

ROSECRANS CORRIDOR MOBILITY STUDY

PROJECT WORKING GROUP

MEETING MINUTES

Date: October 19, 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 September 14, 2009 PWG draft meeting minutes. The representative from P3 abstained since he was not in attendance. A comment was made to revise Option 9 on page 3. A comment was made that the study area (referenced on page 2) should be from the train tracks to the station. Motion was made and seconded to approve the minutes with the requested revisions.

Comment: The parking lot next to transit center is not addressed in the study area.

Response: The parking lot is maintained and operated by state parks department and not City of San Diego. If so desired, group may want to ask someone from state parks to attend a future meeting.

3. Public Comment

Gary asked for any non-agenda public comments and the following comments were presented:

Comment: Was this meeting presented to the planning board?

Comment: It would be a good idea to consider having the Navy park outside the corridor with shuttle service to the base. The commander at the base said at a recent meeting that traffic loads from the Navy might be the subject of a future study. Pulsing traffic may help. Navy should be involved.

Response: Every time the PWG invites the Navy, the group should propose carpooling or more immediate changes like preferred parking.

Comment: The Navy should provide incentives to carpool. Shuttling would help.

Comment: Pt. Loma residents do not have a problem. Traffic is a Navy problem.
Lots of area on North Island where they used to ferry.

Comment: Shuttle BAE systems employees (company is moving into >80KSF building in NTC) & Rock Church (17,000 attendees every Sunday plus daily activities). Shuttle from Fiesta Island. Crime rates are increasing. Blocking turn lanes for dead end streets closes access for residents and emergency response vehicles (like Yonge St.).

Comment: Better transit connections are needed from the Old Town Transit Center to Liberty Station and the Naval Base. Lots of government contractors take the Coaster down from North County, but can't get to their offices from transit center. Companies should shuttle from transit center.

Response: In Sorrento Valley the companies pay to shuttle employees from transit center to the office buildings.

Comment: Has there been an increase in Navy workers?

Response: Limited increase. There are fewer personnel now than 15 years ago.

Comment: Is there any input from the Navy about studies that have been done?

Response: Unsure. We should include Navy input in our final recommendations.

4. Caltrans Presentation on Long-Term Improvements

A representative from Caltrans presented the planned long-term improvements to the group:

- **Interstate 5 Corridor Study** (2003). Evaluated multi-modal access issues to airport, downtown, Old Town, and beach/harbors. The Recommended Plan "includes a comprehensive set of corridor improvements incorporating a variety of multi-modal options focused on improving access to key activity centers and enhancing overall mobility within and throughout the limits of the corridor". In relation to the Rosecrans corridor, the Plan included widening I-5 from I-15 to Sea World Drive to 10 lanes; reconfiguring the Sea World Drive interchange; widening ramps at I-5/I-8 interchange; providing HOV/Dedicated bus lanes on Pacific Highway; and providing a new Rosecrans offramp from I-5/I-8 interchange to Jefferson Street.
- **I-8/Midway Drive/West Mission Bay Drive Intersection.** Reconfigure the intersection so that the signal will stop all southbound West Mission Bay traffic and be more bicycle friendly.
- **Westbound I-8 to Northbound I-5 Connector.** Widens the connector and constructs northbound auxiliary lanes from I-5/I-8 junction to one mile north of Sea World Drive. This project is currently in the Project

Authorization/Environmental Document phase which is scheduled to be completed in April 2010. Construction of the project is estimated to be completed by 2018. This connector is ranked number five in freeway connections.

- **I-5/Sea World Drive Interchange (City of San Diego project).** Caltrans is providing oversight to City of San Diego to modify the interchange. This project is currently in the Project Authorization/Environmental Document phase which is scheduled to be completed by 2015. Construction of the project is estimated to be completed by 2023.
- **SANDAG Regional Transportation Plan (RTP) Update.** Includes analysis of I-5 to I-8 “Missing Move” connectors. The 2007 RTP lists the freeway connectors from I-8 eastbound to I-5 northbound and from I-5 southbound to I-8 westbound in the Unconstrained Needs Network. These connectors are not funded and would not likely be built until after 2030 should funding become available. RTP will likely include and use the findings of this Rosecrans Corridor Mobility Study in the update.
- **Future Study Efforts.** The most immediate future study efforts include the 2050 RTP potential improvements to I-5 based on the 2003 I-5 Central Corridor Study, I-5 Airport Direct Connectors, and SANDAG’s Airport Intermodal Center.
- **Major Ground Access Routes**
 - Destination Lindbergh
 - Study for an Intermodal Center at Lindbergh Field

Question: How long is the timeframe?

Response: Feasibility study to be done over next 18-24 months

- **State-wide High Speed Rail Planned**

Comment: Why isn’t Caltrans looking for dollars like Arizona to build freeways?
Funding should be sought by California.

Comment: When will extensions to light rail transit be considered? We need more than new highway construction.

Comment: Ramps need to be consolidated on I-5 because they do not meet current space standards.

Comment: Direct connectors from I-5 to Pacific Hwy will be studied.

Comment: Access from Pacific Hwy to get directly to freeway to take some traffic off of I-5.

Comment: Don’t focus on only one transit mode. Transit service could be provided by BRT or another mode providing connections along the corridor.

Comment: There is a Navy demonstration project for shuttling employees to the base at 32nd Street from an off site parking location. If this is successful it might be able to be applied at Pt. Loma.

Comment: Not a solution to problem – most include rail needs (light rail). We need more transit service.

Response: Providing more transit service is the responsibility of SANDAG, not Caltrans. Recommendations should be made to SANDAG for local improvements. Caltrans owns & operates roads, not rail or transit.

Comment: Shuttling is an old idea. Restricting parking would work better at decreasing traffic.

Comment: The biggest bottleneck in the city is Rosecrans as it approaches the freeway. There are also problems at Sea World Drive. This is caused because of the missing connections between I-8 and I-5. If connector was provided, it would help.

Response: SANDAG's role is to evaluate future needs and prioritize projects. Caltrans' role is to execute the plan pending available funds.

Comment: The I-8/I-5 missing connections have been considered well before SR 56 was even constructed. Why are the SR 56 connectors ranked higher?

Response: SANDAG coordinates with local decision makers and establishes priorities. From that process, projects are ranked. The ranking process is iterative and balances needs, demands, and funding.

Question: What is the timeframe for the I-5 connection to Pacific Highway?

Response: Feasibility study to be done over the next 18 to 24 months for I-5 Pacific Hwy connections.

Comment: *Move San Diego* by Alan Hoffman was mentioned.

Comment: There was a *Peninsula Beacon* Article that the Military was supposed to pay for a shuttle from Navy housing (Gateway and NTC) to the base. This has not been enforced. An airport connection from 67 to Gillespie is being funded and does not serve nearly as many people as Lindbergh. Something is wrong in prioritization.

Response: Best thing to do is attend community meetings such as these PWG meetings and have opinions documented so that City Council and local leaders understand what communities want.

5. Update on City Projects & Outstanding Issues

- **Midway Intersection Improvements.** The extension of the left-turn pockets at Midway is underway and will be intertwined with this project. Construction is expected to start within next four to six months. City is inputting request for signal timing modifications.
- **Facility Financing Plan.** City Council considering revising the Facilities Financing Plan (FFP), which includes 3 relative projects around Sports Arena.

Comment: Concern was expressed that City is doing study as part of the FFP and identifying projects that will consume funding from this Rosecrans study. If preliminary engineering is required for determining financing of projects, it appears that pre-determined solutions would be suggested, which may not match the outcomes of this Rosecrans study. Urge City to wait on FFP update until this study is done.

Response: Clarification that the FFP distributes and identifies the amount of funding for these types of projects. The recommendations from the PWG regarding the Midway intersection were incorporated into City design.

Comment: City design of the intersection improvements to be sent out via email

Comment: Why widen streets and provide bike lanes?

Response: The improvements to left turns will address existing conditions. Bike lanes will be incorporated.

- **Update on North Harbor Drive Project.** A parking structure has been approved by Port. The cost to park in the structure is included in the fishing fee. Other improvements include a lighted crosswalk, no meters, no re-alignment or median changes, and the free right-turn at North Harbor Drive will remain.
- **Traffic permits at Rock Church.** Traffic permits for the Rock Church are being reviewed at City. They are continuously being asked to participate in this project.

Comment: McMillan was supposed to make BAE pay for parking use. The Planning Board recommended a three-story parking lot with a pedestrian bridge to be constructed on a vacant lot in Liberty Station. The Rock Church should pay for a pedestrian connection from the structure to the church.

Comment: Status of the parking lot was requested for next meeting.

Comment: Rock Church was supposed to evaluate traffic annually with their growth and phase in the grades at the school. It seems as though the grades were not phased incrementally.

Comment: Comments from this project are forwarded to church and Navy for response.

Response: Navy subsidizes transit for employees and encourages carpooling. Quite a number use transit. Navy pushes for carpooling. Preferred parking is available on base for those who carpool.

Comment: NTC was supposed to have annual traffic monitoring program.

6. Review results of second workshop

Dawn reviewed the activities and results of the second workshop held at NTC on Wednesday, September 16th. A summary of the workshop was provided to the group which included the results of the surveys and comments received from participants. A presentation was given about the project and a preference survey was given to the attendees. Stations were set up around the room that showed the potential improvement options in each of the study areas. Participants were given the opportunity to partake in a survey to express how they felt about each of the potential options. Over 60 people participated in the workshop, most of which have lived in the area for over 10 years. Most participants who attended were residents or property owners and a large majority stated that driving was their primary form of transportation. When asked if they would change their mode choice if improvements to transit, walking, and biking were made, most said they would not change their mode choice.

Elements with 50% or more support included:

- Median at Moore
- Modifying signals at Rosecrans/Womble and Rosecrans/Roosevelt
- Nimitz to Shelter Island traffic calming – Option 2 was preferred (four lanes with a two-way left-turn lane)
- Curb extensions were the most liked traffic calming feature for Area 4

Elements with 50% or less support included:

- Bicycle lanes from Lytton to Sports Arena
- Modifying medians from Roosevelt to Lytton
- Improve or complete sidewalks in Area 4

Elements that were neutral (even split):

- Parking restrictions from Harbor to Shelter Island (this may no longer be an issue if the parking structure is being constructed)
- Signal at Emerson in Area 3

Comment: Navy Commanders should attend Workshop 3.

7. **Presentation and Discussion of Proposed Alternative**

Dawn discussed the process of selecting a proposed alternative, which include the following elements:

- Consistency with Community Plan
- Mobility Assessment: resolution of existing issues, potential benefits, potential impacts, and feasibility
- Community Input
- Cost

Comment: Community Plan is over 20 years old

Response: Some of the local Community Plans are being updated. Inconsistencies will be considered in recommended study

Each of the potential improvements from the workshop were then evaluated in terms of the above elements and summarized in the presentation:

Median at Moore. It was found that closing the median at Moore Street would result in benefits of reduced accidents and weaving. As a result, Hancock would be two-way (east side between Camino del Rio and Rosecrans) to circulate traffic.

Comment: Volumes on Hancock are high. Changing it to a two-way street will cause congestion if it is only one lane in each direction.

Response: Goal is to have two lanes maintained

Comment: Closing left turns will be difficult. It helps residents skip traffic

Question: How wide would the median be?

Response: The median would be the placed within the existing left-turn pocket.

Comment: Lots of people use Moore Street to access the businesses in that area and to access Pacific Highway. Closing the median to prevent left turns onto Moore Street will be problematic.

Question: What about turn bays instead of completely closing the median? You should consider extending the barrier on the west side of Camino del Rio to make it impossible for people to weave across traffic to make a left turn on Moore instead of closing the median.

Comment: 28th to 32nd off 5 has it and works.

Response: This alternative will be considered.

Sports Arena Extension. It was discussed that if Sports Arena was extended to go through, allowing left turns from Rosecrans would provide extremely short turn pockets. Therefore, if Sports Area is extended, left turns will most likely not be permitted. Feasibility of this extension is still uncertain. Consistency with community

plan would be neutral because the possibility of extending Sports Arena was not addressed. One of the alternatives include leaving the left turns and analyzing impacts to pedestrians & bikes.

Comment: Ask someone from Bicycle Coalition to attend the next workshop and provide input since many people oppose bike lanes in Area 2.

Comment: SANDAG has a representative for bike planning.

Comment: Consider keeping one left turn or consider a roundabout.

Response: Roundabouts have been studied for this location and did not have positive results

Question: Is this the same as the City design?

Response: Same concept with several options

Comment: How about narrowing the existing porkchop median to widen road and provide more capacity?

Response: Weaving would worsen if that were to happen. LOS summary forecasts the existing problems to compound in the future. Analysis shows LOS can improve with some changes

Comment: Using revenue constrained model, not unconstrained?

Response: Revenue constrained model is being used.

Traffic Signal Modifications. If traffic signals were modified at Roosevelt and Womble, potential impacts include the possibility of attracting more traffic to those intersections and the surrounding medians may have to extended for safety/design

Comment: Existing signals are good for Yonge & Xenophon because of the signal delay at Womble that provides time for the side street traffic to cross. Womble and Zola should be coupled, but don't extend the median in front of Yonge.

Comment: Request to analyze without extending the medians.

Response: Line of sight may not make it feasible to not extend, but will be considered.

Comment: Suggest installing a traffic signal with a countdown to let people know when lights will change to make left-turn movements from side streets safer.

Comment: Residents on dead-end streets would like the street returned to the condition it was before Caltrans turned the street over to the city.

Comment: Consider shorter extensions of the medians in Area 2.

Comment: Consider installing areas in the center of the road where people turning left could hesitate before merging into traffic.

Comment: Visibility is an issue - take trees out! Left on Browning is difficult because the overgrown landscaping blocks visibility.

Median Extensions. If the medians in Areas 2 were extended, impacts include an increase in traffic at access points. Currently, there are accidents in Area 2 or the potential for accidents is very high. Some existing medians may be extended to improve access and reduce conflicting movements.

Comment: Lytton/Chatsworth curves and more traffic would make it more dangerous for cars trying to turn onto Lytton/Chatsworth from Kingsley.

Comment: Don't block both James St. and Kingsley. Just extend through one intersection if a median must be extended.

Comment: Suggestion to maintain center turn bays

Response: Turn bays are being considered

In Area 3, some areas are accident prone and improvement to aesthetics is needed. Most participants opposed medians at the workshop. New signal at Emerson & medians would help take traffic off Rosecrans.

Comment: The Hugo light is very long, that is why people avoid it and use Garrison instead to turn left, which results in poor LOS.

Modifications to Talbot/Rosecrans. In Area 4, the intersection of Talbot and Rosecrans was provided with an option to have the signal modified and be re-stripped to include a northbound shared through-left turn lane and one through-right turn lane.

Comment: Don't put a left-turn arrow at Talbot. It should be a left-turn yield.

Comment: Project on northeast corner has garage access on Talbot close to Rosecrans. The turning impacts from Rosecrans should be looked at and it should not block traffic.

Traffic calming in Area 4. Options include completing sidewalks on one side and installing curb extensions to calm traffic speeds. Curb extensions were the preferred traffic calming measure at the workshop, however many participants said they preferred "no change" or "none of the above", which were not included in the survey but noted in the summary report.

Comment: There may be eminent domain issues with constructing sidewalks in Area 4. People have built all the way up to the curb in many cases.

Comment: Where are potential locations for traffic calming? Qualtrough and Nichols do not go thru – traffic calming is not appropriate there.

Comment: We are getting conflicting comments in Area 4- people want slower speeds but don't want to do anything to slow people down. They want curb extensions but no sidewalks.

Question: Why not speed bumps?

Response: According to the City Traffic Calming Program, speed humps and lumps cannot be installed on major arterials. According to the current community plan, Rosecrans is classified as a two lane major arterial. In addition, emergency response time could increase with the installation of speed humps. As Rosecrans is one of two access roads to the Peninsula, speed humps are not recommended.

Other Options. Other options under consideration include:

- Bike lanes on Rosecrans & Scott
- Queue Jump Lanes & Transit Priority
- Dispersion of Traffic Patterns to/from Rosecrans
- Long-term Transportation Solutions (Caltrans Regional Facilities)
- Traffic Calming Solutions for Area 4
- Pedestrian Linkages through Area 1

8. Next Meeting

Date: Monday, November 16th

Time: 6:45 p.m.

Location: NTC Command Center

9. Meeting Adjourned at 9:05 p.m.

10. Submitted Comment Cards

- “The Navy may subsidize transit but the problem was the higher Navy use made the MTS remove one of the most used routes! From Rosecrans down Lytton to Chatsworth to Catalina and Cabrillo. As a result, elderly, students, college residents, and teachers cannot use the bus! (Regarding) Moore Street – only close the far lane from left hand turn!”
- “Community Plan: yes – update and on Public Facilities Financing. Cost: \$0 McMillin Funds. Community Input: waiting. Put in the right-hand turn from southbound Rosecrans to Nimitz!”
- “I have noticed drivers going south on Rosecrans between Lytton and Nimitz making illegal u turns right in the middle of the lane causing near accidents that I have witnessed. There should be a lane for these people to have access or better yet, place signs stating no u turns and signs stating 40 MPH zone for Rosecrans. The illegal u turns are done in the areas with no islands. Instead there are open areas with arrows (turning) and are mistaken as opportunities to make illegal u turns. Also, if we could consider clam or curb bumpers like little mini islands just for turning as we are protected from oncoming cars coming from both directions (illustration provided showing turn bays).”
- “First – thank you for allowing us to speak. Would like to see Rock Church, BAE Systems and any other major companies that may and will move in (such as Marriott Hotel with Sponge Bob Square Pants Amusement Park is planned to move in) offer their own employees, parishioners shuttle service since these people are coming into Loma Portal from all over the county, it would be nice if these companies and church could compromise and provide this service. It would help alleviate the current traffic and future traffic congestion. BAE will be occupying 80,000 square feet of space in a 100,000 square foot building and currently Rock Church has 5 sermons on Sundays catering to 3,500 people at each sermon as well as programs throughout the remainder of the week (5 days); not to mention there are about 5 schools at Liberty Station (approximately 5), could be more. We need shuttles.
Also, we need to think about a road for emergency vehicles. Right now, there are delays with emergency vehicles getting to their destination when using Rosecrans.
Please do not have existing islands between Lytton and Nimitz Streets connect as it makes it impossible to turn left from and onto Rosecrans. Limiting access from Loma Portal residences.
- “1) Why is there no representative of the Metropolitan Transit Authority?
2) There is a route 201 express in the UCSD University City neighborhood. Is a similar route around the Point Nazarene College, NEL, Bayside, NTC?”
- “Turning the light green will not clear track from Laurel traffic because of car rental traffic! Fix – must move car rental entrance/exit off Laurel.”