

Girard north of Indian School

- 49' curb to curb roadway width
- Ends in cul-de-sac
- Potential connection to Nor Este trail



Median @ Girard & Haines

- Center median creates pedestrian refuge island
- Minimal aesthetic value
- Enhanced pedestrian safety
- Largely ineffective at calming traffic



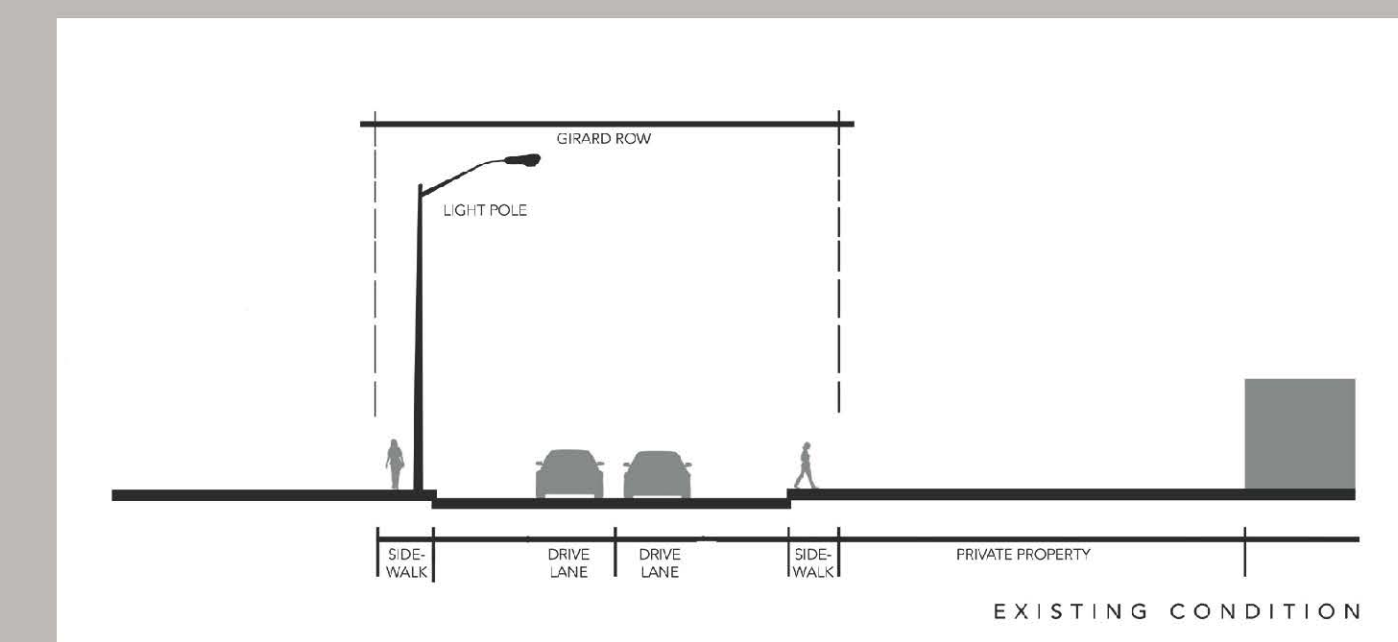
Right-of-Way (ROW)

- 39' curb to curb width with limited parking use creates 19.5' effective lane width
- 4' attached sidewalk



Girard @ Wilson

- Skewed intersection and drainage structure create long crossing distance
- Median lacks ADA accommodation

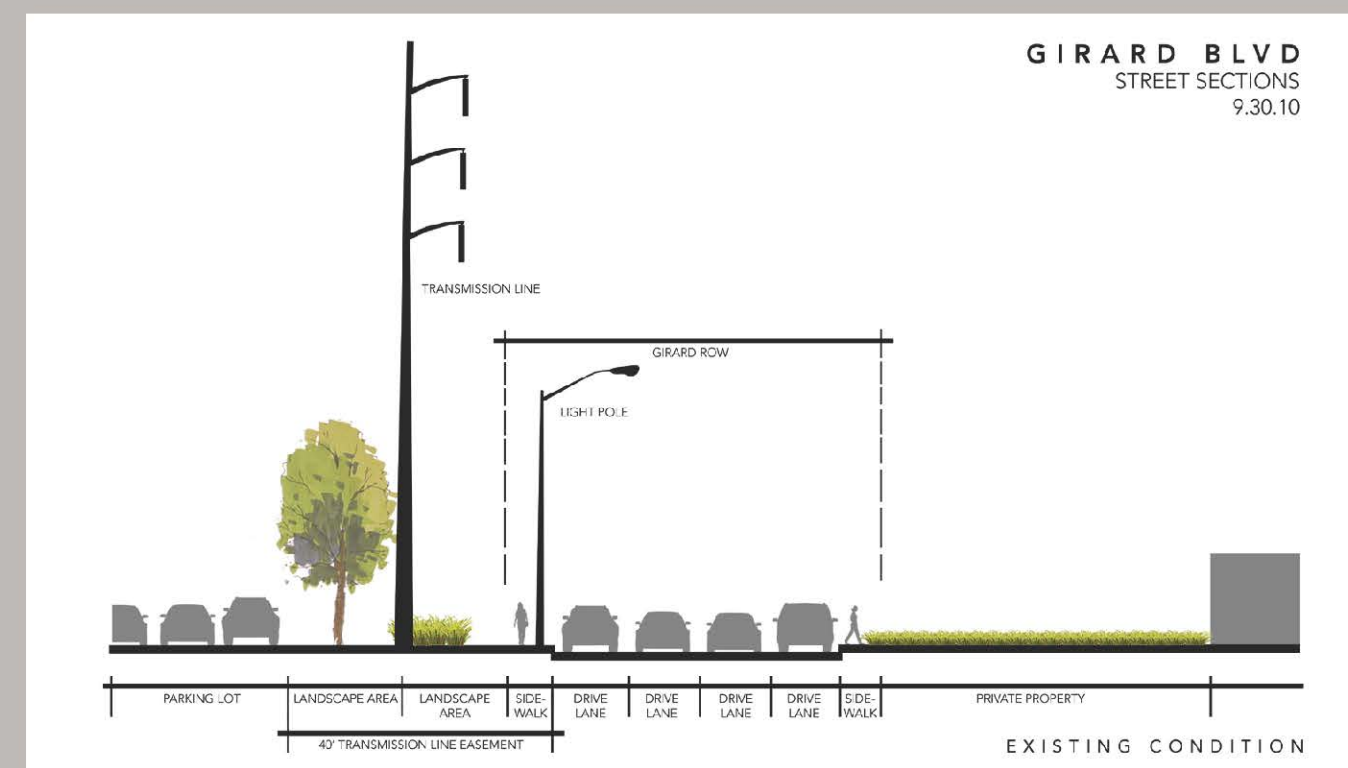


Section

- 39' curb to curb roadway width (typical)
- On-street parking
- 4' attached sidewalk (typical)

High parking demand areas

EXISTING CONDITIONS



Girard @ Marble

- Unmarked crossing for pedestrians throughout the corridor
- Frequent car crashes
- Pedestrian- bicycle conflicts

Street Section

- 37' curb to curb roadway width (typical)
- 18.5' effective travel lanes in locations where on-street parking is not used
- 4 travel lanes between Lomas and Central
- 2 northbound and 1 southbound lane plus parking between Campus and Central
- 4' attached sidewalks

Jefferson Middle School

- Traffic congestion due to pick-up/ drop-off
- Revere Pl congestion
- Students jay-walk north of median fence.
- 10 accidents, 0 pedestrians/bicyclists @ intersection with Lomas

Girard @ Campus

- Missing sidewalk on NW corner
- Lack of crosswalks on north and west sides of intersection.
- 115' crossing due to drainage structure

Campus to Central

- Detached sidewalk on east side of the street
- Parking and one southbound travel lane, two northbound travel lanes
- Minimal landscaping in landscape strip

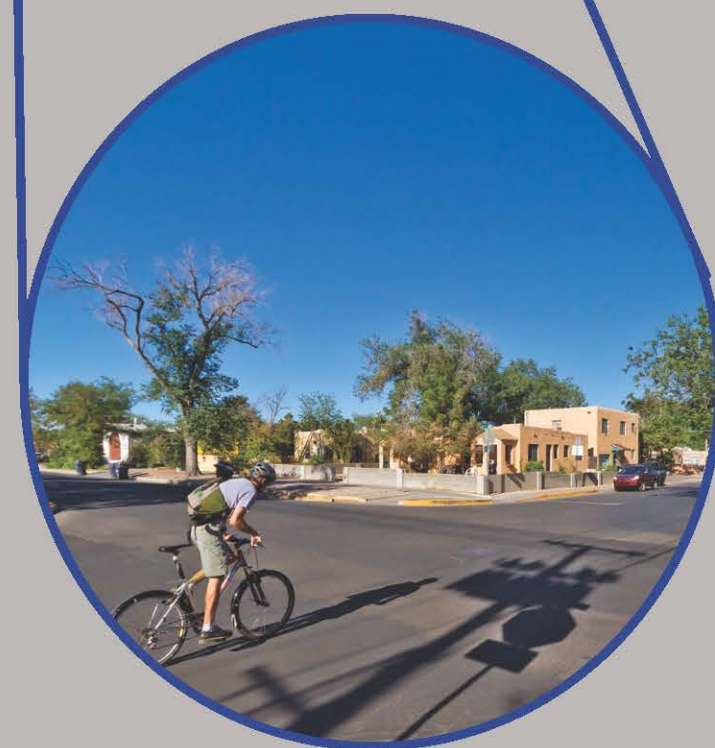
 High Parking Demand Areas

EXISTING CONDITIONS



Girard @ Central

- 5-leg intersection can be confusing
- International crosswalk striping planned for this summer
- 31 crashes, 0 pedestrians, 1 cyclist



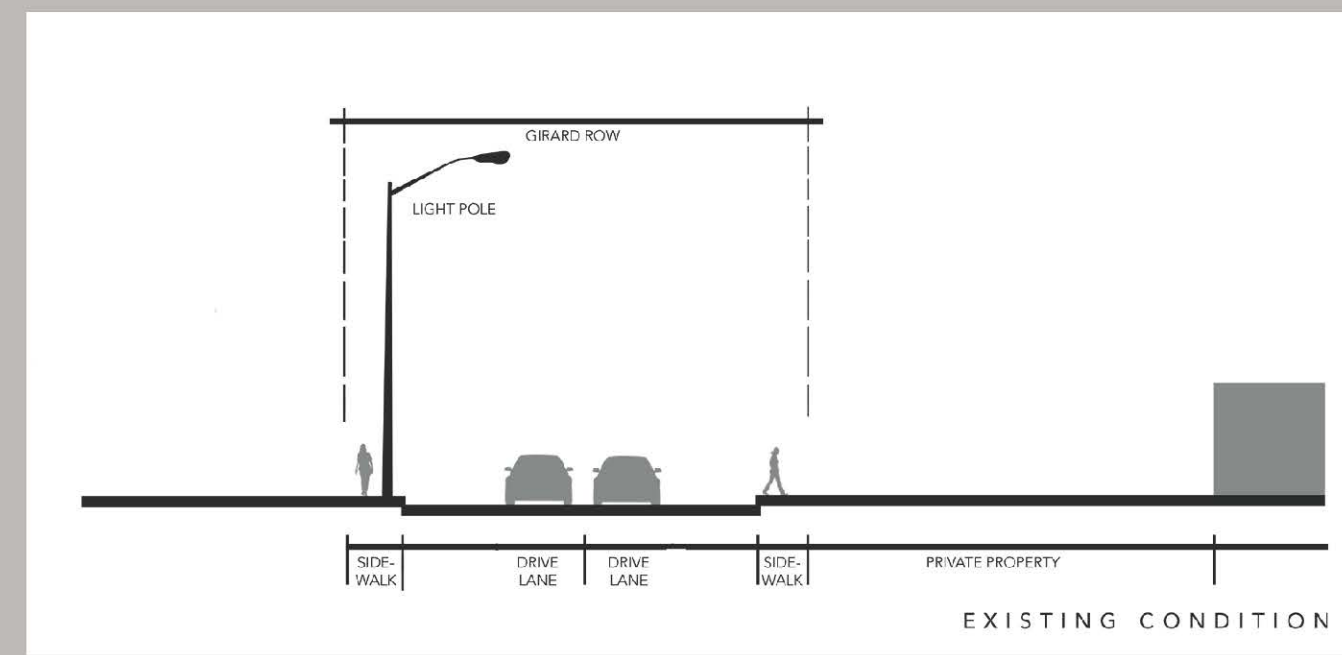
Girard @ Silver

- Busy intersection - Bicycle Boulevard crossing
- On-street parking creates poor visibility for crossing users
- Temporary curb extension using parking curbstops



Landscape Strips

- Detached 6' sidewalk with 12' landscaped buffer



Girard Street Section

- 39' curb to curb roadway width
- Landscape strips exist over several blocks

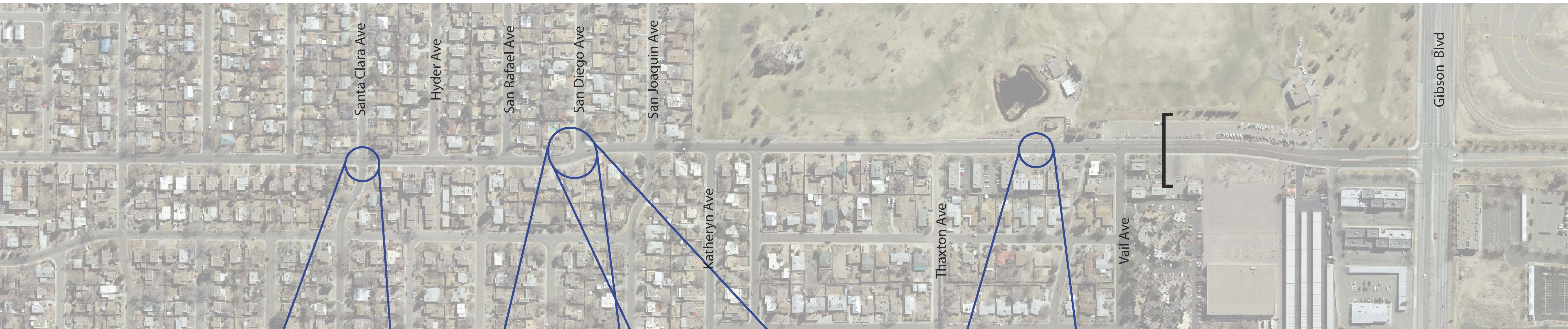


Girard @ Santa Clara

- High vehicular speeds in area observed during corridor walking tour
- Missed stop sign observed during corridor walking tour
- Vegetation blocks roadway signage

High Parking Demand Areas

EXISTING CONDITIONS



Girard @ Santa Clara

- Poor visibility for road signs



Girard @ San Diego

- Curve in roadway
- Wall damage from vehicular collision



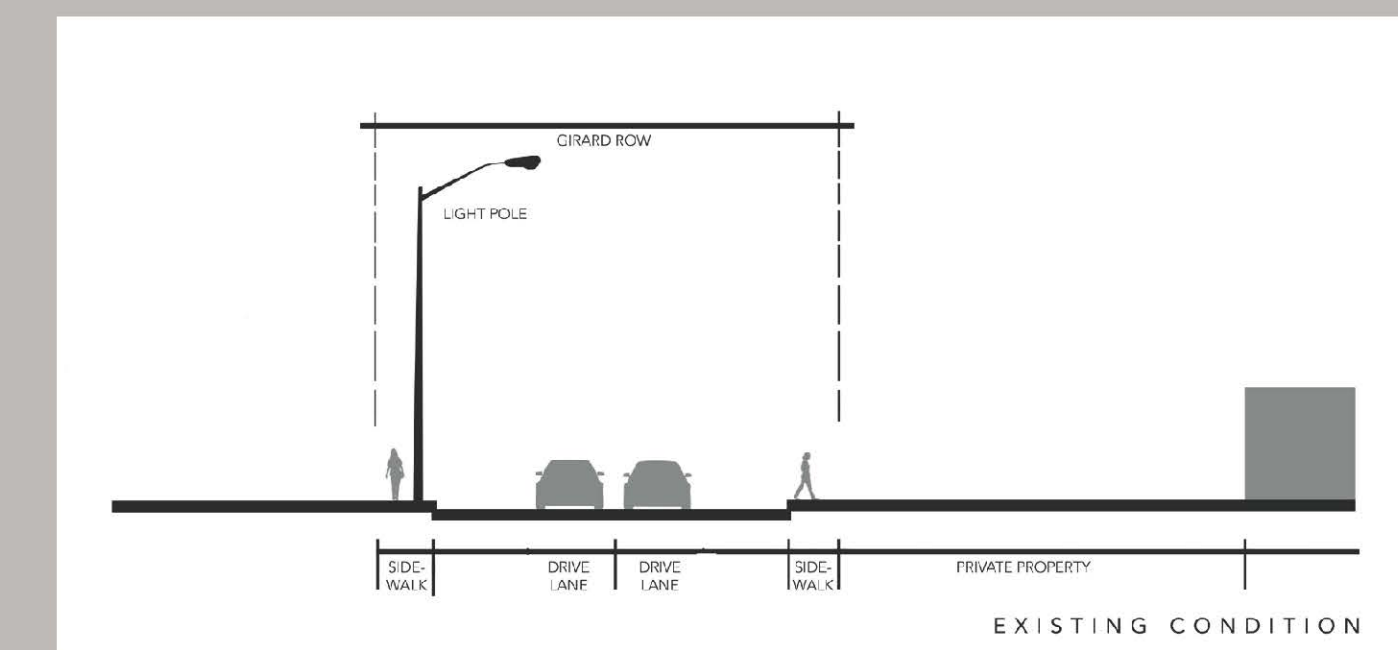
Girard @ San Diego

- High auto travel speeds observed during corridor walking tour
- Wide curb radius



Girard @ Central

- 4 lanes (48' ROW)
- No bike lanes



Girard Street Section

- 2-lane configuration with on-street parking that transitions to a 4 lane facility with no on-street parking
- Detached 6' sidewalks with 12' buffer

High Parking Demand Areas

EXISTING CONDITIONS