

Appendix F: Solutions Matrix by Focus Area

Legend	
	Potential Solution (Existing Plan)
	Potential Solution
	Potential Solution with Trade-Offs

ID	Solution Review Category Color	Solution Review Category	Type of Solution	Solution Improvement	Solution Name	Location	Solution Description	Source	Relative Cost Scale	Implementation Timeframe	Relevant Agency
1		Potential Solution (Existing Plan)	Traffic and Rail Separation	Pedestrian and Bike Bridge Enhancements (Existing)	I-5/Beardsley Street Pedestrian/ Bike Bridge Enhancements	Beardsley Street between Logan Avenue and Kearney Avenue	Enhance pedestrian/bike bridge over I-5 with switchbacks by making ADA-compliant to create continuous pedestrian/bike connectivity, adding dedicated bike rails, enhancing lighting to improve visibility at night, and adding community art installations that celebrate local community context/ culture and explore using glow in the dark paint	Barrio Logan Community Plan, Reconnecting Communities (RCC Study) Joint Workshop	\$\$\$	Long Term (10-30+ Years)	City, Caltrans
2A		Potential Solution with Trade-Offs	Street Improvements	Bicycle and Pedestrian Facilities	Golden Hill to Bayshore Bikeway	Chicano Park Boulevard between Harbor Drive to Broadway	Planned enhanced Class III facilities with opportunity to explore Class IV facilities with road diet or Class II facilities within existing curb to curb width during early design phases	SANDAG Regional Plan, San Diego Mobility Plan, Barrio Logan Community Plan, San Diego Bicycle Master Plan	\$\$	Medium Term (6-10 years)	City, Caltrans
2B		Potential Solution (Existing Plan)	Community Improvements	Enhanced Art	Chicano Park Boulevard Gateway Designation	Chicano Park Boulevard between Harbor Drive to Broadway	Install gateway signage /wayfinding signage, public art, landmark structures, enhanced lighting, security systems, and fencing to create a more visible space	Southeastern San Diego Community Plan	\$	Short Term (0-5 years)	City
3		Potential Solution with Trade-Offs	Street Improvements	Bicycle Facilities, Improved Sidewalks, Speed Reduction	Sampson Street Bicycle Boulevard Enhancements	Sampson Street between Logan Avenue and Julian Avenue	Enhance existing Class III facilities through traffic calming improvements (speed cushions, curb extensions) and improved sidewalks to provide safer access and connections to Burbank Elementary School (north of I-5) and existing bike facilities along Harbor Drive	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design), Reconnecting Communities (RCC Study) Joint Workshop	\$	Short Term (0-5 years)	City, Caltrans
4		Potential Solution with Trade-Offs	Traffic and Rail Separation	Freeway Lids / Highway Caps and Decks	Logan Avenue Neighborhood Park (Freeway Lid)	I-5 between Evans Street and National Avenue	Construct a freeway lid over I-5 to create new community park space with bike/pedestrian facilities to connect to Sampson Street and Logan Avenue	Barrio Logan Community Plan	\$\$\$\$	Long Term (10-30+ Years)	City, Caltrans
5A		Potential Solution with Trade-Offs	Street Improvements	Bicycle Facilities	National Avenue Buffered Bike Lanes	National Avenue between 27th Street and 43rd Street	Install buffered Class II facilities with fewer/narrower vehicle lanes, intersection improvements, and curb extensions	Barrio Logan Community Plan, San Diego Mobility Plan	\$	Short Term (0-5 years)	City, Caltrans
5B		Potential Solution	Community Improvements	Transit Stop Improvements	National Avenue Transit Stop Modifications	Spring Valley to Downtown via National Avenue	Incorporate transit stop improvements (upgraded bus shelters) to support existing and planned transit routes	SANDAG Regional Plan	\$\$	Medium Term (6-10 years)	City, MTS
5C		Potential Solution	Signal Improvements	Signal Priority	National Avenue Signal Prioritization	National Avenue between 26th Street and 41st Street	Provide transit signal priority along National Avenue to support planned transit routes	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Medium Term (6-10 years)	City, MTS
5D		Potential Solution	Traffic and Rail Separation	Pedestrian and Bike Bridge	National Avenue Bridge Widening with Pedestrian/ Bicycle Facilities	National Avenue between 27th Street and 28th Street	Widen existing bridge to the north to provide a multimodal connection to the future Logan Avenue Freeway Lid project	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$\$\$	Long Term (10-30+ Years)	City, Caltrans
5E		Potential Solution	Barriers/Barrier Closures, Community Improvements	Highway/ Ramp Removal, Urban Design	27th Street Open Space (Ramp Closure)	27th Street between Newton Avenue and National Avenue	Close the I-5 SB off-ramp to 27th Street for the redevelopment of open space	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$\$	Medium Term (6-10 years)	City, Caltrans
5F		Potential Solution with Trade-Offs	Street Improvements, Community Improvements	Bike and Pedestrian Facilities, Green Space & Street Trees, Urban Design	National Avenue Promenade	National Avenue between 27th Street and 28th Street	Convert to a pedestrian promenade with green space, landscaping and enhanced lighting with potential to close roadway to vehicular traffic during specific periods or permanently	Reconnecting Communities (RCC Study) Joint Workshop	\$\$	Short Term (0-5 years)	City
5G		Potential Solution (Existing Plan)	Signal Improvements	Signal Priority	National Avenue Truck Queue Lane/Signal Priority	National Avenue between 27th Street and 28th Street	Continue signal priority and queue lane from northbound 28th Street and National Avenue intersection to the I-5 NB on-ramp on north side of National Avenue	DRAFT Harbor Drive 2.0/Vesta Bridge Port Access Improvements Project	\$	Medium Term (6-10 years)	City, Caltrans, SANDAG
6A		Potential Solution (Existing Plan)	Street Improvements	Bicycle Facilities	28th Street Bike Lanes	28th Street between Boston Avenue and National Avenue	Install Class II facilities along the bridge in conjunction with Harbor Drive 2.0 truck lane improvements	Barrio Logan Community Plan, DRAFT Harbor Drive 2.0/Vesta Bridge Port Access Improvements Project	\$	Medium Term (6-10 years)	City
6B		Potential Solution	Infrastructure Upgrades, Signal Improvements	Ramp Updates, Signal Improvements	28th Street Off-Ramp Realignment and Signal Improvements	28th Street and I-5 Southbound Off-Ramp	Reconfigure existing I-5 SB off-ramp to 28th Street to square up and install a new signal to minimize conflict between free flow traffic movement on 28th Street westbound and pedestrian/bike crossing	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Medium Term (6-10 years)	City, Caltrans

ID	Solution Review Category Color	Solution Review Category	Type of Solution	Solution Improvement	Solution Name	Location	Solution Description	Source	Relative Cost Scale	Implementation Timeframe	Relevant Agency
6C		Potential Solution	Infrastructure Upgrades, Community Improvements	Ramp Updates, Green Space	National Avenue Off-Ramp Realignment	I-5 North Off-Ramp at National Avenue	Reconfigure I-5 north off-ramp from National Ave (existing) to 28th Street (proposed) to redevelop into open space	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Medium Term (6-10 years)	City, Caltrans
6D		Potential Solution	Infrastructure Upgrades	Ramp Updates	28th Street Single Point Urban Interchange (Ramp Reconfiguration)	28th Street from National Avenue to Boston Avenue	Reconfigure I-5 on-/off-ramps at 28th Street to a single point urban interchange to concentrate vehicular traffic onto 28th Street and enhance ped/bike facilities on adjacent corridors	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$\$\$	Long Term (10-30+ Years)	City, Caltrans
6E		Potential Solution (Existing Plan)	Community Improvements	Enhanced Art, Urban Design	28th Street Gateway Designation	28th Street from National Avenue to Boston Avenue	Install gateway signage, public art, and landmark structures	Southeastern San Diego Community Plan	\$	Short Term (0-5 years)	City
6F		Potential Solution	Community Improvements	Enhanced Lighting	28th Street Enhanced Lighting	28th Street from National Avenue to Boston Avenue	Install additional lighting to improve nighttime visibility and safety for nearby school facilities and commercial businesses	Reconnecting Communities (RCC Study) Joint Workshop	\$	Short Term (0-5 years)	City
6G		Potential Solution (Existing Plan)	Infrastructure Upgrades, Signal Improvements	Signal Priority, Roadway Realignment	28th Street Reconfiguration/ Freight Priority Improvements	28th Street from National Avenue to Boston Avenue	Remove the unprotected "loop" ramp on northbound 28th Street to I-5 NB. Add a northbound truck queue lane and signal priority at intersection to direct truck traffic to the National Avenue I-5 NB on-ramp on north side of National Avenue. Reconfigure existing I-5 NB on-ramp access on eastbound National Avenue (east of intersection) to improve pedestrian safety.	DRAFT Harbor Drive 2.0/Vesta Bridge Port Access Improvements Project	\$\$	Medium Term (6-10 years)	City, Caltrans, SANDAG
8A		Potential Solution (Existing Plan)	Traffic and Rail Separation	Freeway Lid / Highway Cap & Decks	Boston Avenue Neighborhood Open Space (Freeway Lid)	I-5 between 29th Street and 32nd Street	Implement a freeway lid over I-5 to create new open space	Barrio Logan Community Plan	\$\$\$\$	Long Term (10-30+ Years)	City, Caltrans
8B		Potential Solution (Existing Plan)	Community Improvements	Green Space & Street Trees	Boston Avenue Linear Park	I-5 between 29th Street and 32nd Street	Construct a linear park adjacent to I-5 in existing open space	Barrio Logan Community Plan	\$\$	Short Term (0-5 years)	City, Caltrans
9A		Potential Solution with Trade-Offs	Street Improvements	Bicycle Facilities	Golden Hill to Logan Heights Bicycle Facilities	32nd Street from Main Street to Broadway	Planned enhanced Class III facilities with opportunity to explore Class IV facilities to provide enhanced bike connection from Main Street to Broadway	Barrio Logan Community Plan, SANDAG Regional Plan	\$\$	Long Term (10-30+ Years)	City
9B		Potential Solution	Street Improvements, Community Improvements	Green Space & Street Trees, Bicycle Facilities	I-5 Open Space and Trail	I-805 between 32nd Street and Chollas Creek	Create a trail access point on the northeast side of 32nd Street bridge and implement a trail parallel to I-5 to connected to planned trail/bike facility along Chollas Creek. Provide a Class I facility south of I-5 to provide a connection to the future Boston Avenue Linear Passive Open Space Trail and Chollas Creek.	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Long Term (10-30+ Years)	City, Caltrans
9C		Potential Solution	Signal Improvements	Signal Improvements	32nd Street Signal Improvements	32nd Street between Ocean View Boulevard and Main Street	Coordinate signals along corridor to streamline movements	Reconnecting Communities Study (RCC Study) Community-Based Organization Outreach	\$\$	Medium Term (6-10 years)	City, MTS
10		Potential Solution (Existing Plan)	Street Improvements, Community Improvements	Green Space & Street Trees, Bicycle Facilities	Chollas Creek Open Space and Trail	Chollas Creek between Main Street and National Avenue	Construct a new trail along Chollas Creek shoulder and convert adjacent parcels into open space with connections to planned trail/bike facilities within existing park	Southeastern San Diego Community Plan, Barrio Logan Community Plan	\$\$\$	Long Term (10-30+ Years)	City
11		Potential Solution	Infrastructure Upgrades, Community Improvements	Ramp Updates, Urban Design	29th Street On-Ramp Realignment	28th/29th Street and I-5 South On-Ramp	Reconfigure I-5 south on-ramp from 29th Street/Boston Avenue (existing) to 28th Street (proposed) to redirect vehicular movement from Boston Avenue and accommodate planned Boston Linear Park	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Medium Term (6-10 years)	City, Caltrans
11B		Potential Solution	Street Improvements, Intersection and Crossing Improvements	Speed Reduction, Bicycle/ Pedestrian Crossing Improvements	Boston Avenue Traffic Calming	Boston Avenue between 28th Street and 32nd Street	Install traffic calming features (curb extensions, raised crosswalks, and speed cushions). Coordinate improvements with future roundabout at 30th Street and Boston Avenue.	Reconnecting Communities (RCC Study) Joint Workshop	\$	Short Term (0-5 years)	City

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ID	Solution Review Category Color	Solution Review Category	Type of Solution	Solution Improvement	Solution Name	Location	Solution Description	Source	Relative Cost Scale	Implementation Timeframe	Relevant Agency
1A		Potential Solution (Existing Plan)	Traffic and Rail Separation, Community Improvements	Moving Tracks Above or Below Roadway (Grade Separation), Green Space and Street Trees, Urban Design	Petree Street Grade Separation	Petree Street and Marshall Avenue	Proposed grade separation of Copper Line (moving tracks below or above local roadway) and use newly available space from grade separation for a linear park, pedestrian promenade, trail, or expanded open space with lighting, art and placemaking features.	I-8 Kumeyaay Corridor Comprehensive Multimodal Corridor Plan (CMCP)	\$\$\$\$	Long Term (10-30+ Years)	CPUC, MTS, SANDAG
1B		Potential Solution	Signal Improvements, Intersection and Crossing Improvements	Signal Coordination, Rail Crossing Enhancements (At-Grade)	Petree Street Signal Coordination & At-Grade Rail Crossing Enhancements	Petree Street and Marshall Avenue	Install a pre-signal with advanced pedestrian preemption (e.g., NTOR signs and LPIs), and reconfigure curb ramps to reduce turning radii	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Short Term (0-5 years)	CPUC, MTS, City
1D		Potential Solution with Trade-Offs	Infrastructure Upgrades	Rail Track Realignment	Parkway Plaza Light Rail Connection	Copper Line to Parkway Plaza	Construct a branch extension of the Copper Line to serve the Parkway Plaza redevelopment, establishing it as the new terminus by moving an existing Trolley station or repurposing the existing El Cajon Transit Center as a park-and-ride facility	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$\$\$	Long Term (10-30+ Years)	CPUC, MTS, SANDAG
2A		Potential Solution (Existing Plan)	Traffic and Rail Separation	Moving Tracks Above or Below Roadway (Grade Separation)	Arnele Avenue Grade Separation	Arnele Avenue and Marshall Avenue	Proposed grade separation of Copper Line (moving tracks below or above local roadway) and use newly available space from grade separation for a linear park, pedestrian promenade, trail, or expanded open space with lighting, art and placemaking features.	I-8 Kumeyaay Corridor Comprehensive Multimodal Corridor Plan (CMCP)	\$\$\$\$	Long Term (10-30+ Years)	CPUC, MTS, SANDAG
2B		Potential Solution	Intersection and Crossing Improvements, Street Improvements	Pedestrian Crossing Improvements and Facilities	Arnele Avenue Pedestrian Enhancements to Parkway Plaza	Arnele Avenue and Marshall Avenue	Enhance pedestrian facilities along Arnele Avenue including high-visibility crosswalks, reconfigure curb ramps to provide ADA-compliant pedestrian access and realign the commercial driveway at Arnele Avenue/Marshall Avenue crossing the station to square up the intersection and shorten crossing	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$\$	Medium Term (6-10 years)	CPUC, MTS, City
2D		Potential Solution with Trade-Offs	Street Improvements	Bicycle Facilities	Arnele Avenue Bicycle Connections	Arnele Avenue between Marshall Avenue and Johnson Avenue	Install Class IV protected bike facilities to provide a connection to the planned Marshall Avenue Multimodal Connector and Parkway Plaza	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Medium Term (6-10 years)	City, MTS
2E		Potential Solution	Community Improvements	Transit Improvements	El Cajon Circulator	Marshall Avenue, Johnson Avenue, Parkway Plaza	Proposed transit circulator within City of El Cajon to provide transit connection between Arnele Trolley Station, Parkway Plaza, retail, and parks	Reconnecting Communities Study (RCC Study) Agency Review Feedback	\$\$	Medium Term (6-10 years)	City, MTS, SANDAG
3A		Potential Solution (Existing Plan)	Traffic and Rail Separation	Moving Tracks Above or Below Roadway (Grade Separation)	Wagner Drive Grade Separation	Wagner Drive and Marshall Avenue	Proposed grade separation of Copper Line (moving tracks below or above local roadway) and use newly available space from grade separation for a linear park, pedestrian promenade, trail, or expanded open space with lighting, art and placemaking features.	I-8 Kumeyaay Corridor Comprehensive Multimodal Corridor Plan (CMCP)	\$\$\$\$	Long Term (10-30+ Years)	CPUC, MTS, SANDAG
4A		Potential Solution with Trade-Offs	Street Improvements	Bicycle Facilities	East County Loop Bikeway/ Marshall Avenue Multi-Modal Connector	Marshall Avenue from Main Street to Wagner Drive	Install Class IV facilities with road diet	El Cajon Transit District Specific Plan, SANDAG 2025 Regional Plan (East County Loop Bikeway)	\$\$	Medium Term (6-10 years)	City, Caltrans
4B		Potential Solution	Community Improvements	Enhanced Lighting/ Art	Marshall Avenue Enhanced Lighting	Marshall Avenue from Fletcher Parkway to Washington Avenue	Install underpass lighting, street lighting, and art	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City

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5A		Potential Solution with Trade-Offs	Street Improvements	Bicycle Facilities	Main Street Class IV Bikeway	West Main Street between Dewane Drive and S Marshall Street	Install Class IV bicycle facilities to connect to built protected bicycle facility east of Marshall Avenue	I-8 Kumeyaay Corridor Comprehensive Multimodal Corridor Plan (CMCP), Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City, Caltrans
5C		Potential Solution	Community Improvements	Enhanced Lighting/ Art	Main Street Artwork & Enhanced Lighting	West Main Street between I-8 Ramps	Install underpass lighting, street lighting, and community-based murals/ artwork at the underpass along with gateway signage	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
5E		Potential Solution	Intersection and Crossing Improvements	Underpass Enhancement (Existing)	Main Street Underpass Widening	West Main Street between I-8 Ramps	Widen the existing underpass accommodate Class IV facilities and maintain the existing travel lanes	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$\$	Long Term (10-30+ Years)	City, Caltrans
6A		Potential Solution with Trade-Offs	Street Improvements	Bicycle/ Pedestrian Facilities	Johnson Avenue Neighborhood Trail Streetscape	North Johnson Avenue between Fletcher Parkway and Chase Avenue	Install a multi-use path or dedicated Class IV facilities with a road diet	El Cajon Transit District Specific Plan	\$\$	Medium Term (6-10 years)	City, Caltrans
6B		Potential Solution	Community Improvements	Enhanced Lighting/ Art	Johnson Avenue Enhanced Lighting	North Johnson Avenue between Fletcher Parkway and Chase Avenue	Enhance existing underpass lighting and street lighting	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
6C		Potential Solution	Intersection and Crossing Improvements	Underpass Enhancement (Existing)	Johnson Avenue Underpass Widening	North Johnson Avenue between Fletcher Parkway and Chase Avenue	Widen the existing underpass on the east side to accommodate pedestrians and bike facilities	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$\$	Long Term (10-30+ Years)	City, Caltrans
6D		Potential Solution	Community Improvements	Transit Stop Improvements	Johnson Avenue Transit Stop Improvements	North Johnson Avenue between Fletcher Parkway and Chase Avenue	Enhance existing transit stops with shelter, lighting, and other amenities	Reconnecting Communities Study (RCC Study) Community-Based Organization Outreach	\$\$	Medium Term (6-10 years)	MTS
7A		Potential Solution (Existing Plan)	Street Improvements	Bicycle Facilities, Pedestrian Facilities	Greenfield Drive Class IV Bikeway	Greenfield Drive/ Vernon Way from Pioneer Drive to Ballantyne Street	Install Class IV facilities by narrowing existing travel lanes as part of a larger corridor-wide Class IV network with connections to the planned Santee–El Cajon bike facility and provide sidewalk infill on the south side of the Greenfield Drive overcrossing and adjacent properties to connect to existing pedestrian facilities	I-8 Kumeyaay Corridor Comprehensive Multimodal Corridor Plan (CMCP)	\$	Short Term (0-5 years)	City, Caltrans
8D		Potential Solution	Intersection and Crossing Improvements	Pedestrian Crossing Improvements	Magnolia Avenue/I-8 Ramp Pedestrian Improvements	Magnolia Avenue and I-8	Install sidewalks, pedestrian enhancements (RRFBs), and signage at crossing	Reconnecting Communities (RCC Study) Joint Workshop	\$\$	Short Term (0-5 years)	Caltrans
8G		Potential Solution with Trade-Offs	Infrastructure Upgrades	Highway Updates	SR 67 to I-8 Interchange Improvements Study	SR 67 to I-8	Evaluate/study SR 67 SB to I-8 EB movement to streamline and improvement user navigation	Reconnecting Communities (RCC Study) Joint Workshop	\$\$	Short Term (0-5 years)	Caltrans
8H		Potential Solution with Trade-Offs	Street Improvements	Speed Reduction	I-8/ SR 67 Off-Ramp Rumble Strips	I-8/ SR 67 Off-Ramp	Install advanced caution signage and thermoplastic lines/ rumble strips to off-ramp to alert drivers to reduce speed	Reconnecting Communities Study (RCC Study) Community-Based Organization Outreach	\$	Short Term (0-5 years)	City, Caltrans
9A		Potential Solution with Trade-Offs	Street Improvements	Bicycle Facilities	El Cajon - Fletcher & Broadway Bikeways	Fletcher Parkway/Broadway from Magnolia Avenue to Graves Avenue	Install Class IV facilities as part of protected bikeway project extending from Baltimore Avenue to Main Street	SANDAG 2025 Regional Plan, I-8 Kumeyaay Corridor Comprehensive Multimodal Corridor Plan (CMCP)	\$\$	Long Term (10-30+ Years)	City, Caltrans
9B		Potential Solution	Intersection and Crossing Improvements	Underpass Enhancement (Existing)	Fletcher Parkway Underpass Widening	Fletcher Parkway/Broadway from Magnolia Avenue to Graves Avenue	Widen the existing underpass to accommodate installation of Class IV facilities, reconstruct sidewalks, and maintaining the existing travel and turn lanes	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$\$	Long Term (10-30+ Years)	City, Caltrans
9C		Potential Solution	Community Improvements	Enhanced Lighting/ Art	Fletcher Parkway Enhanced Lighting	Fletcher Parkway/Broadway from Magnolia Avenue to Graves Avenue	Enhance existing underpass lighting and street lighting	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
9D		Potential Solution	Street Improvements	Improved Sidewalks	Broadway Pedestrian Facilities Upgrade	Broadway between Johnson Avenue and Ballantyne Street	Improve accessibility conditions by upgrading ramps and sidewalk to be ADA-compliant	Reconnecting Communities Study (RCC Study) Community-Based Organization Outreach	\$\$	Medium Term (6-10 years)	City

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10A		Potential Solution with Trade-Offs	Street Improvements	Bicycle Facilities	Santee to El Cajon Bikeway / Ballantyne Street Class IV Bikeway	Ballantyne Street between Llyod Street and Beech Street	Install Class IV facilities as part of larger bicycle facility along the corridor from Santee to Washington Avenue	SANDAG 2025 Regional Plan, I-8 Kumeyaay Corridor Comprehensive Multimodal Corridor Plan (CMCP)	\$	Short Term (0-5 years)	City
10B		Potential Solution	Community Improvements	Enhanced Lighting/ Art	Ballantyne Street Enhanced Lighting & Art	Ballantyne Street between Llyod Street and Beech Street	Enhance existing underpass lighting and add art	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
11A		Potential Solution with Trade-Offs	Street Improvements	Bicycle Facilities	Mollison Avenue Class IV Bikeway	Mollison Avenue between Sandalwood Drive and Madison Avenue	Install Class IV facilities	I-8 Kumeyaay Corridor Comprehensive Multimodal Corridor Plan (CMCP)	\$	Medium Term (6-10 years)	City, Caltrans
11B		Potential Solution with Trade-Offs	Infrastructure Upgrades	Intersection Updates	Mollison Avenue Roundabout	Mollison Avenue between Sandalwood Drive and Madison Avenue	Replace the existing signalized ramp intersections with a single-lane roundabout featuring slip-through lanes on each approach, creating a dual-roundabout configuration	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$\$	Medium Term (6-10 years)	City, Caltrans
12B		Potential Solution	Community Improvements	Enhanced Lighting/ Art	1st Street Enhanced Lighting and Art	1st Street between Prince Street and Naranca Avenue	Install enhanced lighting and security features at the undercrossing parklet and install community-based murals/ artwork at the underpass	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
13B		Potential Solution	Intersection and Crossing Improvements	Underpass Enhancement (Existing)	2nd Street Underpass Widening	2nd Street between Oakdale Lane and Naranca Avenue	Widen the underpass to accommodate Class IV facilities and maintain the existing travel lanes	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$\$	Long Term (10-30+ Years)	City, Caltrans
13C		Potential Solution	Infrastructure Upgrades	Ramp Reconfiguration / Intersection Reconfiguration	2nd Street Roundabout	2nd Street between Oakdale Lane and Naranca Avenue	Replace the signalized ramp intersections with roundabouts designed to emphasize free-flow operations and shorten pedestrian crossings with high-visibility crosswalks and incorporate slip lanes where appropriate	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$\$	Medium Term (6-10 years)	City, Caltrans
13D		Potential Solution	Signal Improvements	Signal Coordination	2nd Street Signal Coordination	2nd Street between Oakdale Lane and Naranca Avenue	Signal coordination between City and Caltrans	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City, Caltrans

Solutions Matrix

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	Potential Solution with Trade-Offs

ID	Solution Review Category Color	Solution Review Category	Type of Solution	Solution Improvement	Solution Name	Location	Solution Description	Source	Relative Cost Scale	Implementation Timeframe	Relevant Agency
1A		Potential Solution with Trade-Offs	Street Improvements, Infrastructure Upgrades	Bicycle and Pedestrian Facilities, Ramp Updates	I-15 Bikeway / SR 78 Centre City Parkway Corridor-Wide Mobility Boulevard Improvements and Enhancements	N Center Parkway from Citracado Parkway to Country Club Lane	Install Class IV facilities, new sidewalks, and bus only lanes	SANDAG Regional Plan, SR 78 North County Comprehensive Multimodal Corridor Plan (CMCP)	\$\$\$	Long Term (10-30+ Years)	City, Caltrans
1B		Potential Solution with Trade-Offs	Street Improvements, Community Improvements	Pedestrian Facilities, Enhanced Lighting/ Art	Center City Parkway Pedestrian Facilities Enhancement	N Center Parkway from Decatur Way to Mission Avenue	Install new pedestrian sidewalk facilities, enhanced lighting and community murals	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
1C		Potential Solution	Community Improvements	Transit Stop Improvements, Urban Design	Center City Parkway Transit Enhancements and Open Space	N Center Parkway from Decatur Way to Mission Avenue	Redevelop the existing open space on southeast side to accommodate a transit pull-out stop with pedestrian amenities such as seating	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Medium Term (6-10 years)	City, NCTD
1D		Potential Solution with Trade-Offs	Street Improvements	Bicycle and Pedestrian Facilities	Center City Parkway Class I Facility	N Center Parkway from Decatur Way to Mission Avenue	Install a Class I facility along the east side of Center City Parkway with markings and signage treatment at the on-/off-ramp loops	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Medium Term (6-10 years)	City
2A		Potential Solution with Trade-Offs	Street Improvements	Bicycle Facilities	Escondido Boulevard Bikeway	N Escondido Boulevard from Lincoln Avenue to Washington Avenue	Install one way Class IV facilities by removing the existing striped center median and implementing a road diet as part of a larger planned bicycle corridor effort from Country Club land to south of the City limits	SANDAG Regional Plan	\$\$	Medium Term (6-10 years)	City, Caltrans
2B		Potential Solution	Community Improvements	Enhanced Lighting, Transit Stop Improvements	Escondido Boulevard Mural and Transit Stop Improvements	N Escondido Boulevard from Lincoln Avenue to Washington Avenue	Install a community mural at underpass, enhance existing bus stops with shelters, lighting and seating, and provide additional lighting along corridor	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City, NCTD
2C		Potential Solution	Street Improvements	Bicycle Facilities	Escondido Boulevard Class II Bikeway	N Escondido Boulevard from Lincoln Avenue to Mission Avenue	Install Class II facilities or Class IV facilities with a road diet	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
4C		Potential Solution with Trade-Offs	Intersection and Crossing Improvements	Bicycle and Pedestrian Crossing Improvements	SR 78 and Broadway Protected Intersection	SR 78 and Broadway	Construct a protected intersection to connect to proposed bicycle facilities along Broadway	Reconnecting Communities (RCC Study) Joint Workshop	\$\$	Medium Term (6-10 years)	City, Caltrans
4D		Potential Solution	Signal Improvements	Signal Coordination and Improvements	SR 78 and Broadway/Lincoln Avenue Signal Improvements	SR 78 and Broadway, Broadway and Lincoln Avenue	Synchronize signal at Broadway/SR78 (Caltrans) and Broadway/Lincoln Avenue (City)	Reconnecting Communities (RCC Study) Joint Workshop	\$	Short Term (0-5 years)	City, Caltrans
4E		Potential Solution	Intersection and Crossing Improvements	Pedestrian Crossing Improvements	Broadway and Lincoln Parkway/ SR 78 Pedestrian Crossing Improvements	SR 78 and Broadway	Extend median (on east leg) to provide a pedestrian refuge island and allow for a two stage crossing	Reconnecting Communities (RCC Study) Joint Workshop	\$	Short Term (0-5 years)	City, Caltrans
4F		Potential Solution with Trade-Offs	Street Improvements	Bicycle Facilities	Lincoln Avenue Bicycle Facilities	Lincoln Avenue from Broadway and Escondido Boulevard	Install bike lanes along Lincoln Avenue to connect bike facilities on Broadway and Escondido Boulevard by removing on-street parking. Install Leading Pedestrian Interval (LPI) at both intersections, a pedestrian refuge island on north leg of Lincoln Avenue/Broadway, high visibility crossing on west leg of Lincoln Avenue/Broadway and all legs of Lincoln Avenue/Escondido Boulevard, and curb extensions at Lincoln Avenue/Escondido Boulevard.	Reconnecting Communities (RCC Study) Joint Workshop	\$\$	Medium Term (6-10 years)	City
4G		Potential Solution	Street Improvements, Infrastructure Upgrades	Speed Reduction, Ramp Updates	SR 78 and Broadway Rumble Strips	SR 78 and Broadway (west of intersection)	Install advanced caution signage and thermoplastic lines/ rumble strips to off-ramp to alert drivers to reduce speed	Reconnecting Communities Study (RCC Study) Community-Based Organization Outreach	\$	Short Term (0-5 years)	City, Caltrans

Solutions Matrix

ID	Solution Review Category Color	Solution Review Category	Type of Solution	Solution Improvement	Solution Name	Location	Solution Description	Source	Relative Cost Scale	Implementation Timeframe	Relevant Agency
4H		Potential Solution	Street Improvements	Speed Reduction, Pedestrian Facilities	Broadway Traffic Calming Improvements and Pedestrian Enhancements	Broadway between El Norte Parkway and Lincoln Parkway	Add a mid block crossing (HAWK) and traffic calming measures (e.g., speed cushions, curb extensions)	Reconnecting Communities Study (RCC Study) Community-Based Organization Outreach	\$\$	Medium Term (6-10 years)	City
5A		Potential Solution	Intersection and Crossing Improvements	Bicycle and Pedestrian Crossing Improvements	Garrick Way Protected Intersection	Lincoln Parkway and Garrick Way	Reconstruct Garrick Way as a protected intersection by adding high-visibility crosswalks and pedestrian refuge islands, tightening curb radii, and removing dedicated right-turn pockets. Road diets may also be incorporated to further allow for more room to accommodate these facilities	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Short Term (0-5 years)	City, Caltrans
5B		Potential Solution	Street Improvements	Pedestrian Facilities	Lincoln Parkway Sidewalk Connection	Lincoln Parkway from Garrick Way and Gamble Street	Create a sidewalk connection between Garrick Way and Gamble Street for pedestrian connectivity	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
5C		Potential Solution	Community Improvements	Transit Facilities	Escondido Northern Circulator Bus	Lincoln Parkway, Ash Street, El Norte Parkway, Broadway	Close a transit gap by establishing a circulator route along Lincoln Parkway/Avenue, Ash Street, El Norte Parkway, and Broadway, providing transit access to Farr Elementary, Pioneer Elementary, Lincoln Elementary, Grove Park, local churches, and other community destinations	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Medium Term (6-10 years)	NCTD

Solutions Matrix

Legend	
	Potential Solution (Existing Plan)
	Potential Solution
	Potential Solution with Trade-Offs

ID	Solution Review Category Color	Solution Review	Type of Solution	Solution Improvement	Solution Name	Location	Solution Description	Source	Relative Cost Scale	Implementation Timeframe	Relevant Agency
1A		Potential Solution	Street Improvements	Bicycle Facilities	College Avenue Class IV Bikeway	College Avenue from Livingston Street to Federal Boulevard	Install Class IV facilities by reducing travel lane widths and narrowing the existing median and connect to the planned Class IV facility on Federal/Broadway as part of a corridor-wide effort	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Short Term (0-5 years)	City, Caltrans
1B		Potential Solution	Community Improvements	Enhanced Lighting/ Art, Urban Design	College Avenue Enhanced Lighting, Signage and Art	College Avenue from Livingston Street to Federal Boulevard	Enhance underpass lighting, install street lighting or add lighting fixtures to existing power poles, install gateway signage with landscaping and public art, and improve existing open space (in front of existing car dealership) with shade structures, street furniture and other pedestrian amenities	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
1D		Potential Solution (Existing Plan)	Street Improvements	Bicycle Facilities, Improved Sidewalks	College Avenue Class I Shared Use Path	College Avenue from University Avenue to Federal Boulevard	Install a two-way Class I facility by widening the west sidewalk, adding a planter buffer, and narrowing the existing median	I-8 Kumeyaay Corridor Comprehensive Multimodal Corridor Plan (CMCP)	\$\$	Medium Term (6-10 years)	City
1E		Potential Solution	Signal Improvements	Signal Coordination	College Avenue Signal Coordination	College Avenue from Livingston Street to Federal Boulevard	Coordinate signals along corridor to streamline movements	Reconnecting Communities Study (RCC Study) Community-Based Organization Outreach	\$\$	Medium Term (6-10 years)	City, Caltrans
2A		Potential Solution	Community Improvements	Enhanced Lighting/ Art	Massachusetts Avenue Enhanced Lighting and Mural	Massachusetts Avenue between SR 94 ramps	Enhance existing underpass lighting and install public art at existing underpass with improved street lighting on north side of barrier	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
2B		Potential Solution with Trade-Offs	Street Improvements	Bicycle and Pedestrian Facilities	Massachusetts Avenue Underpass Widening and Class IV Bikeway	Massachusetts Avenue between Waite Drive and Broadway	Widen underpass or narrow travel lanes/remove median to install Class IV facilities with road diet and improved sidewalks to connect to existing Class II facilities in La Mesa and planned Class IV facilities along Broadway	I-8 Kumeyaay Corridor Comprehensive Multimodal Corridor Plan (CMCP)	\$\$	Medium Term (6-10 years)	City, Caltrans
2F		Potential Solution with Trade-Offs	Street Improvements, Infrastructure Upgrades	Speed Reduction, Ramp Updates	SR 94 and Massachusetts Avenue Ramp Updates and Traffic Calming Measures	Massachusetts Avenue between SR 94 ramps	Install advanced caution signage and thermoplastic lines/ rumble strips to off-ramp to alert drivers to reduce speed	Reconnecting Communities (RCC Study) Joint Workshop	\$\$	Short Term (0-5 years)	City, Caltrans
4A		Potential Solution	Street Improvements, Community Improvements	Pedestrian Facilities, Urban Design, Green Space	Buena Vista Pedestrian Enhancements & ADA Improvements	Waite Drive/Buena Vista and North Avenue NE Corner	Construct infill sidewalks with ADA curb ramps, leading pedestrian intervals (LPI), high-visibility crosswalks, reduced curb radii with landscaping, and wayfinding for nearby trolley station	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
4B		Potential Solution with Trade-Offs	Street Improvements	Bicycle Facilities	Waite Drive Protected Bike Lanes	Waite Drive from High Street to North Avenue	Install Class IV facilities with road diet (narrowing of existing travel lanes) to improve existing Class II facilities	I-8 Kumeyaay Corridor Comprehensive Multimodal Corridor Plan (CMCP)	\$	Short Term (0-5 years)	City
4C		Potential Solution	Intersection and Crossing Improvements, Community Improvements	Underpass Enhancement (Existing), Enhanced Lighting	Waite Drive Underpass Widening	Waite Drive from High Street to North Avenue	Install new sidewalk to fill in missing gaps and widen sidewalk on the west side with an extension north of North Avenue to provide continuous pedestrian facilities, improve lighting at the existing underpass, and explore widening underpass to install Class IV and widen sidewalks. Provide a continuous sidewalk connection to the future Waite Drive Park development.	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$\$\$	Long Term (10-30+ Years)	City, Caltrans

Solutions Matrix

Legend	
	Potential Solution (Existing Plan)
	Potential Solution
	Potential Solution with Trade-Offs

ID	Solution Review Category Color	Solution Review Category	Type of Solution	Solution Improvement	Solution Name	Location	Solution Description	Source	Relative Cost Scale	Implementation Timeframe	Relevant Agency
1A		Potential Solution (Existing Plan)	Street Improvements	Bicycle and Pedestrian Facilities	Logan Avenue Bikeway	Logan Avenue between 46th Street and 47th Street	Install Class IV or buffered Class II facilities with road diet and widen sidewalks in conjunction with a larger, corridor-wide project from Chollas Creek to 47th Street	SANDAG Regional Plan (Logan Avenue Bikeway 2035), San Diego Mobility Plan	\$\$	Medium Term (6-10 years)	City, Caltrans
1B		Potential Solution	Community Improvements	Enhanced Lighting, Green Space and Street Trees	Logan Avenue Lighting and Landscaping Enhancements	Logan Avenue between 46th Street and 47th Street	Install additional lighting on the bridge to improve nighttime visibility and provide enhanced landscaping	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
1C		Potential Solution	Community Improvements, Street Improvements	Transit Stop Improvements, Pedestrian Facilities	Logan Avenue Transit Amenities	Logan Avenue between 46th Street and 47th Street	Update sidewalks to be ADA-compliant along corridor, install new sidewalk to fill the gap on 47th Street, and provide transit shelters to support planned transit routes	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City, MTS
1D		Potential Solution	Signal Improvements	Signal Priority	Logan Avenue Transit Signal Priority	Logan Avenue and 47th Street	Provide transit signal priority or a queue jump for planned transit routes	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Long Term (10-30+ Years)	City, MTS
2A		Potential Solution (Existing Plan)	Traffic and Rail Separation	Pedestrian/Bike Bridge	I-805 Pedestrian/Bike Bridge	I-805 between Boston Avenue and Solana Avenue	Provide a pedestrian/bike bridge connection over I-805 between Boston Avenue and Solola Avenue with new sidewalk connections on both ends of the bridge	DRAFT Caltrans 43rd Street Project Initiation Document (PID) (Alternative 1 & 3)	\$\$\$\$	Long Term (10-30+ Years)	Caltrans
3B		Potential Solution (Existing Plan)	Infrastructure Upgrades, Barriers/Barrier Removal	Highway Reconfiguration, Ramp Removal	I-805 Reconfiguration at 43rd Street, 47th Street, and Division Street	I-805 (Project Influence: Solola Avenue to the north, 47th Street to the east, Division Street to the south, and 43rd Street to the west)	Remove I-805 SB on/off-ramps at 43rd Street and connectors to create a new alignment/access connection points between 43rd Street, 47th Street and Division Street with freed up space to be developed into open spaces	DRAFT Caltrans 43rd Street Project Initiation Document (PID) (Alternative 1 & 2)	\$\$\$\$	Long Term (10-30+ Years)	Caltrans
4B		Potential Solution (Existing Plan)	Street Improvements, Community Improvements	Improved Sidewalks, Enhanced Lighting	47th Street Improved Sidewalks	47th Street between Logan Avenue and Division Street	Improve sidewalk conditions by filling in missing sidewalks, enhance lighting conditions to improve nighttime visibility, improve intersections (high visibility crosswalks, ADA-compliant sidewalks/curb ramps), and clean up any contaminated soils	Reconnecting Communities (RCC Study) Joint Workshop, DRAFT Caltrans 43rd Street Project Initiation Document (PID) (Alternative 3)	\$\$	Medium Term (6-10 years)	City, Caltrans
5A		Potential Solution with Trade-Offs	Street Improvements	Bicycle Facilities	Encanto to Barrio Logan Bikeway	Division Street between Palm and R Avenue	Install Class IV facilities as part of larger bicycle facility spanning from Main Street to Woodman Street	City of National City Bicycle Master Plan, SANDAG Regional Plan (Encanto to Barrio Logan Bikeway 2050)	\$\$	Medium Term (6-10 years)	City, Caltrans
5D		Potential Solution	Community Improvements	Enhanced Lighting/ Art	Division Street Lighting & Art	Division Street between Palm and R Avenue	Provide enhanced lighting and murals within the underpass structure	Reconnecting Communities (RCC Study) Joint Workshop	\$\$	Short Term (0-5 years)	City
5E		Potential Solution (Existing Plan)	Community Improvements	Green Space	I-805 Pocket Park	West of I-805, north of Division Street	Create an open space utilizing the existing area underneath the I-805	DRAFT Caltrans 43rd Street Project Initiation Document (PID) (Alternative 3)	\$\$	Medium Term (6-10 years)	Caltrans
5F		Potential Solution (Existing Plan)	Street Improvements, Community Improvements	Bicycle and Pedestrian Facilities, Median Improvements, Enhanced Lighting	South Bay to Southeastern Bikeway	Division Street (south side) north to 47th Street via substandard existing path	Extend the Class I Path north across Division Street ~300 feet west of R Avenue to 47th Street creating a continuous off-street regional active transportation network connection for users of all ages and abilities. Include pedestrian scale lighting, wayfinding signage, and bike/pedestrian-friendly crossings that reduce conflicts.	City of National City Bicycle Master Plan, SANDAG Regional Plan (South Bay to Southeastern Bikeways 2035)	\$\$	Medium Term (6-10 years)	City, Caltrans

Solutions Matrix

ID	Solution Review Category Color	Solution Review Category	Type of Solution	Solution Improvement	Solution Name	Location	Solution Description	Source	Relative Cost Scale	Implementation Timeframe	Relevant Agency
7A		Potential Solution with Trade-Offs	Street Improvements	Bicycle and Pedestrian Facilities	4th Street Bicycle and Pedestrian Facility Improvements	4th Street between R Avenue and T Avenue	Upgrade the existing Class II facilities to Class IV facilities by removing on-street parking on one side of the overcrossing to provide a connection to El Toyon Park and I-805 Greenbelt Class I facility and install Rectangular Rapid Flashing Beacon (RRFB) about 300 feet west of T Avenue	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Long Term (10-30+ Years)	City, Caltrans
7B		Potential Solution with Trade-Offs	Street Improvements, Community Improvements	Speed Reduction, Urban Design	4th Street Traffic Calming	4th Street between Q Avenue and T Avenue	Construct bulb-outs, speed cushions, or median hardening treatments along with landscaping to supplement future planned roundabouts along 4th Street at B Avenue, F Avenue, Laurel Avenue, V Avenue, and Hill Drive	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
7C		Potential Solution	Community Improvements	Enhanced Lighting	4th Street Lighting Enhancements	4th Street between Q Avenue and T Avenue	Install lighting, especially at bridge	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
7D		Potential Solution	Street Improvements	Median Improvements	4th Street Median Improvements	4th Street between I-805 and Euclid Avenue	Install a median along the corridor and convert parking to angled parking in the middle of the roadway to create additional space for wider bicycle facilities	Reconnecting Communities (RCC Study) Joint Workshop	\$	Short Term (0-5 years)	City

Legend	
	Potential Solution (Existing Plan)
	Potential Solution
	Potential Solution with Trade-Offs

ID	Solution Review Category Color	Solution Review Category	Type of Solution	Solution Improvement	Solution Name	Location	Solution Description	Source	Relative Cost Scale	Implementation Timeframe	Relevant Agency
1A		Potential Solution	Community Improvements	Enhanced Lighting	Hilltop Drive Enhanced Lighting	Hilltop Drive between Toyne Street and 44th Street	Improve lighting to improve nighttime visibility	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
2A		Potential Solution (Existing Plan)	Street Improvements	Bicycle Facilities	Market Street Bikeway	Market Street between I-805 Ramps	Install Class IV facilities with road diet and removal of existing median as part of the larger protected bicycle facilities along corridor between Harbor Drive and Merlin Drive	SANDAG Regional Plan, Encanto Community Plan	\$	Long Term (10-30+ Years)	City, Caltrans
2B		Potential Solution (Existing Plan)	Community Improvements	Enhanced Art, Urban Design	Market Street Gateway Designation	Market Street between 43rd Street and 45th Street	Provide gateway signage, public art, and landmark structures	Encanto Neighborhoods Community Plan	\$	Short Term (0-5 years)	City
3		Potential Solution with Trade-Offs	Traffic and Rail Separation	Freeway Lids / Highway Caps and Decks	Southeastern San Diego Open Space (Freeway Lid)	I-805 between Market Street and Orange Line Trolley Bridge	Create an open space by installing a freeway lid over I-805 and connects to the 47th Street Trolley station	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$\$\$	Long Term (10-30+ Years)	Caltrans
4		Potential Solution (Existing Plan)	Traffic and Rail Separation, Street Improvements	Pedestrian and Bike Bridge, Bicycle and Pedestrian Facilities	K St Pedestrian/ Bike Bridge and Facilities	Connection from K Street Across I-805 to 47th Street Station	Install a pedestrian/bike facility parallel to Trolley Orange Line and crosses over the I-805 to provide a connection between K Street and 47th Street as well as the planned multiuse trail on the eastern edge of the Greenwood Memorial Park	Encanto Neighborhoods Community Plan	\$\$\$	Medium Term (6-10 years)	Caltrans, MTS, City
5		Potential Solution (Existing Plan)	Street Improvements	Bicycle and Pedestrian Facilities	I-805 Class I Bicycle Facility	I-805 between Market Street and Imperial Avenue	Install Class I facilities parallel to I-805 on the east side and crosses the Trolley Orange Line to bridge the gap between planned bicycle facilities along Imperial Avenue and Market Street	Encanto Neighborhoods Community Plan	\$\$\$	Medium Term (6-10 years)	Caltrans, MTS, City
6B		Potential Solution (Existing Plan)	Community Improvements	Enhanced Art, Urban Design	Imperial Avenue Gateway Designation	Imperial Avenue from West Street to 47th Street	Provide gateway signage, public art, and landmark structures	Encanto Neighborhoods Community Plan	\$	Short Term (0-5 years)	City
6C		Potential Solution	Community Improvements, Street Improvements	Enhanced Lighting, Transit Stop Improvements, Improved Sidewalks	Imperial Avenue Transit Stop Enhancements	Imperial Avenue Corridor-wide	Enhance existing transit stops with shelters, lighting, and seating and improve lighting and sidewalk conditions along the corridor	Reconnecting Communities (RCC Study) Joint Workshop	\$\$	Medium Term (6-10 years)	MTS
7B		Potential Solution	Intersection and Crossing Improvements	Pedestrian Crossing Improvements	47th Street Pedestrian Crossing Improvements	47th Street and A Street, 47th Street and 250' North of C Street	Enhance pedestrian crossing at 47th Street and A Street/C Street by shortening the crossing with reduced curb ramp radii and curb extensions, provide a pedestrian hybrid beacon/pedestrian refugee	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Short Term (0-5 years)	City
8A		Potential Solution	Signal Improvements	Signal Priority	Euclid Avenue Transit Signal Priority	Euclid Avenue between SR-94 Ramps	Add transit signal priority at the Euclid Avenue and SR 94 ramps to enhance transit operations for three existing and planned transit routes	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	Caltrans, MTS, City
8B		Potential Solution (Existing Plan)	Community Improvements	Enhanced Lighting/ Art	Euclid Avenue Enhanced Lighting & Gateway Signage	Euclid Avenue and Geneva Avenue, Euclid Overcrossing	Provide improved lighting and gateway signage	Euclid Avenue Master Plan	\$	Short Term (0-5 years)	City
8C		Potential Solution	Intersection and Crossing Improvements	Pedestrian Crossing Improvements	Euclid Avenue Pedestrian Crossing Improvements	Euclid Avenue, 300' South of Geneva Avenue	Establish a pedestrian crossing on the west side of Euclid Avenue by reconfiguring the existing median to provide a refuge island, high-visibility crosswalks, and implement a pedestrian hybrid beacon approximately 400 feet south of the SR 94 off-ramp	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
8D		Potential Solution	Community Improvements, Infrastructure Upgrades	Urban Design, Ramp Updates	Euclid Avenue Ramp Reconfiguration and Open Space	Euclid Avenue	Reconfigure SR 94 EB off-ramp from a cloverleaf to a diamond interchange and relocate the on-ramp to align with the proposed new configuration, repurpose the reclaimed space for open space with a trail connection to Chollas Radio Open Space	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Medium Term (6-10 years)	Caltrans

Solutions Matrix

Legend	
	Potential Solution (Existing Plan)
	Potential Solution
	Potential Solution with Trade-Offs

ID	Solution Review Category Color	Solution Review	Type of Solution	Solution Improvement	Solution Name	Location	Solution Description	Source	Relative Cost Scale	Implementation Timeframe	Relevant Agency
1A		Potential Solution	Traffic and Rail Separation	Rail Crossing Enhancements (At-Grade)	Los Angeles Drive At-Grade Rail Crossing Enhancements	Los Angeles Drive from Melrose Place to Swallow Drive	Install pedestrian crossing channelization at the crossing and implement multi-modal improvements by aligning with planned Inland Rail Trail; seek approvals and permissions per North County Transit-San Diego Railroad (NCTD) and California Public Utilities Commission (CPUC) policies and processes	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design), SANDAG Regional Plan	\$\$	Medium Term (6-10 years)	City, NCTD, CPUC
1C		Potential Solution	Community Improvements	Enhanced Lighting	Los Angeles Drive Enhanced Lighting	Los Angeles Drive from Melrose Place to Swallow Drive	Provide enhanced lighting to improve nighttime visibility and safety; seek approvals and permissions per North County Transit-San Diego Railroad (NCTD) and California Public Utilities Commission (CPUC) policies and processes	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City, NCTD, CPUC
1D		Potential Solution	Street Improvements	Bicycle Facilities	Los Angeles Drive Green Street Extension	North Drive / Los Angeles Drive Crossing	Provide bicycle connection across SPRINTER corridor, connecting new Class IV bicycle facilities along Melrose Drive to green street facilities along North Drive / Los Angeles Drive and aligning with the future Inland Rail Trail study; seek approvals and permissions per North County Transit-San Diego Railroad (NCTD) and California Public Utilities Commission (CPUC) policies and processes	Reconnecting Communities (RCC Study) Joint Workshop	\$\$	Medium Term (6-10 years)	City, NCTD, CPUC
3A		Potential Solution with Trade-Offs	Traffic and Rail Separation	Moving Tracks Above or Below Roadway (Grade Separation)	Vista Village Drive and Main Street Grade Separation	Vista Village Drive from Olive to N Santa Fe Avenue & Main Street from Wave Drive to S Santa Fe Avenue	Potential long-term solution of grade separation (moving the tracks above or below the local roadway). City completed a grade separation study that identified and evaluated three alternatives with the recommendation of an aerial track. Implementation of this solution depends on regional/corridor priorities, funding availability, and property/right-of-way (ROW) acquisition needs.	SANDAG Regional Plan, SR 78 North County Comprehensive Multimodal Corridor Plan (CMCP), Vista Village Grade Separation Study	\$\$\$\$	Long Term (10-30+ Years)	City, NCTD, CPUC
3C		Potential Solution (Existing Plan)	Street Improvements	Bike Facilities	Vista Transit Center Class IV Bikeway Connector	Vista Village from Olive to N Santa Fe Avenue	Install Class IV facilitates; seek approvals and permissions per North County Transit-San Diego Railroad (NCTD) and California Public Utilities Commission (CPUC) policies and processes	Vista Circulation and Mobility Element 2050, Vista Bicycle Master Plan, SANDAG Regional Plan	\$\$	Medium Term (6-10 years)	City, NCTD, CPUC
3D		Potential Solution (Existing Plan)	Street Improvements, Intersection and Crossing Improvements	Improved Sidewalks, Rail Crossing Enhancements (At-Grade)	Vista Village Drive Sidewalk Widening and Pedestrian Gate	Vista Village from Olive to N Santa Fe Avenue	Widen sidewalks to a minimum of 8 feet to allow higher pedestrian foot traffic and provide a pedestrian gate at crossing; seek approvals and permissions per North County Transit-San Diego Railroad (NCTD) and California Public Utilities Commission (CPUC) policies and processes	Vista Circulation and Mobility Element 2050, Reconnecting Communities Study Agency Review Feedback	\$	Short Term (0-5 years)	City, NCTD, CPUC
3E		Potential Solution	Street Improvements	Enhanced Lighting	Vista Village Drive Pedestrian Scale Lighting	Vista Village Drive Crossing	Provide pedestrian scale lighting to improve nighttime visibility and safety; seek approvals and permissions per North County Transit-San Diego Railroad (NCTD) and California Public Utilities Commission (CPUC) policies and processes	Reconnecting Communities (RCC Study) Joint Workshop	\$\$	Short Term (0-5 years)	City, NCTD, CPUC
4		Potential Solution (Existing Plan)	Community Improvements, Street Improvements	Green Space and Street Trees/ Pedestrian and Bicycle Connection	Buena Vista Creek Trail	Buena Vista Creek from Creekwalk Park to S Santa Fe	Install a trail adjacent to Buena Vista Creek to connect Creekwalk Park, Veterans Memorial Park, and planned Inland Rail Trail Phase 4 project	Vista Downtown Specific Plan, Vista Circulation and Mobility Element 2050	\$\$\$	Long Term (10-30+ Years)	City
5A		Potential Solution	Intersection and Crossing Improvements	Rail Crossing Enhancements (At-Grade)	Guajome Street At-Grade Rail Crossing Enhancements	Guajome Street from Lado De Loma Drive to Mercantile Street	Install pedestrian crossing channelization at the crossing; seek approvals and permissions per North County Transit-San Diego Railroad (NCTD) and California Public Utilities Commission (CPUC) policies and processes	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Medium Term (6-10 years)	City, NCTD, CPUC

ID	Solution Review Category Color	Solution Review	Type of Solution	Solution Improvement	Solution Name	Location	Solution Description	Source	Relative Cost Scale	Implementation Timeframe	Relevant Agency
6		Potential Solution with Trade-Offs	Community Improvements, Street Improvements	Green Space and Street Trees/ Pedestrian and Bicycle Connection	Lado De Loma Open Space and Pedestrian/Bike Bridge	Lado De Loma Drive and Mercantile Street Connection	Create a linear park east of the corridor and add a new pedestrian/ bicycle bridge over the SPRINTER corridor to improve connections between nearby neighborhoods and businesses along Santa Fe Avenue and Mercantile Street, coordinating with future Inland Rail Trail and planned development projects to avoid conflicts; seek approvals and permissions per North County Transit-San Diego Railroad (NCTD) and California Public Utilities Commission (CPUC) policies and processes	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$\$	Long Term (10-30+ Years)	City, NCTD, CPUC
7A		Potential Solution with Trade-Offs	Street Improvements	Bicycle Facilities	Civic Center Drive Bike Lanes	Civic Center Drive from Phillips Street to Pala Vista Drive	Install Class II bike lanes; seek approvals and permissions per North County Transit-San Diego Railroad (NCTD) and California Public Utilities Commission (CPUC) policies and processes	Vista Circulation and Mobility Element 2050, Vista Bicycle Master Plan	\$	Short Term (0-5 years)	City, NCTD, CPUC
7C		Potential Solution	Intersection and Crossing Improvements	Rail Crossing Enhancements (At-Grade)	Civic Center Drive At-Grade Rail Crossing Enhancements	Civic Center Drive from Phillips Street to Pala Vista Drive	Install pedestrian crossing channelization at the crossing; seek approvals and permissions per North County Transit-San Diego Railroad (NCTD) and California Public Utilities Commission (CPUC) policies and processes	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Medium Term (6-10 years)	City, NCTD, CPUC
7D		Potential Solution	Community Improvements	Enhanced Lighting	Civic Center Drive Lighting	Civic Center Drive between Seaview Place and Eucalyptus Avenue	Provide additional lighting along Civic Center Drive to improve nighttime visibility and safety; seek approvals and permissions per North County Transit-San Diego Railroad (NCTD) and California Public Utilities Commission (CPUC) policies and processes within railroad right-of-way	Reconnecting Communities (RCC Study) Joint Workshop	\$\$	Short Term (0-5 years)	City, NCTD, CPUC