TERRACE DRIVE FROM ADAMS AVENUE TO MADISON AVENUE

EXISTING AND PROPOSED CONDITIONS

EXISTING ISSUES

Existing SR 15 Commuter Bikeway

The existing 10' crosswalk isn't wide enough to safely and comfortably accommodate people walking and biking in both directions.

People riding bikes between the SR 15 Commuter Bikeway and Central Avenue cross with people walking. Even though a person riding a bike can cross the intersection more quickly than a person walking, they are required to follow the pedestrian signal head and not enter the intersection after the "Don't Walk" symbol begins flashing.

People biking must navigate sharp turns, small shared spaces with fixed objects, and awkward ramp placement to travel between Terrace Drive and Adams Avenue. This makes it difficult to access the SR 15 Commuter Bikeway and creates conflicts between people riding bikes and people walking on the sidewalk, and people turning into the parking lot.

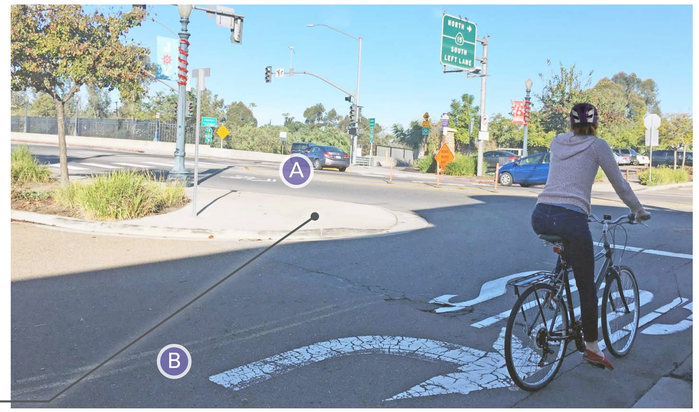
The existing 4' wide curb ramp at the SE corner is too narrow for more than one person walking or biking to use at a time and isn't ADA compliant.

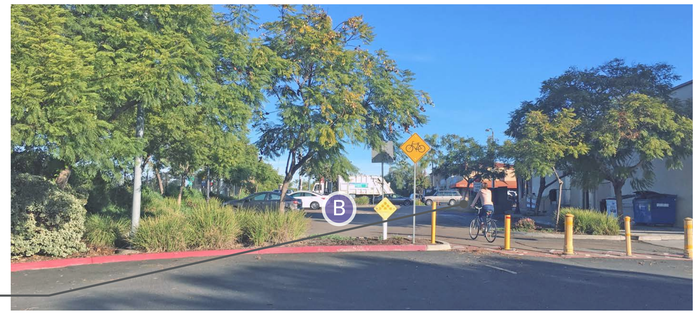
There is potential for conflict between people parking and people biking. There are conflicting needs for the usage of the parking lot space, which ultimately require people biking to navigate around people driving into and backing out of parking stalls.

Turning cars create conflicts with people walking and biking across Adams Avenue.

There are no signs or pavement markings to let people know this is a bike priority route.

There is no marked space for people walking to cross Madison Avenue. Because of this, people driving may not be as aware of people crossing the street and may be less likely to yield to people walking than if there was a marked crosswalk.

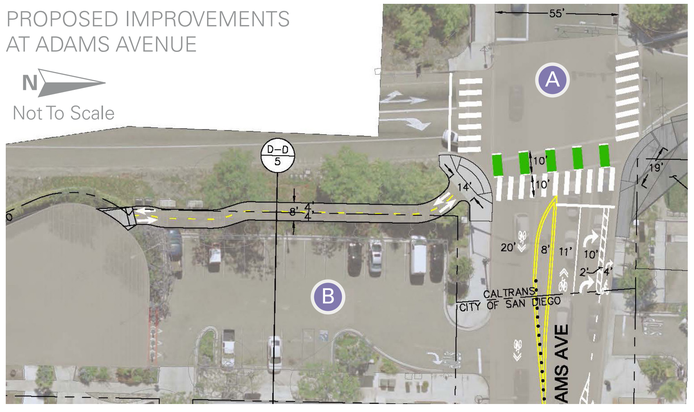




PROPOSED IMPROVEMENTS AT ADAMS AVENUE

N

Not To Scale



PROPOSED BENEFITS

Existing SR 15 Commuter Bikeway

Designated crossing spaces for people walking and people riding bikes will help minimize conflicts between non-motorized users.

Bicycle signal heads will clarify when people riding bikes are supposed to cross the road and improve operations for people riding bikes by giving them a longer "go" period in comparison to a pedestrian signal.

Blank-out No Right Turn on Red (NRTOR) signs will help protect people walking or biking across the street from potential conflicts with turning vehicles.

A widened curb ramp at the SE corner will more easily accommodate multiple people walking and biking. Upgrading the ramp to current ADA standards will improve accessibility at the intersection.

Bike access to the SR 15 Commuter Bikeway is moved to the intersection, which reduces the conflict between non-motorized users by limiting the distance where people riding bikes and people walking must share space.

The separated bike path will provide a dedicated and direct space for people biking, creating an easy to navigate link between the SR 15 Commuter Bikeway and Central Avenue Bikeway.

People riding bikes will be separated from cars, removing potential conflicts with vehicles parking and turning into the parking lot.

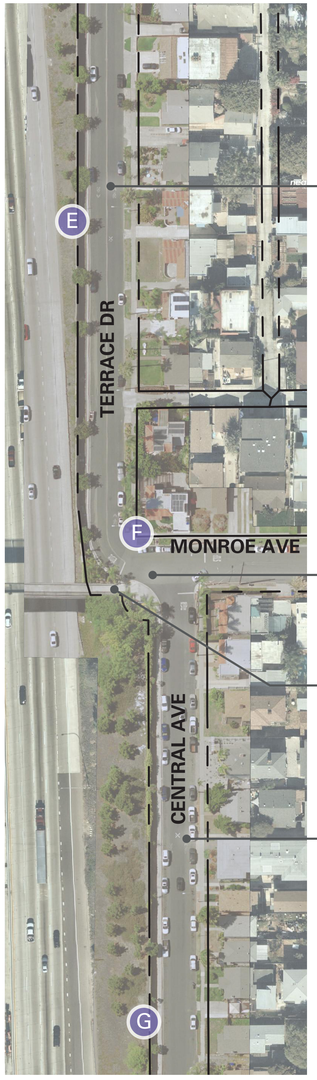
Enhanced bike boulevard markings will alert people this is a bike priority route and help position people riding bikes outside of the "door zone."

The continental crosswalk will guide people walking and help alert people driving that people may be walking across Madison Avenue.

TERRACE DRIVE AND CENTRAL AVENUE AT MONROE AVENUE

EXISTING AND PROPOSED CONDITIONS

EXISTING ISSUES



The faded and widely spaced sharrows are not effective at reminding everyone this is a bike priority street and that people on bikes should ride outside of the "door zone."

People driving don't always realize that this intersection provides a connection to a pedestrian bridge and that people may be walking or biking across the intersection.

Monroe Pedestrian Bridge

The faded and widely spaced sharrows are not effective at reminding everyone this is a bike priority street and that people on bikes should ride outside of the "door zone."

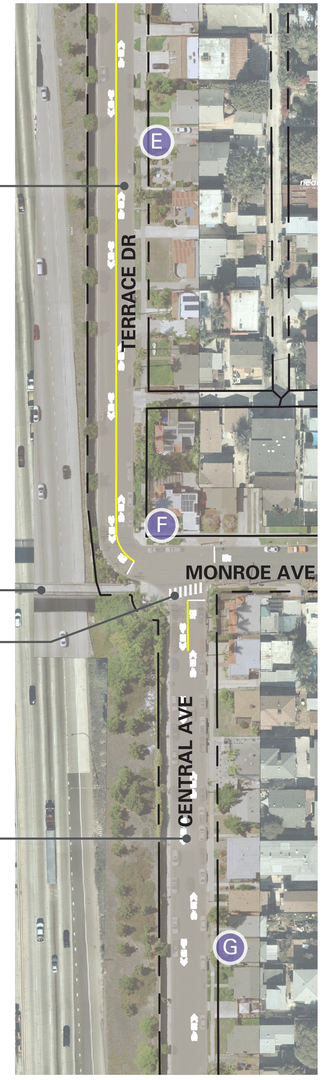
PROPOSED BENEFITS

The enhanced bike boulevard markings will alert people this is a bike priority route and help position people riding bikes outside of the "door zone."

Monroe Pedestrian Bridge

The continental crosswalk will guide pedestrians and help alert people driving that people may be walking or biking across Central Avenue.

The enhanced bike boulevard markings will alert people this is a bike priority route and help position people riding bikes outside of the "door zone."



CENTRAL AVENUE FROM MEADE AVENUE TO EL CAJON BOULEVARD • OPTION 1

EXISTING AND PROPOSED CONDITIONS

EXISTING ISSUES

Stop signs require a lot of extra time and effort from people riding bikes compared to yielding.

Meade Avenue is 56' wide and has speeds over 30mph. The long crossing distance and high vehicle speeds make the street difficult to cross. People driving often don't yield to people trying to walk across the intersection.

There is no existing southbound bike facility - people going south must walk their bikes on the sidewalk or illegally ride their bike in the opposite direction of traffic. This creates conflicts between people riding bikes, people walking, and people driving.

Existing speed hump.

Neighbors have noted that people speed on Central Avenue in this location and use it as a cut through. This makes it uncomfortable to walk, bike, drive, park, and live on this street.

The faded and widely spaced sharrows are not effective at reminding everyone this is a bike priority street and that people on bikes should ride outside of the "door zone."

The existing 4' wide curb ramp at the NE corner is too narrow for more than one person walking or biking to use at a time and is not ADA compliant.

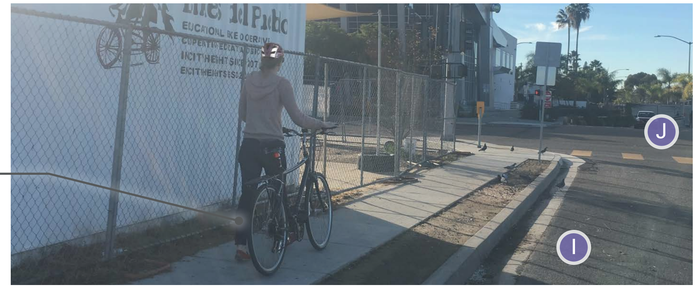
The existing east-west crosswalk is 80' long. The long length and presence of many vehicles on El Cajon Boulevard can make the intersection uncomfortable to cross, especially by people who walk more slowly.

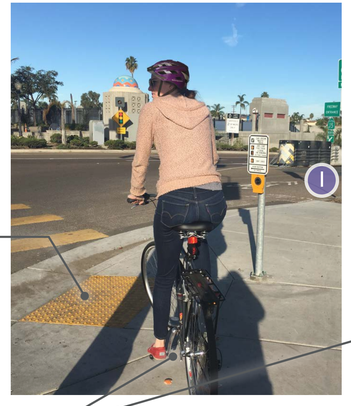
People biking northbound must make sharp turns in a small shared space and navigate turning vehicles to continue onto Central Avenue.

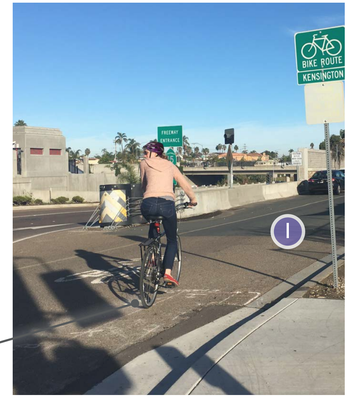
People riding bikes across El Cajon Boulevard cross with people walking. Even though a person riding a bike can cross the intersection more quickly than a person walking, they are required to follow the pedestrian signal head and not enter the intersection after the "Don't Walk" symbol begins flashing.

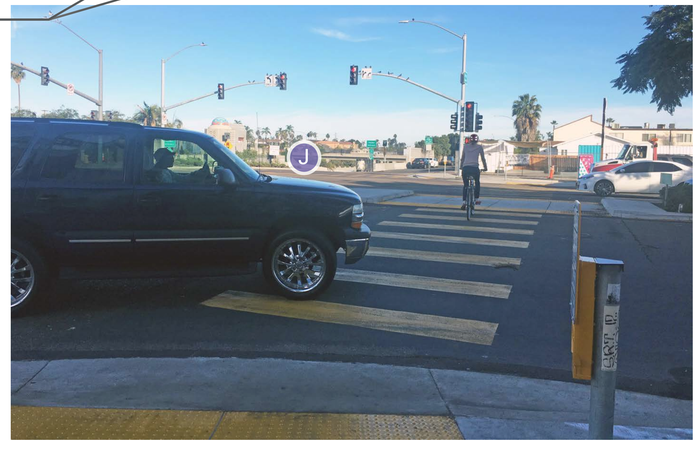
The existing 10' crosswalk is not wide enough to comfortably and safely accommodate people walking and biking in both directions.

Two lanes of turning cars create conflicts with people walking and biking across El Cajon Boulevard.









PROPOSED BENEFITS

The neighborhood traffic circle (NTC) (to be constructed as part of the Meade Bikeway project) will encourage slow driving speeds while allowing people riding bikes to navigate to any leg of the intersection without stopping. The slowed vehicle speeds create a safer and more comfortable space for everyone - NTCs reduce intersection collisions by 70% according to the Institute of Transportation Engineers.

Allowing people riding bikes to yield cautiously at an intersection instead of coming to a full stop saves them time and effort while still encouraging safe intersection operations.

The NTC will install high visibility continental crosswalks on three legs of the intersection. The crosswalks will help alert people driving that people may be walking across the street, and help increase driver yielding behavior.

This option will complete the missing southbound bike link by providing a shared southbound travel lane.

The enhanced bike boulevard markings will alert people this is a bike priority route and help position people riding bikes outside of the "door zone."

Parking can be retained on either the east or west side of the street.

Constructing a cul-de-sac at Central Avenue will reduce traffic volumes and speeds on Central Avenue between El Cajon Boulevard and Meade Avenue by eliminating cut through traffic, as desired by the neighbors. This will make the street safer and more comfortable for everyone – people who walk, bike, drive, and live here.

Emergency access will be maintained from El Cajon Boulevard, and people driving will be able to access the street from Meade Avenue and from the alley to the east.

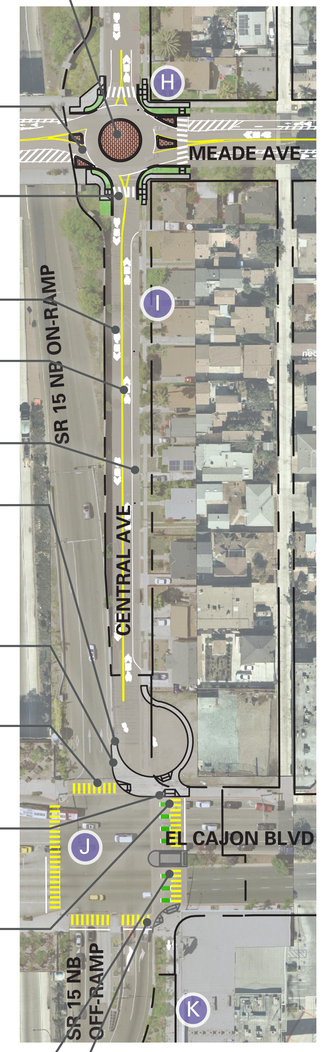
The cul-de-sac will shorten the east-west crossing distance, which will help make the intersection more comfortable to cross by people walking and biking because they will spend less time exposed to vehicles.

A widened curb ramp at the NE corner will more easily accommodate multiple people walking and biking. Upgrading the ramp to current ADA standards will improve accessibility at the intersection.

Bicycle signal heads will clarify when people riding bikes are supposed to cross the road and improve operations for people riding bikes by giving them a longer "go" period in comparison to a pedestrian signal.

Designated crossing spaces for people walking and people riding bikes will help minimize conflicts between non-motorized users.

Blank-out No Right Turn on Red (NRTOR) signs will help protect people walking or biking across the street from potential conflicts with turning vehicles.



N
Not To Scale

CENTRAL AVENUE FROM MEADE AVENUE TO EL CAJON BOULEVARD • OPTION 2

EXISTING AND PROPOSED CONDITIONS

EXISTING ISSUES

Stop signs require a lot of extra time and effort from people riding bikes compared to yielding.

Meade Avenue is 56' wide and has speeds over 30mph. The long crossing distance and high vehicle speeds make the street difficult to cross. People driving often don't yield to people trying to walk across the intersection.

There is no existing southbound bike facility - people going south must walk their bikes on the sidewalk or illegally ride their bike in the opposite direction of traffic. This creates conflicts between people riding bikes, people walking, and people driving.

Existing speed hump.

Neighbors have noted that people speed on Central Avenue in this location and use it as a cut through. This makes it uncomfortable to walk, bike, drive, park, and live on this street.

The faded and widely spaced sharrows are not effective at reminding everyone this is a bike priority street and that people on bikes should ride outside of the "door zone."

The existing 4' wide curb ramp at the NE corner is too narrow for more than one person walking or biking to use at a time and is not ADA compliant.

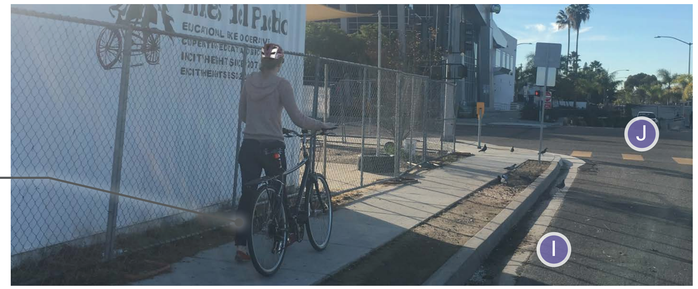
The existing east-west crosswalk is 80' long. The long length and presence of many vehicles on El Cajon Boulevard can make the intersection uncomfortable to cross, especially by people who walk more slowly.

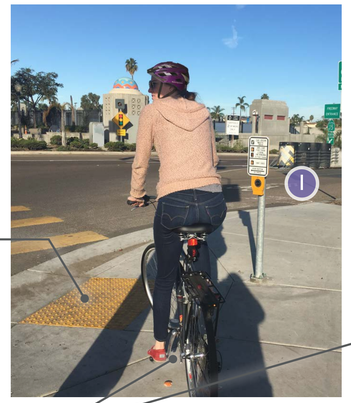
People biking northbound must make sharp turns in a small shared space and navigate turning vehicles to continue onto Central Avenue.

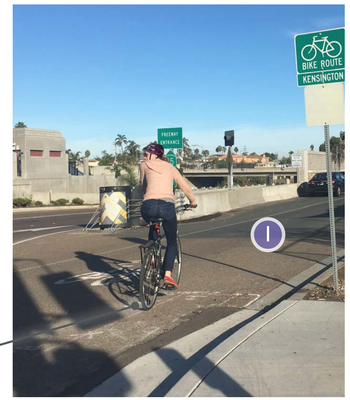
People riding bikes across El Cajon Boulevard cross with people walking. Even though a person riding a bike can cross the intersection more quickly than a person walking, they are required to follow the pedestrian signal head and not enter the intersection after the "Don't Walk" symbol begins flashing.

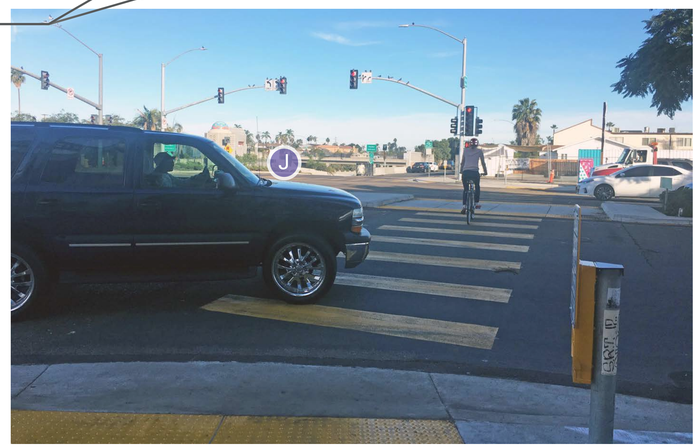
The existing 10' crosswalk is not wide enough to comfortably and safely accommodate people walking and biking in both directions.

Two lanes of turning cars create conflicts with people walking and biking across El Cajon Boulevard.









PROPOSED BENEFITS

The neighborhood traffic circle (NTC) (to be constructed as part of the Meade Bikeway project) will encourage slow driving speeds while allowing people riding bikes to navigate to any leg of the intersection without stopping. The slowed vehicle speeds create a safer and more comfortable space for everyone – NTCs reduce intersection collisions by 70% according to the Institute of Transportation Engineers.

Allowing people riding bikes to yield cautiously at an intersection instead of coming to a full stop saves them time and effort while still encouraging safe intersection operations.

The NTC will install high visibility continental crosswalks on three legs of the intersection. The crosswalks will help alert people driving that people may be walking across the street, and help increase driver yielding behavior.

This option will complete the missing southbound bike link by installing a southbound contraflow bike lane. This removes potential conflicts between people driving northbound and people riding bikes southbound and creates a more comfortable environment for everyone. The street will stay one-way (northbound) for people driving.

The enhanced bike boulevard markings will alert people this is a bike priority route and help position people riding bikes outside of the "door zone."

Parking will be retained on the east side of the street.

The green paint alerts people driving that there may be people biking.

The bike crossing is raised to position people on bikes in a manner that allows them to be more easily seen by people driving.

The proposed raised bike crossing and existing speed humps will help keep vehicle speeds slow between El Cajon Boulevard and Meade Avenue.

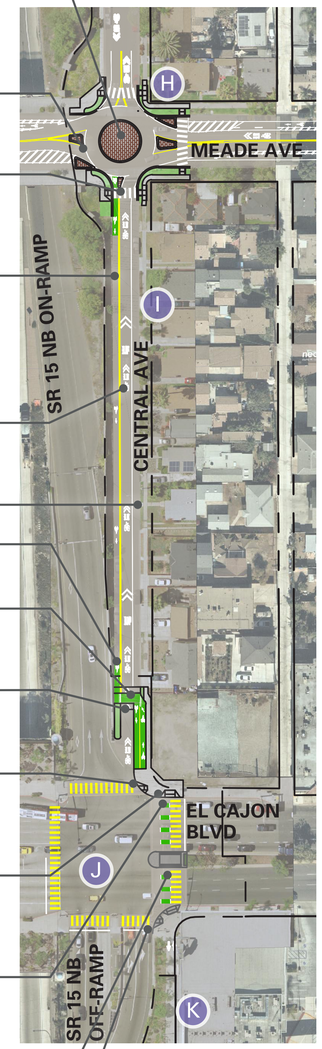
The curb extension will shorten the east-west crossing distance, which will help make the intersection more comfortable to cross by people walking and biking because they will spend less time exposed to vehicles.

A widened curb ramp at the NE corner will more easily accommodate multiple people walking and biking. Upgrading the ramp to current ADA standards will improve accessibility at the intersection.

Bicycle signal heads will clarify when people riding bikes are supposed to cross the road and improve operations for people riding bikes by giving them a longer "go" period in comparison to a pedestrian signal.

Designated crossing spaces for people walking and people riding bikes will help minimize conflicts between non-motorized users.

Blank-out No Right Turn on Red (NRTOR) signs will help protect people walking or biking across the street from potential conflicts with turning vehicles.



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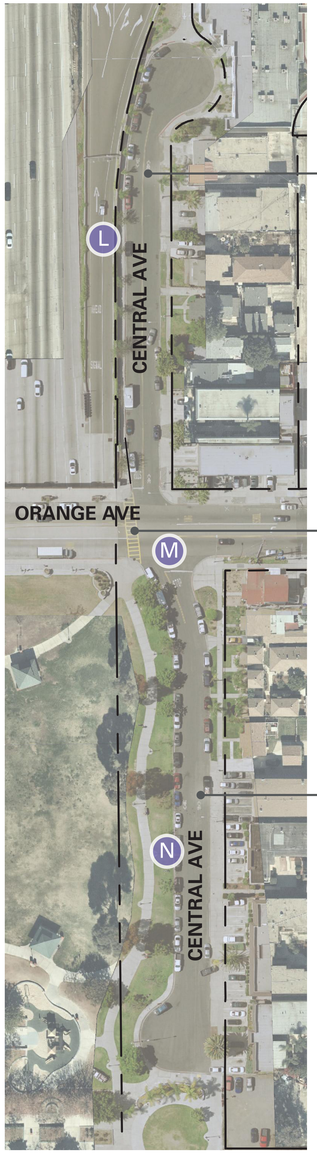
CENTRAL AVENUE AT ORANGE AVENUE

EXISTING AND PROPOSED CONDITIONS

EXISTING ISSUES



The faded and widely spaced sharrows are not effective at reminding everyone this is a bike priority street and that people on bikes should ride outside of the "door zone."

Orange Avenue is 57' wide, has speeds over 30mph and average traffic volumes around 8,000 vehicles/day. The high speeds, traffic volumes, and long crossing distance make the street difficult to cross, even with a marked crosswalk. People driving often do not yield to people trying to walk across the intersection.

The faded and widely spaced sharrows are not effective at reminding everyone this is a bike priority street and that people on bikes should ride outside of the "door zone."

PROPOSED BENEFITS

The enhanced bike boulevard markings will alert people this is a bike priority route and help position people riding bikes outside of the "door zone."

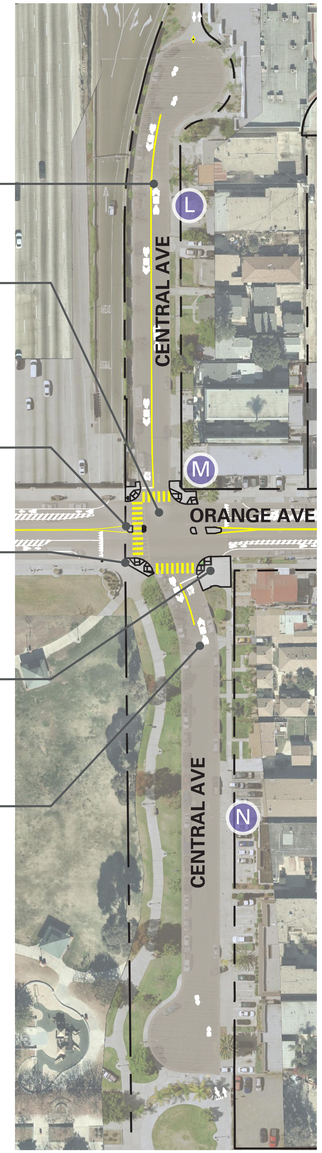
The Orange Avenue Bikeway project will construct traffic calming features, like raised crosswalks and curb extensions, along Orange Avenue and implement a road diet. These improvements will help slow vehicle speeds along Orange Avenue and make the intersection more comfortable for all users – people walking, biking, and driving.

The median pedestrian refuge islands will allow people crossing the street to cross one lane at a time, helping to create a more comfortable walking and biking experience.

The pedestrian activated LED illuminated signs will alert people driving when a pedestrian is preparing to cross the road, which will increase driver awareness and yielding to people crossing.

The curb extension will shorten the east-west and north-south crossing distances and allow for the installation of directional ramps. This will help make the intersection more comfortable to cross and easier to navigate for people walking and biking.

The enhanced bike boulevard markings will alert people this is a bike priority route and help position people riding bikes outside of the "door zone."

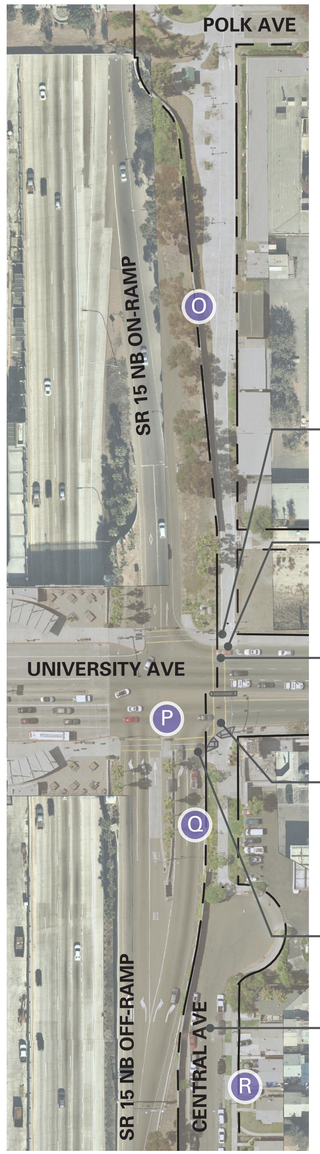


CENTRAL AVENUE FROM POLK AVENUE TO UNIVERSITY AVENUE

EXISTING AND PROPOSED CONDITIONS

EXISTING ISSUES

PROPOSED BENEFITS



The existing 4' wide curb ramp at the NE corner is too narrow for more than one person walking or biking to use at a time and is not ADA compliant.

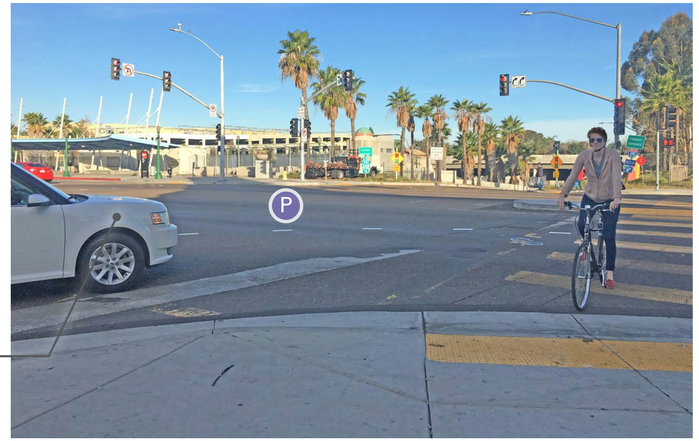
The existing 24-hour WB to NB No Right Turn on Red (NRTOR) sign causes back up on University Avenue, which increases delay for people driving and MTS buses.

The existing 10' crosswalk is not wide enough to comfortably and safely accommodate people walking and biking in both directions.

People riding bikes across University Avenue cross with people walking. Even though a person riding a bike can cross the intersection more quickly than a person walking, they are required to follow the pedestrian signal head and not enter the intersection after the "Don't Walk" symbol begins flashing.

Two lanes of turning cars create conflicts with people walking and biking across University Avenue.

The faded and widely spaced sharrows are not effective at reminding everyone this is a bike priority street and that people on bikes should ride outside of the "door zone."



A widened curb ramp at the NE corner will more easily accommodate multiple people walking and biking. Upgrading the ramp to current ADA standards will improve accessibility at the intersection.

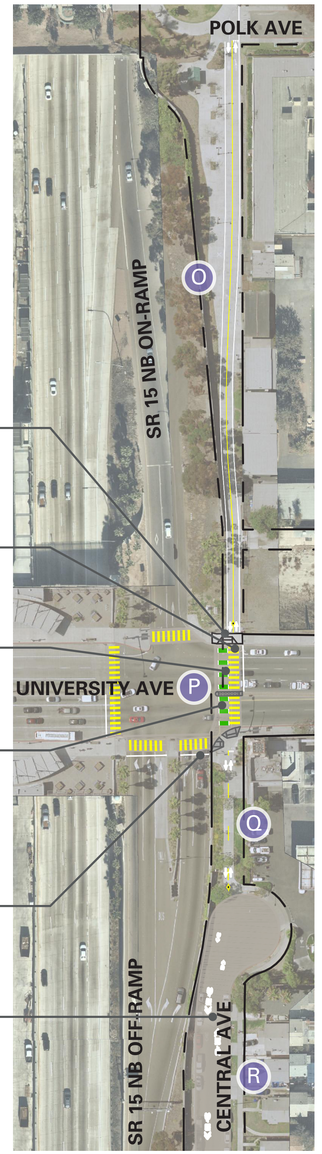
Blank-out NRTOR signs will increase the efficiency of the intersection as compared to 24-hour NRTOR signs because they are only activated during the pedestrian phase.

Designated crossing spaces for people walking and people riding bikes will help minimize conflicts between non-motorized users.

Bicycle signal heads will clarify when people riding bikes are supposed to cross the road and improve operations for people riding bikes by giving them a longer "go" period in comparison to a pedestrian signal.

Blank-out NRTOR signs will help protect people walking or biking across the street from potential conflicts with turning vehicles.

The enhanced bike boulevard markings will alert people this is a bike priority route and help position people riding bikes outside of the "door zone."



CENTRAL AVENUE FROM WIGHTMAN STREET TO LANDIS STREET

EXISTING AND PROPOSED CONDITIONS

EXISTING ISSUES

There is no special accommodation for people riding bikes at the intersection.

Some people riding bikes northbound feel uncomfortable sharing the lane with people driving because their biking speeds slow going uphill.

The faded and widely spaced sharrows are not effective at reminding everyone this is a bike priority street and that people on bikes should ride outside of the "door zone."

The wide travel lanes can encourage high speeds.

Stop signs require a lot of extra time and effort from people riding bikes compared to yielding.

PROPOSED BENEFITS

A bike box at this signal-controlled intersection will provide a designated area at the head of the traffic lane for people biking, increasing the visibility of people biking while facilitating bike left turns and prioritizing bike through-movements.

The northbound bike lane will help people biking uphill feel more comfortable by giving them a dedicated space to ride.

The enhanced bike boulevard markings will alert people this is a bike priority route and help position people riding bikes outside of the "door zone."

Narrowed travel lanes will create a road diet that encourages slow speeds, improving the safety and comfort of the street for everyone who uses it.

The mini-roundabout (to be constructed as part of the Landis Bikeway project) will encourage slow driving speeds while allowing people riding bikes to navigate to any leg of the intersection without stopping. The slowed vehicle speeds create a safer and more comfortable space for everyone – roundabouts reduce injury collisions by 80% and fatality collisions by 90% according to a study published by the Transportation Research Board.

Allowing people riding bikes to yield cautiously at an intersection instead of coming to a full stop saves them time and effort while still encouraging safe intersection operations.