



ROSECRANS CORRIDOR MOBILITY STUDY

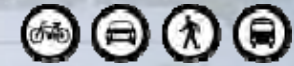
**Community Group Presentations
January 2010**

Overview of Project



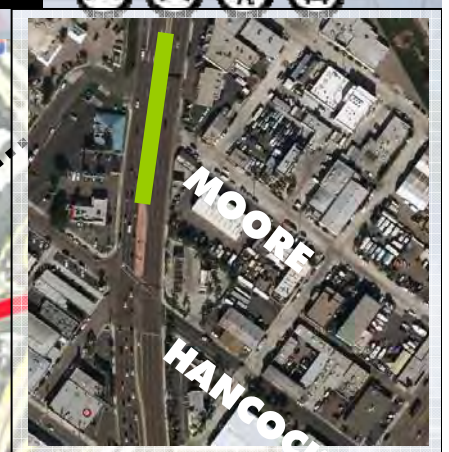
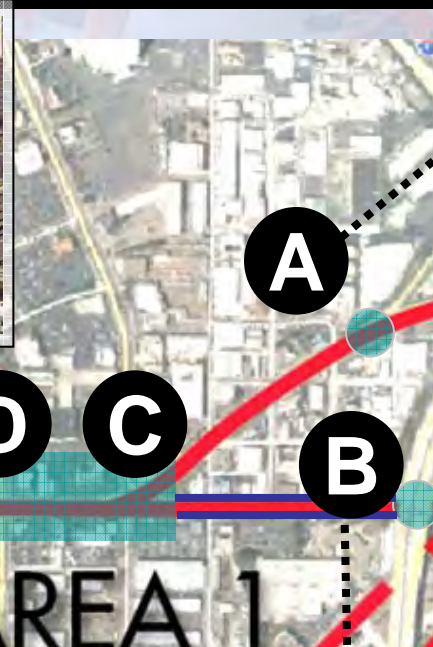
- **Community Outreach**
- **Technical Analysis**
- **Conceptual Engineering**
- **Cost Estimates & Implementation Planning**
- **Initial Study**

Goal of Project



- Work with Community to Understand Existing Transportation Based Concerns
- Identify Opportunities to Improve Mobility & Connectivity for All Modes
- Prepare Technical Analysis & Identify Solutions to Existing Issues
- Identify Potential Solutions to Address Future Planning Needs

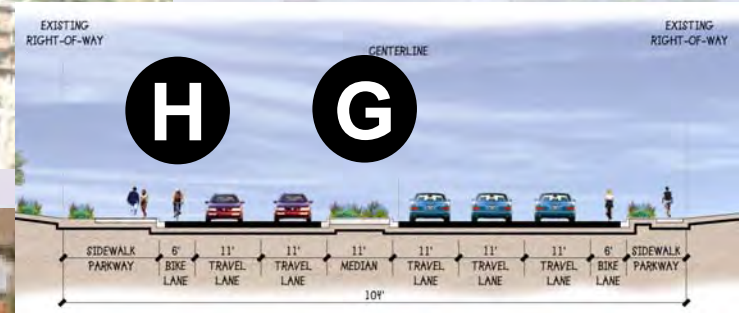
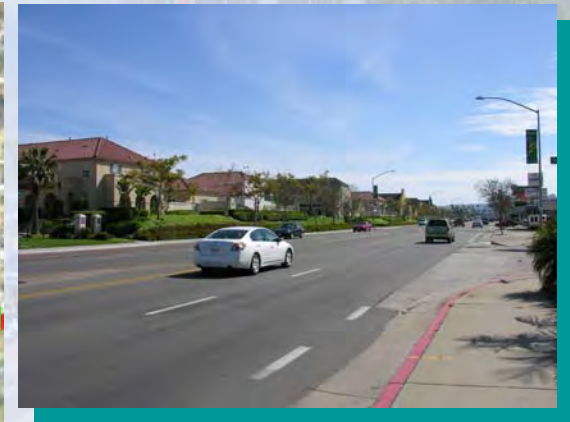
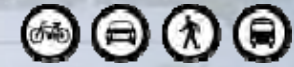
“Hot Spots”: Area 1



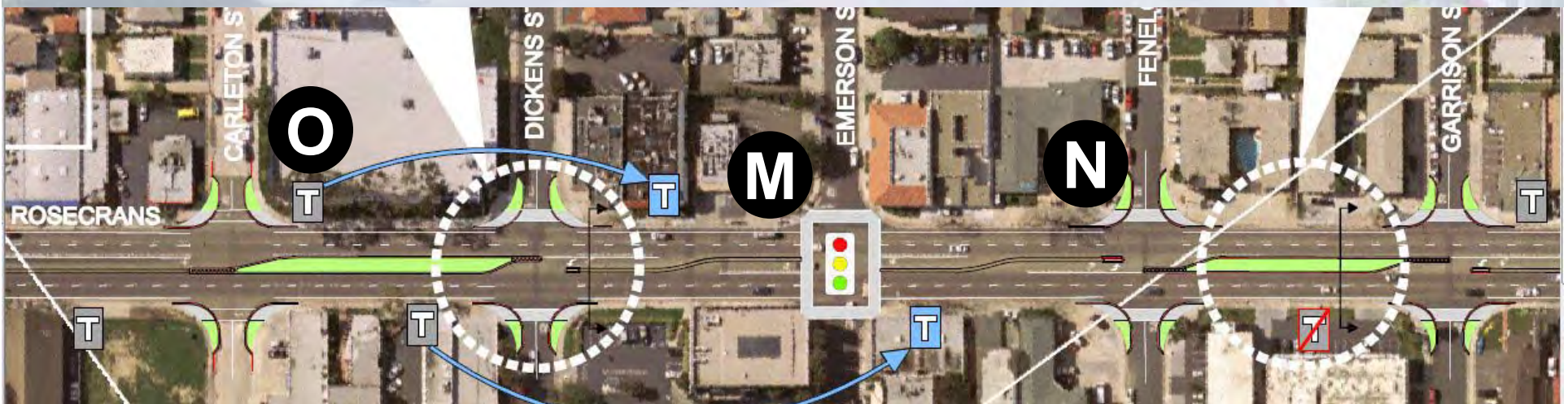
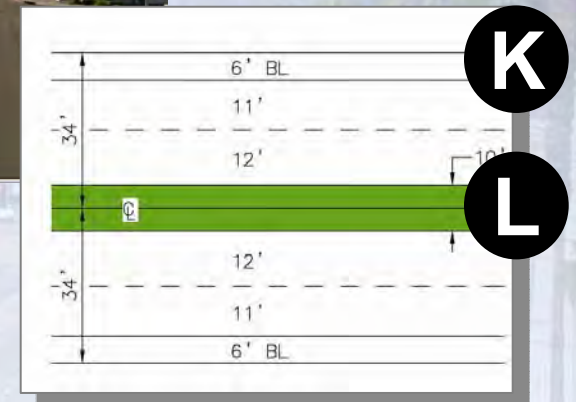
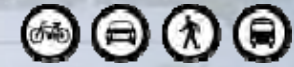
C Sports Arena Extension



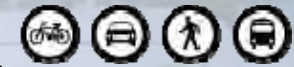
“Hot Spots”: Area 2



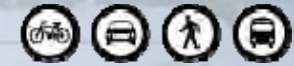
“Hot Spots”: Area 3



“Hot Spots”: Area 4



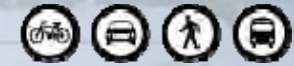
Selection of Improvements



Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input	●
Cost	H

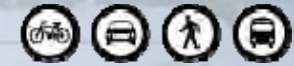
- Yes
- Neutral
- No
- H** High (More than \$1M)
- M** Medium (\$100 - \$1M)
- L** Low (less than \$100)

Pedestrian Improvements



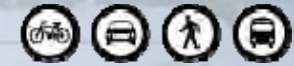
- New sidewalks
- New or improved curb ramps
- New traffic signals with crosswalks and pedestrian indications
- Curb extensions
- Traffic Calming south of Talbot Street to slow traffic

Bicycle Improvements



- Restriping Rosecrans to include Class I bicycle lanes
- Future consideration of Bicycle Boulevard

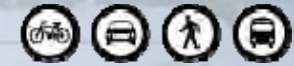
Transit Improvements



- Extension of existing queue jump lane at Pacific Highway
- Relocation or consolidation of transit stops
- Future transit priority or queue jump lanes at key intersections

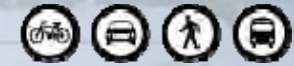


Traffic Improvements



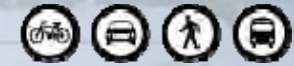
- Moore Street Median at Camino Del Rio
- Extension of Sports Arena to Pacific Highway
- Rosecrans / Midway Improvements
- Raised Medians through Area 2 & Area 3
- New Traffic Signals: Hancock & Emerson
- Restripe from Talbot to Canon
- Traffic Calming south of Talbot

Right-of-Way Impacts



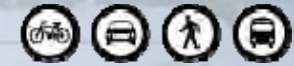
- Rosecrans & Sports Arena
- Rosecrans & Lytton
- South of Talbot
- Old Town Transit Center to Sports Arena

Next Steps for Mobility Study



- Initial Study
- Implementation Plan (January 2010)
 - Short
 - Medium
 - Long
 - Beyond 20 years
- Cost Estimates (January 2010)
- Final Report (February 2010)

Requested Action



- Input on Elements of Mobility Study
- Support for Recommended Alternative

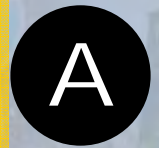




Preliminary Recommended Alternative

Preliminary Recommended Improvement :

**Moore Street Median Closure:
Traffic Recirculation Pattern**



Accident History

45 Reported (1999 – 2009)

3 Pedestrian Involved (1 Fatality)

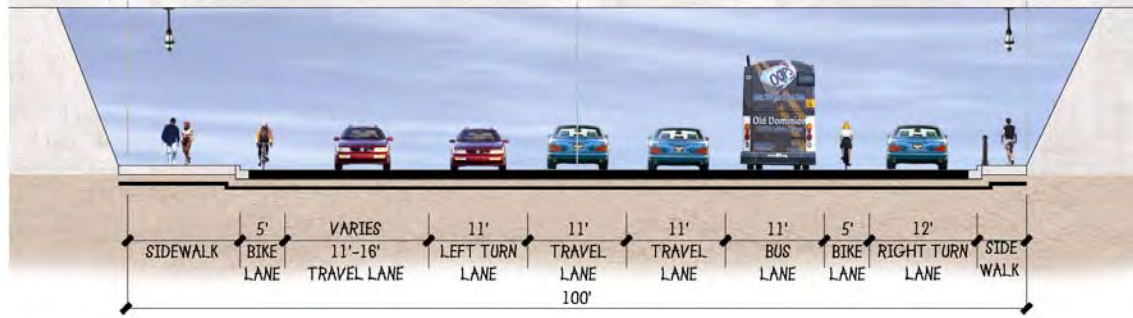
- 7% Pedestrian
- 20% Rear-End
- 40% Right Angle
- 20% Side Swipe
- 13% Other

Consistency with Community Plan		○
Mobility Assessment		
Resolution of Existing Issues		●
Potential Benefits		●
Potential Impacts		●
Feasibility		●
Community Input	(Like = 47.2%)	●
Cost		M



Preliminary Recommended Improvement :

Provide Bike Lanes and Sidewalks to Improve Connection to Transit Center (Camino Del Rio to Pacific Highway)



Consistency with Community Plan	<input checked="" type="radio"/>
Mobility Assessment	<input type="radio"/>
Resolution of Existing Issues	<input checked="" type="radio"/>
Potential Benefits	<input checked="" type="radio"/>
Potential Impacts	<input type="radio"/>
Feasibility	<input checked="" type="radio"/>
Community Input (Like = 52.7%)	<input checked="" type="radio"/>
Cost	M



Preliminary Recommended Improvement :

Extend Sports Arena Boulevard East of Rosecrans

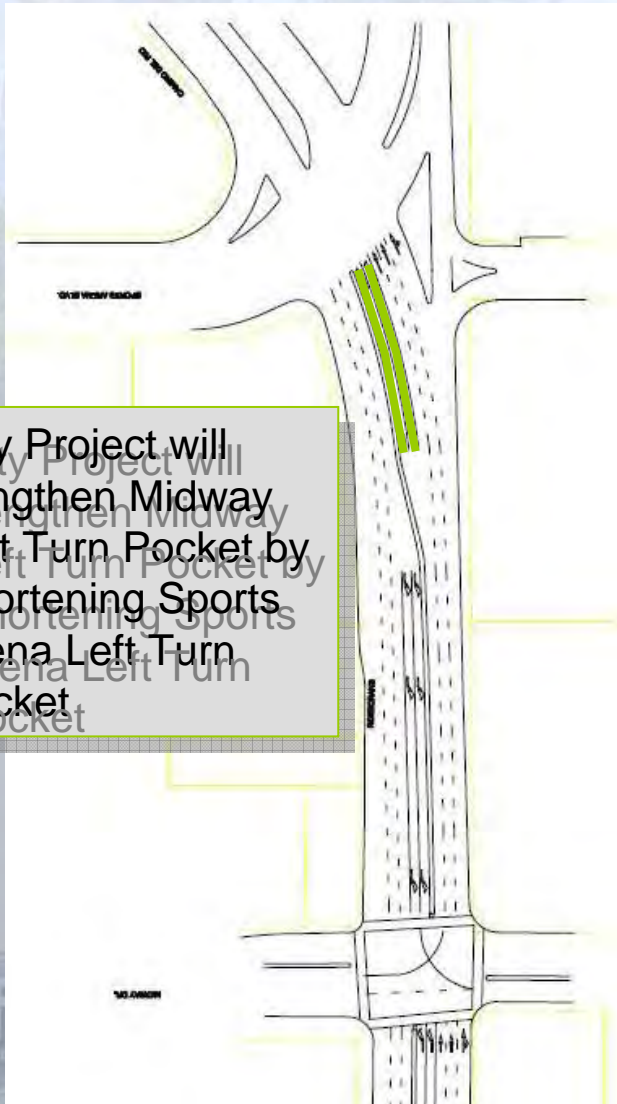


- Currently Included in Community Plan
- Extension Will Reduce Weaving on Rosecrans
- Extension Will Reduce Traffic on Hancock
- Traffic Circulation will be Affected

Consistency with Community Plan		
Mobility Assessment		
Resolution of Existing Issues		
Potential Benefits		
Potential Impacts		
Feasibility		
Community Input	(Dislike = 41.5%)	
Cost		H

Preliminary Recommended Improvement :

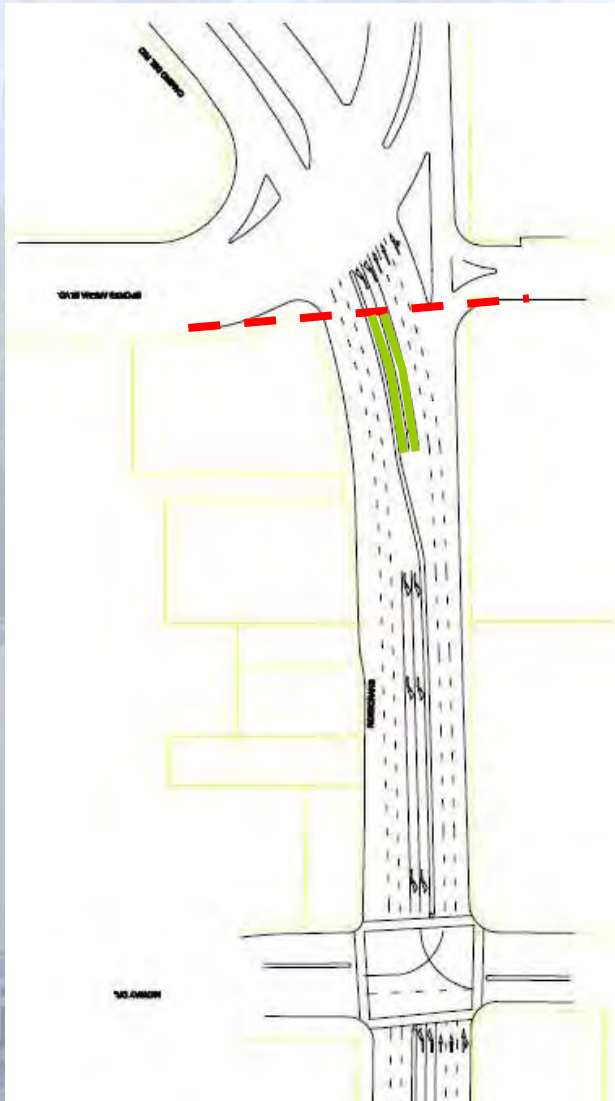
Extend Sports Arena Boulevard East of Rosecrans



City Project will Lengthen Midway Left Turn Pocket by Shortening Sports Arena Left Turn Pocket



Extend Sports Arena Boulevard East of Rosecrans



- **Issue:**

- Alignment of Sports Arena Further Reduces Northbound Left Turn Pocket Storage

- **Potential Solutions:**

- Remove Extension of Sports Arena from Community Plan
- Provide One Northbound Left Turn Pocket
- Relocate Northbound Left Turning Traffic to Hancock Street

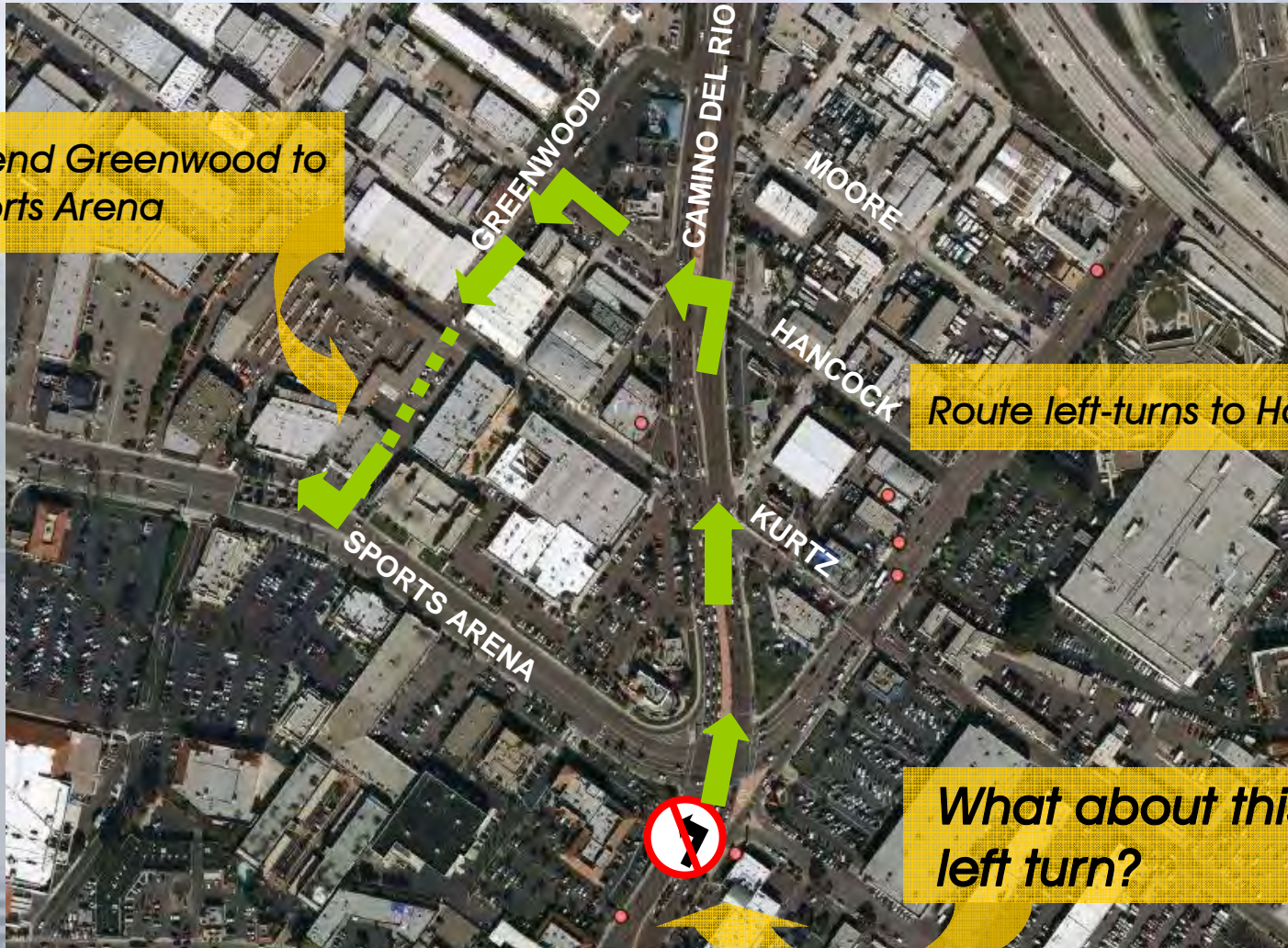


Preliminary Recommended Improvement :

Extend Sports Arena Boulevard East of Rosecrans



Extend Greenwood to Sports Arena



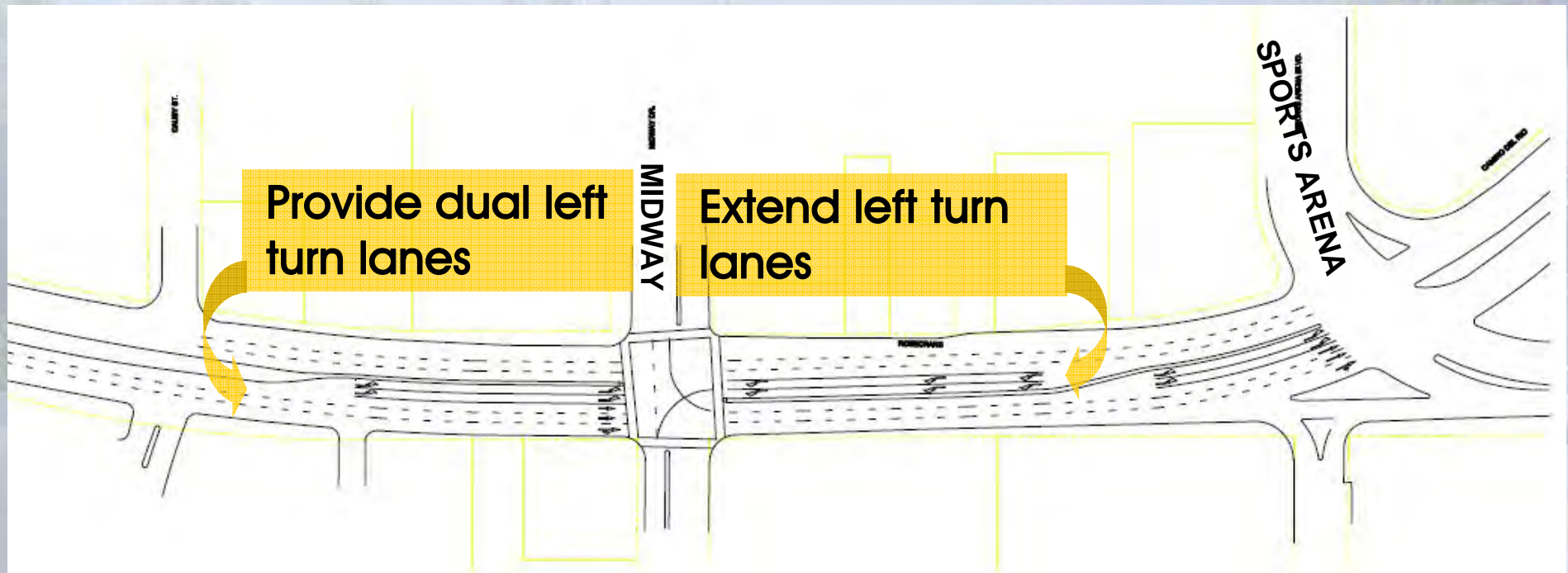
Route left-turns to Hancock

What about this left turn?



City of San Diego
Planned Improvement :

Midway Intersection
Improvements



**Mid- to Long-Term
Improvement :**

**Rosecrans & Midway
Intersection Improvements**



**Provide dual left
turn lanes**

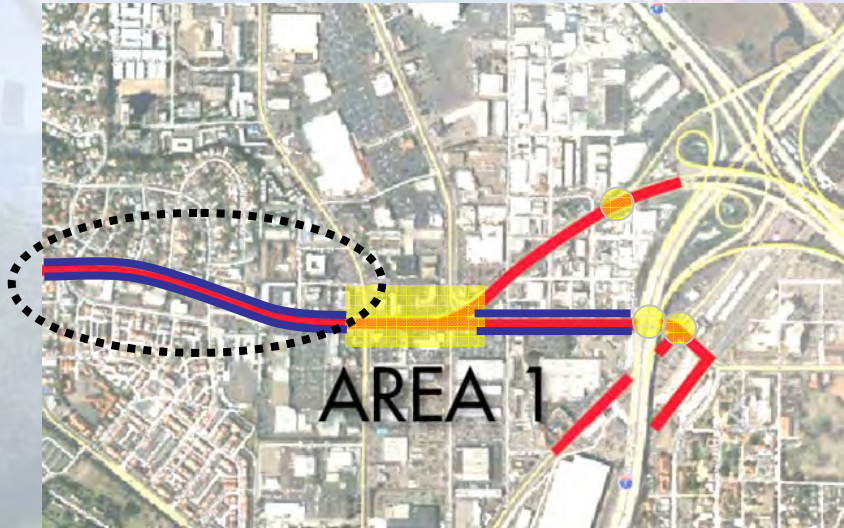
**Extend left turn
lanes**

**Provide right-
turn pocket**

Consistency with Community Plan	<input checked="" type="radio"/>
Mobility Assessment	<input type="radio"/>
Resolution of Existing Issues	<input checked="" type="radio"/>
Potential Benefits	<input checked="" type="radio"/>
Potential Impacts	<input checked="" type="radio"/>
Feasibility	<input type="radio"/>
Community Input	(Like = 67.3%) <input checked="" type="radio"/>
Cost	H

Preliminary Recommended Improvement :

Stripe Bike Lanes from Midway to Lytton



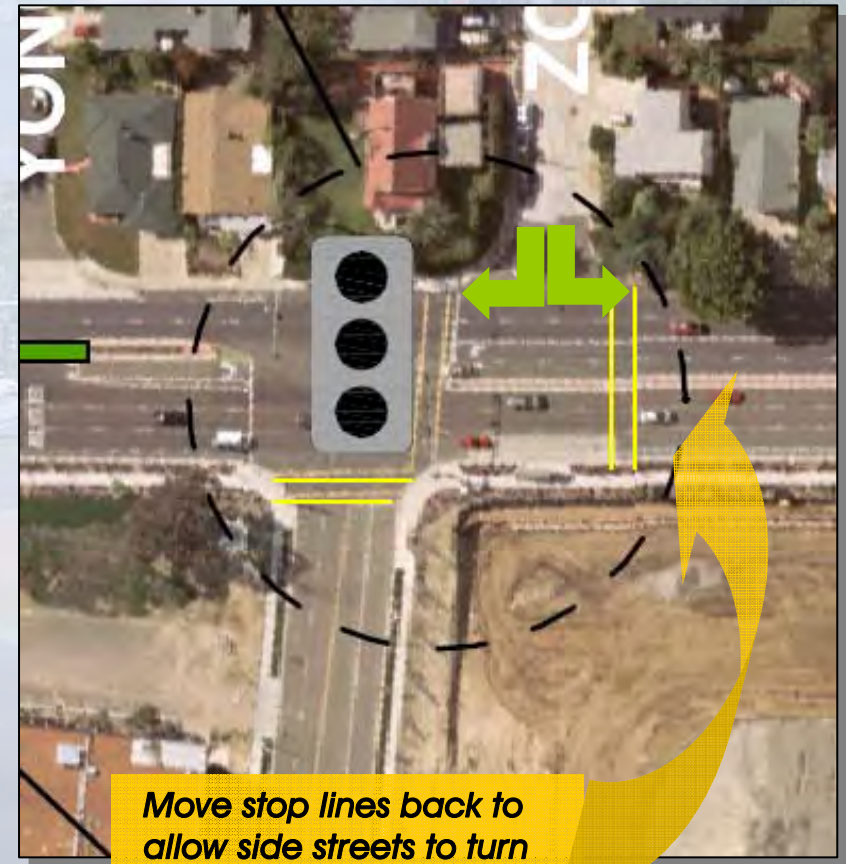
Consistency with Community Plan	<input checked="" type="radio"/>
Mobility Assessment	<input type="radio"/>
Resolution of Existing Issues	<input checked="" type="radio"/>
Potential Benefits	<input checked="" type="radio"/>
Potential Impacts	<input checked="" type="radio"/>
Feasibility	<input checked="" type="radio"/>
Community Input (Dislike = 50.9%)	<input checked="" type="radio"/>
Cost	L



Preliminary Recommended Improvement :

Modify Signals at Dumas/Roosevelt and Zola/Womble to Improve Access

F



Move stop lines back to allow side streets to turn with signal

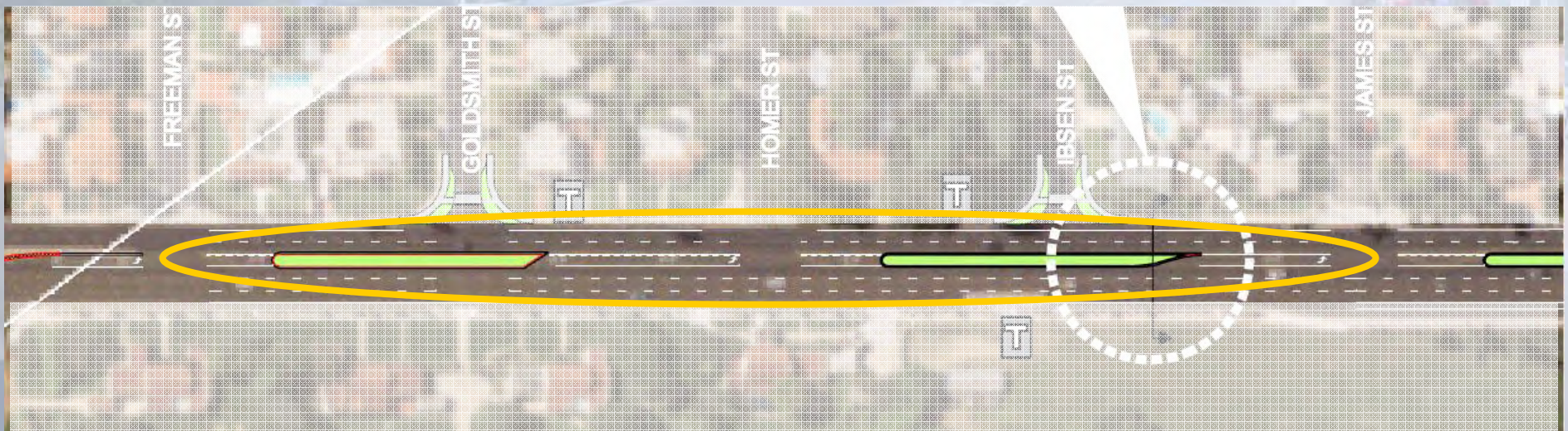
Consistency with Community Plan	○
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Like = 55.0%)	●
Cost	M

Preliminary Recommended Improvement :

Intermittent Medians and Left-Turn Pockets Improve Traffic Flow & Reduce Side Street Delay



Consistency with Community Plan	○
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Like = 42.4%)	●
Cost	M

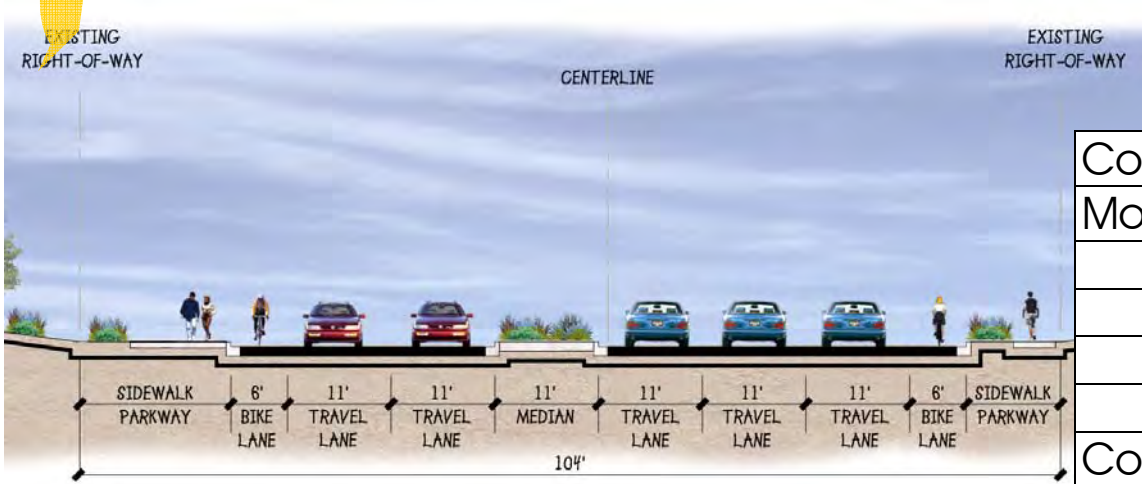


Preliminary Recommended Improvement :

Widen Bicycle Lanes from 4 to 6 feet by Reducing Median Width



Existing Right-of-Way to remain the same



Consistency with Community Plan	<input checked="" type="radio"/>
Mobility Assessment	<input type="radio"/>
Resolution of Existing Issues	<input checked="" type="radio"/>
Potential Benefits	<input checked="" type="radio"/>
Potential Impacts	<input type="radio"/>
Feasibility	<input checked="" type="radio"/>
Community Input (Dislike = 59.0%)	<input checked="" type="radio"/>
Cost	<input type="radio"/>

Preliminary Recommended Improvement :

**Side Street Curb Extensions
Reduce Pedestrian Crossing Distance**

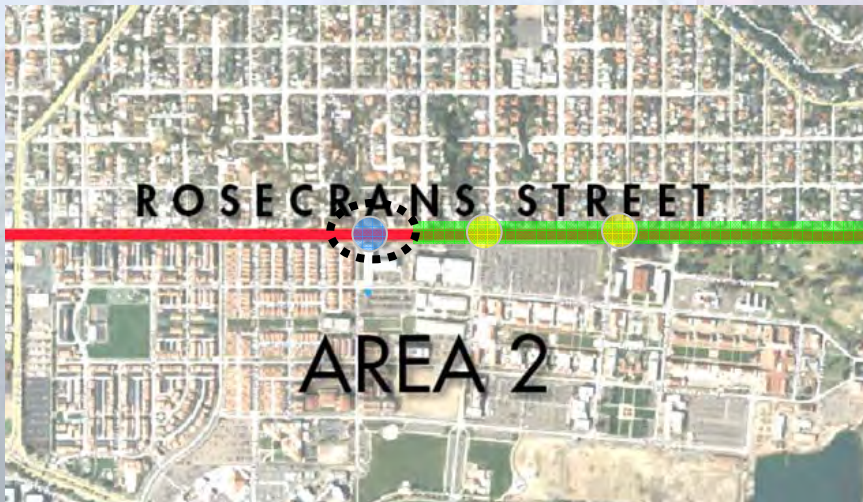


Consistency with Community Plan		
Mobility Assessment		
Resolution of Existing Issues		
Potential Benefits		
Potential Impacts		
Feasibility		
Community Input	(Dislike = 42%)	
Cost		M

Preliminary Recommended Improvement :

Relocate Transit Stops from Porter/Udall to Farragut/Voltaire to be Closer to the Crosswalk

J



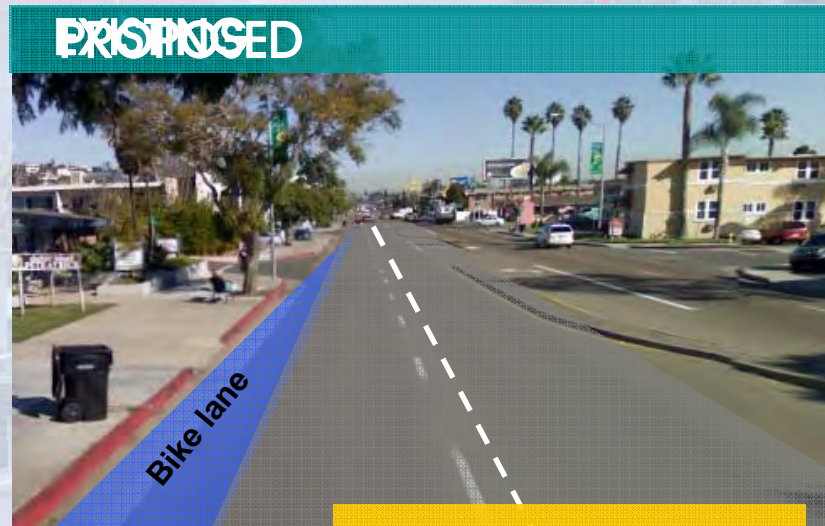
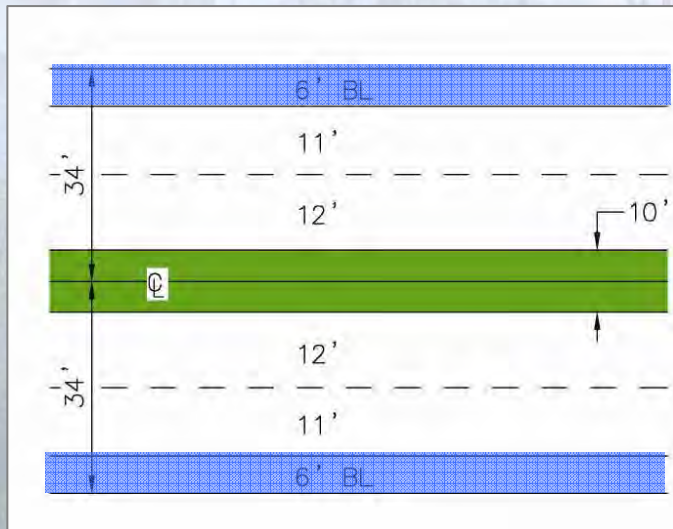
Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Like = 46.6%)	●
Cost	L



Preliminary Recommended Improvement :

Restripe Corridor to Include 6' Bicycle Lanes Northbound & Southbound

K



Re-stripe roadway within the existing Right-of-Way to provide bicycle lanes

Consistency with Community Plan	●
Mobility Assessment	●
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Dislike = 62%)	●
Cost	L

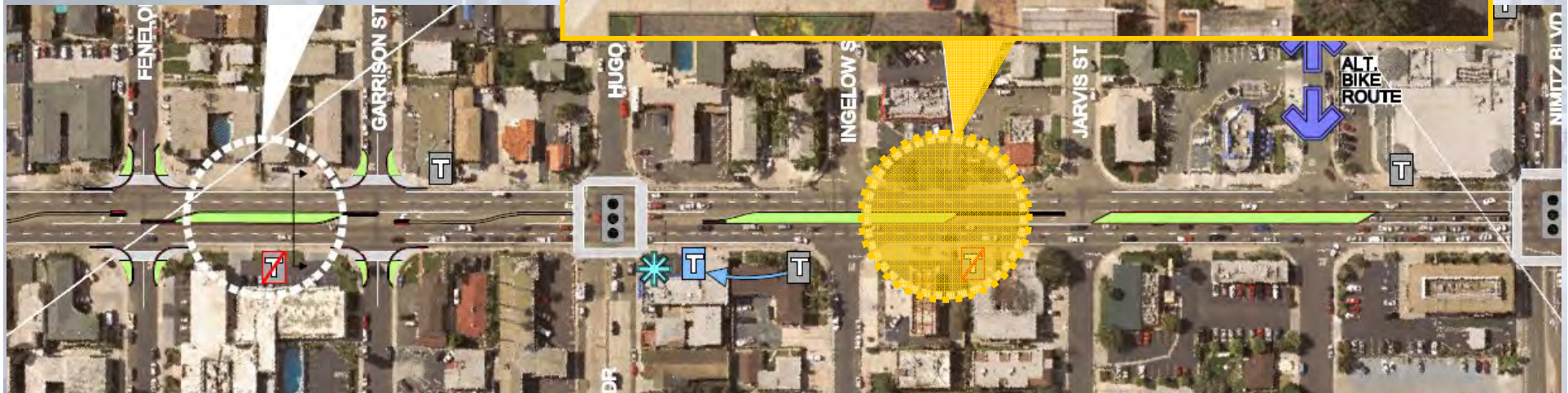


Preliminary Recommended Improvement :

Landscaped Medians Restrict Side Street Access, Reduce Delay & Improve Flow



Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Dislike = 43.8%)	●
Cost	H



Preliminary Recommended Improvement :

Install New Traffic Signal and Crosswalks at Emerson



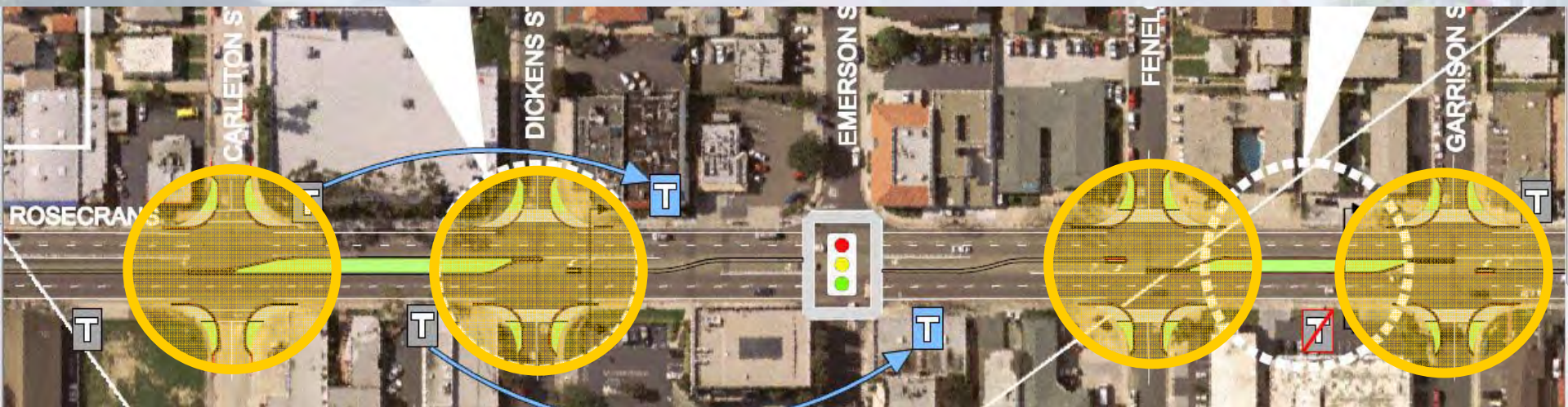
Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input	(Like = 48%) ●
Cost	M

Preliminary Recommended Improvement :

Install Curb Extensions on Side Streets to Reduce Pedestrian Crossing Distance & Provide for Landscaping Opportunities

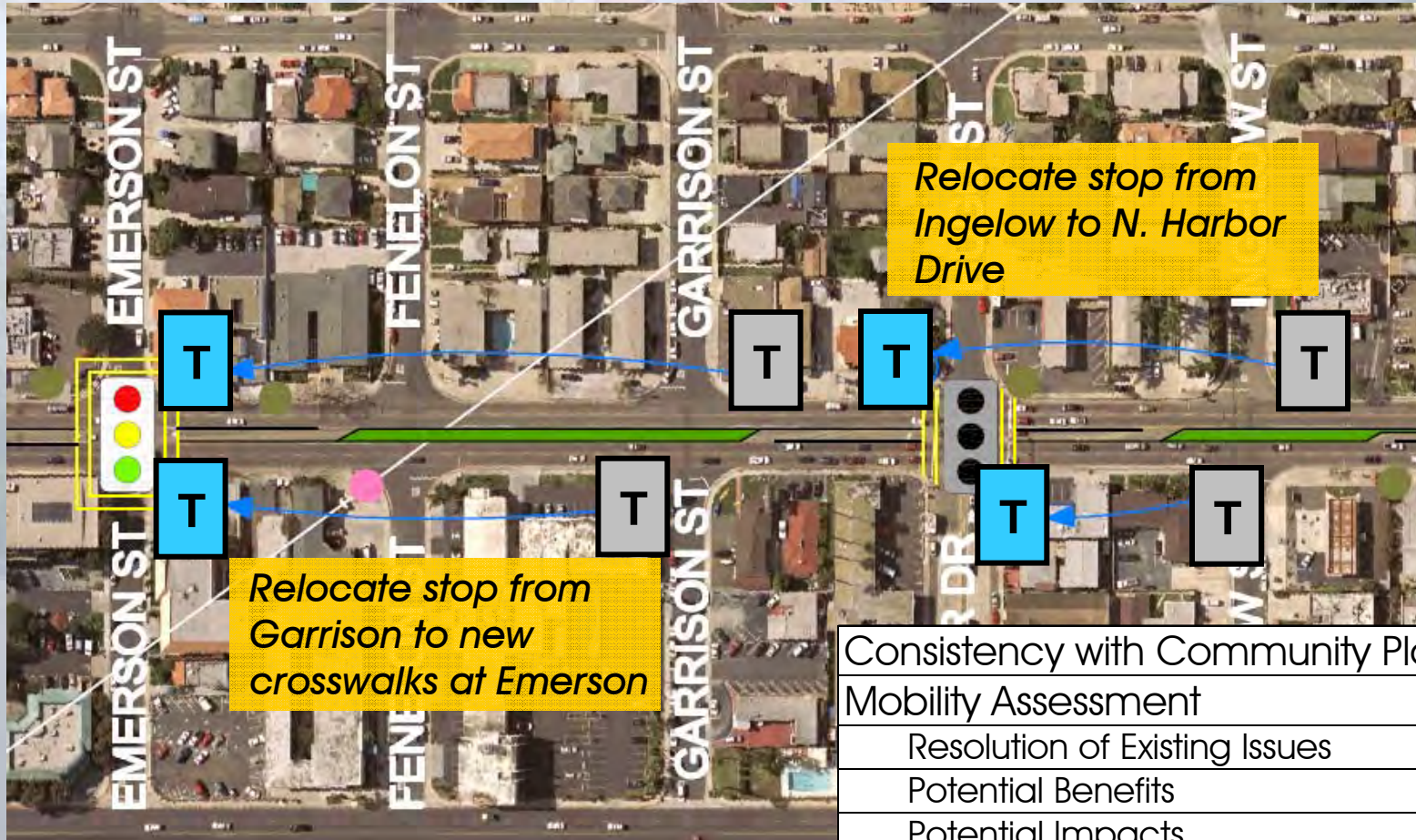


Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Dislike = 42.0%)	●
Cost	M



Preliminary Recommended Improvement :

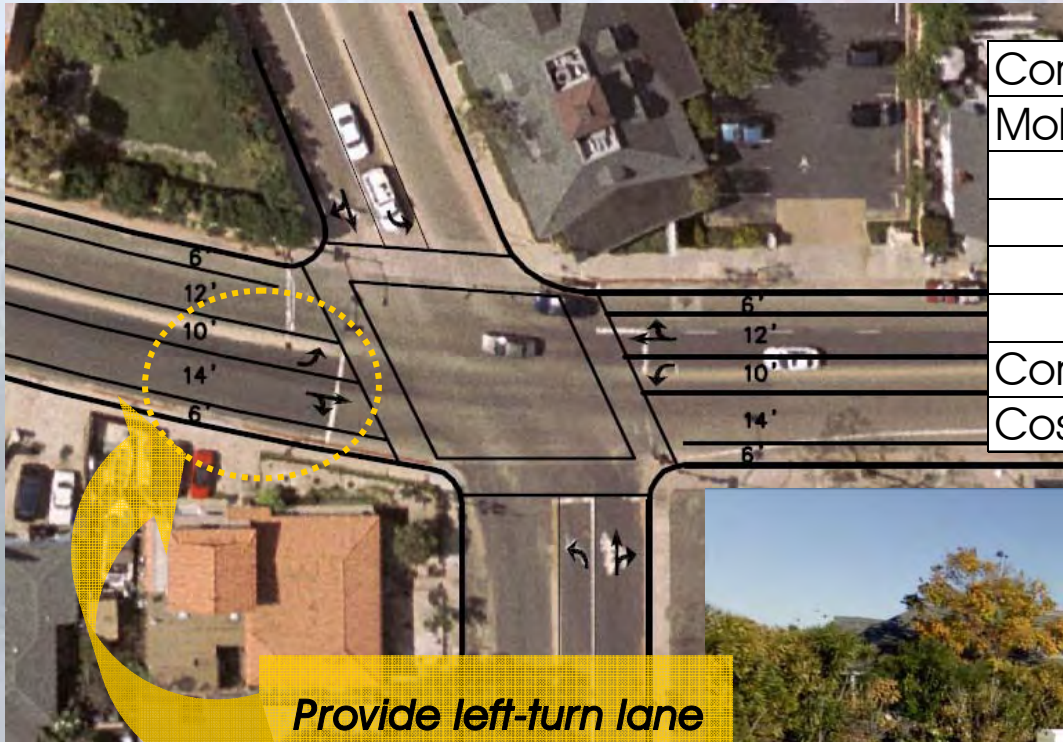
Relocate Transit Stops to Signalized Intersections



Consistency with Community Plan	<input type="radio"/>
Mobility Assessment	<input type="radio"/>
Resolution of Existing Issues	<input type="radio"/>
Potential Benefits	<input checked="" type="radio"/>
Potential Impacts	<input type="radio"/>
Feasibility	<input checked="" type="radio"/>
Community Input	(Like = 52%) <input checked="" type="radio"/>
Cost	L

Preliminary Recommended Improvement :

Restripe Talbot with Signal Modifications



Provide left-turn lane at Talbot and add crosswalks

Consistency with Community Plan	○
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Like = 51.6%)	●
Cost	L



Preliminary Recommended Improvement :

Complete Sidewalks on West Side of Street to Provide ADA Accessible Route



Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Like = 40.3%)	●
Cost	M



Preliminary Recommended Improvement :

Install Curb Extensions at Owen and Bessemer to Improve Pedestrian Visibility and Reduce Crossing Distance

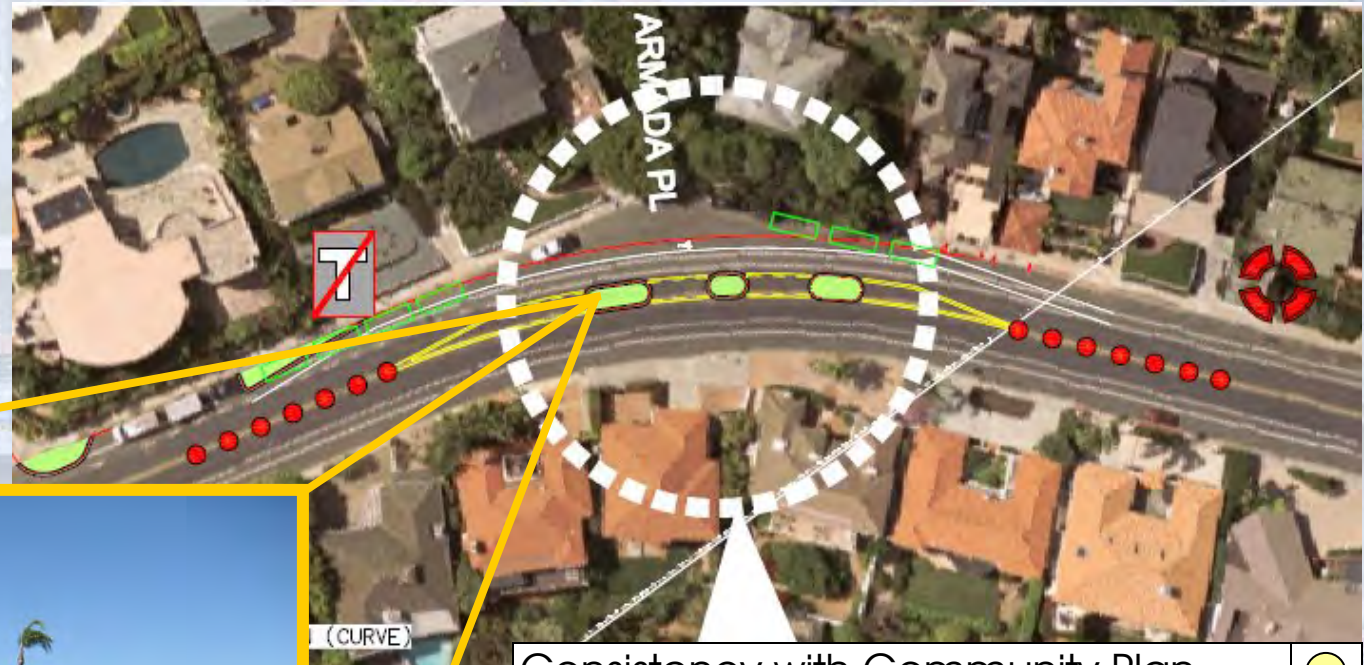


Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Dislike = 42.9%)	●
Cost	M



Preliminary Recommended Improvement :

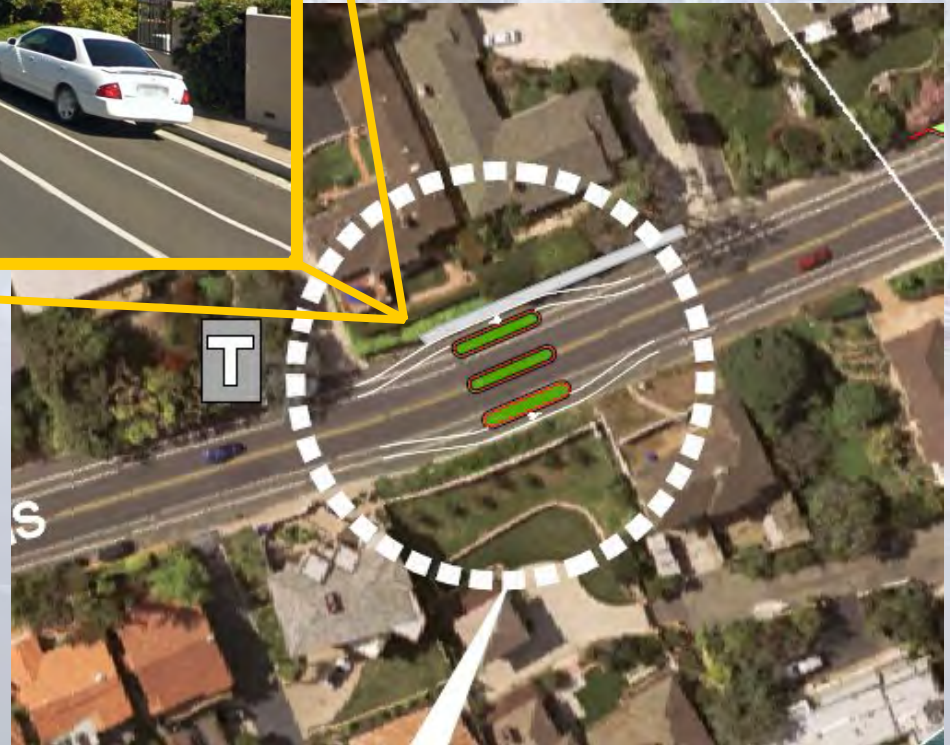
**Median Islands at Armada
Reduce Traffic Speeds Buffer
Parked Vehicles (southbound)**



Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input	(Dislike = 67.7%) ●
Cost	M

Preliminary Recommended Improvement :

**Install Traffic Calming Devices to Reduce Traffic Speeds:
Chokers**



Consistency with Community Plan	☉
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Dislike = 61.3%)	●
Cost	M

Preliminary Recommended Improvement :

**Install Traffic Calming Devices to Reduce Traffic Speeds:
Mini-Roundabout @ McCall**



Consistency with Community Plan	○
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Dislike = 70.1%)	●
Cost	M



Preliminary Recommended Improvement :

Consolidate Transit Stops To Correspond with Proposed Traffic Calming or Pedestrian Crossing Features



Insert new striping plan

Consistency with Community Plan	○
Mobility Assessment	
Resolution of Existing Issues	○
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Like = 42.6%)	●
Cost	L

