

# **COMPLETE BOULEVARD PLANNING STUDY**

## **PROJECT PLAN**

### **PROJECT DESCRIPTION**

The Complete Boulevard Planning Study will identify multi-modal mobility infrastructure and urban design improvements along El Cajon Boulevard from Highland Avenue on the west to 50<sup>th</sup> Street on the east (study area). The improvements are intended to help realize the transformative potential of the Rapid Bus and future Bus Rapid Transit (BRT) along State Route 15 in Mid-City by creating more walkable, bikeable, and transit-friendly locations along the Rapid Bus route.

### **COMMUNITY OUTREACH**

A stakeholder outreach plan will be prepared that details the community engagement strategy to be followed throughout the Study process.

As part of the outreach effort, public notices for scheduled outreach events will be prepared and distributed via emails and/or website announcements to the community and stakeholders.

Two (2) Public Workshops and four (4) focus group meetings at locations close to (or within) the study area to provide greater access to those that live, work and conduct business within this corridor. City staff will help solicit and coordinate participation from the relevant community planning groups.

Translation service required for effective communication with the majority stakeholder groups (specifically, Vietnamese and Spanish) will be provided for outreach events.

One (1) Walk Audit will be conducted early in the process to assist in identifying issues critical to the stakeholders, including pedestrian and bicycle issues along the corridor. The Walk Audit will be a hands-on exercise with booklets that will be handed out to participants for marking their comments. The participants will provide feedback relating to safety, traffic, walking comfort,

Americans with Disabilities Act (ADA) related issues, bicycling, parking, transit access, and driveways.

In addition to public workshop and focus group meetings, the project team will present updates and/or final reports to community planning groups, Planning Commission and/or City Council.

## **EXISTING CONDITIONS EVALUATION**

Information on the corridor will be collected as outlined below. Geographic Information Systems (GIS) data and as-built plans for the existing infrastructure will be assembled and field verified for accuracy. Roadway related data/information will be compiled to develop the existing condition Base Map for the study area. The Base Map will include aerials, right-of-way, curb/gutter and sidewalk, curb-to-curb pavement width, curb ramps, driveways (curb cuts), street trees, and locations of other relevant existing infrastructure (i.e. raised median, traffic controls, streetlights, storm drains).

Past intersection and daily traffic counts, current Engineering and Traffic (E&T) Surveys (speed surveys) and accident data (intersections and segments) for the past three years from the City of San Diego will be obtained for the section of El Cajon Boulevard within the study area. The project team will review the speed and accident data to determine appropriate safety improvements that need to be noted and included in the study.

Past planning studies associated with the corridor will be documented including traffic requests evaluated in recent years, identified projects in the Capital Improvement Program, unfunded needs, and other project specific recommendations. Also, identified needs from the Community Plan, Safe Routes to Transit Map, Public Facilities Financing Plan, Bicycle Master Plan and the Pedestrian Master Plan will be documented.

A very high-level opportunities and constraints assessment will be conducted based on the information above in order to inform specific traffic count data collection needs:

- A. Intersection Peak Period Turn Volumes: Intersection peak period turn volumes will be collected at up to ten (10) intersections during the morning and afternoon peak hours including bicycle and pedestrian counts. Specific count locations will be

determined after review of previous count data, determination of multimodal analysis methods, and an initial high-level assessment of opportunities and constraints. The locations will be decided by the project team.

B. 24-Hour Roadway Segment Volumes – Average Daily Trips (ADT): Roadway 24-hour traffic volumes (ADT) will be collected at up to fifteen (15) locations: (El Cajon Blvd (7), Highland Ave (1), Chamoune St (1), Menlo Ave (2), Euclid Ave (2), and Winona Avenue (2).

As part of the existing conditions inventory, existing transit facilities in the area will be documented on an aerial photo. Transit Services Boarding/Alighting Data by Route and Stop will be obtained from the San Diego Association of Governments (SANDAG) and/or Metropolitan Transit System (MTS) for the multi-modal transit analysis. Transit stops will be inventoried for presence of a concrete bus pad, seating, trash receptacle, shelter and other features identified by SANDAG in their draft Safe Routes to Transit Regional Plan based on station/stop typology.

On-street parking inventory, including time restriction parking as well as adjoining public parking lots and their capacity for off-street parking will be inventoried and documented. Parking issues noted by the stakeholders regarding demand and supply will be documented as well to provide an understanding of parking availability along the corridor.

A multi-modal Level/Quality of Service Analysis for all modes of travel will be conducted. Detailed field review will occur as required for the multi-modal analysis to provide a thorough multi-modal assessment within the study corridor under existing conditions.

Pedestrians/bicycle/transit facilities, operations, and quality of service will be analyzed to understand existing constraints and challenges. Signal timing plans will be obtained from the City of San Diego to perform an arterial analysis. All analyses will be summarized in both tabular and graphical formats.

SANDAG Forecasted Traffic Volumes for the year 2050 will be used to derive the long range traffic demand for the corridor.

The project team will identify appropriate assets, liabilities, opportunities, and constraints associated with each mode of transportation based on information collected as part of this task and the Walk Audit. This will also include parking and truck loading and unloading zones. Truck delivery and access will be documented and depicted on a separate map to identify constraints and opportunities for truck movement within the corridor study.

## **CONCEPT DEVELOPMENT, VETTING, FEASIBILITY ANALYSIS AND REFINEMENT**

The project team will conduct initial future conditions analysis for the study area based on forecasted year 2050 traffic volumes and identified and committed improvements for El Cajon Boulevard study area. Future conditions analysis without project will be limited to that necessary to develop improvement concepts. This future analysis will include a planning level assessment of safety conditions, multi-modal analysis for all modes of travel, including pedestrian, bike, transit, and automobile, parking demand and supply, and commercial truck delivery and access evaluation and recommendations for the corridor. The parking demand analysis will reflect input from community stakeholders. Full future conditions analysis will be needed on the final refined concept plan. The findings of this future no-build base condition evaluation will be compared with the assessment results of the existing condition, assets, liabilities, opportunities and constraints to provide an indication of cumulative deficiencies for the corridor and will be used as the basis for developing alternatives for the Corridor Concept Plan.

The Corridor Concept Plan should identify locations for public spaces, focal points, gateway elements, etc. that correspond with the proposed mobility treatments. Thematic concepts for placemaking, urban design opportunities, site amenities, and storm water biofiltration will be discussed and vetted. The project team will conduct a community workshop with the public to present initial conceptual elements developed by the Project Team for input and idea sharing. Any refinements discussed at this focus group meeting will be documented and a corridor graphic layout will be updated based on the agreed-upon direction from this workshop.

Following the community workshop refinements will be made to the concepts. A high-level feasibility assessment will be conducted to assess constructability and budget impact issues relating to the various planning concepts. The refined Corridor Concept Plan and associated

recommended improvements will be outlined, and priorities assigned based on final criteria from the City related to safety, pedestrian, bicycle, transit, auto, delivery, parking, storm water, and budget. A second community workshop will be held to present the benefits of the preferred corridor plan and to discuss refinements to the preferred plan.

## **PRELIMINARY ENGINEERING, COST ESTIMATES AND INITIAL STUDY/CEQA ANALYSIS**

The project team will provide preliminary engineering plans for the Refined Concept plan for selected high priority elements. The plans will also include enough information for the project time to provide engineering cost estimates. The preliminary engineering plans will require a survey. Only those locations where there are proposed enhancements requiring near term construction will require limited survey information. Available survey information will be provided by the City from other current studies such as the Rapid Bus study will be used extensively. Low Impact Development storm water biofiltration requirements and associated opportunities will be identified and made a part of the preliminary engineering design. The project team will also develop an engineering cost estimate for the Refined Concept Plan based on a preliminary engineering design.

An Environmental Initial Study (IS) will be prepared for the proposed project pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15063. The IS will follow the City of San Diego's standard format, and will include a description of the proposed project, a summary of existing conditions within the City, an IS checklist that identifies potential environmental impacts that may occur as a result of implementing the project, mitigation measures, if necessary, and supporting figures. The IS will document each environmental resource topic and will summarize the results and conclusions of technical studies prepared for the project (if applicable). The IS will be the basis for the City to determine the appropriate CEQA environmental analysis document for the project, and will include technical specialist time to evaluate the topics of noise, air quality, and greenhouse gas emissions at a constraints level for the project.

## **SCHEMATIC DESIGN**

Graphic depiction of ‘Thematic Streetscape Elements’ will include a Plan View & Design Description for two (2) sample blocks. Plan View ‘A’ would depict a block with a Major Transit Node. Plan View ‘B’ would depict a block with a Minor Transit Node. Typical median improvements will also be shown on Plan View A & B. Thematic elements will be called out in the Plan Views and include signage & banner concepts; site furnishings (pedestrian light poles; benches; trash receptacles; bicycle racks) and thematic plant materials. Typical photos or Photoshop images with descriptions will depict the flavor of each element. A Basis of Design Statement will also be developed. A Cost Estimate will be developed to reflect appropriate quantity of all “Thematic Streetscape Elements” for the entire project area.

## **DRAFT AND FINAL STUDY REPORT**

A draft study report will be developed that documents the process, evaluations, public input and design criteria. Any changes proposed by the public will be addressed in a final study report.