

ROSECRANS CORRIDOR MOBILITY STUDY

PROJECT WORKING GROUP

MEETING MINUTES

Date: September 14, 2009

Location: NTC Command Center, Room 4
2640 Historic Decatur Road, San Diego, CA 92106

Attendees: See Attached Sign In Sheet

AGENDA DISCUSSION:

1. Call to Order (6:49 p.m.)

PWG Chair Gary Halbert called the meeting to order.

2. Approval of Meeting Minutes

Gary asked if any PWG members had comments, edits, or additions to the August 17, 2009 PWG draft meeting minutes. Joel Young, the representative from P3, abstained since he was not in attendance at the last meeting. A question was raised about whether the comment regarding the unofficial right-turn lane by the post office was included in the August minutes. It has been verified that the comment was included on page 3. Motion was made and seconded to approve the minutes.

3. Public Comment

Gary asked for any non-agenda public comments and none were presented.

4. Preliminary Concepts for Mobility Improvements – Area 1

Dawn Wilson provided an overview on the preliminary alternative concepts for Area 1 (Taylor to Lytton), which were developed based on the technical analysis and public comments to date. Options included:

1. Extending the curb to reduce the pedestrian crossing distance at Rosecrans Street and Pacific Highway;
2. Adding sidewalk on the north side of Rosecrans between Hancock and Jefferson Street;
3. Extending the transit queue jump lane approaching the Old Town Transit Station;
4. Installing curb extensions in the parking lane at the north corners of Rosecrans / Moore and Rosecrans / Hancock;

5. Installing a new traffic signal at Hancock Street;
6. Re-striping Rosecrans from Pacific Highway to Lytton to add five-foot wide bike lanes in both directions;
7. Re-striping and widening the roadway between Midway and Kurtz to connect Sports Arena;
8. Extending the curb to reduce the pedestrian crossing distance at Camino Del Rio at Hancock; and
9. Closing the median along Rosecrans at Moore Street.

Options 1 through 5 and 8 are proposed to improve the pedestrian and biking environment near Rosecrans Street and Pacific Highway, which is located adjacent to the Old Town Transit Center. Completing the sidewalks will provide additional access without requiring a pedestrian to walk in the roadway. Curb extensions decrease the length of the crossing distance and improve visibility of the pedestrian. Extending the curb to reduce the pedestrian crossing distance at Hancock and Camino Del Rio plus a new traffic signal at Hancock would provide a safe crossing location in front of the County of San Diego Department of Health and Human Services Agency, where many pedestrians were witnessed to be crossing the street mid-block.

Option 6 would provide continuous bike lanes in each direction throughout the area, which would improve bicycle access between the transit station and Area 2 (Lytton to Nimitz). The number of vehicular travel lanes would remain the same. Accommodating existing on-street parking would be a challenge.

Question: How many parking spaces would be lost (as a result of having bike lanes)?

Answer: About 50 spaces would be lost between Evergreen and Lytton.

Question: Is there a history of accidents in this area?

Answer: Yes, there is a prevalence of side-swipe accidents and speeding is a concern.

Comment: Bike lanes should be shown to connect to the transit center. The map only shows it up to Pacific Highway.

Response: It will be recommended that the bike lanes connect continuously to the railroad adjacent to the transit center.

Comment: It is very dangerous for pedestrians at Pacific Highway and takes a long time to cross the street. Grade separation or pre-emptive phasing should be considered.

Response: City staff agreed to review phasing of the pedestrian crossing at Pacific Highway.

Option 7 proposes to punch Sports Arena through from the northwesterly direction to the southeasterly direction. Throughout the project process thus far, many questions have been raised about whether it was possible to connect Sports Arena Boulevard. This option was evaluated to determine how the connection would be feasible. Currently, a raised median prohibits southeastern through movements on Sports Arena Boulevard. Upon evaluation it was found that the through movement could be provided by eliminating the northbound left turn access from Rosecrans to Sports Arena. This would also require shifting the circulation patterns. Under this option, motorists who currently turn left from Rosecrans onto Sports Arena would instead head north on Rosecrans through the intersection, turning right at Kurtz, right at Rosecrans, and head westerly onto Sports Arena Boulevard. This option would require re-striping of the roadway from Midway to Kurtz.

Option 9 involves closing the median on Camino Del Rio at Moore Street to prohibit left turns. Although there is existing signage indicating left turns are prohibited in the southbound direction, many vehicles are observed making the turn, which has caused several accidents. According to accident data, 45 accidents were reported in the last ten years (1999 to 2009), including three pedestrian-related accidents, one of which resulted in a fatality. Of the reported accidents, seven percent were pedestrian related, 20 percent were rear-end collisions, 40 percent were right angle accidents, 20 percent were side swipe collisions, and 13 percent reported as "other". To assist in the revised circulation patterns if the median were constructed, Hancock Street would be reconfigured from one-way to two-way traffic.

Dawn explained other relevant studies and projects in the study area have been reviewed as part of the alternative development, including Dewey Elementary Access Study, Midway Re-striping and Signal Modification, North Bay Redevelopment Traffic Study, Pacific Highway/Barnett Bicycle Study, and the Old Town Bus Access Modification.

5. Break-out Discussion Groups

Gary divided the Project Working Group members into two groups for the exercise. Each group was provided with improvement plans for Area 1. One set of plans showed the proposed options for Rosecrans Street from Camino del Rio to Pacific Highway. The second set of plans showed the proposed options for Rosecrans from Camino del Rio/Sports Arena Boulevard to Evergreen. Each group was asked to review and discuss each set of plans.

6. Report Out from Discussion Groups

- The left turn pocket on Pacific Highway to southbound Rosecrans is too short. Can the lanes be extended or an additional lane be added?
- Consider re-routing buses heading toward the transit center so they turn right on Pacific Highway and left into the transit station parking lot. (NOTE: Some participants supported maintaining bus access as is).
- A parking structure should be constructed at the transit center lot. This would allow the possibility of shuttles to locations further down the Rosecrans Corridor. If the structure were constructed across Taylor Street, traffic could be re-routed, allowing for pedestrian and bicycle traffic only under the structure. (NOTE: This suggestion was opposed by some participants).
- The traffic light at Hancock will facilitate left turns from Rosecrans and pedestrian traffic.
- The traffic light at Hancock should allow for left-turn only access (green arrow) followed by left-turn yield (green ball).
- The section of Rosecrans from Sports Arena to Pacific Highway currently has good traffic flow and a traffic signal could disrupt this. Consider a pedestrian activated signal.
- Consider making Camino del Rio West one way in from the freeways and provide alternative routes to get onto the freeways. (NOTE: This suggestion was not supported by some participants).
- Caltrans needs to be pushed to complete the I-8 east to I-5 north and I-5 south to I-8 west connections.
- Flashing yellow lights and signage indicating end of freeway should be installed on Camino del Rio West for cars exiting the freeway onto Rosecrans.
- Make sure recommendations include additional lights under the bridge at Rosecrans and Pacific Highway.
- Consider widening sidewalks under the bridge by removing the curtain walls.
- A visual barrier between pedestrians and traffic flow under the bridge may provide pedestrians with a sense of being separated from traffic (i.e., posts

between pedestrians and traffic). The Washington Street Five Points Project provides an example of this.

- Add a cross walk across Rosecrans at Kurtz Street (south side of the intersection).
- Allow pedestrian crossing from the south side of Rosecrans at Kurtz to the island to shorten the crossing distance.
- Allow 2-way traffic on Kurtz and add a left turn lane from Camino del Rio to Kurtz to provide additional access to Sports Arena.
- Consider accommodating parking lost on Rosecrans on the frontage road by the Navy housing.

7. **Upcoming Events**

Community Workshop

Wednesday, September 16th

NTC Events Center

6:00 to 8:00 p.m.

At the workshop, participants will learn about the preliminary alternatives presented to the PWG and will be given the opportunity to comment, discuss, and share ideas on the preliminary alternatives. Activities include two hand-held surveys and review of the alternatives for each study area.

Final discussion at the PWG meeting included the following comments, questions, and responses.

Comment: The discussion of alternatives is productive, but the PWG should be considering how to separate through traffic from local traffic. If existing traffic is accommodated, the problems will persist.

Comment: It's very difficult to separate through and local traffic as there are several visitors to and through the area. It does not seem that many people use Rosecrans as a thoroughfare to get to downtown – most use the freeway.

Comment: Caltrans has money for a study to finish the I-8 ramps. If the ramps were completed, it would help reduce the through traffic.

Question: Where is traffic coming from? Especially around Midway and Sports Arena?

Response: Most likely shoppers since is considered a regional shopping area.

Response: Traffic from Barnett also comes onto Rosecrans from several streets.

- Comment:* The transit center should run a trolley line or express route because so many people shop in the area.
- Response:* Point Loma does not meet the residential density demand typically required for trolley service.
- Comment:* Grade separation would be much safer for pedestrians and bicyclists, and help take vehicular traffic off the streets.
- Response:* The sense of community could be lost by a grade separation.
- Question:* Can RBF do a select link analysis of the area?
- Response:* Yes, the data will be reviewed.
- Comment:* Continuous documentation and formal positions regarding the completion of the missing link from Caltrans needs to be included in the study. Caltrans should be involved in this study.
- Response:* Caltrans has been informed about the project and will be invited to the next PWG meeting.
- Question:* What are the outstanding issues regarding Caltrans?
- Response:* Issues include 1) connecting Barnett to Interstate 5; 2) airport connections (Destination Lindbergh); and 3) the study regarding the connection/cross-over Sea World Drive to connect I-8 and I-5.
- Comment:* The next meeting agenda should include community planning efforts that focus on longer range plans than Rosecrans.

8. Next Meeting

Date: Monday, October 19th
Time: 6:45 p.m.
Location: NTC Command Center

9. Meeting Adjourned at 8:15 p.m.