

PROJECT WORKING GROUP ROSECRANS CORRIDOR MOBILITY STUDY

JULY 20, 2009

55100537.001

Agenda



- Call to Order
- Approval of Meeting Minutes
- Walk Audit Summary
- First Meeting Input Review:
 - Review of Mission, Goals & Objectives
 - Review of Issues/Ideas
 - Other Studies Research
 - Project Progress
- Existing Conditions Summary
- Public Comment
- Overview of Workshop

Walk Audit Summary



First Meeting Input Review



Revised Mission Statement



- Add context sensitive or community sensitive
- Include urban beautification
- Inclusive of all affected groups (City, Navy, etc.)

The mission of the Rosecrans Corridor Mobility Study Project Working Group is to provide recommendations to the City of San Diego about potential community sensitive solutions to improve vehicular, transit, pedestrian, and bicycle mobility in the Rosecrans Corridor study area. The Working Group will serve as a forum for collaboration, the discussion of issues and exchange of ideas between City, military and all affected communities toward improving mobility and promoting urban beautification.



First Meeting Review (cont)



- Issues/Ideas
- Other Studies Research
 - Community Plans
 - Rosecrans/Midway Signal & Striping Plans (June 2009)
 - Dewey Elementary School Traffic Circulation Evaluation (June 2006)
 - Pacific Highway/Barnett Avenue Bikeway Feasibility Study (June 2007)
 - Traffic Improvements for North Bay and Peninsula (January 2002)
 - North Bay Area Transit Study, Phase II (August 2002)
 - North Bay Area Redevelopment Traffic Study (June 2004)
 - Rosecrans Corridor Study (December 2002)
 - Naval Training Center Traffic Impact Analysis Report and supplemental studies

Project Progress



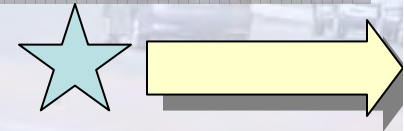
Existing Conditions Analysis

Future Conditions Analysis

Development of Alternatives

1st Workshop

Walk Audits



Existing Conditions Assessment



- Pedestrians/Bicycles
- Traffic Operations
 - Level of Service
 - Speed
 - Travel Time
- Transit

Goal of Existing Conditions



- Clear understanding of current transportation issues
- Establish baseline for future analysis
- Identify locations for short term improvements

Pedestrians



Figure 2-1: Inventory of Rosecrans Corridor Crosswalks, Missing Sidewalk, Missing Curb Ramps and Sidewalk Obstructions

San Diego, CA



0 500 1,000 Feet

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Table 3.1
Rosecrans Corridor 2-Hour AM Peak Period Pedestrian Counts

Intersection	West Leg	North Leg	East Leg	South Leg	Total
Taylor Street / Congress Street	61	82	29	15	167
Rosecrans Street-Taylor Street / Pacific Highway	34	129	21	61	245
Rosecrans Street / Jefferson Street	69	1	0	0	70
Rosecrans Street / Moore Street	37	4	0	4	45
Rosecrans Street / Hancock Street	30	0	0	0	30
Rosecrans Street / Kurtz Street	47	4	21	2	74
Rosecrans Street / Sports Arena Boulevard-Camino del Rio*	9	9	45	18	100
Rosecrans Street / Midway Drive	18	14	27	25	84
Rosecrans Street / N. Evergreen Street	8	6	5	0	19
Rosecrans Street / Lytton Street	8	0	0	3	11
Rosecrans Street / Roosevelt Road	0	15	11	2	28
Rosecrans Street / Curtis Street	9	0	0	0	9
Rosecrans Street / Womble Road		82	12	0	94
Rosecrans Street / Xenophon Street	17	0		0	17
Rosecrans Street / Farragut Road-Voltaire Street	4	5	17	12	38
Rosecrans Street / Russell Street-Laning Road	0	0	1	1	2
Rosecrans Street / Elephant Street	8	0	8	0	16
Rosecrans Street / Macaulay Street	18	1	5	3	27
Rosecrans Street / Nimitz Boulevard	23	14	24	19	80
Rosecrans Street / Jarvis Street	23	8	9	11	51
Rosecrans Street / N. Harbor Drive-Hugo Street	14	13	18	13	58
Rosecrans Street / Garrison Street	11	0	0	0	11
Rosecrans Street / Catelon Street	25	16	11	13	65
Rosecrans Street / Shelter Island Drive-Byron Street	10	11	14	13	48

Pedestrians



Top 6 locations:

- Pacific Highway (480)
- Sports Arena (345)
- Midway (279)
- Hancock (241)
- Nimitz (198)
- Womble (133)



Pedestrians

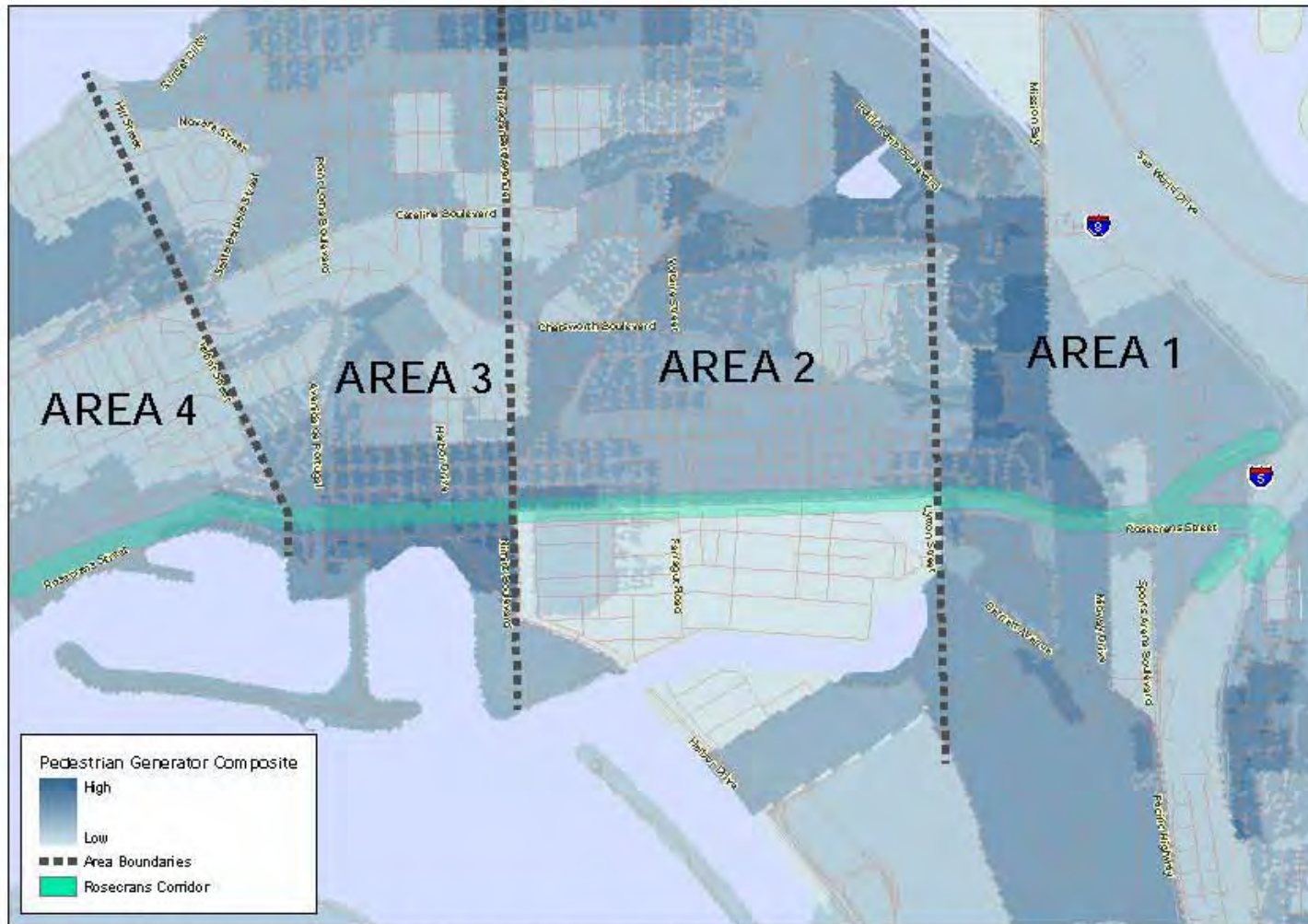


Figure 3-4: Rosecrans Corridor Pedestrian Generator Composite Map



Pedestrians

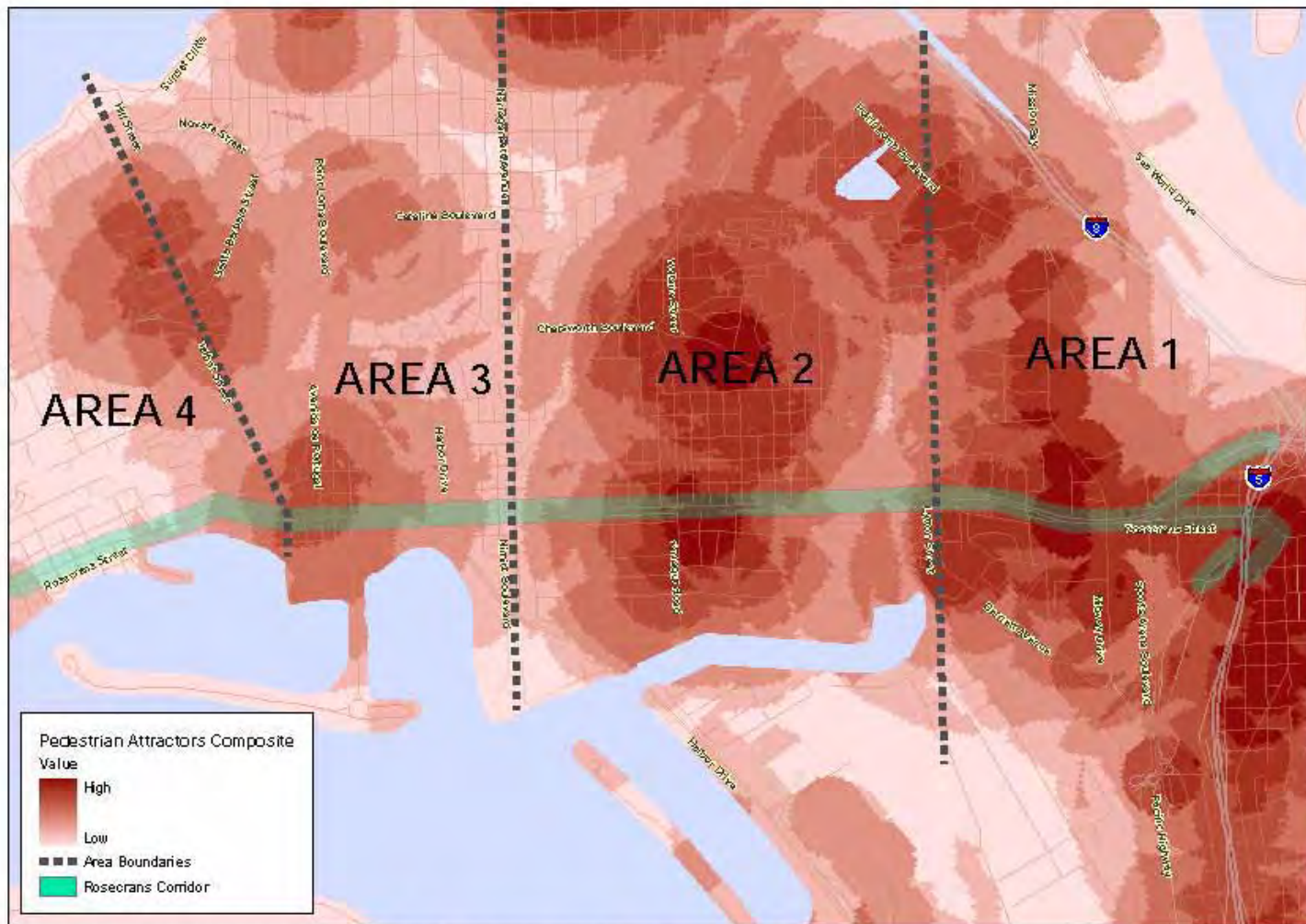


Figure 3-5: Rosecrans Corridor Pedestrian Attractor Composite Map



Pedestrians



Figure 3-6: Rosecrans Corridor Pedestrian Detractors Composite Map

San Diego, CA



Pedestrians

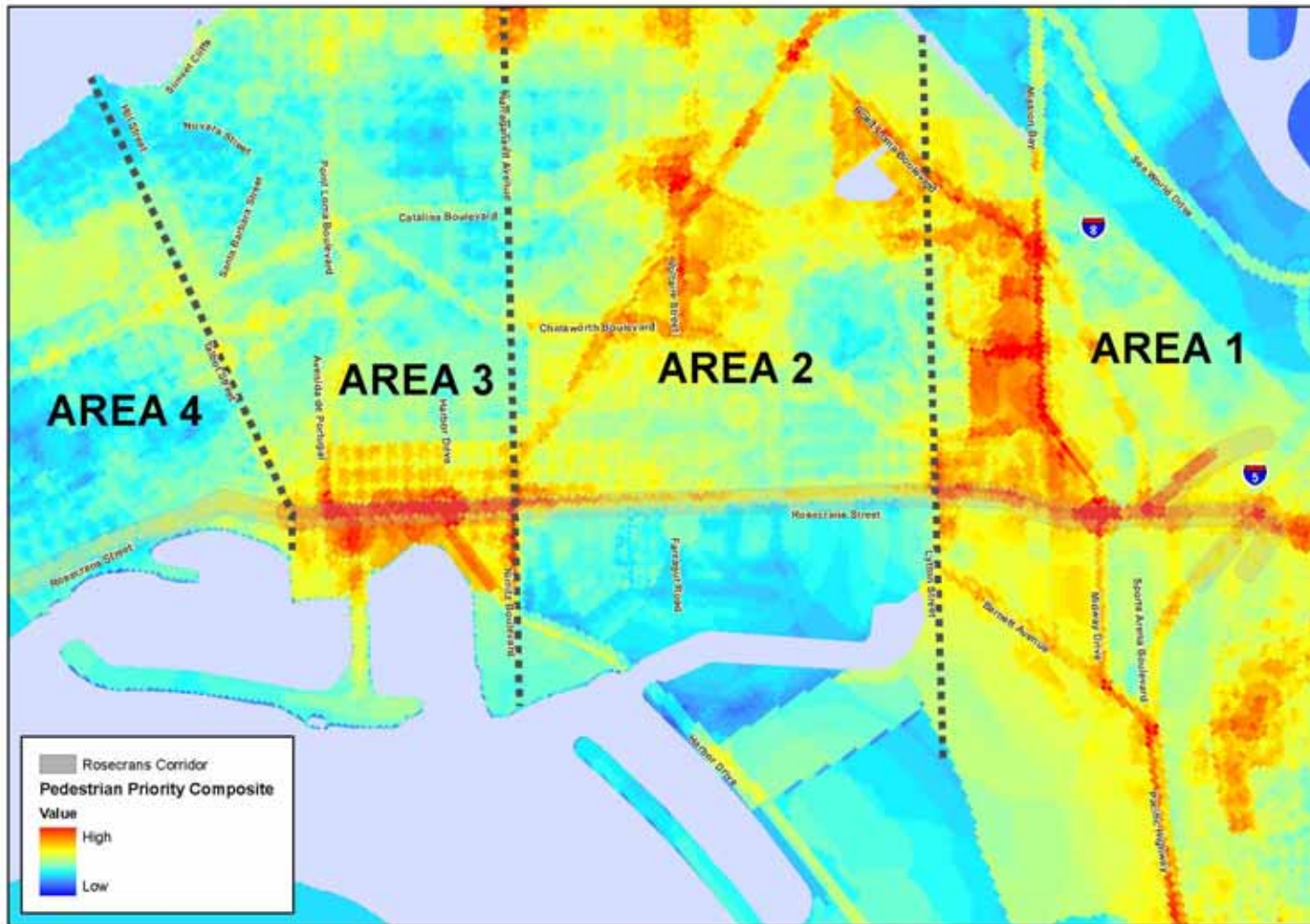


Figure 3-7: Rosecrans Corridor Pedestrian Priority Composite

San Diego, CA



Pedestrians

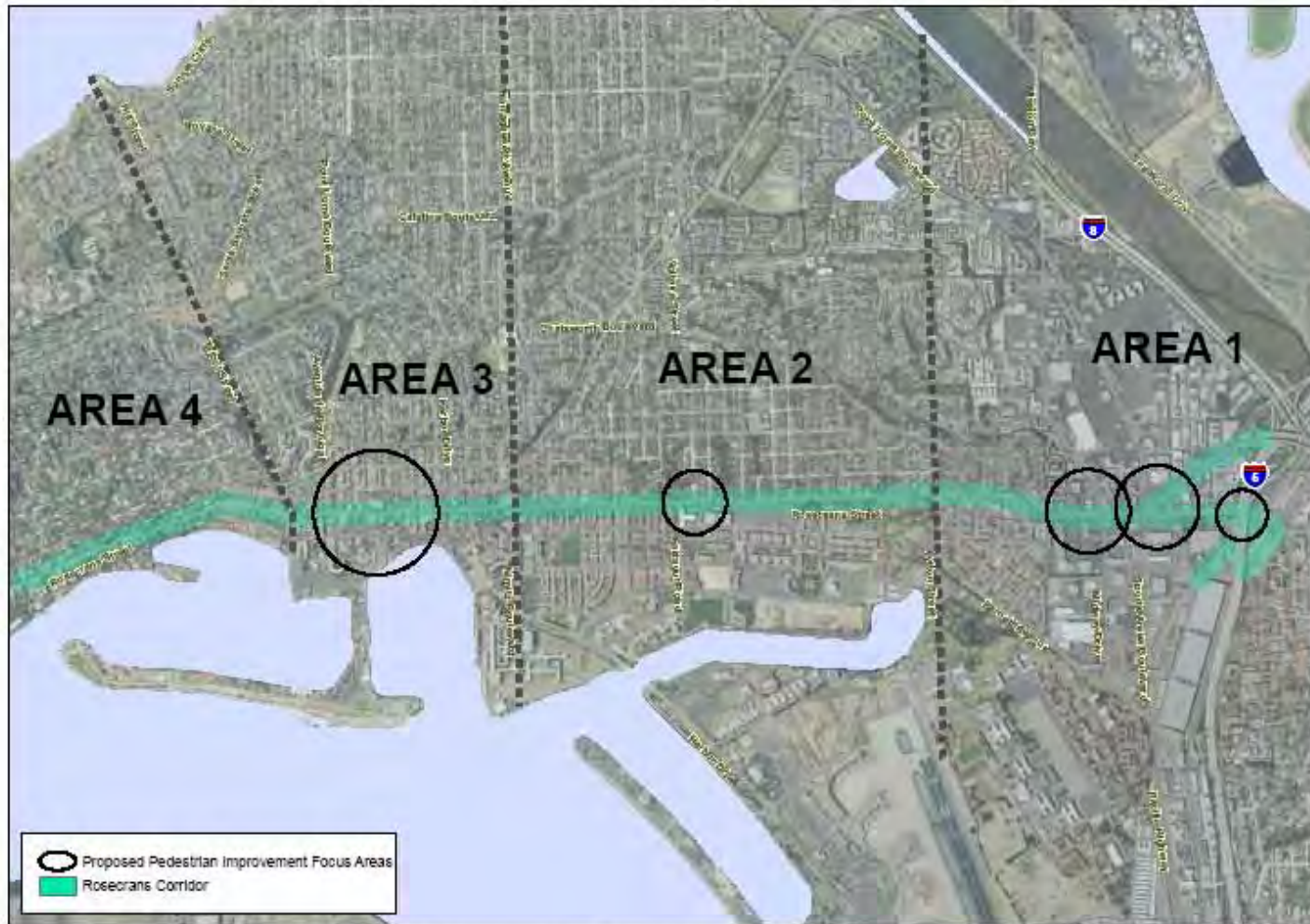


Figure 3-8: Proposed Pedestrian Improvement Focus Areas

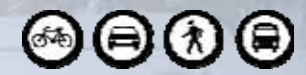
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0 0.25 0.5

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Rock Church



The intersection of Womble Road and Trickett Road in between The Rock services

Table 3.5
Rosecrans Street / Womble Road Intersection Comparison of Pedestrian Counts

Pedestrian Peak Period	West Leg	North Leg	East Leg	South Leg	Total
AM Peak Period (6:30am – 8:30am)		82 <small>(Rosecrans St.)</small>	12 <small>(Womble Rd.)</small>	0 <small>(Rosecrans St.)</small>	94
PM Peak Period (4:00pm – 6:00pm)		32 <small>(Rosecrans St.)</small>	7 <small>(Womble Rd.)</small>	0 <small>(Rosecrans St.)</small>	39
Rock Church Peak Period (5:30pm – 7:30pm)		15 <small>(Rosecrans St.)</small>	25 <small>(Womble Rd.)</small>	0 <small>(Rosecrans St.)</small>	40
TOTAL		129	44	0	173



High Tech High



Students on the morning crossing the Corridor along Womble Road after alighting the bus route 28.



Transit riding students after school accessing the bus route 28.

Rosecrans Street / Lytton Street	(Lytton St.)	(Rosecrans St.)	(Lytton St.)	(Rosecrans St.)	
Rosecrans Street / Roosevelt Road	0	15 (Rosecrans St.)	11 (Roosevelt Rd.)	2 (Rosecrans St.)	28
Rosecrans Street / Curtis Street	9	0 (Rosecrans St.)	0	0 (Rosecrans St.)	9
Rosecrans Street / Womble Road		82 (Rosecrans St.)	12 (Womble Rd.)	0 (Rosecrans St.)	94
Rosecrans Street / Xenophon Street	17 (Xenophon St.)	0 (Rosecrans St.)		0 (Rosecrans St.)	17
Rosecrans Street / Farragut Road-Voltaire Street	4 (Voltaire St.)	5 (Rosecrans St.)	17 (Farragut Rd.)	12 (Rosecrans St.)	38
Rosecrans Street / Russell Street-Lanina Road	0	0	1	1	2





Questions/Comments on Pedestrian Analysis

Bicycles



Figure 4-1: Rosecrans Corridor Bicycle Facilities



Bicycles



Figure 5-7: Rosecrans Corridor Bicycle Facility Gaps



**Table 5.2
Rosecrans Corridor 2-Hour PM Peak Period Bicycle Counts**

Intersection	West Leg (NB/SB)	North Leg (WB/EB)	East Leg (NB/SB)	South Leg (WB/EB)	Total
Taylor Street / Congress Street	9/12	4/0	18/2	1/1	47
Rosecrans Street-Taylor Street / Pacific Coast Highway	9/12	21/2	15/3	1/9	72
Rosecrans Street / Jefferson Street	7/28	0/0	4/1	0/0	40
Rosecrans Street / Moore Street	4/20	0/0	20/2	0/0	46
Rosecrans Street / Hancock Street	1/1	0/0	20/5	0/0	27
Rosecrans Street / Kurtz Street	2/0	29/1	3/0	3/15	56
Rosecrans Street / Sports Arena Boulevard-Camino del Rio*	2/3	2/2	6/4	6/13	43
Rosecrans Street / Midway Drive	3/7	5/4	8/3	0/7	37
Rosecrans Street / N. Evergreen Street	2/5	0/2	3/1	0/1	14
Rosecrans Street / Lytton Street	0/3	1/0	2/0	1/3	10
Rosecrans Street / Roosevelt Road	2/1	0/2	7/2	0/0	14
Rosecrans Street / Curtis Street	0/1	0/0	0/0	0/0	1
Rosecrans Street / Wornble Road		2/2	6/1	0/0	11
Rosecrans Street / Xenophon Street	0/6	0/0		0/0	6
Rosecrans Street / Farragut Road-Volare Street	0/9	0/0	10/0	0/0	19
Rosecrans Street / Russell Street-Laning Road	0/1	5/0	11/0	0/20	37
Rosecrans Street / Elephant Street	0/3	0/0	11/0	0/0	14
Rosecrans Street / Macaulay Street	1/4	0/0	6/2	0/1	14
Rosecrans Street / Nimitz Boulevard	0/2	12/1	6/2	0/8	31
Rosecrans Street / Jarvis Street	0/0	9/0	0/0	0/1	10
Rosecrans Street / N. Harbor Drive-Hugo Street	0/2	0/0	3/0	0/4	9
Rosecrans Street / Garrison Street	0/3	0/0	11/0	0/0	14
Rosecrans Street / Cafeton Street	1/1	1/0	5/4	1/0	13

Bicycles



Top 6 locations:

- Pacific Highway (102)
- Kurtz (82)
- Laning (75)
- Moore (74)
- Sports Arena (63)
- Nimitz (62)



Bicycles

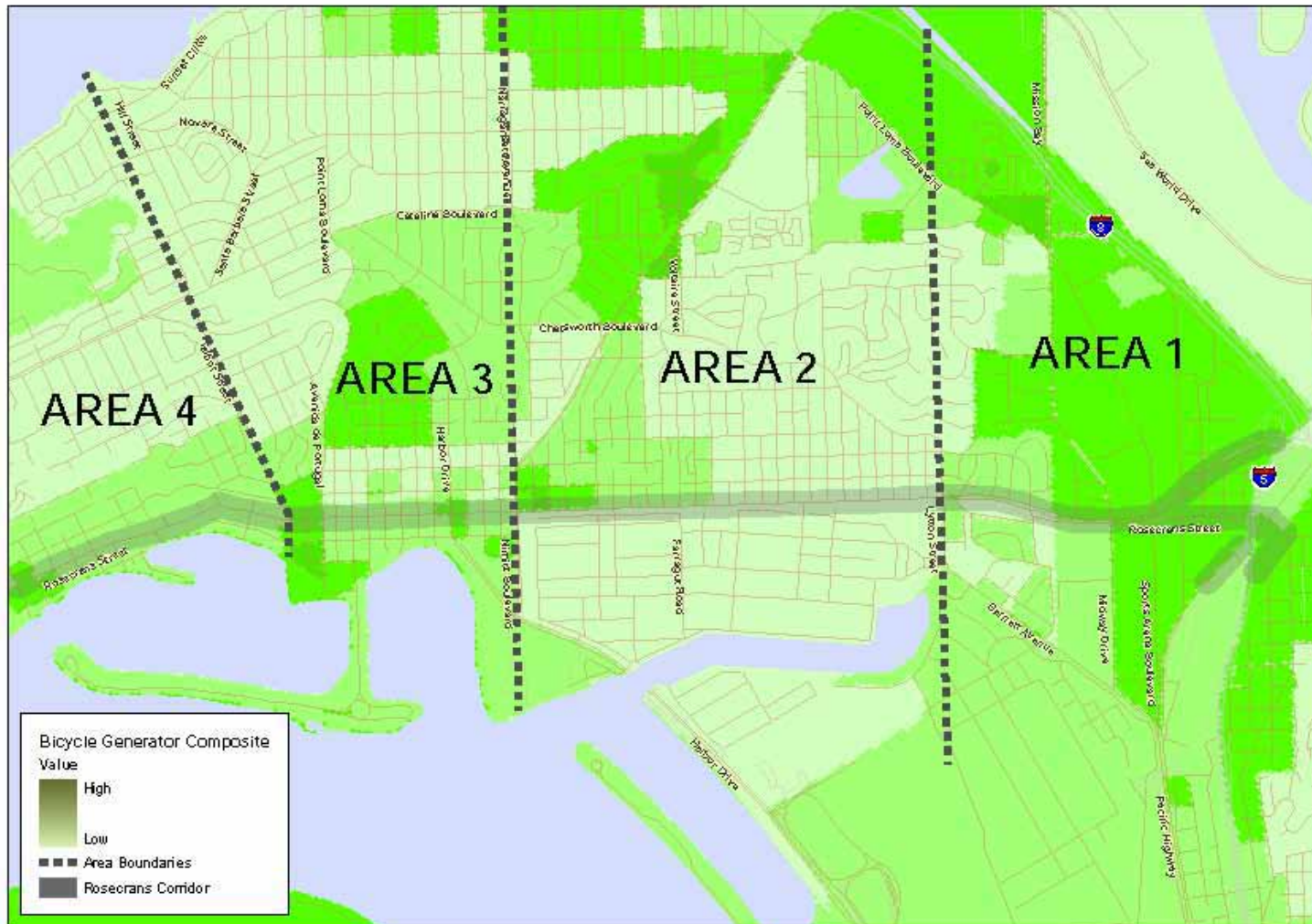


Figure 5-4: Rosecrans Corridor Bicycle Trip Generator Composite Map



Bicycles



Figure 5-5: Rosecrans Corridor Bicycle Trip Attractor Composite Map



Bicycles



Figure 5-6: Rosecrans Corridor Bicycle Trip Detractors Composite Map



Bicycles



Figure 5-6: Rosecrans Corridor Bicycle Project Need Locations



The background is a faded photograph of a city street. In the upper left, a cyclist is visible. In the upper right, there are traffic signs for highways 5 and 8. A road sign with the number '209' is also visible. The street has multiple lanes and some cars are driving. A yellow and black horizontal bar is positioned above the main text.

Questions/Comments on Bicycle Analysis



Traffic: NB Approaching Midway



Traffic: NB Approaching Sports Arena



Traffic: SB Approaching Sports Arena





Traffic



CONSULTING



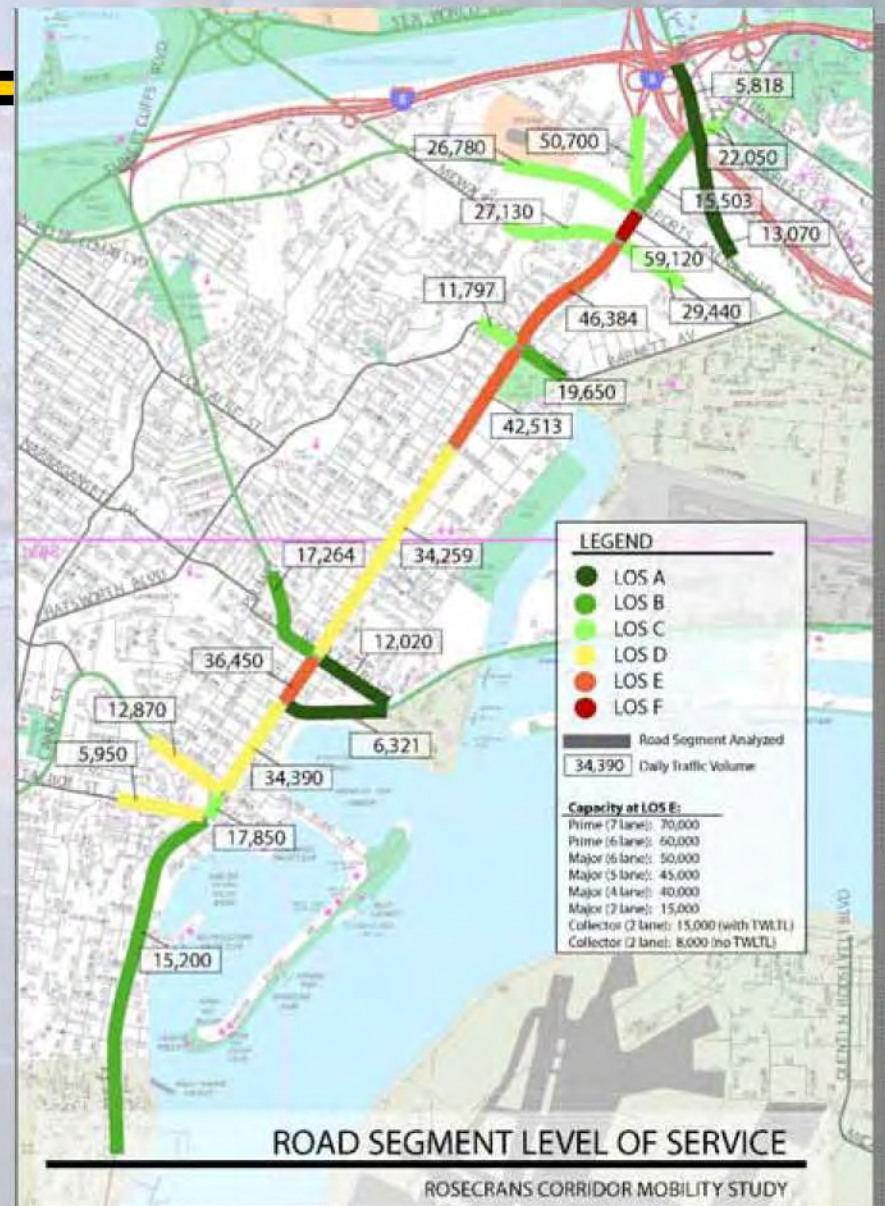
Traffic



- LOS D:
 - Sports Arena (signal)
 - Lytton (signal)
 - Jarvis (stop)
 - CDR / Moore (stop)
- LOS E:
 - Midway (signal)
 - Nimitz (signal)
- LOS F:
 - Garrison (stop)
 - Carleton (stop)



Traffic



Traffic



- Corridor Length:
 - 4 miles
- Average Travel Time:
 - Northbound:
 - AM: 12:29 (20 mph)
 - MID: 12:30 (20 mph)
 - PM: 13:25 (18 mph)
 - Southbound:
 - AM: 12:01 (20 mph)
 - MID: 13:51 (17 mph)
 - PM: 14:10 (17 mph)

Traffic



- Exceeding 85th Percentile by 5 mph or more:
 - Midway – Lytton
 - Talbot to Kona
 - Kona to Kellogg
- Speed Reduction?
 - Nimitz to Talbot (35 mph)



Accident Data

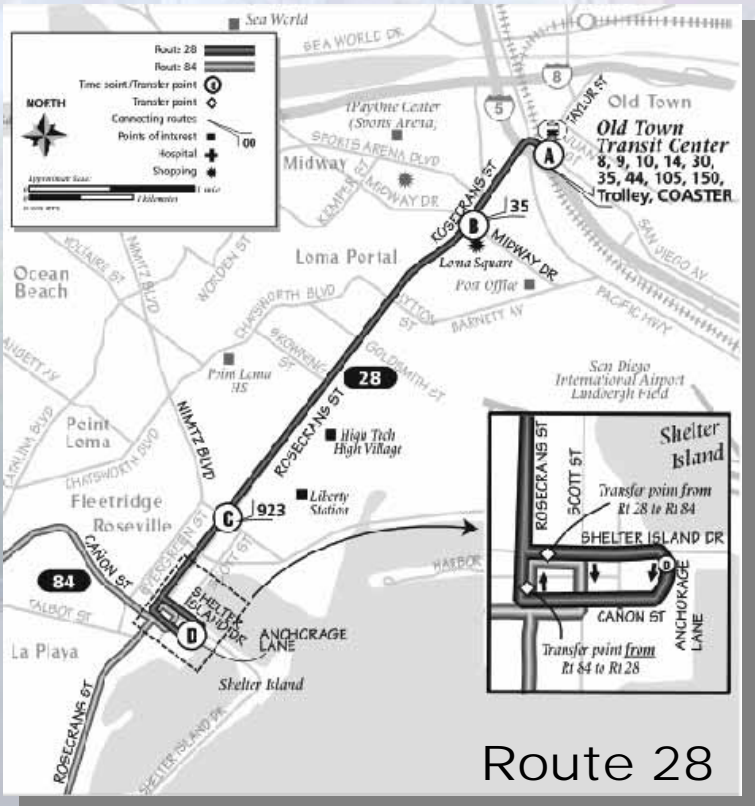




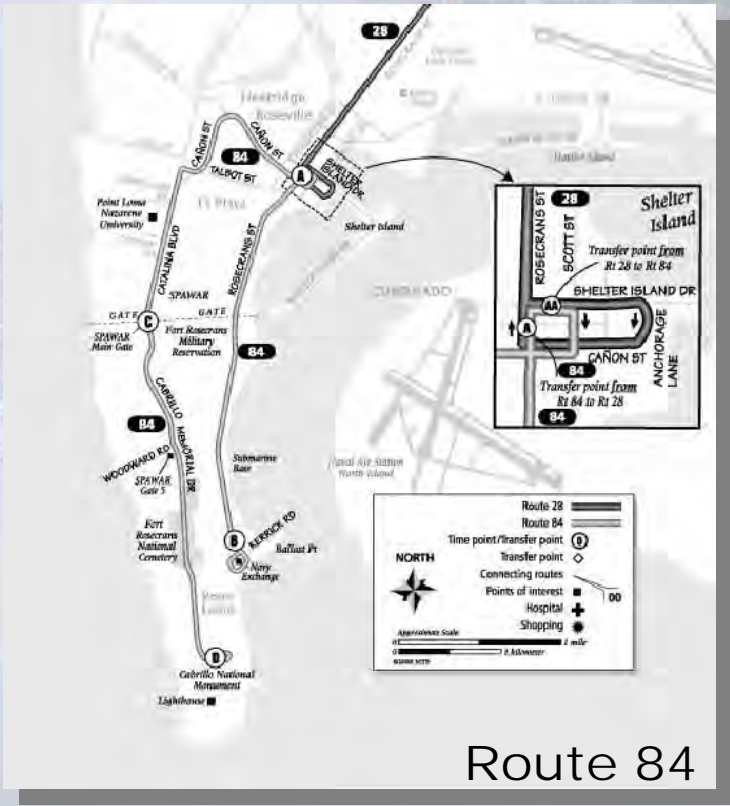
Questions/Comments
on Traffic Analysis



Transit

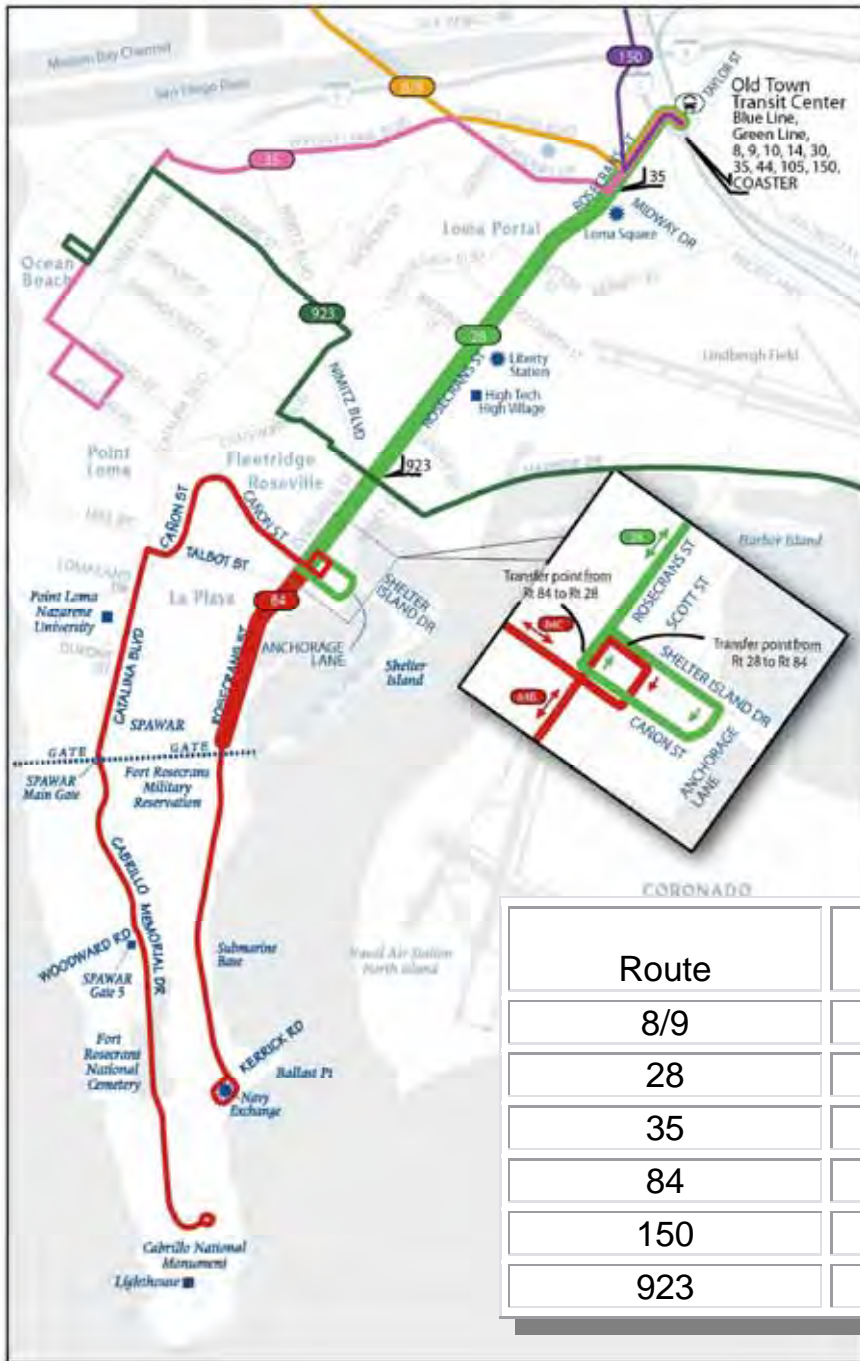


Route 28



Route 84

Transit



Route	Trip Ends	% of Rosecrans Corridor Routes
8/9	167	8.2
28	1,421	69.8
35	154	7.6
84	117	5.7
150	0	0
923	176	8.6

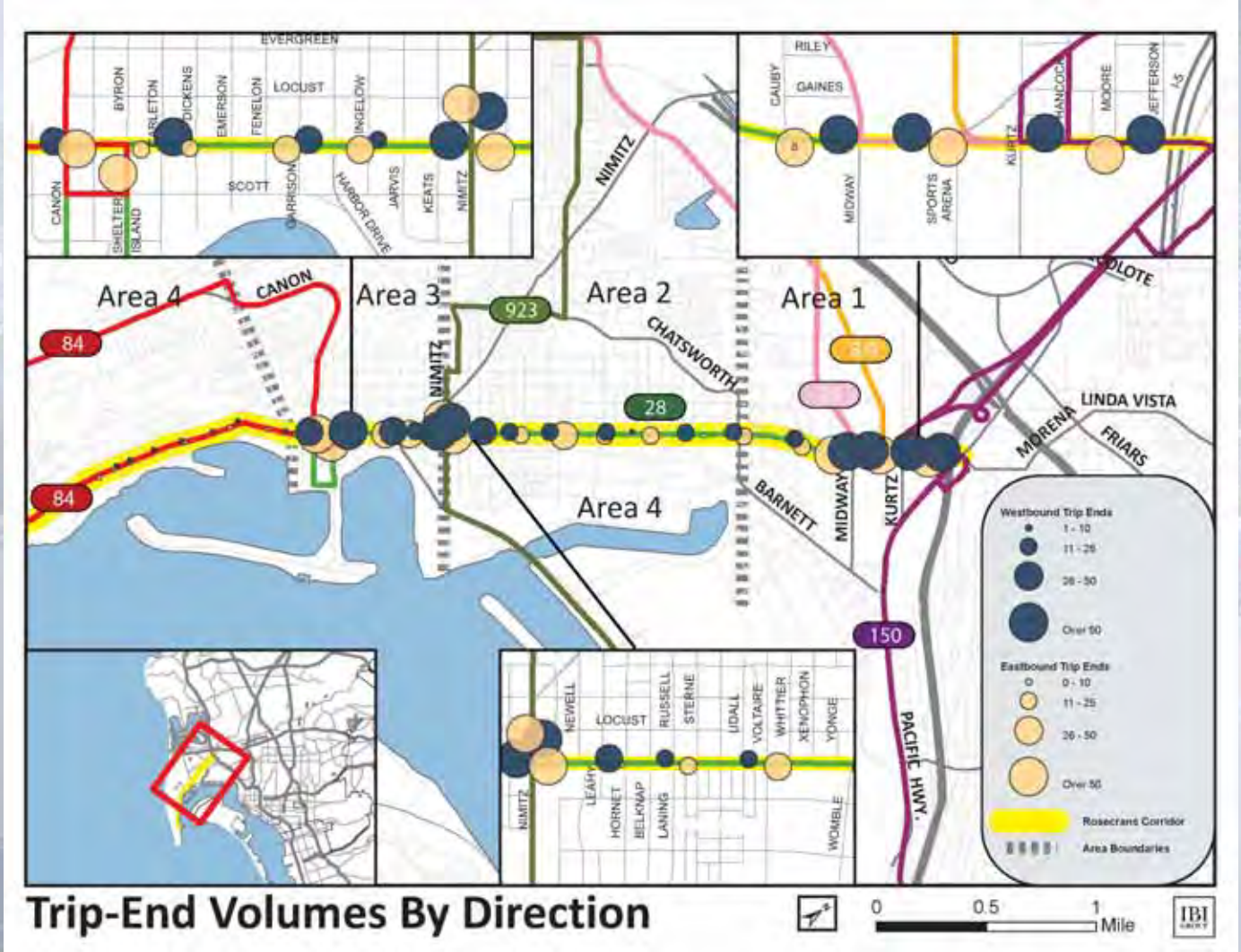


Transit Stops

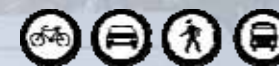


Stop Types By Direction

Highest Volume Stops



Operations/Issues



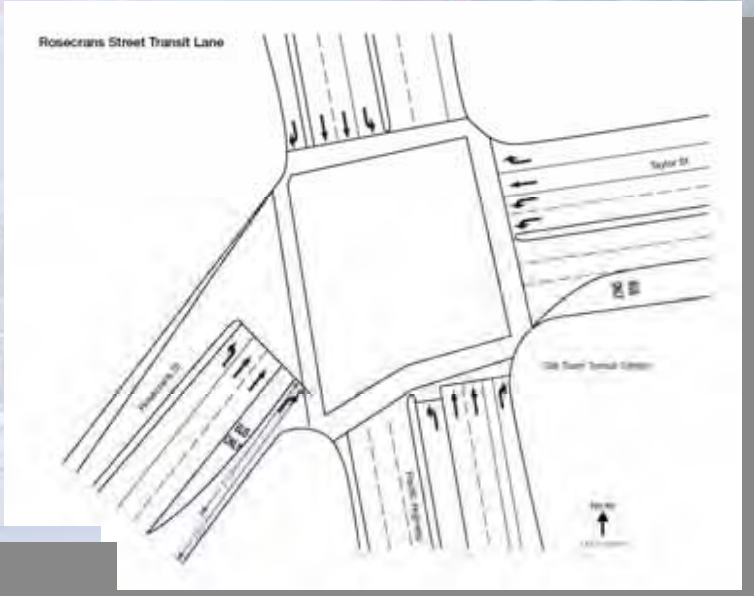
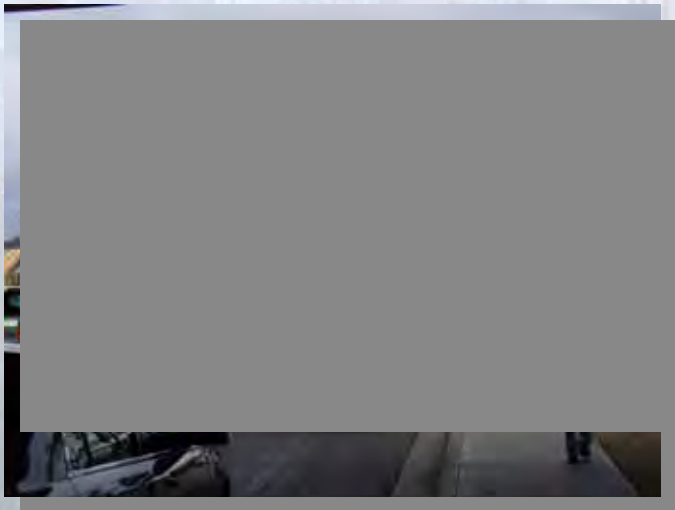
- High levels of demand are experienced on weekdays at High Tech High School in Liberty Station.
- Tripper buses have been added to Route 28 in both directions to provide additional capacity for the high school.
- Demand on Sundays to the shopping opportunities at Liberty Station is high.
- Routes 28 and 923 transfer at Rosecrans/Nimitz Boulevard is an issue.

On-Time Performance



- On time performance doesn't meet Urban Goals (85%)
 - Route 28: 77% EB, 90% WB
 - Route 84: 91% EB, 73% WB
 - Route 923: 91% EB, 65% WB
- Signal priority and/or queue jumps may help on-time performance at:
 - Midway Drive (both directions)
 - Lytton (westbound)
 - Nimitz (both directions)
 - North Harbor Drive (both directions)
- Extending the existing transit lane approximately 200 feet on Rosecrans Street would help buses bypass queuing that occurs at certain times of day.

Existing Transit Lane



Route/Stop Changes



- Interest expressed in extending Route 28 to serve Shelter Island. At this time, the funds are not available.
- Route 84 service to the Sub Base and the Cabrillo National Monument may be cancelled in the future.
- Stop on east side of Rosecrans removed at Talbot Street
- Rosecrans Team investigating stop location at Voltare





Questions/Comments on Transit Analysis

Public Comment



Community Workshop



The City of San Diego is embarking on a mobility assessment for Rosecrans Street from Camino del Rio to Kellogg Street. The goal of the project is to identify key short-term and long-term transportation projects that will address walkability, bicycling, access to transit and traffic flow along the corridor. Over the next several months, the City will be holding three workshops to discuss the project with the community. These workshops are geared toward understanding the community's concerns about the existing transportation facilities and identifying solutions to help improve mobility along Rosecrans Street.

Please join us at the first Community Workshop:

July 22nd, 2009

6:00 – 8:00 p.m.

Point Loma Nazarene University

Cunningham Dining Room

3900 Lomaland Drive

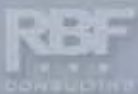
San Diego, CA 92106



If you would like additional information about the project, please contact:

Dawn Wilson
RBF Consulting
760.476.9193

On behalf of the City of San Diego, we look forward to your participation in this upcoming workshop!



Workshop Approach

- Welcome
- Background & Information
- Handheld Polling: Who Is In the Room?
 - Post-It Note Exercise: Concerns/Ideas
 - *Responses organized on wall by area*
- Overview of Existing Conditions
- Small Group Mapping: Concerns/Ideas
 - *Separated by corridor area*
- Summary & Discussion
 - *Review Post-Its*
 - *Volunteers from small groups*
- Closing & Next Steps



2 Workshop Goals



- Provide project information
- Understand stakeholders
- Identify their perspectives on issues and opportunities
- Build trust & confidence in process
- Generate enthusiasm!



Upcoming Meetings



- **Walk Audits (Community):**
 - Area 1: Thursday July 30th (4:30 p.m.)
 - Area 2: Sunday August 2nd (9:45 a.m.)
 - Area 3: Wednesday August 5th (4:00 p.m.)
- **PWG Meeting: August 17th (6:45 p.m.)**
 - Topic: Future Analysis & Alternatives