



LOCATION

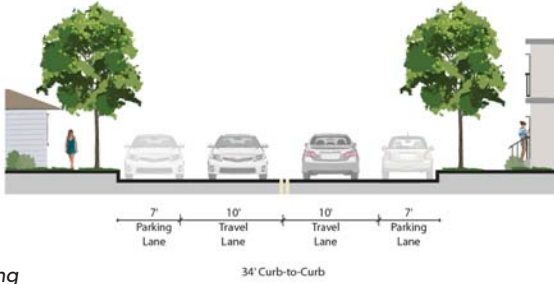


EXISTING PHOTO

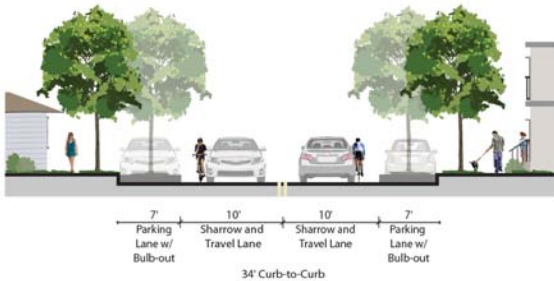
Looking Westbound on Pennsylvania Avenue



POTENTIAL STREET SECTION DESIGN



Existing



Potential

COMPARABLE IMAGES



BENEFITS

- Supports placemaking and pedestrian oriented design
- Improves safety through traffic calming design and separating users
- Reduces cut through traffic (Hillcrest to east of SR 163)

CONSIDERATIONS

- Located two blocks from main commercial corridor

ADDITIONAL BENEFITS

ADDITIONAL CONSIDERATIONS



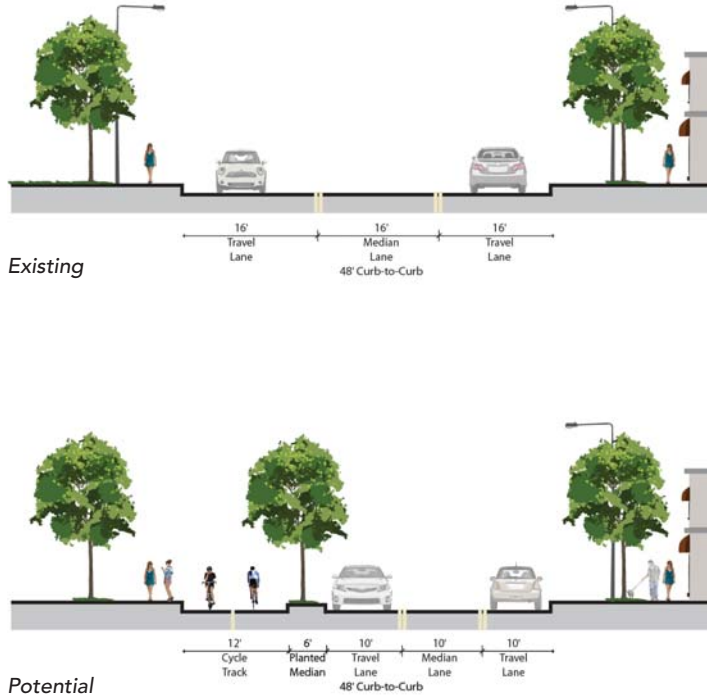
LOCATION



EXISTING PHOTO *Looking Westbound on Pennsylvania at Vermont*



POTENTIAL STREET SECTION DESIGN



COMPARABLE IMAGE



BENEFITS

- Provides direct connection between Mission Valley and Hillcrest commercial centers
- Complements existing pedestrian amenities
- Improves safety through traffic calming design and separating users

ADDITIONAL BENEFITS

CONSIDERATIONS

ADDITIONAL CONSIDERATIONS



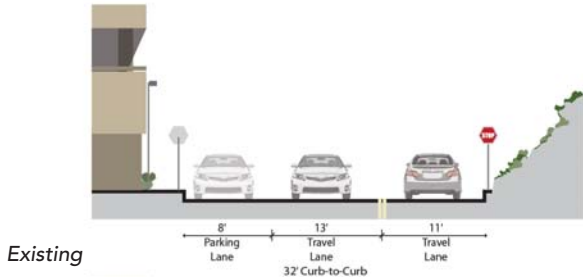
LOCATION



EXISTING PHOTO *Looking Westbound on Pennsylvania at Vermont*

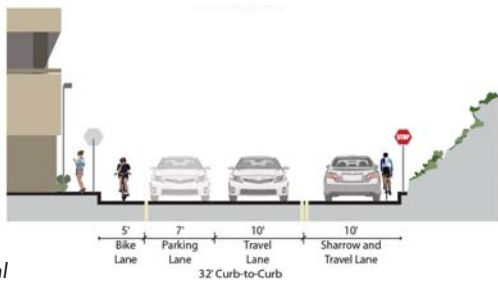


POTENTIAL STREET SECTION DESIGN



Existing

COMPARABLE IMAGE



Potential

BENEFITS

- Provides direct connection between Mission Valley and Hillcrest commercial centers
- Complements existing pedestrian amenities
- Improves safety through traffic calming design and separating users
- Compliments UCSD bike plan

CONSIDERATIONS

- Requires steep climb southbound

ADDITIONAL BENEFITS

ADDITIONAL CONSIDERATIONS



LOCATION

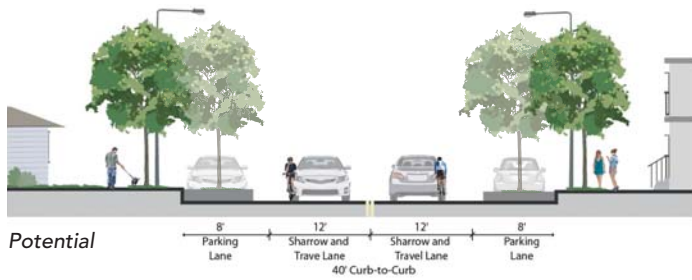
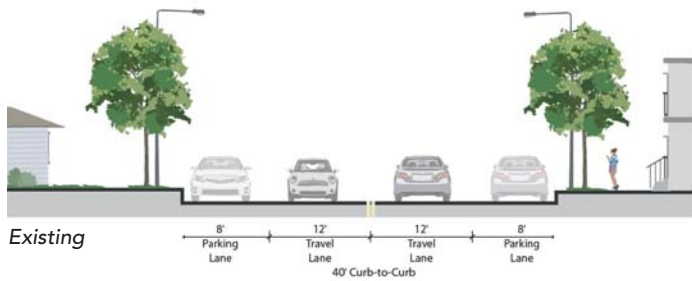


EXISTING PHOTO

Looking Northbound on 3rd Avenue



POTENTIAL STREET SECTION DESIGN



COMPARABLE IMAGES



BENEFITS

- Supports future pedestrian enhancements
- Improves safety through traffic calming design

CONSIDERATIONS

- Not as direct access to commercial corridor as other options

ADDITIONAL BENEFITS

ADDITIONAL CONSIDERATIONS



LOCATION

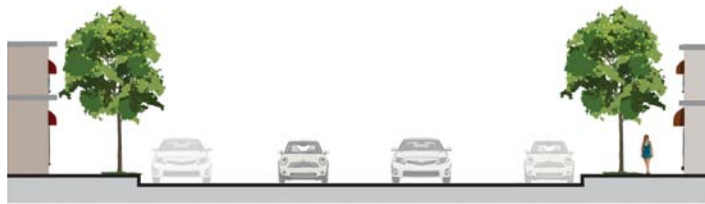


EXISTING PHOTO

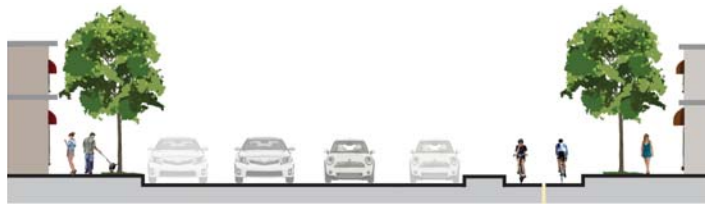
Looking Northbound on 4th Avenue



POTENTIAL STREET SECTION DESIGN



Existing
8' Parking Lane
15' Travel Lane
14' Travel Lane
8' Parking Lane
45' Curb-to-Curb



Potential
7' Parking Lane
10' Travel Lane
10' Travel Lane
7' Parking Lane
3' Curb Buffer
8' Cycle Track
45' Curb-to-Curb

COMPARABLE IMAGES



BENEFITS

- Located directly on commercial corridor
- Supports placemaking and pedestrian-friendly design
- Improves safety through traffic calming design and separating users
- Increases visibility and accessibility of local businesses
- Provides opportunity for two-way bikeway

ADDITIONAL BENEFITS

ADDITIONAL CONSIDERATIONS
