Area Context

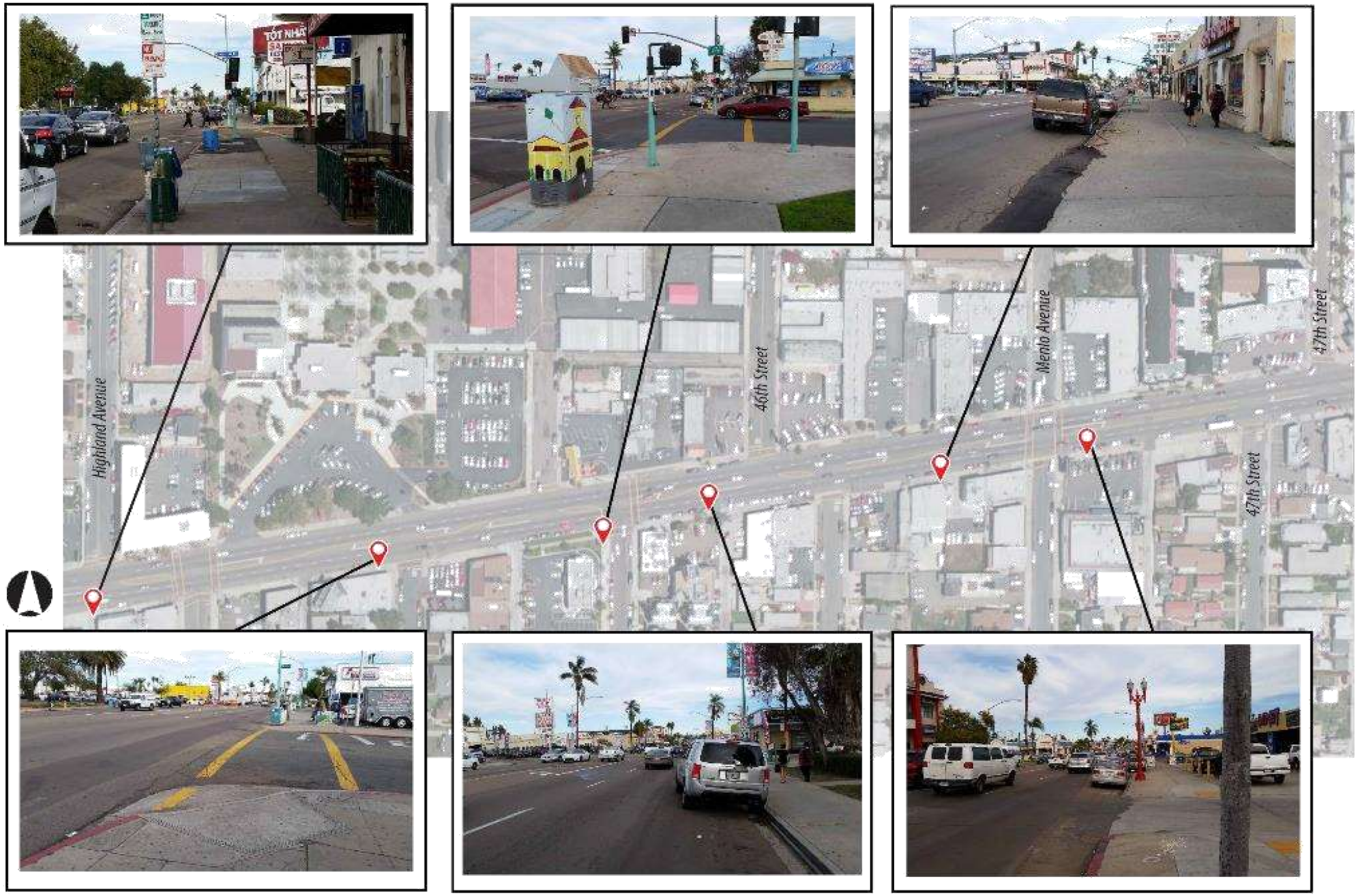


Study Area

Highland Avenue
45th Street
Chamoune 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
46th Street
Menlo Avenue
47th Street
Euclid Avenue
48th Street
Estrella Avenue
49th Street
Winona Avenue
50th Street

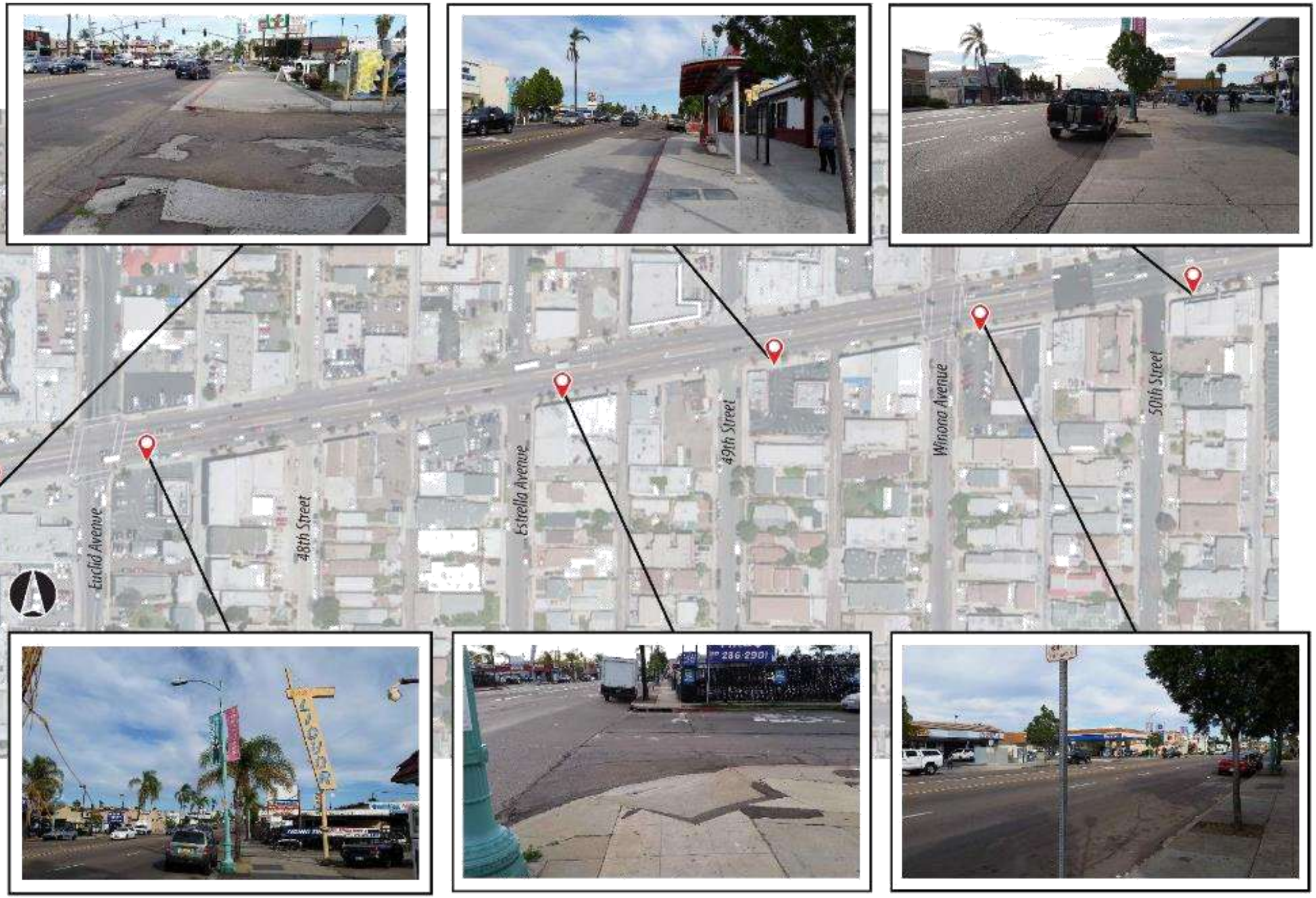
Planning Department

Existing Conditions



Planning Department

Existing Conditions



Addressing Community Concerns

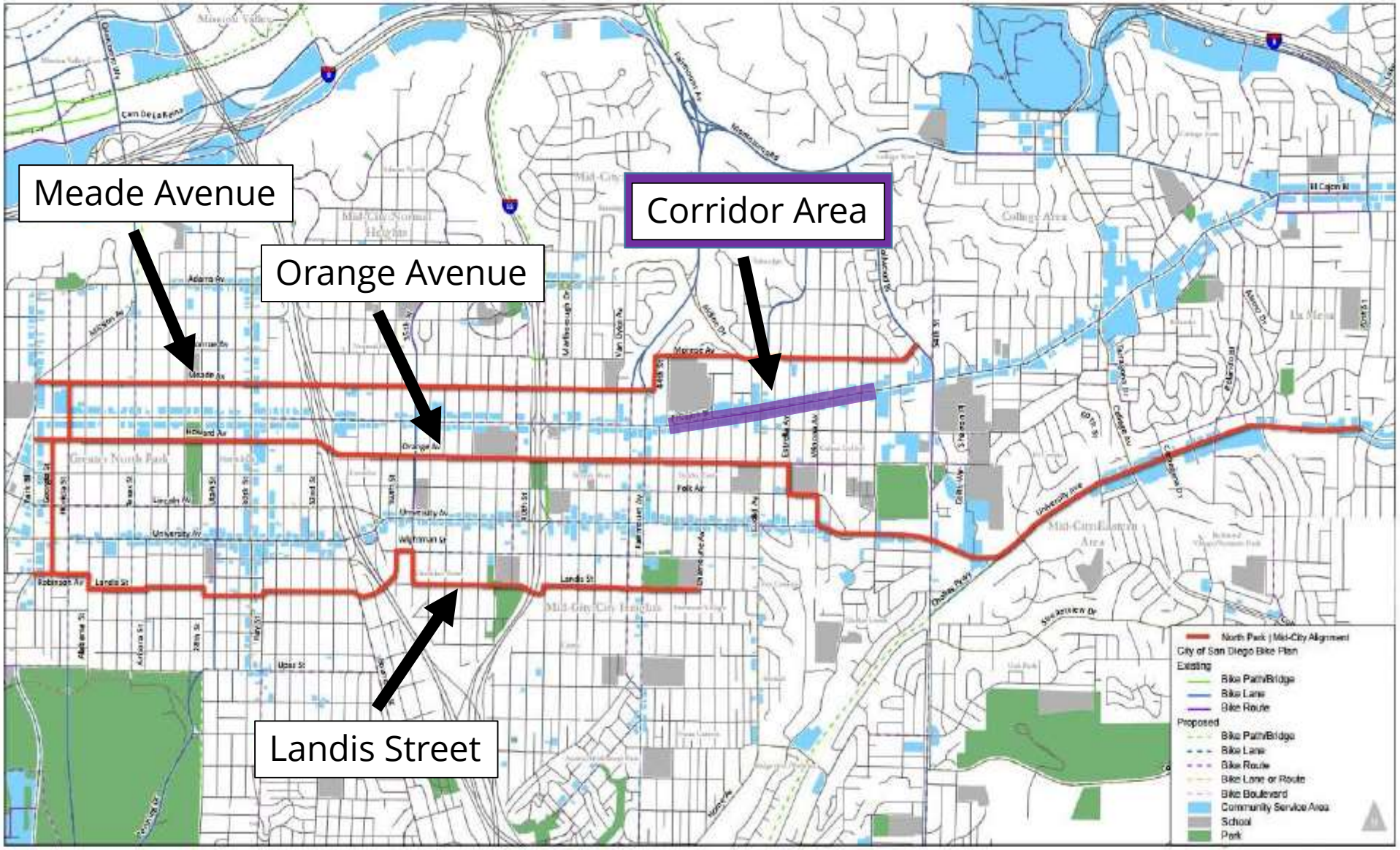
- Improve Safety – pedestrian, bicycle, and traffic

- 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

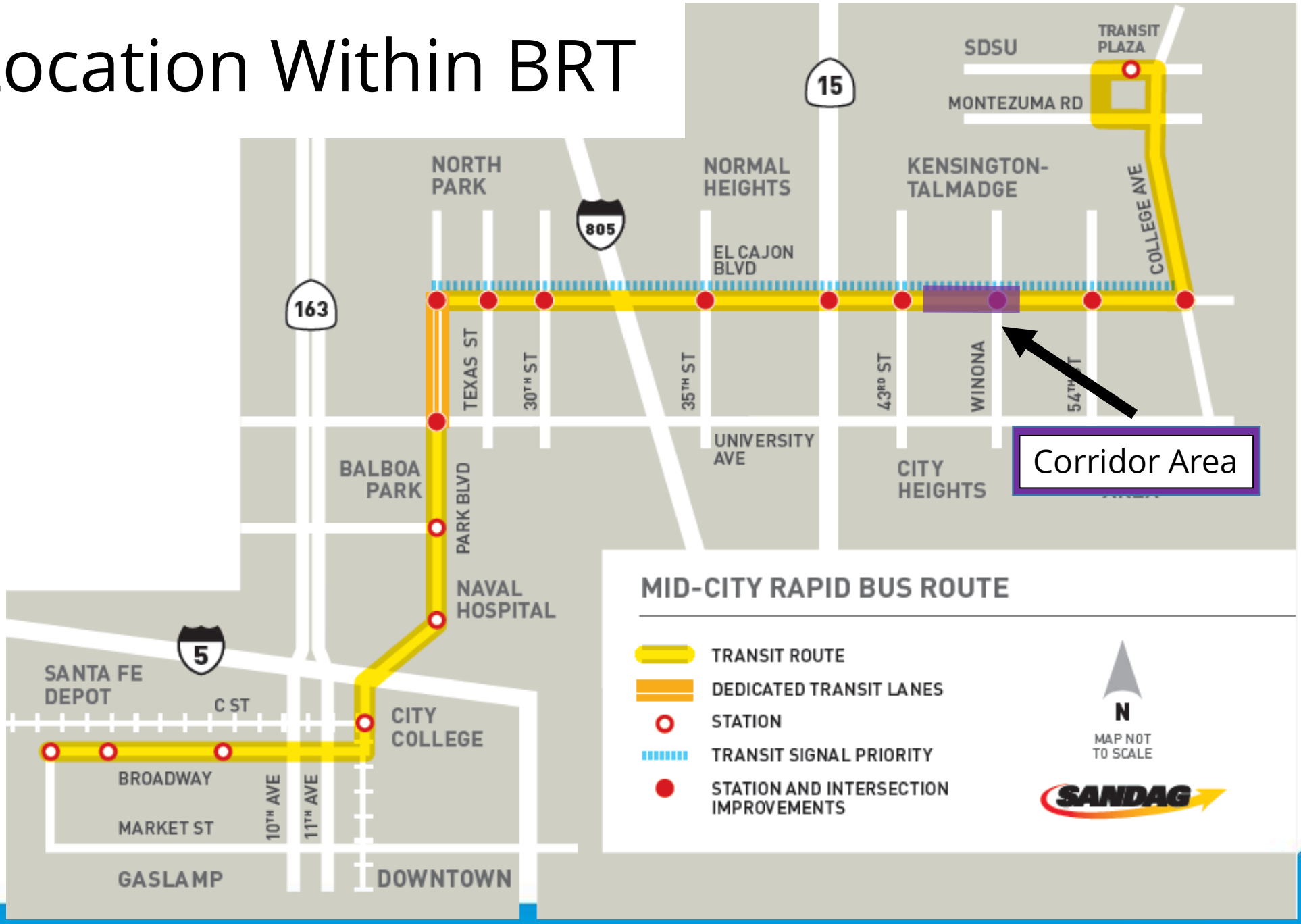
Planned Regional Bicycle Facilities



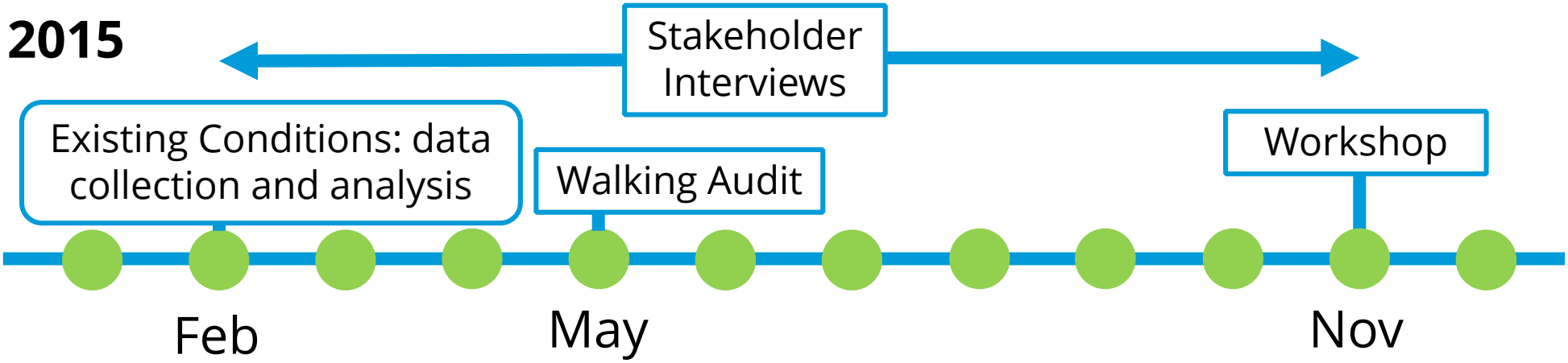
North Park | Mid-City Bikeways
Final Recommended Alignments

SANDAG

Location Within BRT

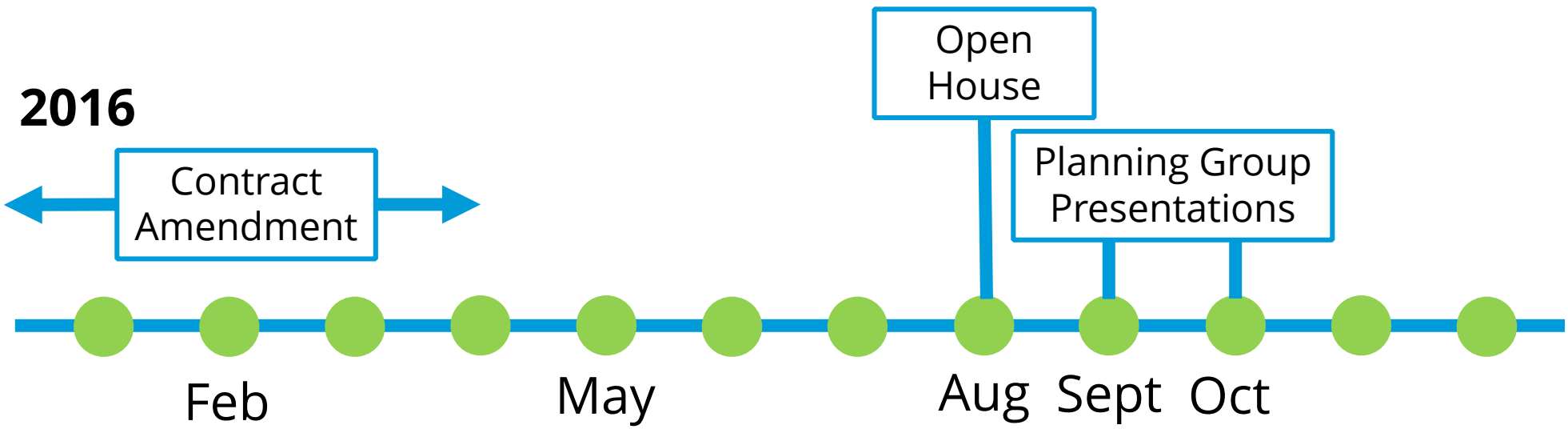


Public Input Process



- 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

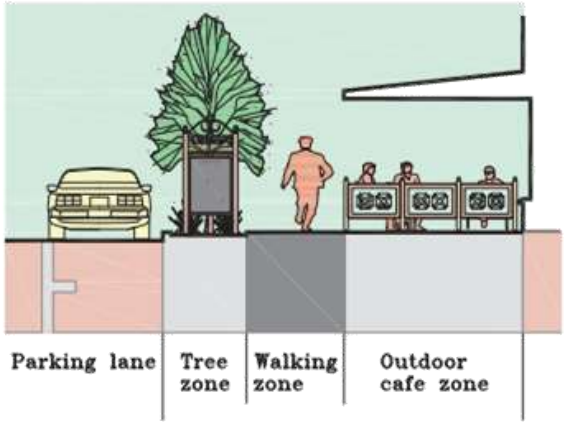
Protect the Rapid Bus Investment

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

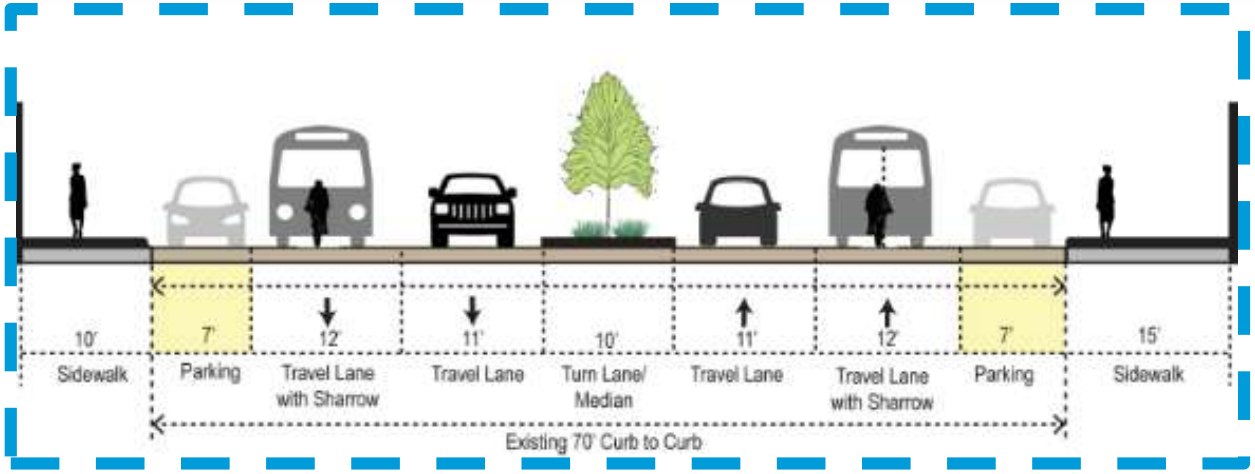
Enhance Safety for All El Cajon Boulevard Users

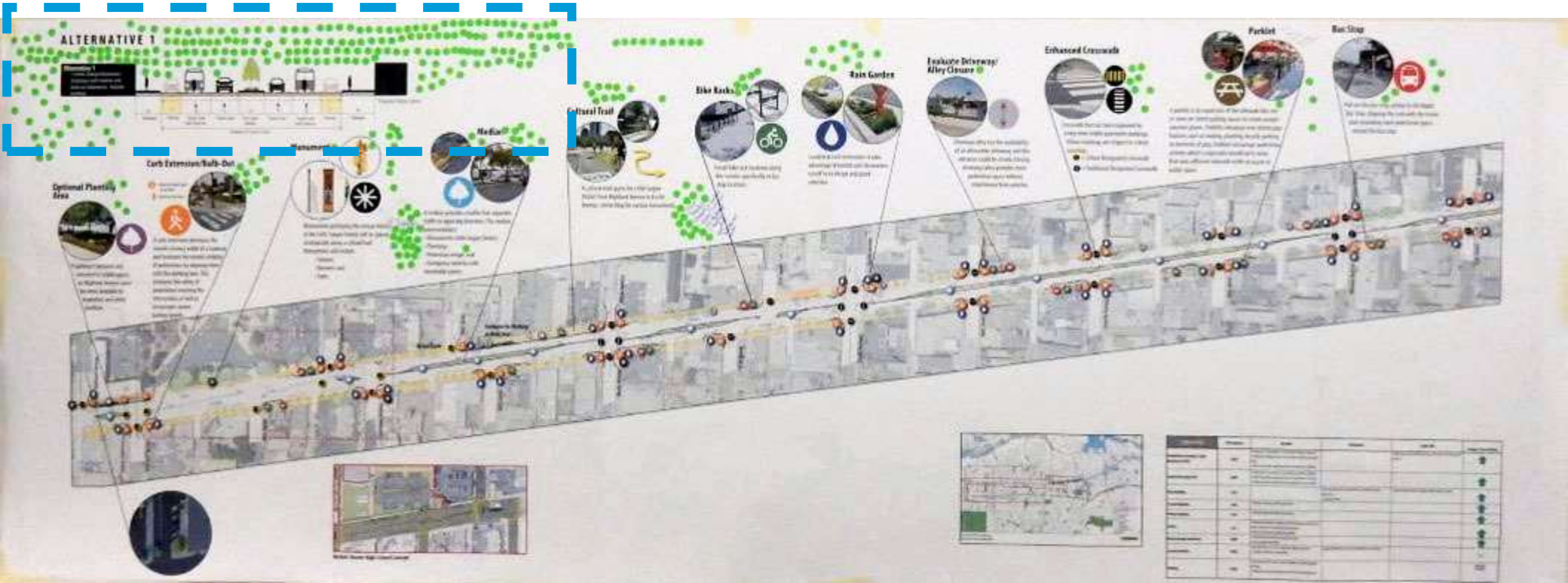
Minimize Traffic Diversion

Define Left-turn Lanes

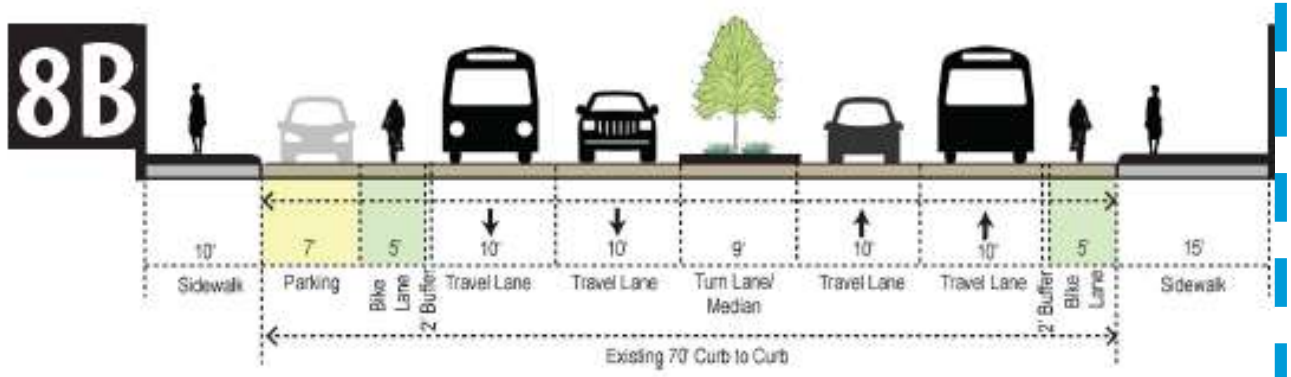
Do Not Restrict Fire/ Emergency Services Access

Alternative 1



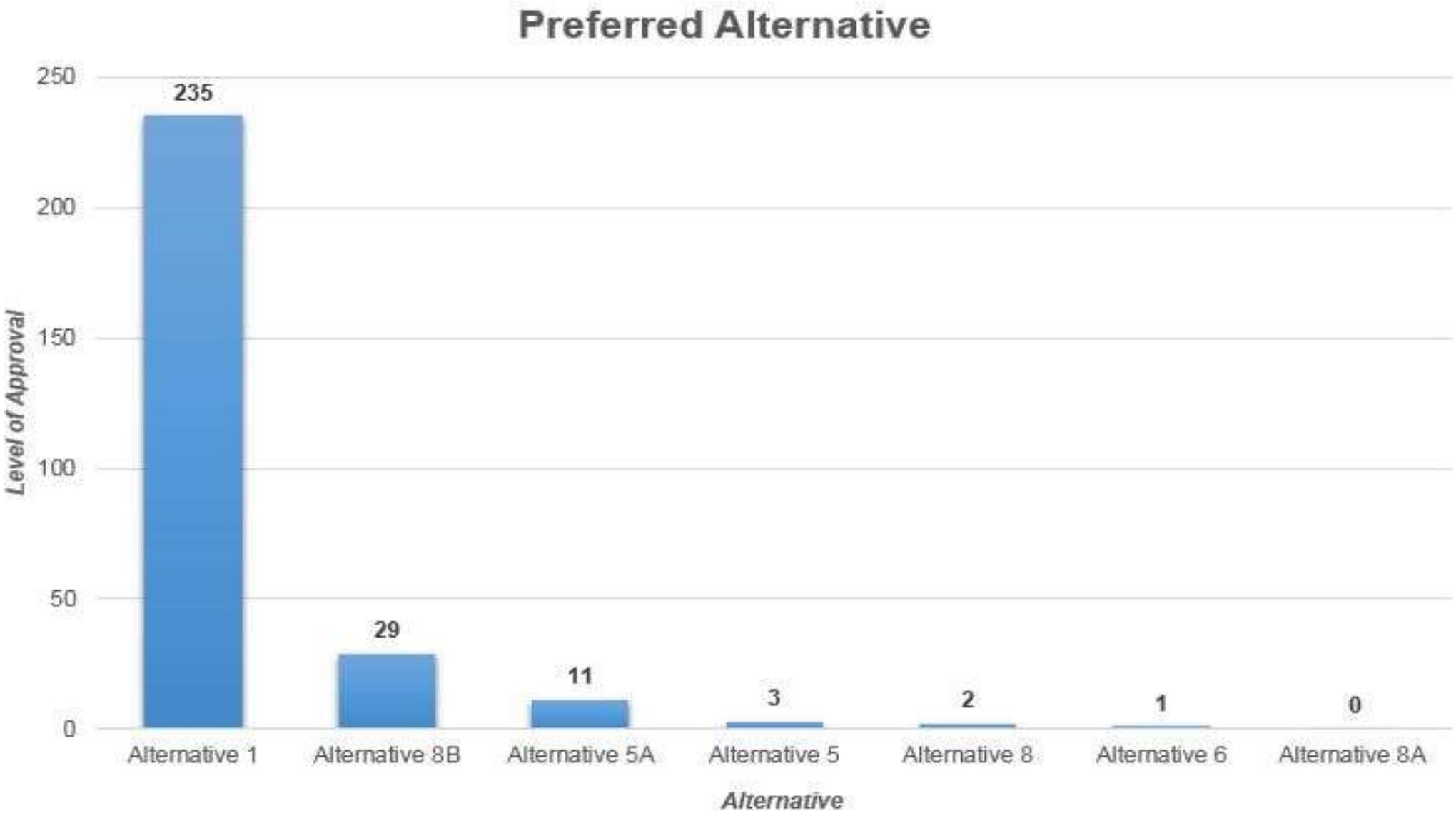


Alternative 8B

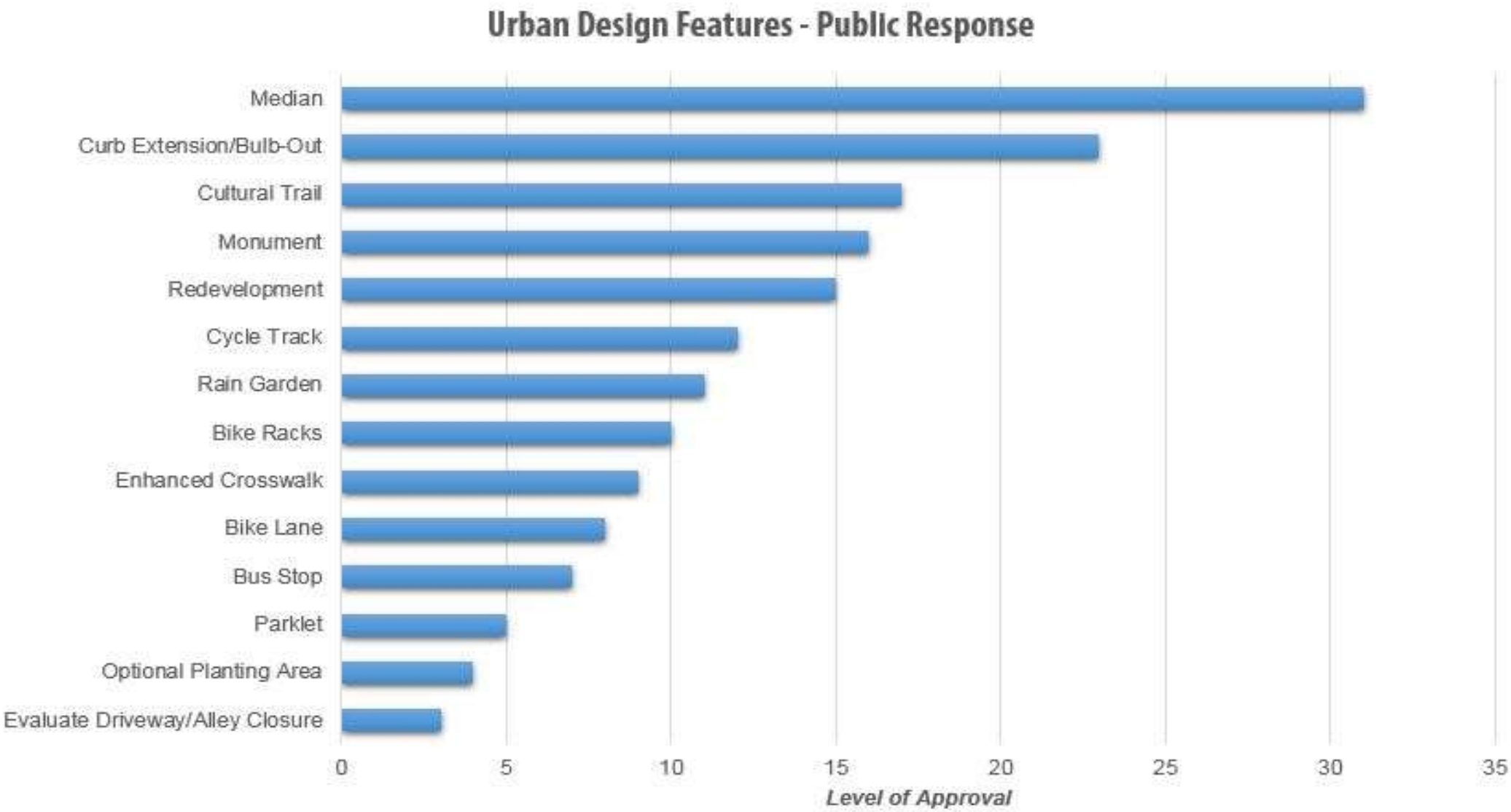


Four travel lanes, raised median, left turn pockets at signalized intersections, no parking on one side of street, bicycle lanes within the existing curb-to-curb area, narrower travel lanes.

August 2016 Open House Results



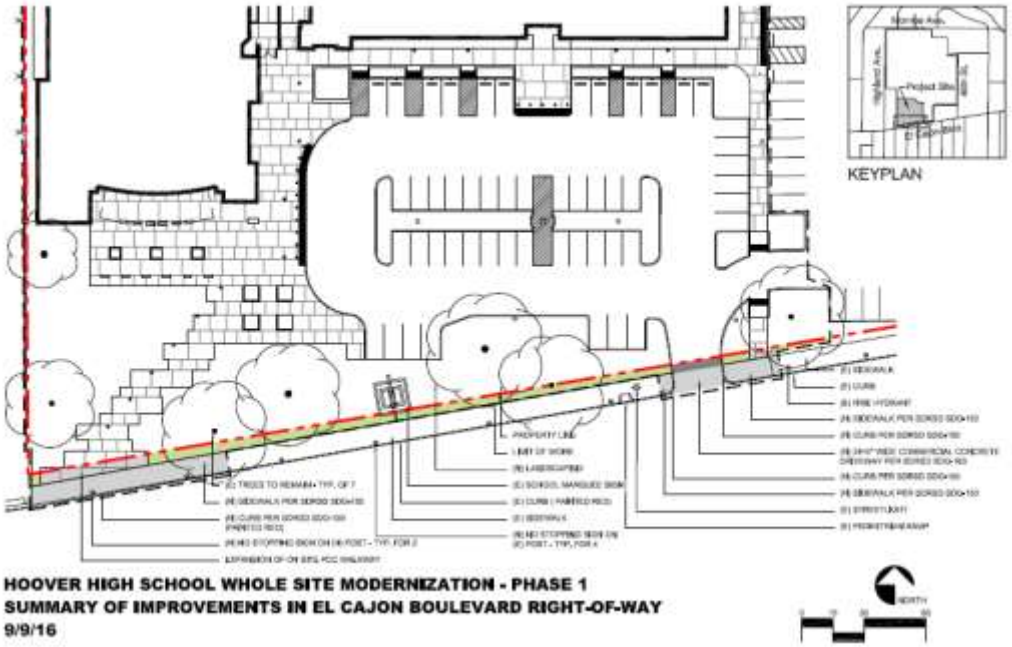
August 2016 Open House Results



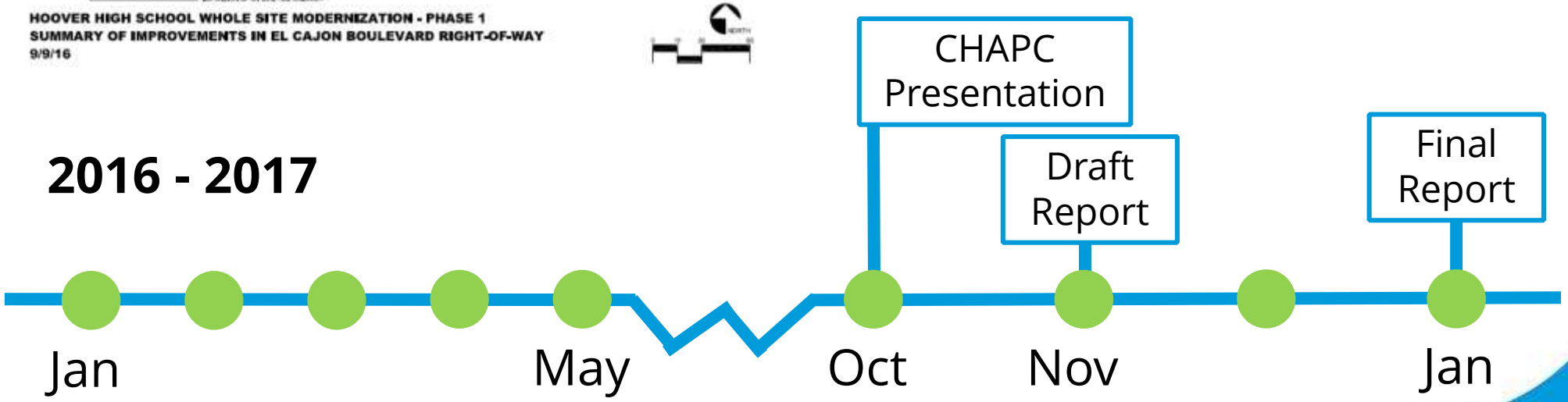
Implementation

- 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