A. MOORE STREET MEDIAN CLOSURE

Discussion: The intersection of Moore Street / Camino del Rio is currently unsignalized. Over the past 10 years 45 accidents, including one fatality, has occurred at this intersection. In the a.m. peak hour, over 250 vehicles turn southbound onto Moore Street. The intersection is located at the end of the I-8 freeway ramp where vehicles approach the intersection at upward of 45 to 55 mph. Signage has been placed in advance of this intersection from multiple directions to attempt to restrict traffic maneuvers approaching the intersection. However accident data, traffic volume data, and community concerns suggest that the signs are not sufficient to prevent unsafe or illegal maneuvers at this intersection.

Elements of the Proposed Improvement:

- Construct raised median and restrict access at Moore Street to right turn in and right turn out on northbound and southbound approach.
- Construct southbound left turn pocket at Hancock Street. Provide protected left turn phasing and allow u-turns on southbound approach.
- Allow two-way traffic on Hancock Street between Camino Del Rio and Rosecrans.

What will the improvement resolve: The proposed improvement will restrict left turn access on all movements at the intersection thereby reducing the potential for accidents. Left turns and u-turns will be permitted at Hancock (signalized intersection) to offset the impacts associated with closing the median.

Alternatives Considered:

- Slip nose median: This alternative would provide a left turn pocket southbound onto Moore Street but block access across Camino del Rio. Although a potentially feasible solution, the distance needed to provide for the slip nose median may encroach into the gore point on the southbound approach from I-8. This improvement would require significant coordination with Caltrans and potentially affect the ramp. Therefore, this alternative was not selected.

- Delineators along I-5 Ramp to prevent weaving: This alternative would allow for all existing movements to remain unchanged, but would restrict the ability for vehicles entering Camino Del Rio from I-5 to weave across the I-8 traffic lanes to access Moore Street. Although a potentially feasible solution, the introduction of delineators would reduce the weave distance to closer to Hancock Street. Based on the speed of traffic and density of vehicles the full distance between the existing gore point and the Hancock intersection is needed to make the desired left turn onto Hancock Street. Shortening this distance would greatly impact the traffic flow on Camino del Rio. Therefore, this alternative was not selected.

- Do Nothing: By year 2030 traffic volume along Camino Del Rio is anticipated to increase by 33%. As a result, the potential for accidents also increases. Making no change to this intersection would continue to put drivers on this southbound approach of Camino Del Rio at risk. Therefore, the "Do Nothing" alternative was not selected.

Potential Impacts: The proposed change will result in an increase in left turning and u-turning traffic at Hancock Street and will result in a change in access for some businesses in the study area.

Community Input:

- Project Working Group: 90.0% approve
- Workshop #3 Preference Survey: 47.2% approve

B. BICYCLE LANES AND SIDEWALKS ON ROSECRANS (Sports Arena to Pacific Highway)

Discussion: Rosecrans Street links the Old Town Transit Center with Activity Centers in the Midway Community. Through this primarily industrial area, there are intermittent sidewalks, multiple curb cuts and no bicycle lanes. The proposed improvement would work within the existing right-of-way to provide a continuous sidewalk and bicycle lanes from the transit center to Sports Arena Boulevard.

Elements of the Proposed Improvement:

- Reconstruct sidewalks on northside of Rosecrans on all blocks. Where appropriate, construct curb extensions to reduce crossing distance for pedestrians across Rosecrans.
- Reconstruct sidewalk on southside of Rosecrans from Kurtz Street to Hancock Street.
- Install traffic signal at Hancock Street to improve pedestrian and vehicular access. Provide for protected-permissive phasing, if appropriate, while single left turn lane is provided.
- When warranted, re-stripe eastbound Rosecrans at Hancock Street to provide dual left turn lanes. This will require remove of on-street parking on the south side of Rosecrans and along Hancock Street. Provide protected phasing at the intersection when restriping occurs.
- Extend the existing transit only lane at Pacific Highway.
- Restrict left turn access at Jefferson Street through the installation of delineators

- Reconstruct northwest corner at Pacific Highway/Rosecrans by extending the existing curb to align with the northeast corner of the intersection. In doing so, driveways along Rosecrans immediately west of Pacific Highway would be closed.

What will the improvement resolve: Sidewalks would provide for a continuous ADA compliant pedestrian route between the Transit Center and activity centers in the Midway community. The associated curb extensions or curb reconstructions would improve the visibility of pedestrians and buffer existing on-street parking.

The traffic signal at Hancock Street would improve the long-term operating conditions of this intersection as well as provide for a signalized pedestrian crossing. The westbound left turn volume in the p.m. peak is forecast to increase from 195 to 445, which is not feasible to be handled at an unsignalized intersection.

Extension of the transit only lane will improve the on-time performance and transit access to the Old Town Transit Center. The extension will also remove buses from the through lanes and right turn lane, which will improve traffic conditions.

Alternatives Considered:

- No bicycle lanes on Rosecrans Street: Bicycles will be permitted to travel on Rosecrans Street regardless of the presence of bicycle lanes or other marked bicycle facilities according to the California Vehicle Code. Due to a lack of parallel or alternate routes, it is unlikely that bicycle traffic will be re-routed in the future. Since ample space is available within the existing right-of-way and Rosecrans is a key link between the transit center and the Midway Community, the option of not providing bicycle lanes was not selected.

- Class I Bicycle Facility (bi-directional): Due to the number of curb cuts and streets along Rosecrans, providing a Class I bicycle facility was determined to be infeasible.

- No traffic signal at Hancock Street: By year 2030 traffic volume along Rosecrans Street is anticipated to increase by more than 82%. In addition left turn volumes at Hancock Street are anticipated to increase at a similar pace. Year 2030 operating conditions without the signal would result in LOS E/F conditions. Therefore, it was determined a signal is necessary and warranted to accommodate future growth.

Potential Impacts: The proposed may result in a minimal decrease in available parking or modifications to access.

Community Input:

- Project Working Group: 90.0% approve (sidewalks & bicycle lanes)
50.0% neutral (traffic signal)

- Workshop #3 Preference Survey: 52.7% approve

C. EXTENSION OF SPORTS ARENA THROUGH CAMINO DEL RIO-ROSECRANS INTERSECTION

Discussion: The Midway Community Plan currently identifies the long-term improvement of extending Sports Arena east and connecting to Pacific Highway. The existing alignment of Sports Arena through the intersection is such that this improvement could not be accomplished without impacts to right-of-way on the southwest corner of the intersection. Sports Arena is currently offset and the extension would require the north leg to move to the southwest to accomplish an acceptable alignment. To avoid introducing a fifth approach to the intersection, the westbound through movement on Sports Arena would continue to be restricted to right turn onto Rosecrans only.

Elements of the Proposed Improvement:

- Remove existing northbound left turn movement on Rosecrans Street.
- Provide overhead signage on the northbound approach to Sports Arena directing traffic to Hancock Street for westbound access to Sports Arena.
- Modification to the existing raised median island on the east side of the intersection to allow eastbound traffic through the intersection.
- Modifications to the southwest corner to construct an eastbound through lane and dedicated right turn lane on eastbound Sports Arena Boulevard.
- Modifications to the traffic signal and traffic signal timing.
- Modifications to existing medians on northbound Rosecrans and southbound Camino del Rio.
- Re-stripe crosswalks and bicycle lanes through the intersection.

What will the improvement resolve: Extending Sports Arena eastbound would provide direct access to Pacific Highway thereby reducing the reliance upon Midway and other routes.

Alternatives Considered:

- Grade Separation: Grade separation would significantly reduce the delay in the project study area. However, grade separation would require significant construction of infrastructure and would impact existing properties along the corridor. In the near-term, this improvement was determined to be physically and fiscally infeasible. However, with traffic volumes along Camino del Rio corridor forecast at 70,000 vehicles per day or more, significant improvements to this corridor will be needed to address traffic flow. Grade separation and/or realignment of Rosecrans should continue to be considered for future year conditions.

- Realignment of Rosecrans & Sports Arena: Realigning Sports Arena and Rosecrans to create a four-legged intersection and reduce the number of traffic signals along Camino del Rio would require significant right-of-way. Under the near term conditions, this option in infeasible as it would result in impacts to existing development. In addition, the realignment would result in unusual “jogging” of Rosecrans through the study area. Although

the realignment would help ease congestion by reducing the number of traffic signals, it cannot be considered without an overall plan for redevelopment of the study area. Therefore, if the Sports Area area redevelops, the alignment of Rosecrans, Sports Arena and Camino Del Rio should be reconsidered.

- Roundabout: A roundabout was considered in a previous study and deemed infeasible due to limited right-of-way.

- Do Nothing: If no improvements are made to the corridor, weaving traffic along Rosecrans, east of Camino del Rio, will result in high congestion and significant increases in delay. In addition, left turn volumes on the northbound approach at Camino del Rio will extend beyond the available storage once the Midway improvements are constructed. With these constraints on the northbound approach, traffic heading toward Sports Arena will reach gridlock during peak periods. Improvements to address these movements are needed. Therefore, the "do nothing" alternative was rejected as a viable alternative for this location.

Potential Impacts: The proposed improvement will result in diversion of northbound traffic to Midway and Hancock because the northbound left turn from Rosecrans to Sports Arena would be eliminated. There are many alternative routes for traffic heading eastbound on Sports Area.

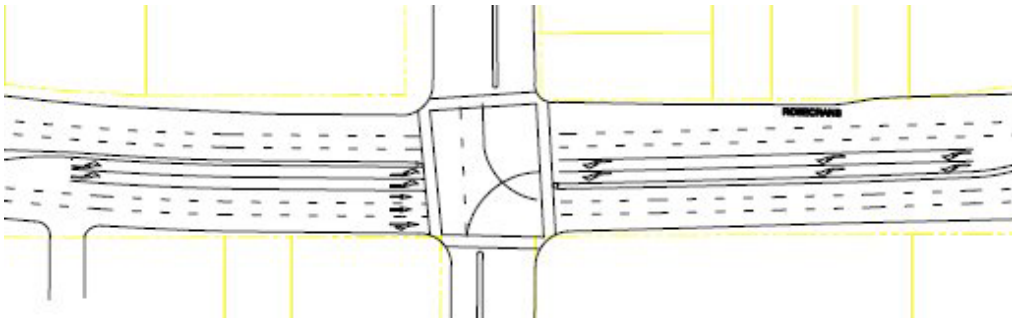
Directional signage would be installed with the improvements approaching Sports Arena re-directing traffic headed northbound. Traffic destined for Sports Arena from Rosecrans would be directed to take Camino del Rio and turn left onto Hancock. A new north south connector would be needed west of Camino del Rio that would roughly align with Greenwood Avenue.

Community Input:

- Project Working Group: Split on Concept Plan (40%/40%)
  In favor of further study (90%)

- Workshop #3 Preference Survey: 41.2% disapproved

D. ROSECRANS AND MIDWAY INTERSECTION IMPROVEMENTS



Discussion: The City of San Diego is currently planning on improving the intersection of Rosecrans and Midway to include a second northbound left-turn lane and extend the existing dual southbound left-turn lanes. Although this is sufficient to address the

existing operational deficiencies at this intersection, additional improvements were determined to be necessary to address the mid to long-term mobility at Midway.

Mid to long-term improvements for this intersection include adding a northbound dedicated right-turn lane along Rosecrans. Adding a northbound right turn lane would reduce the delay northbound through and right-turning vehicles. In addition, the mid to long-term improvements include the completion of the bicycle lanes through the intersection.

Elements of the Proposed Improvement:

- Provide dual northbound left-turn lanes from Rosecrans onto Midway. (short term City project)
- Extend the existing southbound left-turn pockets. (short term City project)
- Widen to construct a dedicated northbound right-turn pocket. (mid to long term)
- Widen to provide dedicated Class II bicycle lanes. (mid to long term)
- Relocate existing transit stop to new curb location. (mid to long term)
- Allow transit queue jump in northbound and southbound dedicated right turn lane (long term)

What will the improvement resolve: Adding the second northbound left-turn lane and extending the southbound left-turn lanes will decrease the queue and increase capacity for traffic from Rosecrans to Midway. Adding the dedicated northbound right-turn lane will provide additional capacity and reduce delay on the northbound approach.

Alternatives Considered:

- No Build: The City of San Diego will construct the short term improvements in year 2010. These improvements will provide the necessary capacity to address current and future left turn volumes through the intersection. By year 2030, the through volumes and right turn volumes will increase such that the delays on the northbound and southbound approach will exceed acceptable levels. By making no further improvements to this intersection, delays and operating conditions will soon reach the current condition despite the short term improvements planned for the intersection.

Potential Impacts: The proposed improvements will result in right-of-way impacts on the west side of Rosecrans Street to accommodate the additional lanes.

Community Input:

- Project Working Group: 70.0% approve
- Workshop #3 Preference Survey: 67.3% approve

E. BICYCLE LANES ON ROSECRANS & REMOVAL OF PARKING

Discussion: Rosecrans Street connects the Old Town Transit Center with several residential and commercial areas in Point Loma. Through this commercial area, there are multiple curb cuts and no bicycle lanes. Traffic counts collected for the corridor revealed that numerous bicyclists use this corridor on a daily basis. Without or with bicycle lanes, bicycles can and will use Rosecrans Street. The proposed improvement would stripe bicycle lanes within the existing right-of-way, but would require the removal of existing on-street parking. With speeds along this portion of Rosecrans exceeding 40 mph, it is not a conducive environment for on-street parking and bicycle activity. Removal of the parking would remove one of the many challenges for bicyclists and passenger vehicles along this corridor.

Elements of the Proposed Improvement:

- Remove existing on-street parking.
- Stripe six foot (6') bike lanes between Midway and Lytton

What will the improvement resolve: Bike lanes would provide for a continuous bicycle route between the Transit Center and the residential communities and commercial areas in Point Loma.

Alternatives Considered:

- Do Nothing: Bicycles will travel along Rosecrans Street without or with striped bicycle lanes. By the year 2030, traffic volumes along the corridor will increase over existing conditions. Providing bicycle lanes and removing the parking will improve the bicycling environment by removing potential conflicts between parked vehicles and bicycles. Because the bicycle lanes would require no additional right-of-way, would improve the overall bicycle environment and is a primary link in connecting the transit center with the peninsula, the "do nothing" alternative was not a feasible alternative.

- Construct Side Path: A feasibility assessment was prepared for the design and construction of a Class I bicycle facility. The criteria for assessing the feasibility of this facility was based on Chapter 1000 of the Caltrans Highway Design Manual. According to the design guidelines for a Class I facility, a minimum of 14 to 18 feet of right-of-way would be required on one-side of the street, which includes both parkway and bicycle path. An evaluation of existing right-of-way along the corridor revealed that there are 12 locations where the necessary minimum 14 feet of existing right-of-way cannot be met. Although medians and travel

lanes could be narrowed to improve the available conditions along the corridor, overall there are many constraints that would limit the feasibility of a side path.

First, there are many side streets and curb cuts along both the east and west sides of Rosecrans Street that would be challenging for a two-way bicycle path. A class I bicycle path should be provided in an area unaffected by side street traffic in order to minimize the conflicts between bicycles and vehicles.

Also, Rosecrans Street would need to be completely reconstructed through the study area to accommodate a Class I bicycle path. This would include removing medians and relocating curbs. The cost of constructing the Class I bicycle path makes this option prohibitive in the short to mid-term.

Finally, there are acceptable parallel routes for bicycles in the study area with lower speeds and lower volumes. Recreational cyclists have alternative routes including the waterfront bicycle path.

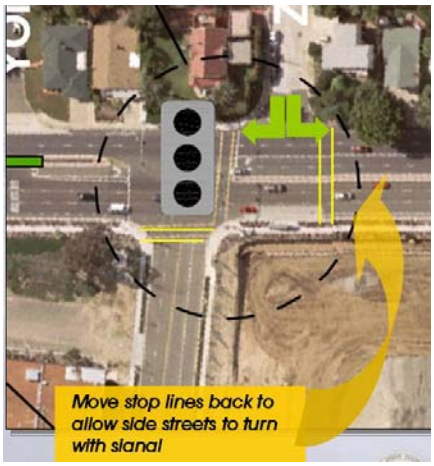
Because of the cost and physical limitations, the Class I bicycle facility through Area 2 was determined to be infeasible.

Potential Impacts: The proposed removal of parking would require motorists to park off-street in the commercial parking lots.

Community Input:

- Project Working Group: 89.0% approve
- Workshop #3 Preference Survey: 50.9% disapproved

F. MODIFIED SIGNALS AT DUMAS/ROOSEVELT AND ZOLA/WOMBLE



Discussion: Through Area 2 the west side of Rosecrans Street has no signalized access. Traffic signals provided at Roosevelt Street and Womble Road provide controlled access for the east side of the street only.

Elements of the Proposed Improvement:

- Modify traffic signal at Rosecrans/Roosevelt to include side street control at Dumas Street. This will require removal of existing raised medians and restriping of the intersection.
- Modify traffic signal at Rosecrans/Womble Road to include side street control at Zola Street. This will require removal of existing raised medians and restriping of the intersection.

What will the improvement resolve: Modifying the intersections will provide improved access for traffic coming from the west side of Rosecrans from Dumas and Zola. The intersections will better serve both sides of Rosecrans and provide left-turn access that is currently prohibited.

Alternatives Considered:

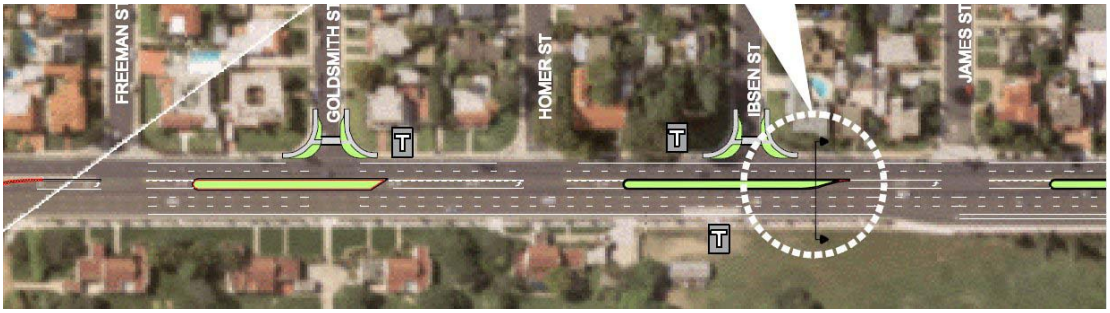
- Do Nothing: Not constructing these improvements would result in continued limited access from the west side of Rosecrans Street. As traffic volume on Rosecrans Street increases through year 2030, existing gaps in traffic will become fewer and further between. As a result, side street delays will increase.

Potential Impacts: The proposed setback of the intersection stop-lines may result in a shift in traffic queue along Rosecrans. Modification of traffic signal may affect access for some residences who take direct access onto Rosecrans from their driveways.

Community Input:

- Project Working Group: 100% approve
- Workshop #3 Preference Survey: 55.0% approve

G. INTERMITTENT MEDIANS WITH NORTHBOUND LEFT-TURN ACCESS



Discussion: Rosecrans has several side street connections between Lytton and Freeman with left turns permitted to and from Rosecrans. Consolidating the number of access points would improve traffic flow and reduce the number of potential for accidents through this section. Landscaped medians would match the existing aesthetic fronting NTC. Curb extensions are also proposed to reduce the pedestrian crossing distance and enhance the pedestrian environment on the west or southbound side of Rosecrans.

Elements of the Proposed Improvement:

- Install intermittent medians along Rosecrans between Lytton and Freeman to reduce the potential for conflict by consolidating the number of side-street access points.
- Install curb extensions to reduce the pedestrian crossing distance and enhance the pedestrian environment on the west side of the street.

What will the improvement resolve: Consolidating the number of access points will reduce the potential for accidents through this section and reduce the interruptions to traffic flow along Rosecrans. Curb extensions will reduce the crossing distance for pedestrians and enhance the pedestrian environment on the west side of the street.

Alternatives Considered:

- Continuous Raised Median: This alternative would construct a continuous raised median along Rosecrans to restrict access at all unsignalized intersections to right turn in-right turn out. This alternative would increase traffic at signalized access points as well as traffic along the parallel route to the north. When the NTC property was under consideration, this alternative was rejected by the community. Due to potential opposition and lack of overall benefit to operations along the corridor, this alternative was rejected.

- Do Nothing: Maintaining full access to side streets along the corridor may result in increase delays to side street traffic as traffic volumes along Rosecrans Street increase. With increase in traffic volumes associated with growth in the region, gap in traffic will become fewer and further between. Maintaining the existing striped median allows vehicles to cross one direction of traffic at a time so that gaps in traffic need only exist in one direction for a vehicle to negotiate their left turn movement. Whereas a raised median would provide a refuge area for pedestrians along the corridor, the striped median does not provide any protection or refuge for pedestrians crossing from east to west or vice-versa.

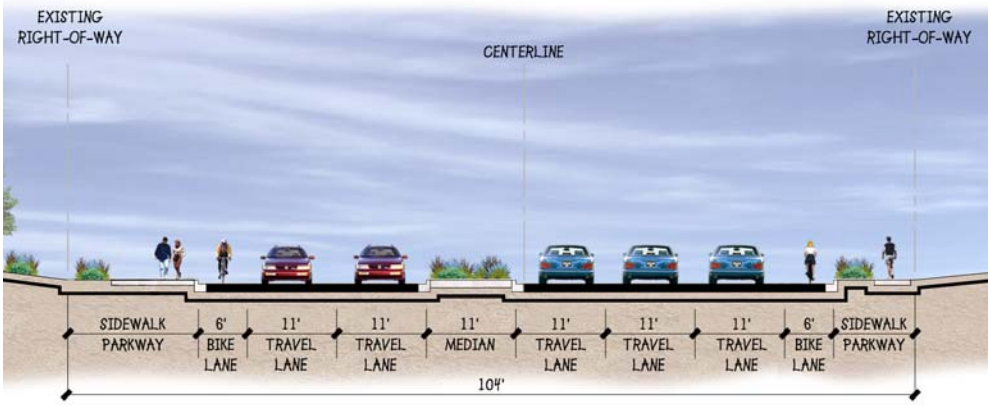
Potential Impacts: The proposed consolidation of side street access may result in increase traffic on streets where left turn traffic is allowed. Increased traffic volumes may also occur along Evergreen Street.

Community Input:

- Project Working Group: 40.0% neutral

- Workshop #3 Preference Survey: 42.4% approve

H. WIDER BICYCLE LANES (LYTTON TO ROOSEVELT)



Discussion: The existing bike lanes between Lytton and Roosevelt are four feet wide and include the gutter. Bicyclists who travel through this section ride very close to vehicular traffic with a posted speed limit of 35 mph. In many cases, bicycles have been observed on the sidewalk to avoid traveling with traffic. In addition, the proximity of traffic to the sidewalk makes for an uncomfortable pedestrian environment. By narrowing the width of the existing 12 to 14 foot striped median to 10 feet and modifying the location and length of raised medians through this section, an additional two feet can be added to the bicycle lane on the west side of the street.

Elements of the Proposed Improvement:

- Widen the bike lanes within the existing right-of-way by narrowing the width of the median.
- Re-stripe the travel lanes and center median to provide for additional bike lane width.
- When modifying existing medians related to other recommended improvements, consider narrowing or shortening to accommodate wider bicycle lanes.

What will the improvement resolve: Widening the bike lanes will provide additional room for bicyclists traveling along Rosecrans and provide an additional buffer from vehicular traffic. Providing wider bike facilities may encourage additional use of the bike lanes. Currently, bicyclists may be seen riding in the opposite direction of traffic or on the sidewalk due to unwillingness of riding the in existing bike lanes.

Alternatives Considered:

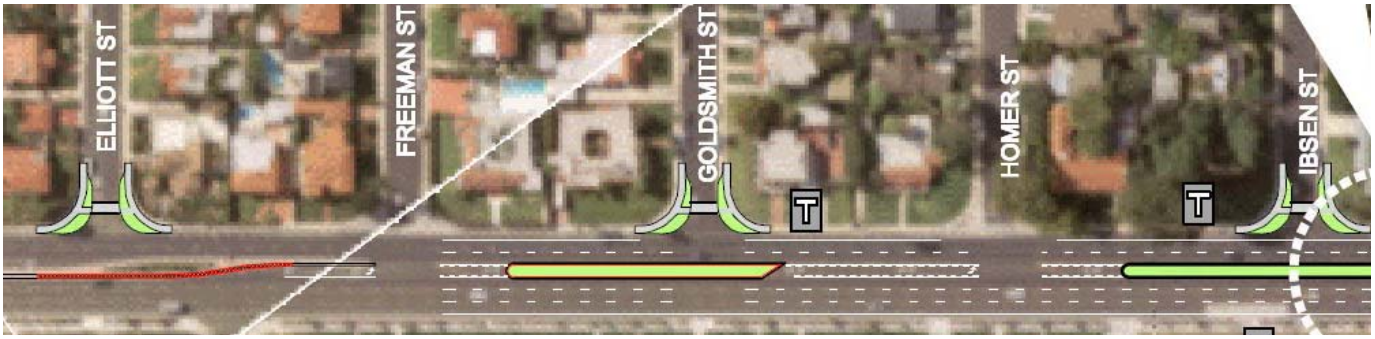
- Do Nothing: Bicycles are currently provided a dedicated bicycle lane, the improvements recommended are aimed at improving the overall facility. The “do nothing’ alternative would not result in a decline in bicycle connectivity, but would not resolve existing concerns regarding both the bicycle and pedestrian environment along the corridor.

Potential Impacts: None.

Community Input:

- Project Working Group: 90.0% approve
- Workshop #3 Preference Survey: 59.0% disapprove

I. SIDE STREET CURB EXTENSIONS TO REDUCE CROSSING DISTANCE



Discussion: In Area 2, the parkway on the west side of Rosecrans has no buffer from the adjacent vehicular traffic. The walk audits conducted for this project indicated that pedestrians do not feel safe walking on the west side of the street and many residents commented on the frequency of accidents that run up the curb and onto the sidewalk. Extending the curbs at intermittent corners will provide reduced crossing distance for pedestrians and will reduce the turning speeds of motorists at such intersections.

Elements of the Proposed Improvement:

- Construct curb extensions on the side street to reduce pedestrian crossing distance across the side street.
- Stripe crosswalks at intersections with curb extensions

What will the improvement resolve: Providing curb extensions will improve the visibility of pedestrians, reduce the crossing distance and reduce exposure time for pedestrians crossing the street. In addition, curb extensions reduce the turning speed of passenger vehicles entering the residential neighborhood. Such improvements may have a secondary benefit of reducing the potential for cut through traffic and speeding on residential streets.

Alternatives Considered:

- Do Nothing: Pedestrians can legally cross at these intersections. The "do nothing' alternative would not result in a decline in pedestrian connectivity, but would not resolve existing concerns regarding both the walking environment along the corridor.

Potential Impacts: Providing curb extensions may require motorists to reduce speeds to make the turns onto the side streets where curb extensions are located. Draingage, parking and driveway access on the side streets may be impacted by the construction of curb extensions.

Community Input:

- Project Working Group: 40.0% approve
- Workshop #3 Preference Survey: 46.6% disapprove

J. CONSOLIDATION AND RELOCATION OF TRANSIT STOPS

Discussion: Some existing transit stops along Rosecrans are placed mid-block, which may encourage illegal and unsafe pedestrian crossings. Some existing transit stops are minimally used and located near other stops. The proposed improvement is to consolidate and relocate transit stops to be closer to crosswalks at signalized intersections to encourage pedestrians to use the crosswalks.

Elements of the Proposed Improvement:

- Consolidate underutilized transit stops.
- Relocate transit stops from mid-block locations to signalized intersections adjacent to a crosswalk to encourage appropriate street crossing.

What will the improvement resolve: Consolidating transit stops may improve transit efficiency. Relocating transit stops to signalized intersections may encourage pedestrians to use crosswalks and reduce the frequency of illegal crossings.

Alternatives Considered:

- Do Nothing: The "do nothing' alternative would not result in a decline in access to transit. However, existing j-walking issues and transit access issues would not be resolved if no changes to transit stop locations were made.

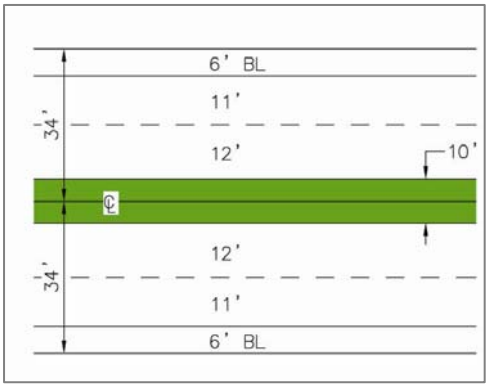
Potential Impacts: None.

Community Input:

- Project Working Group: 100.0% approve
- Workshop #3 Preference Survey: 46.6% approve

K. RE-STRIPE TO ADD SIX-FOOT BICYCLE LANES

Discussion: Bike lanes are provided in Areas 2 and 4 but are not provided in Areas 1 or 3, creating a discontinuous bicycle route through the study area. Bike lanes may be provided within the existing right-of-way by narrowing the center left-turn lane and travel lanes. Narrowing and re-striping the existing travel lanes would provide six-foot bike lanes through Area 3.



Elements of the Proposed Improvement:

- Re-stripe roadway within existing right-of-way to provide six foot (6') bicycle lanes

What will the improvement resolve: Providing bike lanes in Area 3 would complete local and regional bicycle connections throughout the study area, particularly with the surrounding study Areas 2 and 4. The bicycle lane would provide a "break down area" along Rosecrans Street that currently is not provided. Buses would stop in the bicycle lane, thereby reducing the impact on the outside through lane. Similarly, when emergency vehicles are present, vehicles can use the bicycle lane as an area to pull over so emergency vehicles can pass.

Alternatives Considered:

- Bicycle Boulevard on Parallel Routes: Many residents expressed a concern about the mixing of bicycles and passenger vehicles in the village. Locust Street to the north and Scott Street to the south were identified as potential alternative routes to Rosecrans Street. Scott Street was determined to be infeasible for a "Bicycle Boulevard". Bicycle Boulevards create an environment condusive to bicycling and restrict passenger vehicle access. Scott Street was determined to be infeasible as a Bicycle Boulevard. Slower speeds and the residential character along Locust Street may be a more appropriate environment for creating a Bicycle Boulevard. If the community continues to support the concept of a Bicycle Boulevard, further study of this concept will be required to determine the feasibility of implementing the appropriate measures for controlling passenger vehicle traffic. Regardless of the determination made regarding the Bicycle Boulevard, bicycles will travel on Rosecrans Street. The Bicycle Boulevard would not replace the need for appropriate facilities on Rosecrans.

- Do Nothing: Bicycles have the legal right to travel along Rosecrans Street without or with a bicycle lane. By not striping bicycle lanes, the existing bicycle conditions will not improve and bicycle will continue to interact with passenger vehicles.

Potential Impacts: None.

Community Input:

- Project Working Group: 90.0% approve

- Workshop #3 Preference Survey: 62.0% disapprove

L. LANDSCAPED MEDIANS AND LEFT TURN POCKETS AT INTERSECTIONS

Discussion: Through Area 3 left turns are permitted to and from Rosecrans from all unsignalized intersection. Level of service analysis of the unsignalized intersections showed that delays to side street vehicles typically exceed the acceptable LOS E

threshold (more than 50 seconds per vehicle). Because the blocks are short, most blocks do not have a center median requiring vehicles to cross both directions of traffic during available gaps.

Consolidating the number of access points would improve traffic flow, reduce delay to the side streets, and reduce the number of potential for accidents through this section. Parallel routes are available for traffic to circulate within a block of Rosecrans Street.

Construction of the raised median provides a refuge area for pedestrians and provides opportunities for public art and landscaping.

Elements of the Proposed Improvement:

- Construct raised, landscaped medians through intersections.
- Maintain "left turn in" access at selected intersections.
- Restrict all "left turn out" access
- Landscape medians to improve the aesthetic quality of the corridor.

What will the improvement resolve: Consolidating the number of access points will reduce the delay on the side street and reduce the interruptions to traffic flow along Rosecrans.

Alternatives Considered:

- <u>Reduce Northbound Lanes to One Lane to Provide Parking on East Side of Street.</u> To improve the pedestrian environment and create an improved "village" feel, an alternative was considered that would reduce the number of lanes to provide on-street parking. The results of the technical analysis showed that the reduction in lanes would resulting in deficient operating conditions for traffic. Community input on this alternative indicated that the additional lanes were preferable over the additional parking. However, if redevelopment occurs along the corridor, dedication of right-of-way should considered to integrate parking along Rosecrans where feasible. Overall, there was little support for this alternative and it was therefore rejected.

- <u>Do Nothing:</u> As traffic volumes along Rosecrans continue to increase through year 2030, gaps in traffic will become fewer making access across Rosecrans increasingly more difficult. Delays on the side street will continue to increase resulting in changes in traffic patterns, reductions in left turning volumes and potentially frustrated drivers. In some cases, the left turning volume northbound and southbound will require longer left turn pockets. The longer left turn pockets may extend into the adjacent intersections or the queue will spill over into the adjacent through lanes. Improvements are necessary to address this condition. As a result, the "do nothing" alternative was rejected.

Potential Impacts: The proposed improvement will result in shift in traffic patterns to signalized intersections or intersections with allowable left turn in access. Traffic patterns will shift and result in some diversion to parallel streets.

Community Input:

- Project Working Group: 90.0% approve
- Workshop #3 Preference Survey: 43.8% disapprove

M. NEW TRAFFIC SIGNAL AT EMERSON

Discussion: The lack of crosswalks or signalized intersections between Byron and North Harbor Drive results in illegal and unsafe pedestrian crossings. This section of Rosecrans is primarily commercial and generates pedestrian activity. In addition, vehicular traffic is constantly flowing through the area without interruption, causing an unsafe pedestrian crossing environment and may encourage speeding. A traffic signal between Byron and North Harbor Drive at Emerson would provide a striped crosswalk for pedestrians and halt traffic through the middle of this section.

Elements of the Proposed Improvement:

- Install a traffic signal at Rosecrans and Emerson.
- Stripe crosswalks on all legs of intersection

What will the improvement resolve: Providing a new traffic signal with crosswalks will encourage safer pedestrian crossings and help minimize speeding through the area.

Alternatives Considered:

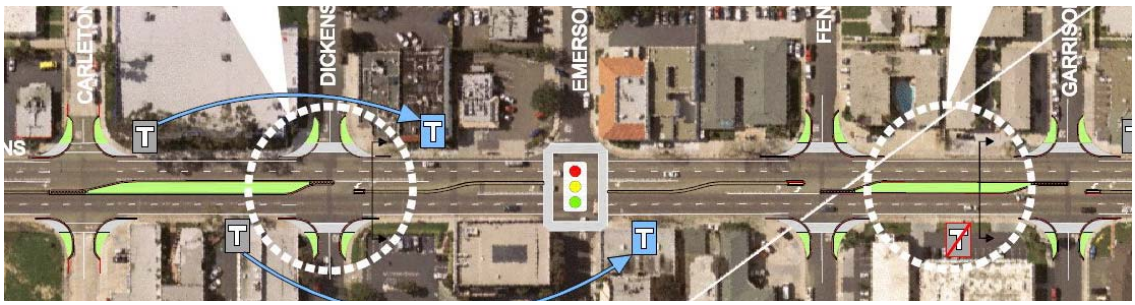
- Do Nothing: Pedestrians can legally cross Rosecrans at any unsignalized intersection along the corridor. Without improved access for pedestrians and passenger vehicles, crossing Rosecrans in the future may become increasingly difficult with increase traffic demands. The proposed improvement would help improve access that will not otherwise occur under the “do nothing’ alternative.

Potential Impacts: Increase in delay on Rosecrans with the introduction of a traffic signal. Due to the proximity of adjacent traffic signals, the timing of the new signal would need to be coordinated to reduce the potential for unnecessary stopping.

Community Input:

- Project Working Group: 80.0% approve
- Workshop #3 Preference Survey: 48.0% approve

N. SIDE STREET CURB EXTENSIONS TO REDUCE CROSSING DISTANCE



Discussion: This section of Rosecrans contains pedestrian generators, including commercial uses, motels, and proximity to the marina village. The roadway is currently four lanes with a center turn lane and a posted speed limit of 40 miles per hour. The land uses in this area are pedestrian-oriented but the streetscape lacks pedestrian amenities. Curb extensions through this area would improve the visibility of pedestrians, reduce the pedestrian crossing distance and exposure in the street and provide opportunities to improve the aesthetic quality along the corridor through landscaping.

Elements of the Proposed Improvement:

- Construct curb extensions on side streets

What will the improvement resolve: Rosecrans passes through the village, but the village currently lacks pedestrian friendly amenities or elements that create a walkable environment. The curb extensions would both call attention to the pedestrian and create space to install landscaping and/or key features that establish the village as a destination. Coupled with the landscaped medians, these improvements would change the character of Rosecrans Street and improve the walking and bicycling environment while maintaining the traffic capacity of the roadway. The curb extensions would help reduce the traffic turning speed at intersections and buffer parked vehicles on the side streets.

Alternatives Considered:

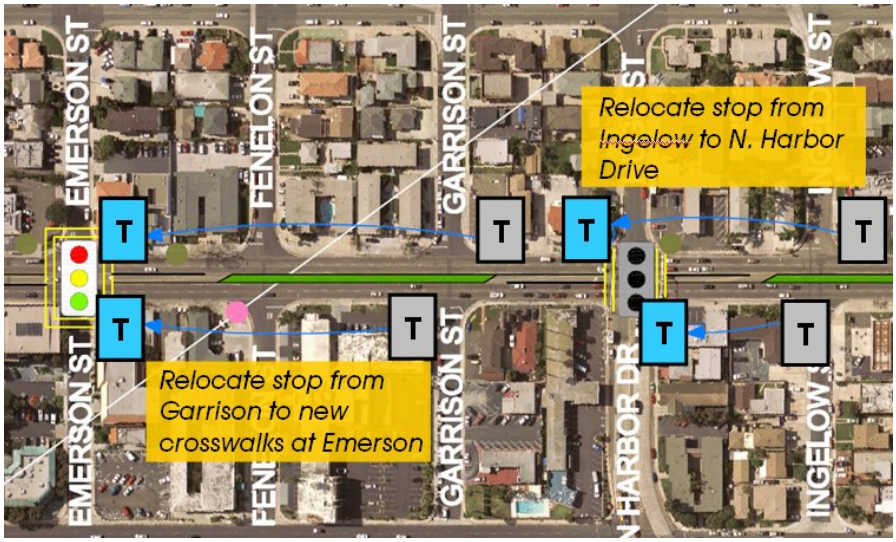
- Do Nothing: Pedestrians can legally cross at these intersections. The "do nothing' alternative would not result in a decline in pedestrian connectivity, but would not resolve existing concerns regarding both the walking environment along the corridor.

Potential Impacts: Providing curb extensions may require motorists to reduce speeds to make the turns onto the side streets where curb extensions are located.

Community Input:

- Project Working Group: Split: 40.0% approve/40% disapprove
- Workshop #3 Preference Survey: 42.0% approve

O. RELOCATION OF TRANSIT STOPS TO SIGNALIZED INTERSECTIONS



Discussion: Some existing transit stops along Rosecrans are placed mid-block, which may encourage illegal and unsafe pedestrian crossings. Some existing transit stops are minimally used and located near other stops. The proposed improvement is to consolidate and relocate transit stops to be closer to crosswalks at signalized intersections, including the proposed signal at Emerson, to encourage pedestrians to use the crosswalks to access transit.

Elements of the Proposed Improvement:

- Consolidate underutilized transit stops.
- Relocate transit stops from mid-block locations to signalized intersections adjacent to a crosswalk to encourage appropriate street crossing.

What will the improvement resolve: Consolidating transit stops may improve transit efficiency. Relocating transit stops to signalized intersections may encourage pedestrians to use crosswalks and reduce the frequency of illegal crossings.

Alternatives Considered:

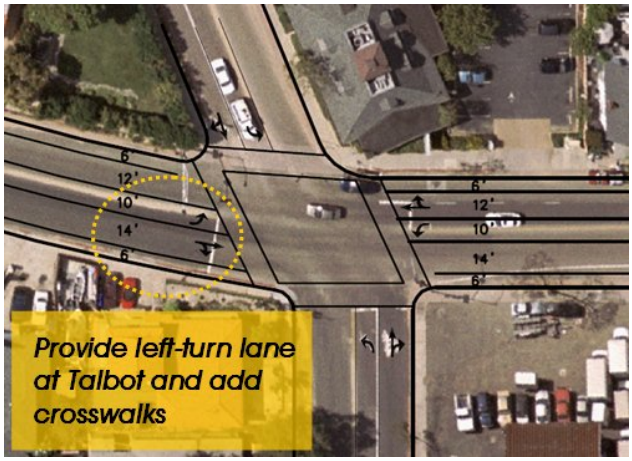
- Do Nothing: The "do nothing' alternative would not result in a decline in access to transit, but would not resolve existing concerns regarding access to transit stops or transit performance.

Potential Impacts: This improvement may result in longer distances for pedestrians to access transit stops compared to the existing location of some stops. The spacing of stops is such that no two stops are located more than one-quarter mile away from the others.

Community Input:

- Project Working Group: 100.0% approve
- Workshop #3 Preference Survey: 52.0% approve

P. RE-STRIPE INTERSECTION OF ROSECRANS AND TALBOT



Discussion: The intersection of Rosecrans at Talbot is currently striped to provide a shared northbound left-through-right turn lane. Vehicles heading northbound on Rosecrans often go around motorists waiting to make the northbound left turn onto Talbot, creating a weaving pattern. The southbound direction has two lanes (one through lane and one shared through-right turn lane), but only has one receiving lane, requiring vehicles to quickly merge at the receiving end of the intersection. To resolve these issues, the proposed improvement is to re-stripe the intersection to provide two northbound lanes, one left turn and one shared through-right turn lane, and re-stripe the southbound leg to contain one left-turn lane and one shared through-right turn lane. The existing crosswalks are also proposed to be re-striped to match the proposed lane configurations.

Elements of the Proposed Improvement:

- Restripe the northbound approach to include a dedicated left-turn lane and shared through-right turn lane on Rosecrans.
- Restripe the southbound approach to include a southbound left-turn lane and shared through-right turn on Rosecrans.
- Re-stripe the existing crosswalks to match the proposed lane configurations.

What will the improvement resolve: Providing the northbound left-turn lane with a shared through-right turn lane on Rosecrans will improve flow upon the approach of the intersection and will eliminate the existing weaving pattern caused by motorists going around those waiting to make the left-turn. Re-striping the southbound approach of the intersection will improve the alignment and flow of traffic to match the number approaching lanes with the number of receiving lanes, thus eliminating the need to quickly merge into the single receiving lane.

Alternatives Considered:

- Do Nothing: By maintaining the existing lane configuration, vehicles will continue to pass on the right side of a vehicle waiting to make a left hand turn. This situation creates line of sight issues for vehicles on the opposite approach also waiting to make a left hand turn and for pedestrians in the crosswalks.

Potential Impacts: None.

Community Input:

- Project Working Group: 100.0% approve
- Workshop #3 Preference Survey: 51.6% approve

Q. COMPLETE SIDEWALKS ON WEST SIDE OF STREET

Discussion: The southernmost portion of the Rosecrans corridor is primarily residential. Sidewalks are intermittent on both sides of the street and provide a discontinuous pedestrian path. In areas where sidewalks are missing, pedestrians must walk in either the bicycle lane or travel lane with no separation from vehicular traffic. Community outreach efforts have revealed that many residents prefer not to have sidewalks on both sides of the street, particularly on the east side of the street where several resident driveways front the road. Therefore, sidewalks are proposed to be completed on the west side of the street to fill in existing pedestrian gaps to provide a continuous pedestrian path.

Elements of the Proposed Improvement:

- Construct sidewalks on the west side of the street in sections where sidewalks are currently missing or in a state of disrepair.

What will the improvement resolve: Providing sidewalks on at least one side of the road will provide pedestrians with a continuous path through this neighborhood. Providing sidewalks on the west side will give pedestrians a safer place to walk instead of walking in the bike lanes next to vehicular traffic.

Alternatives Considered:

- <u>Provide sidewalks on both sides of the street.</u> There are significantly more gaps in the sidewalk on the east side of the street when compared to the west side of the street. Constructing a sidewalk on the east side of Rosecrans would result in impacts to the fronts of numerous properties many of which have garages immediately adjacent to the road. There are parallel walking paths along the waterfront on the east side of Rosecrans, which many members of the community identified as the preferred walking route for recreation. Therefore, the alternative to provide sidewalks on both sides of the street was determined to be infeasible.

- <u>Do Nothing</u>. Pedestrians currently walk within the parking lane when parked vehicles are not present. When vehicles are parked, pedestrians move to the bicycle lanes. Speeds along the corridor vary depending upon traffic demands. However, during off peak periods traffic speeds typically exceed the posted speed limit. With pedestrians in the bicycle lane, there is no buffer from the through traffic. In addition, the bicycle

and parking lane do not provide adequate access for disable residents and/or guests. Maintaining the existing condition would continue to put pedestrians at risk when walking in the parking or bicycle lanes givent the speeds along Rosecrans Street.

Potential Impacts: To install the sidewalk right-of-way may need to be acquired or parking may be lost. Final design of the sidewalk would determine the most appropriate means to accommodate the sidewalk.

Community Input:

- Project Working Group: 90.0% approve
- Workshop #3 Preference Survey: 40.3% approve

R. CURB EXTENSIONS AT OWEN AND BESSEMER

Discussion: The southernmost portion of Rosecrans is primarily residential and provides access to the Navy Sub Base as well as local beach access. The roadway is currently two lanes with a posted speed limit of 30 miles per hour and intermittent sidewalks. Community outreach efforts have revealed that some residents feel that speeding is an issue through this section of the corridor. Curb extensions would reduce the pedestrian crossing distance and exposure in the street and would serve as a traffic calming device to reduce speeds through the residential area. Curb extensions are proposed at two locations, Owen and Bessemer, due to studies that show traffic calming devices to reduce speed work best in sequence. In addition, curb extensions would improve visibility of pedestrians to motorists.

Elements of the Proposed Improvement:

- Construct curb extensions at Owen and Bessemer
- Stripe crosswalks on the south leg and along the stop controlled side streets.
- Use highly reflective paint and/or pavement markings to improve the visibility of the pedestrian crossing to the motorist.

What will the improvement resolve: Traffic speeds through Area 4 typically exceed the posted speed limit, particularly during off peak hours. Bessember and Owen are two intersections along the corridor that provide pedestrian access to walking paths along San Diego Bay to the east of Rosecrans Street. During the summer or during events in Point Loma parking along Roserans and in the adjacent neighborhoods is at a premium. During these times, the parked vehicles also make it difficult for motorists to see pedestrians waiting to cross the street. The purpose of the curb extension is to reduce the traffic speeds and improve pedestrian visibility.

Alternatives Considered:

- Mini-roundabout: To improve access from the side streets, reduce speeds through the intersection and to calm traffic along the corridor, mini-roundabouts were considered. The mini-roundabouts would have impacted parking and access to some properties along the corridor. Due to the potential queuing impact that may occur with the implementation of roundabouts, this alternative was rejected for these two locations.

- Do Nothing: Pedestrians can legally cross at these intersections. The "do nothing' alternative would not result in a decline in pedestrian connectivity, but would not resolve existing concerns regarding the walking environment along the corridor or the traffic speeds through Area 4.

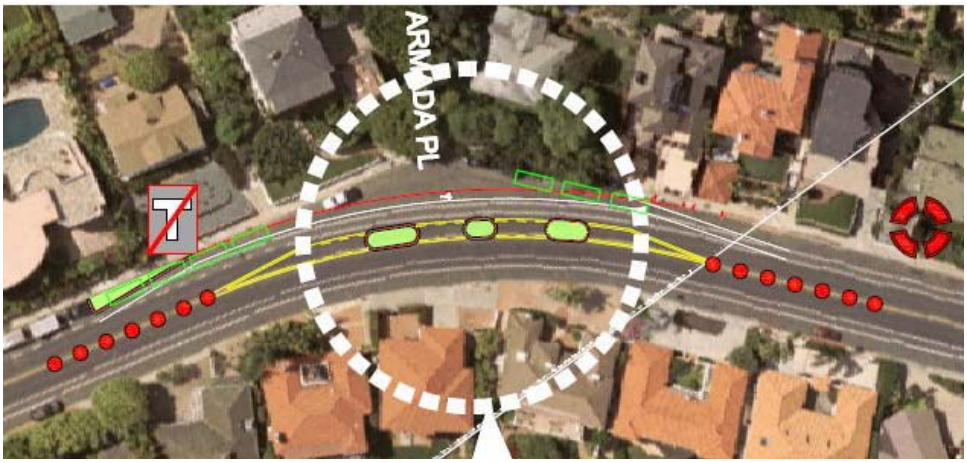
Potential Impacts: Providing curb extensions may require motorists to reduce speeds to make the turns onto the side streets where curb extensions are located. Parking spaces immediately adjacent to the intersections may be lost. Access to some properties may be affected.

Community Input:

- Project Working Group: 80.0% approve

- Workshop #3 Preference Survey: 42.9% disapprove

S. MEDIAN ISLANDS AT ARMADA



Discussion: Rosecrans curves at Armada Place within the southern portion of the corridor. The roadway is currently two lanes with bike lanes and on-street parking. The posted speed limit is 30 miles per hour. Speed surveys show the 85th percentile at 35 mph northbound and 38 mph southbound. Accident reports show that most accidents occur on the southbound approach adjacent to the intersection of Kona Way. The cause of the accidents is most typically associated with either hitting fixed objects, hitting parked vehicles or running off the road.

Residents have expressed concern about speeding through this particular section of the corridor. Therefore, medians and striping are proposed to help control traffic and reduce

speeds as motorists travel through the curve. Median breaks are also proposed to maintain access to the surrounding residential driveways.

Elements of the Proposed Improvement:

- Construct medians in the center of the road at Armada Place.
- Install curb extensions on the north leg of Kona Way to buffer existing parking along Rosecrans south of the curve.
- Restripe through curve with highly reflective paint and appropriate raised pavement markers
- Install appropriate signage in advance of curve including a flashing beacon and/or V-Calming sign.

What will the improvement resolve: Installing medians in the center of the road at Armada Place would help control and reduce speed through the section by narrowing the travel way and reducing the radius curvature southbound. More passive attempts at slowing traffic (signage, rumble strips, etc) have not been affective at reducing speeds or accidents through the curve.

Alternatives Considered:

- Improved Street Lighting in Advance of Curve. A field investigation after dark revealed that existing street lights are operational at either end of the curve. Due to the location of the curve on the west side of the street, no improvements to lighting are feasible. The curb is set to far from the existing travel way. The curb on the west side of Rosecrans would need to be relocated to improve the lighting through the curve on the southbound approach.

- Install V-Calming Sign. V-Calming is a tool used to inform drivers of their speed and flashes when speeds exceed the posted speed limit. Much like other passive traffic calming devices, the effectiveness of the V-Calming sign is limited. The recommended alternative includes the installation of a V-Calming sign in conjunction with the recommended improvements.

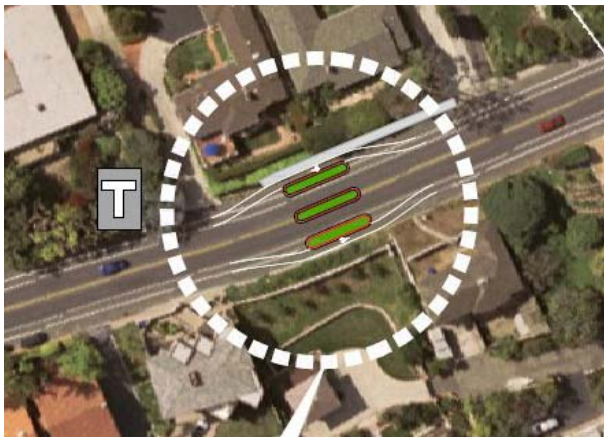
- Do Nothing: The “do nothing alternative” would not resolve key issues raised by the community as part of this process. Key concerns raised were traffic speeds through the neighborhood and access to the side streets. Many residents at the first workshop identified this curve as dangerous. With existing speeds more than 5 mph over the existing posted speed limits, the accident history through the curve and the presence of pedestrians in the residential setting through Area 4, physical improvements are necessary to improve the conditions through the curve. The “do nothing” or passive approaches to resolving these issues will not be effective.

Potential Impacts: Installation of the median and striping would require removal of approximately seven on-street parking spaces.

Community Input:

- Project Working Group: 40.0% disapprove
- Workshop #3 Preference Survey: 67.7% disapprove

T. CHOKERS NEAR QUALTROUGH AND KONA



Discussion: The southernmost portion of Rosecrans is primarily residential and provides access to the Navy Sub Base. The roadway is currently two lanes with a posted speed limit of 30 miles per hour. Community outreach efforts have revealed that some residents feel that speeding is an issue through this section of the corridor. Mid-block chokers would neck down the roadway and serve as a traffic calming device to reduce speeds through the area. Chokers near Qualtrough and Kona are proposed in addition to the previously mentioned curb extensions, due to studies that show traffic calming devices to reduce speed work best in sequence.

Elements of the Proposed Improvement:

- Construct outside islands (6' wide) adjacent to the outside lane near Qualtrough and Kona
- Re-route bicycles to the outside of the curb extensions
- Construct center island (6' wide) between curb extensions
- Restripe through the choker with highlight reflective paint and associated raised pavement marking. Maintain a minimum 14' lane through the choker.

What will the improvement resolve: Providing chokers will serve as a traffic calming device as the roadway is narrowed, requiring motorists to reduce speeds to travel through the section.

Alternatives Considered:

- Do Nothing. Community concerns raised at the workshop identified traffic speed as one of the top concerns in Area 4. Long straight stretches of roadway with little side street interaction creates an environment where motorist speeds exceed the posted speed limit. Without the installation of traffic calming devices, traffic speeds during off-peak periods will continue to exceed the posted speed limit, resulting in on-going challenges to maintain a posted speed limit of 30 mph.

Potential Impacts: Installation of the chokers would require removal of on-street parking spaces on each side of the choker.

Community Input:

- Project Working Group: 40.0% disapprove
- Workshop #3 Preference Survey: 61.3% disapprove

U. MINI ROUNDABOUT AT MCCALL

Discussion: The southernmost portion of Rosecrans is primarily residential and provides direct access to the Navy Sub Base. The roadway is currently two lanes with a posted speed limit of 30 miles per hour. Community outreach efforts have revealed that some residents feel that speeding is an issue through this section of the corridor. A mini roundabout at McCall would neck down the roadway and serve as a traffic calming device to reduce speeds through the intersection. The proposed roundabout would require motorists to maneuver around the roundabout and be cautious of others entering the intersection. The design of the roundabout would provide curb extensions at each of the corners, thereby reducing the crossing distance for pedestrians and improving visibility of pedestrians to motorists. The roundabout is proposed at McCall because it provides east-west access to and from the beach, which is a pedestrian generator. On-street parking would not be removed as the curb extensions would be placed where there is existing red curb.

Elements of the Proposed Improvement:

- Construct a mini roundabout at McCall and Rosecrans
- Restripe in advance of the mini-roundabout with highly reflective paint and provide the appropriate signage
- Stripe crosswalks on all legs of the intersection with highlight reflective paint

What will the improvement resolve: Providing the mini roundabout will help to control vehicle right-of-way at the intersection and serve as a traffic calming device. The mini-roundabout will narrow the through lanes approaching the intersection, requiring motorists to reduce speeds to make turns or travel through.

Alternatives Considered:

- Installation of Curb Extensions
- Do Nothing

Potential Impacts: Parking spaces along McCall and Rosecrans may be lost. Some access to residential properties may be impacted. Delays will be incurred to vehicles along Rosecrans and queues may for particularly during peak periods. Concept designs meet the minimum requirements to allowing large vehicle and emergency vehicle access. However, it may be necessary for fire trucks to “cut across” the roundabout, as

opposed to going around, in the event of an emergency. Rolled curbs and a mountable center apron would provide the necessary width for the emergency vehicle to negotiate the roundabout.

Community Input:

- Project Working Group: 80.0% disapprove
- Workshop #3 Preference Survey: 70.1% disapprove

V. CONSOLIDATION OF TRANSIT STOPS

Discussion: Some transit stops along Rosecrans are underutilized with only a few riders per stop per day. The proposed improvement is to consolidate transit stops at locations with higher ridership to increase utilization of the transit stops.

Elements of the Proposed Improvement:

- Consolidate underutilized transit stops.

What will the improvement resolve: Consolidating transit stops may improve transit efficiency by removing underutilized stops.

Alternatives Considered:

- Do Nothing: Because existing transit stops along the corridor have very limited ridership, the change in stop location would have little to no impact in this area. Therefore, the "do nothing" alternative would not adversely impact future access to or transit performance along the corridor.

Potential Impacts: None.

Community Input:

- Project Working Group: 60.0% neutral
- Workshop #3 Preference Survey: 42.6% approve