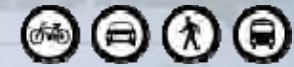




**PROJECT WORKING GROUP  
ROSECRANS CORRIDOR  
MOBILITY STUDY**

**NOVEMBER 17, 2009**

# Agenda



- Call to Order
  - Purpose of PWG & Mission Statement
  - Approval of Minutes
- Public Comment
- SANDAG – Bicycle Presentation
- Update on Projects & Outstanding Issues
- Overview of Workshop #3
- Final Review of Preliminary Recommended Alternative





# 1. Call to Order

# Purpose of PWG

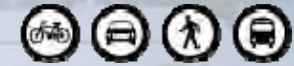


The PWG is comprised of residents and business owners from the Rosecrans Corridor communities of Old Town, North Bay and Peninsula. All member were appointed or nominated to serve as representatives of the PWG through their involvement in the community or in community based organizations.

Members are responsible for disseminating information about the project to the community by providing monthly updated to their respective organizations and distribution of event information.

The PWG is not a decision making body and will not be voting on issues. The purpose of this group is to provide guidance on key issues to the project technical team and City staff.

# Mission Statement



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.



## 2. Approval of Minutes



# 3. Public Comment

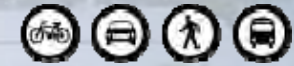




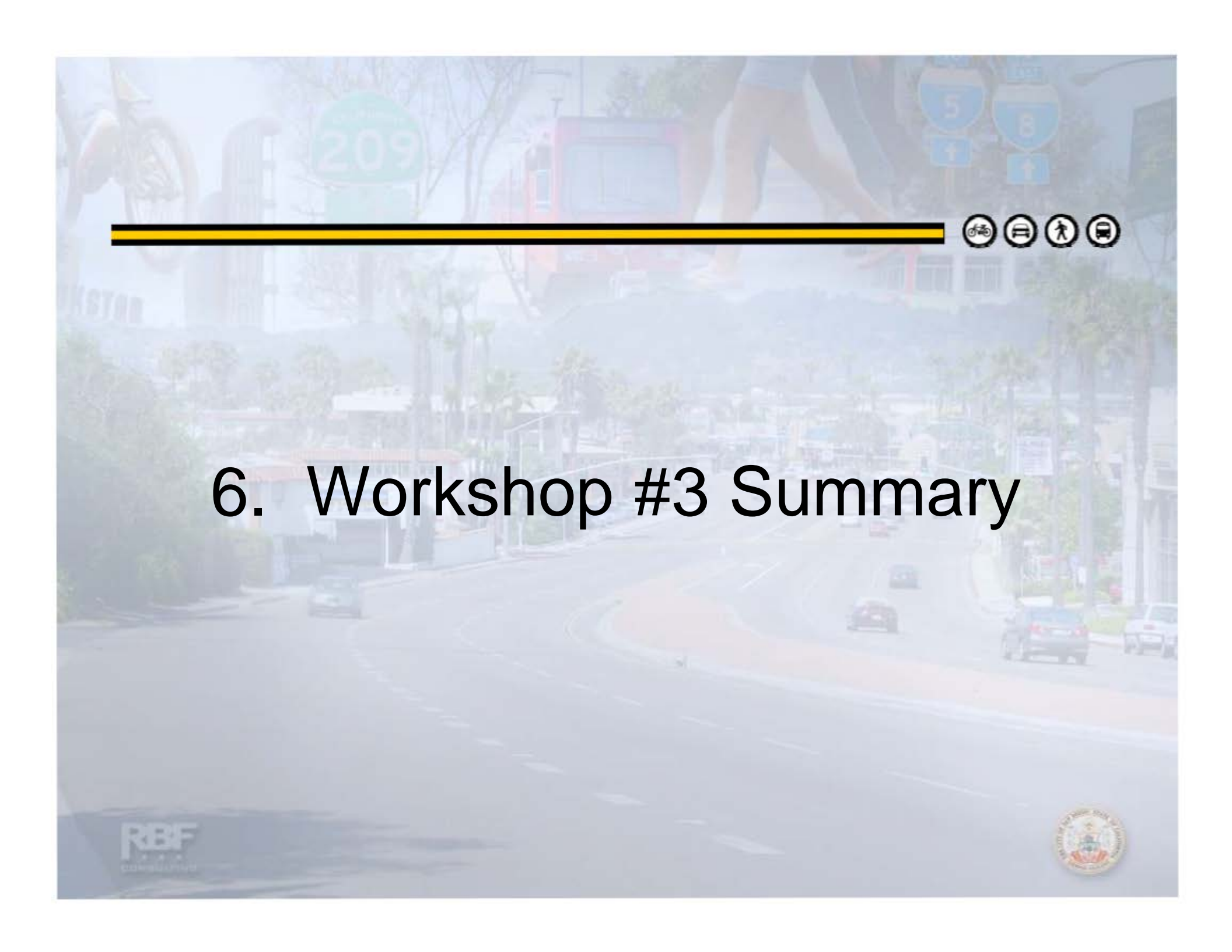
# 4. SANDAG Presentation



# 5. Outstanding Items




- Parking in Old Town
- Meeting & Comments to Rock Church
- Meeting with Sports Arena
- Comments to Navy



# 6. Workshop #3 Summary



# Workshop #3 Summary





## ROSECRANS CORRIDOR MOBILITY STUDY

### OPEN HOUSE GUIDE

**Thursday, November 12th**  
**6:00 to 8:00 pm**  
**NTC Event Center**

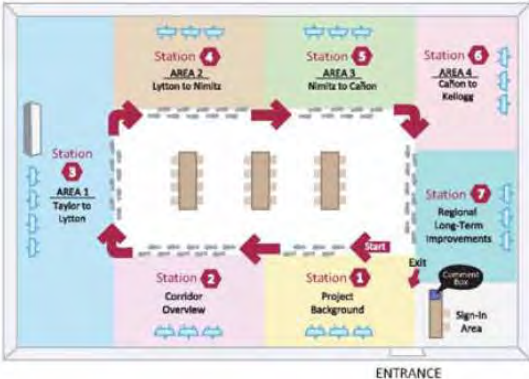
Welcome to the Rosecrans Corridor Mobility Study Open House! The purpose of the open house is to share the details of the recently developed Preliminary Recommended Alternative, including potential benefits and challenges associated with each. At this open house, you will find several "stations" to visit with illustrative exhibits showing each of the Preliminary Recommended Alternative features, along with members of the Project Team who are here to answer your questions. Follow the arrows and take time to visit all of the stations identified in this guide.



## OPEN HOUSE LAYOUT

## STATIONS

### Rosecrans Corridor Mobility Study



**Station 1: Project Background**  
 Learn what steps have been taken to create the Preliminary Recommended Alternative, including background data and technical analysis.

**Station 2: Corridor Overview**  
 Explore how the different areas of concern have shaped the Improvements identified for the corridor. At this station, a map of the corridor from end to end is provided where you can become familiar with issues within the study areas.

**Station 3: Area 1 (Taylor to Lytton)**  
 Explore the potential to address traffic congestion and circulation in Area 1. Extending Sports Arena to the east has been in the Community Plan for decades and this Mobility Study has evaluated opportunities to complete this extension. Learn about how traffic patterns through Area 1 will change over the next 20 years and how this is being addressed in the Preliminary Recommended Alternative. Bike lanes, new sidewalks, and new traffic signals are included in Area 1. Traffic simulations and maps are presented at this station to illustrate the proposed improvements.

**Station 4: Area 2 (Lytton to Nimitz)**  
 Find out about the new features included for Area 2. This study area extends from Lytton to Nimitz through the central portion of the Rosecrans Corridor. At this station, review maps illustrating how median extensions, bicycle lanes widening, and modified traffic signals have been incorporated in the Preliminary Recommended Alternative.

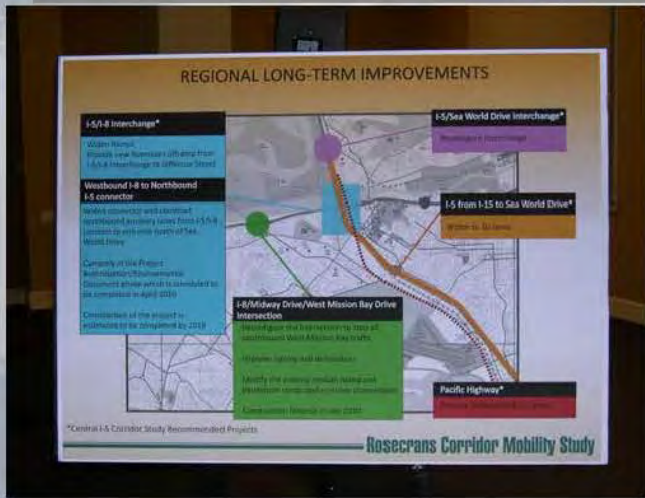
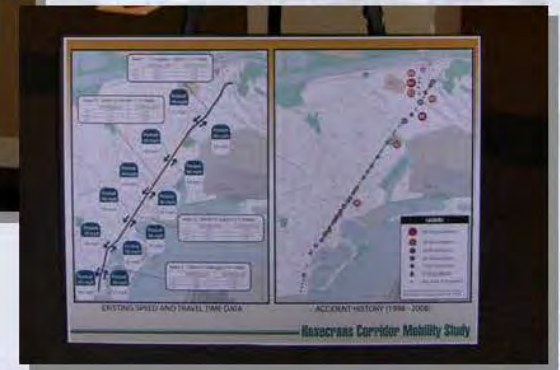
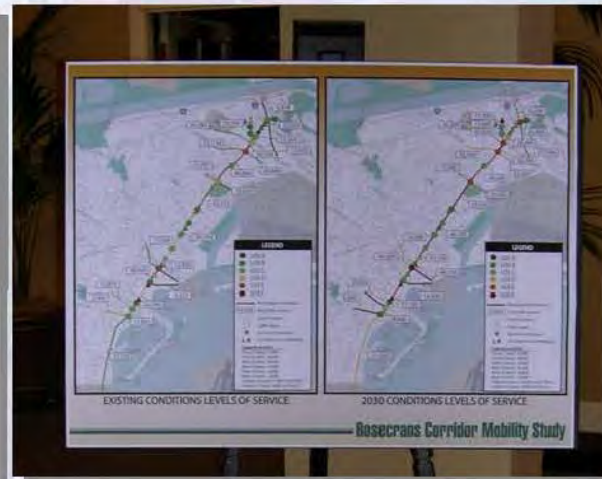
**Station 5: Area 3 (Nimitz to Cañon)**  
 In Area 3, from Nimitz to Cañon, curb extensions at key intersections, minor modifications to medians, and a new traffic signal are included in the Preliminary Recommended Alternative. These elements aim to improve the walking and biking environment and access through Area 3. At this station, you can review a conceptual streetscape plan to see how all the elements work together.

**Station 6: Area 4 (Cañon to Kellogg)**  
 Explore opportunities to slow down traffic in Area 4. A traffic calming plan has been developed as part of the Preliminary Recommended Alternative for Area 4, which extends from Cañon to Kellogg. Narrowing the travel way through the use of curb extensions and new sidewalks will help to improve the pedestrian environment through Area 4.

**Station 7: Regional Long-Term Improvements**  
 Explore the regional long-term highway improvements planned for the areas in and around Point Loma. See how Caltrans and SANDAG have identified improvements that may affect traffic and circulation patterns in the study area.



# Workshop #3 Summary





# Workshop #3 Summary



## Rosecrans Corridor Mobility Study

### Preliminary Recommended Alternative Preference Survey

As you visit each station, please complete this form and drop it in the Comment Box before you leave. The Comment Box is located at the sign-in table.

#### Station 3: Area 1 (Taylor to Lytton)

	Like	Neutral	Dislike
A Moore St Median Closure	3	2	1
B Sidewalks & Bicycle Lanes on Rosecrans to Transit Center	3	2	1
C Extension of Sports Arena & Associated Roadway Changes	3	2	1
D Rosecrans & Midway Intersection Improvements	3	2	1
E Bicycle Lanes on Rosecrans & Removal of Parking	3	2	1
(LONG TERM) Grade Separation of Rosecrans/Sports Arena	3	2	1
(LONG TERM) Realignment of Sports Arena/Camino Del Rio	3	2	1

#### Station 4: Area 2 (Lytton to Nimitz)

	Like	Neutral	Dislike
F Modified Signals at Dumas/Roosevelt & Zola/Womble	3	2	1
G Intermittent Medians with Northbound Left-Turn Access	3	2	1
H Wider Bicycle Lanes (Lytton to Roosevelt)	3	2	1
I Side Street Curb Extensions to Reduce Crossing Distance	3	2	1
J Consolidation & Relocation of Transit Stops	3	2	1
(LONG TERM) Bicycle Boulevard on Evergreen & Locust	3	2	1

#### Station 5: Area 3 (Nimitz to Cañon)

	Like	Neutral	Dislike
K Re-stripe to Add 6' Bicycle Lanes	3	2	1
L Landscaped Medians & Left Turn Pockets at Intersections	3	2	1
M New Traffic Signal at Emerson	3	2	1
N Side Street Curb Extensions to Reduce Crossing Distance	3	2	1
O Relocation of Transit Stops to Signalized Intersections	3	2	1
(LONG TERM) Bicycle Boulevard on Locust	3	2	1

#### Station 6: Area 4 (Cañon to Kellogg)

	Like	Neutral	Dislike
P Re-stripe Intersection of Rosecrans & Talbot	3	2	1
Q Complete Sidewalks on West Side of Street	3	2	1
R Curb Extensions at Owen and Bessemer	3	2	1
S Median Islands at Armada (at the curve)	3	2	1
T Chokers near Qualtrough and Kona	3	2	1
U Mini Roundabout at McCall	3	2	1
V Consolidation of Transit Stops	3	2	1

Comments:

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Thank you! Please remember to turn in your survey at the sign-in table!





# Workshop #3 Summary









## ROSECRANS CORRIDOR MOBILITY STUDY

Workshop #3 - November 12, 2009

Preference Survey Summary

	Like	Neutral	Dislike	Total Responses	No Response
<b>Area 1</b>					
Moore Street Median	25 <b>47.2%</b>	10 18.9%	18 34.0%	53	40 (43.0%)
Sidewalks & Bike Lanes to Transit Center	29 <b>52.7%</b>	10 18.2%	16 29.1%	55	38 (40.9%)
Extension of Sports Arena	20 37.7%	11 20.8%	22 <b>41.5%</b>	53	40 (43.0%)
Rosecrans & Midway Intersection Imp	37 <b>67.3%</b>	7 12.7%	11 20.0%	55	38 (40.9%)
Bicycle Lanes on Rosecrans/Parking Removal	19 35.8%	7 13.2%	27 <b>50.9%</b>	53	40 (43.0%)
<i>Long Term: Grade Separation</i>	18 39.1%	9 19.6%	19 <b>41.3%</b>	46	47 (50.5%)
<i>Long Term: Realignment</i>	22 <b>45.8%</b>	11 22.9%	15 31.3%	48	45 (48.4%)
<b>Area 2</b>					
Modified Signals (Roosevelt & Womble)	33 <b>55.0%</b>	13 21.7%	14 23.3%	60	33 (35.5%)
Intermittent Medians & NB Left Turn Access	25 <b>42.4%</b>	14 23.7%	20 33.9%	59	34 (36.6%)
Wider Bicycle Lanes	16 26.2%	9 14.8%	36 <b>59.0%</b>	61	32 (34.4%)
Side Street Curb Extensions	18 31.0%	13 22.4%	27 <b>46.6%</b>	58	35 (37.6%)
Consolidation of Transit Stops	27 <b>46.6%</b>	16 27.6%	15 25.9%	58	35 (37.6%)
<i>Long Term: Bicycle Boulevard</i>	26 <b>48.1%</b>	4 7.4%	24 44.4%	54	39 (41.9%)
<b>Area 3</b>					
Stripe Bicycle Lane	11 22.0%	8 16.0%	31 <b>62.0%</b>	50	43 (46.2%)
Landscape Medians & Left Turn Pockets	15 31.3%	12 25.0%	21 <b>43.8%</b>	48	45 (48.4%)
New Signal at Emerson	24 <b>48.0%</b>	7 14.0%	19 38.0%	50	43 (46.2%)
Side Street Curb Extensions	17 34.0%	12 24.0%	21 <b>42.0%</b>	50	43 (46.2%)
Relocation of Transit Stops	26 <b>52.0%</b>	11 22.0%	13 26.0%	50	43 (46.2%)
<i>Long Term: Bicycle Boulevard</i>	23 <b>52.3%</b>	4 9.1%	17 38.6%	44	49 (52.7%)
<b>Area 4</b>					
Restripe Rosecrans & Talbot	32 <b>51.6%</b>	11 17.7%	19 30.6%	62	31 (33.3%)
Complete Sidewalks on West Side	27 <b>40.3%</b>	17 25.4%	23 34.3%	67	26 (28.0%)
Curb Extensions at Owen & Bessemer	14 22.2%	22 34.9%	27 <b>42.9%</b>	63	30 (32.3%)
Median Islands at Armada	13 21.0%	7 11.3%	42 <b>67.7%</b>	62	31 (33.3%)
Chokers at Qualltrough & Kona	12 19.4%	12 19.4%	38 <b>61.3%</b>	62	31 (33.3%)
Mini Roundabout at McCall	14 20.9%	6 9.0%	47 <b>70.1%</b>	67	26 (28.0%)
Consolidation of Transit Stops	26 <b>42.6%</b>	24 39.3%	11 18.0%	61	32 (34.4%)



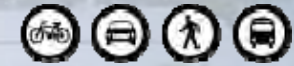


# 7. Preliminary Recommended Alternative





# Elements of Selecting an Alternative



Consistency with Community Plan	
Mobility Assessment	
Resolution of Existing Issues	
Potential Benefits	
Potential Impacts	
Feasibility	
Community Input	
Cost	<b>H</b>



Yes



Neutral



No

**H**

High (More than \$1M)

**M**

Medium (\$100 - \$1M)

**L**

Low (less than \$100)

Preliminary Recommended Improvement :

Moore Street Median Closure to Prohibit Left-turns

A

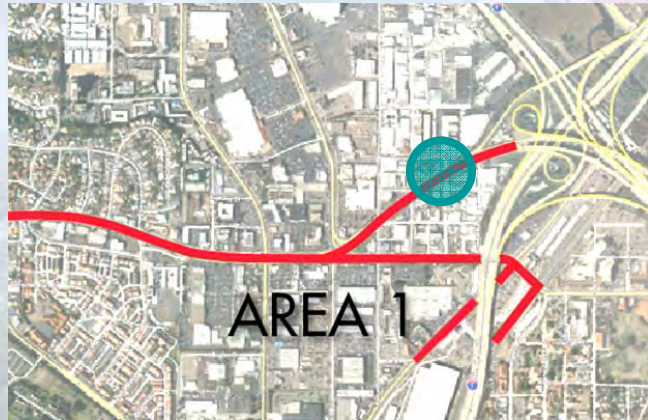
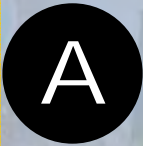


Consistency with Community Plan	○
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Like = 47.2%)	●
Cost	M



Preliminary Recommended Improvement :

# Moore Street Median Closure to Prohibit Left-turns



### Accident History

45 Reported (1999 – 2009)

3 Pedestrian Involved (1 Fatality)

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

### EXISTING



### PROPOSED





Preliminary Recommended Improvement :

Moore Street Median Closure:  
Traffic Recirculation Pattern

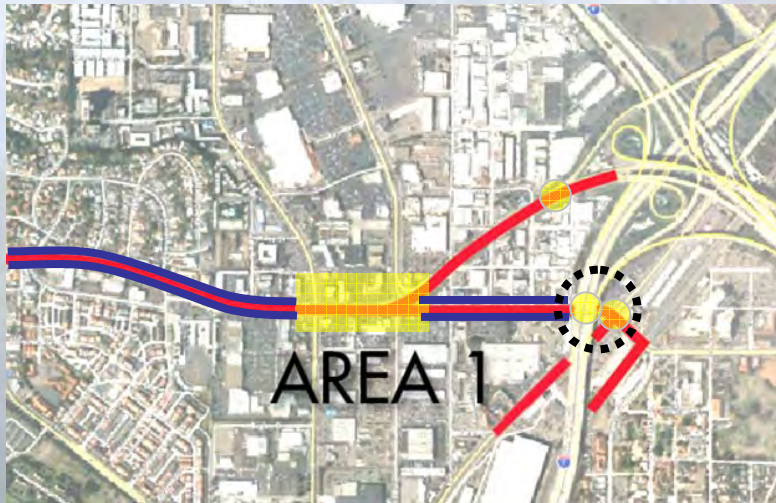
A





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	<b>M</b>



ROSECRANS STREET





**Preliminary Recommended Improvement :**

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

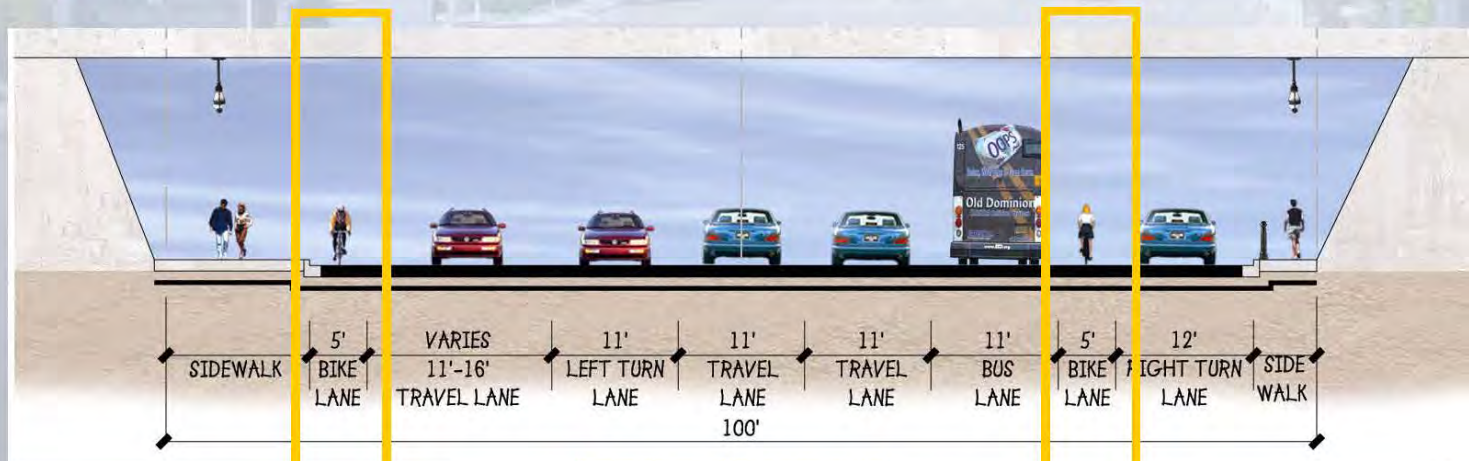
**B**



**EXISTING**



**PROPOSED**



**Bike Lanes**



Preliminary Recommended Improvement :

Improve Pedestrian Access:  
Install Traffic Signal & New  
Crosswalks at  
Rosecrans/Hancock

B



Consistency with Community Plan	○
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input	(Like = 52.7%) ●
Cost	<b>M</b>



**Preliminary Recommended Improvement :**

**Extend Sports Arena Boulevard East of Rosecrans**



*What about this left turn?*



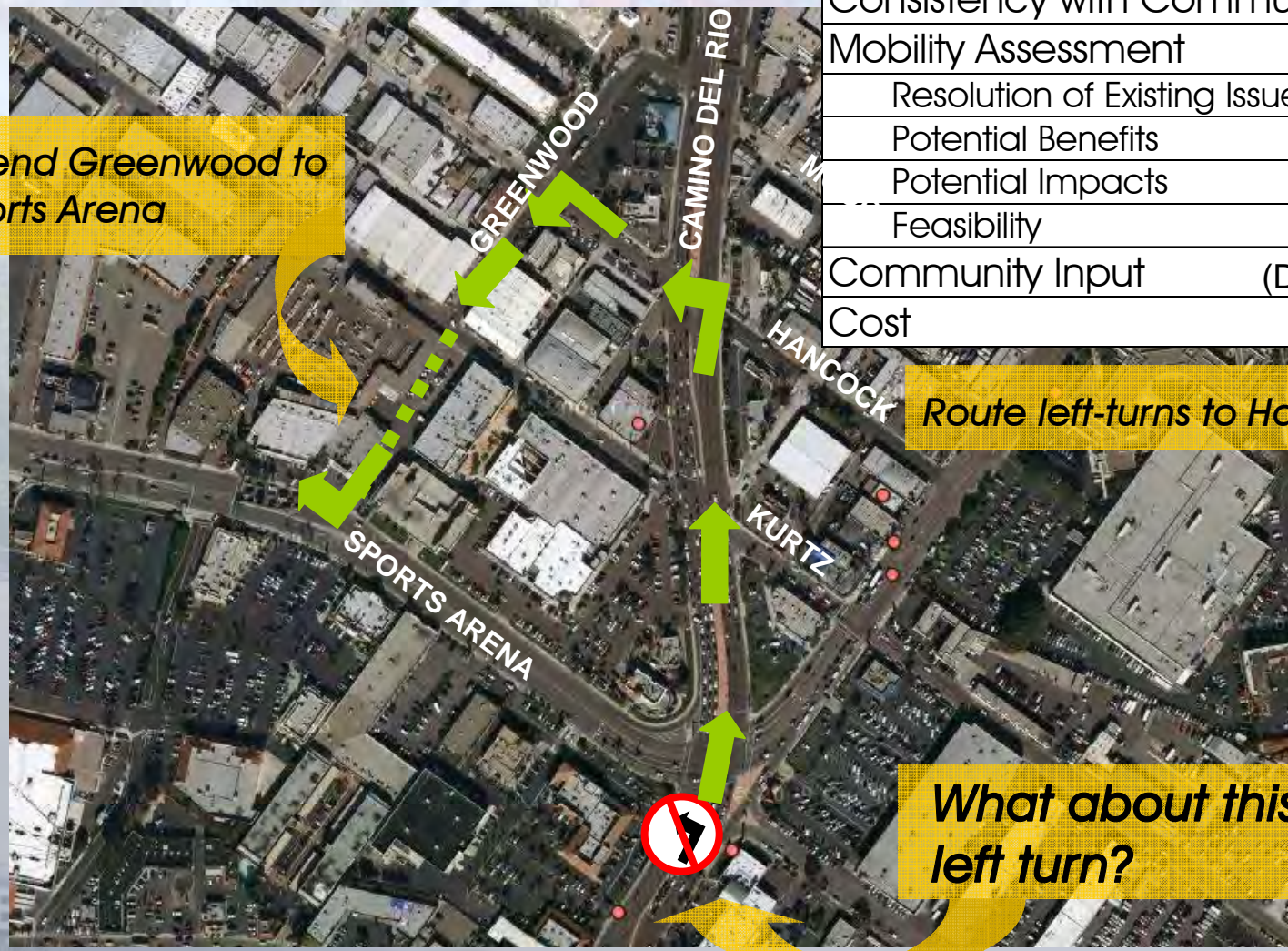


**Preliminary Recommended Improvement :**

**Extend Sports Arena Boulevard East of Rosecrans**



*Extend Greenwood to Sports Arena*



*Route left-turns to Hancock*

*What about this left turn?*

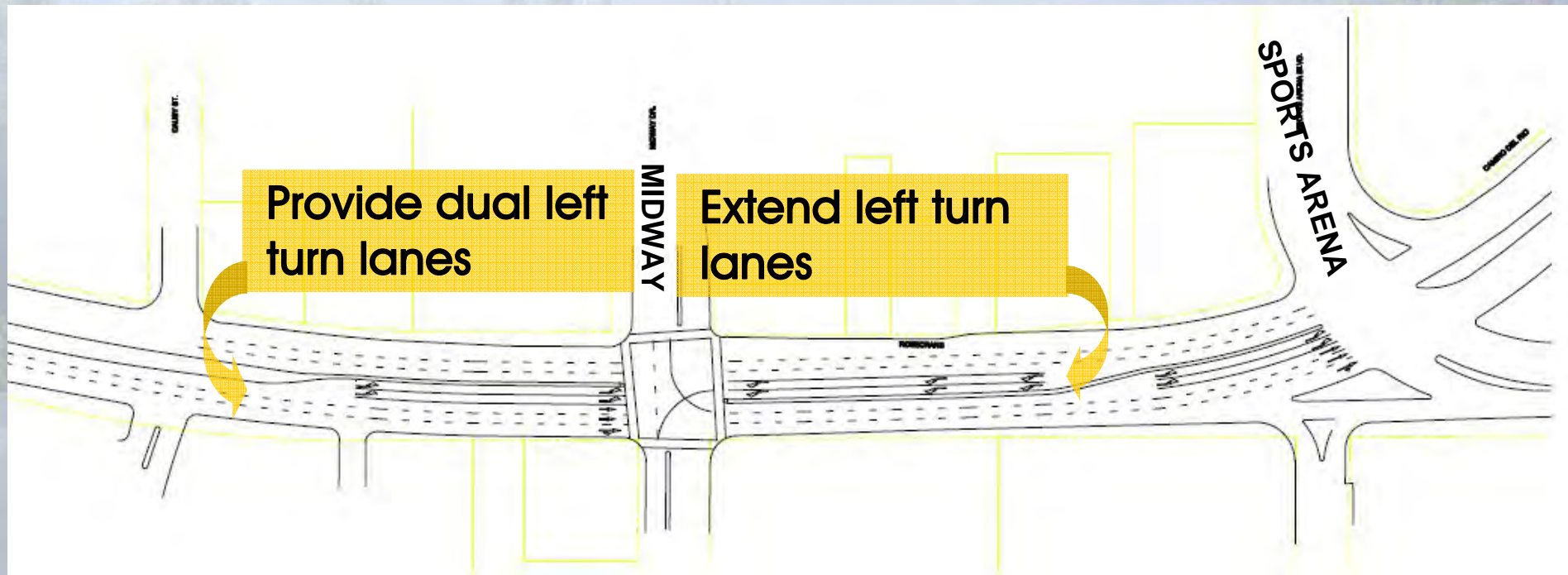
Consistency with Community Plan	<input checked="" type="radio"/>
Mobility Assessment	<input type="radio"/>
Resolution of Existing Issues	<input checked="" type="radio"/>
Potential Benefits	<input checked="" type="radio"/>
Potential Impacts	<input checked="" type="radio"/>
Feasibility	<input type="radio"/>
Community Input (Dislike = 41.5%)	<input checked="" type="radio"/>
Cost	<b>H</b>





City of San Diego  
Planned Improvement :

Midway Intersection  
Improvements





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

**Rosecrans & Midway  
Intersection Improvements**

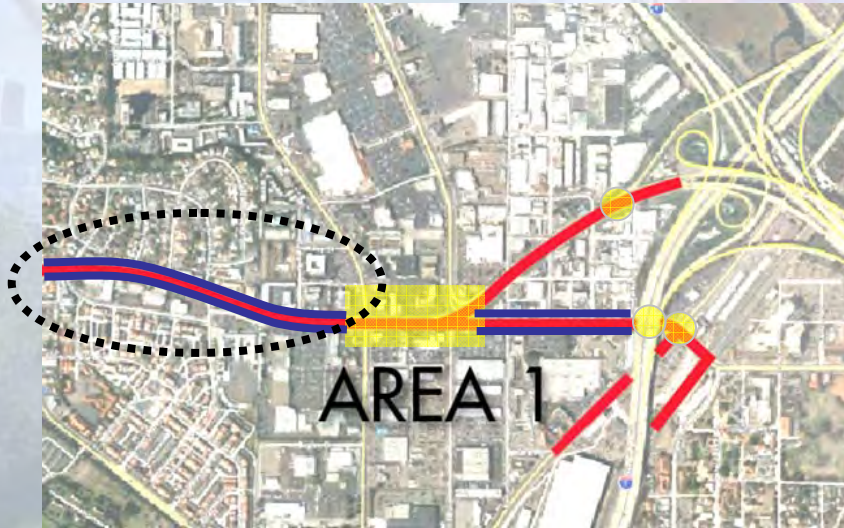


Consistency with Community Plan	<input checked="" type="radio"/>
Mobility Assessment	<input type="radio"/>
Resolution of Existing Issues	<input checked="" type="radio"/>
Potential Benefits	<input checked="" type="radio"/>
Potential Impacts	<input checked="" type="radio"/>
Feasibility	<input type="radio"/>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

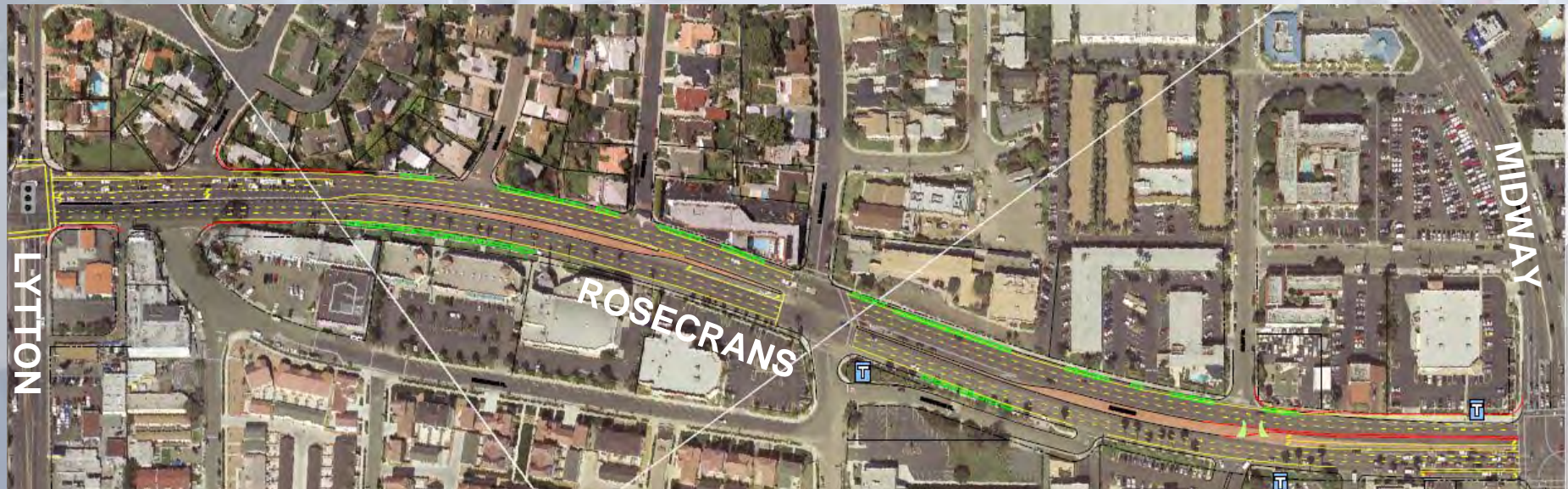


Preliminary Recommended Improvement :

# Stripe Bike Lanes from Midway to Lytton



Consistency with Community Plan		<span style="color: green;">●</span>
Mobility Assessment		
Resolution of Existing Issues		<span style="color: green;">●</span>
Potential Benefits		<span style="color: green;">●</span>
Potential Impacts		<span style="color: green;">●</span>
Feasibility		<span style="color: green;">●</span>
Community Input	(Dislike = 50.9%)	<span style="color: cyan;">●</span>
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	<b>M</b>

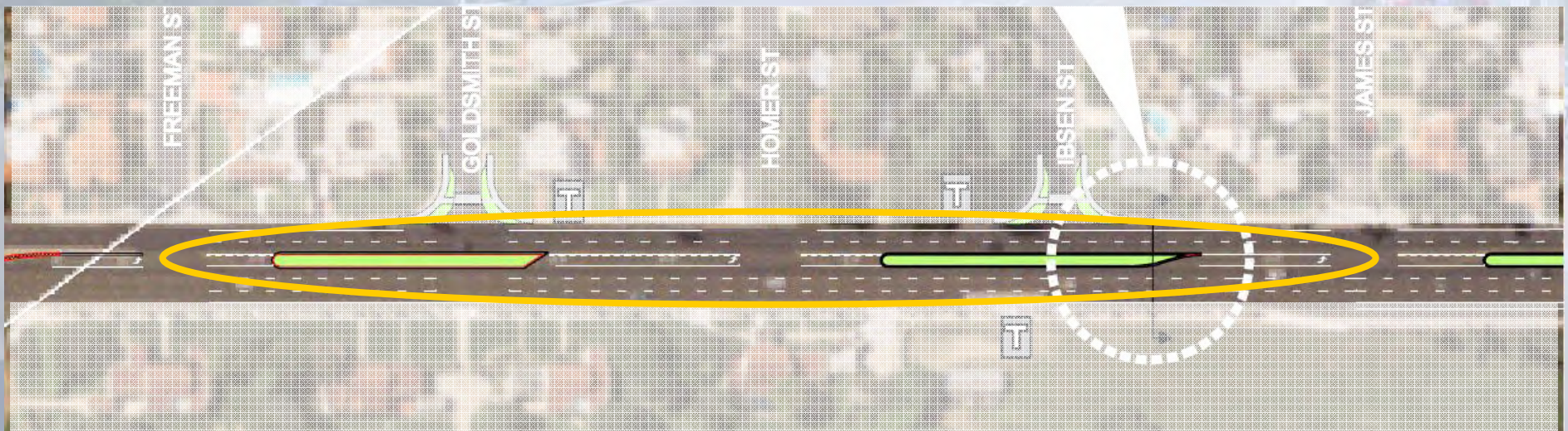


**Preliminary Recommended Improvement :**

**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	<b>M</b>



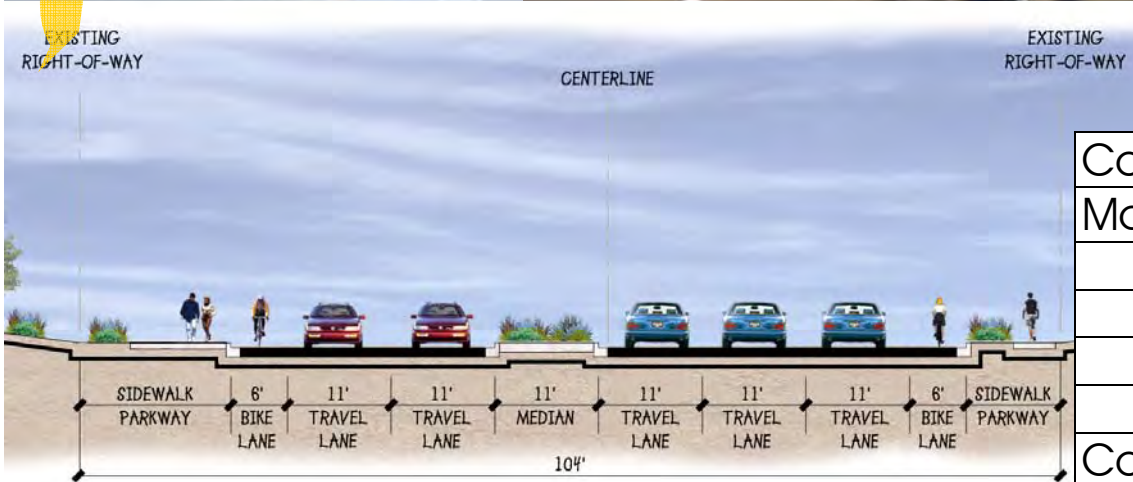


**Preliminary Recommended Improvement :**

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



Existing Right-of-Way to remain the same



Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Dislike = 59.0%)	●
Cost	L



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		<b>M</b>



**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





# CITY POLICY



“City staff coordinates with SANDAG/MTS to help provide safe and accessible transit stops. In recent years a number of key transfer points have been consolidated at off-street transit centers which have fewer pedestrian conflicts with through traffic, thereby improving safety. Where possible, bus stops are located on the far side of an intersection to provide better motorist visibility of passengers getting on and off the bus and crossing the street.”

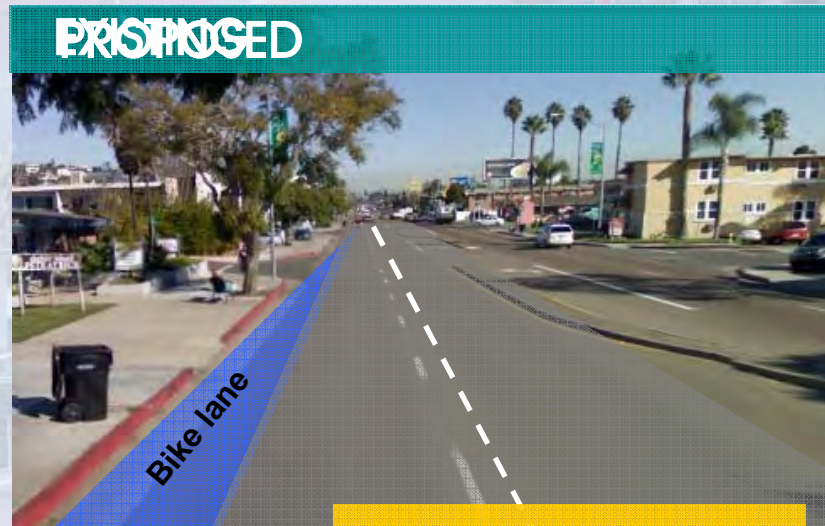
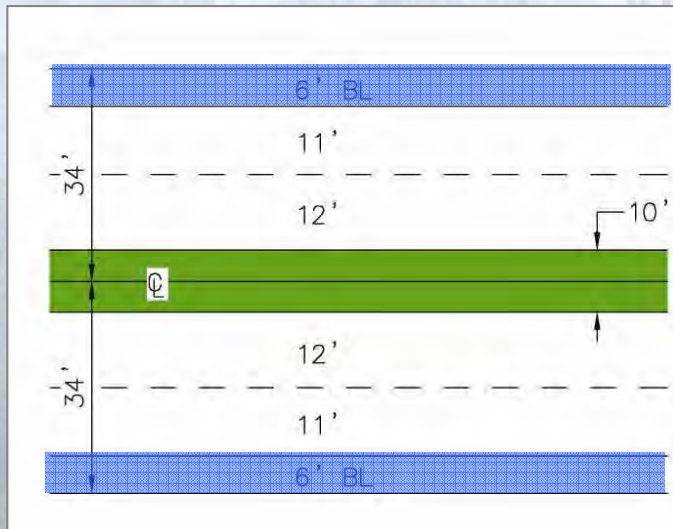
*City of San Diego Council Policy No. 200-07 (April 2009)*



**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	<b>M</b>



# COUNCIL POLICY ON PEDESTRIANS



“Pedestrian accidents account for only four percent of the total traffic accidents in the City of San Diego. Unfortunately, they also account for a disproportionate 34 percent of all citywide traffic deaths.”

*City of San Diego Council Policy No. 200-07 (April 2009)*

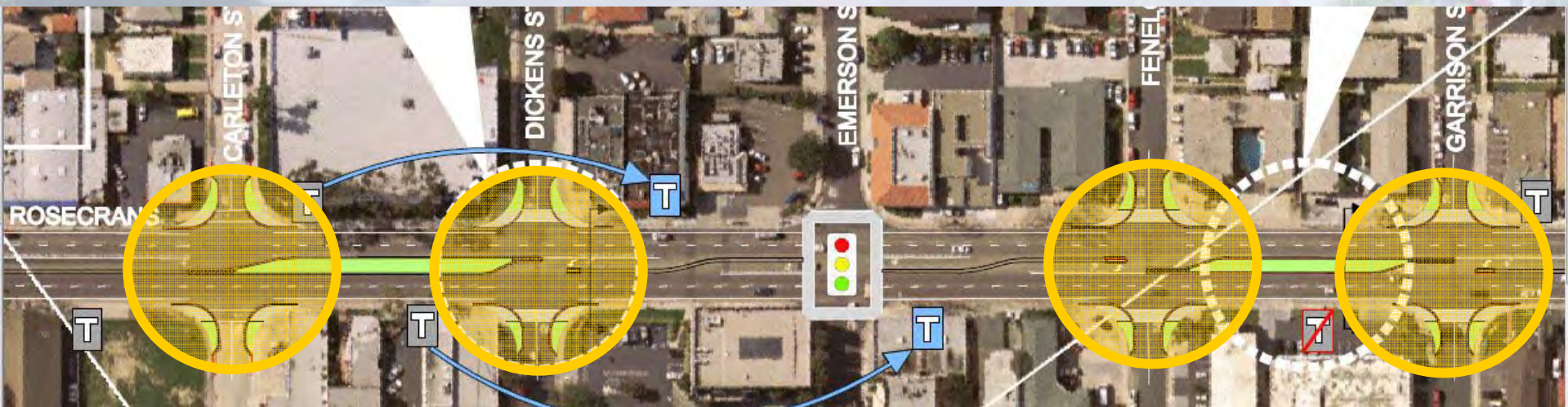


**Preliminary Recommended Improvement :**

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



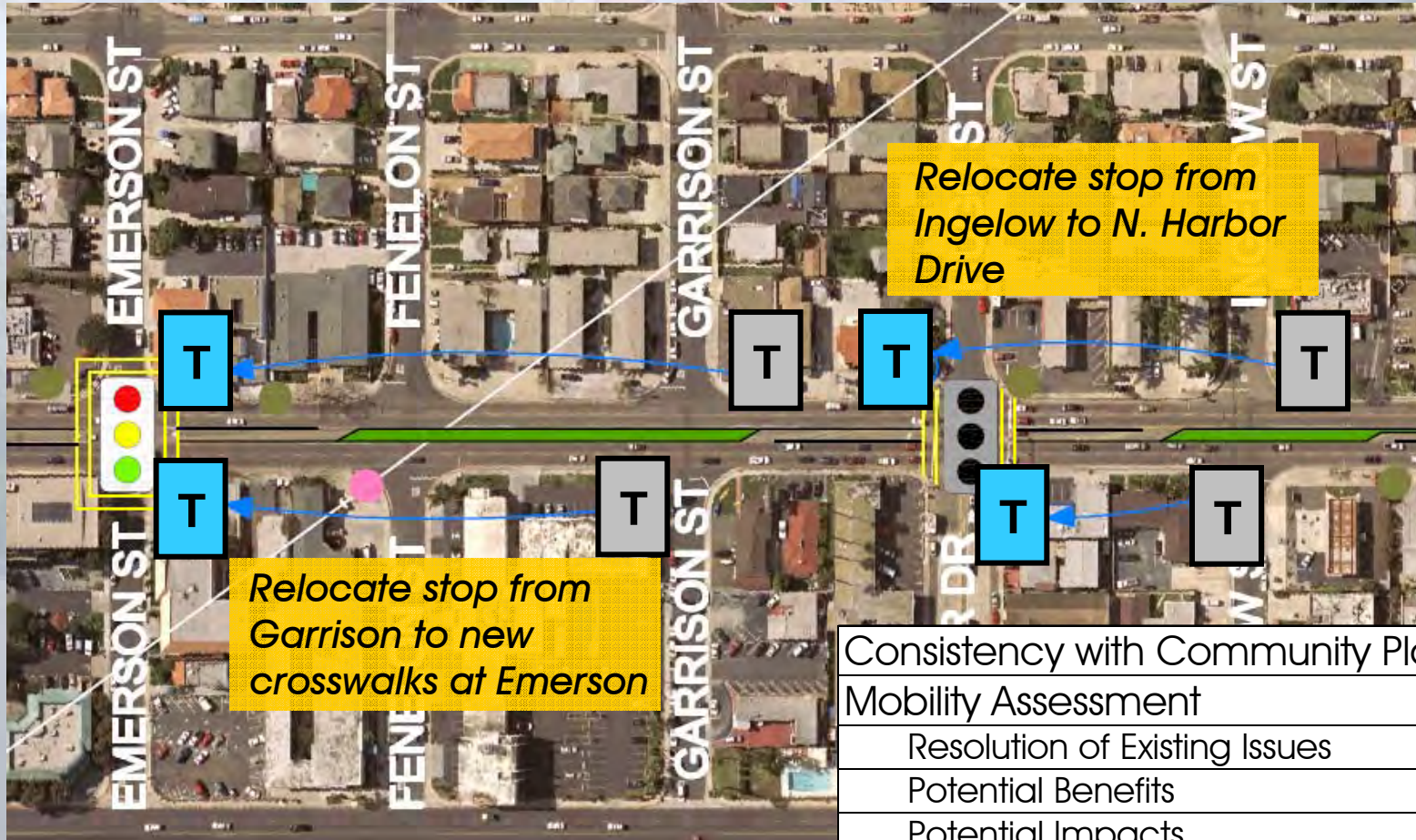
Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Dislike = 42.0%)	●
Cost	<b>M</b>





Preliminary Recommended Improvement :

Relocate Transit Stops to Signalized Intersections

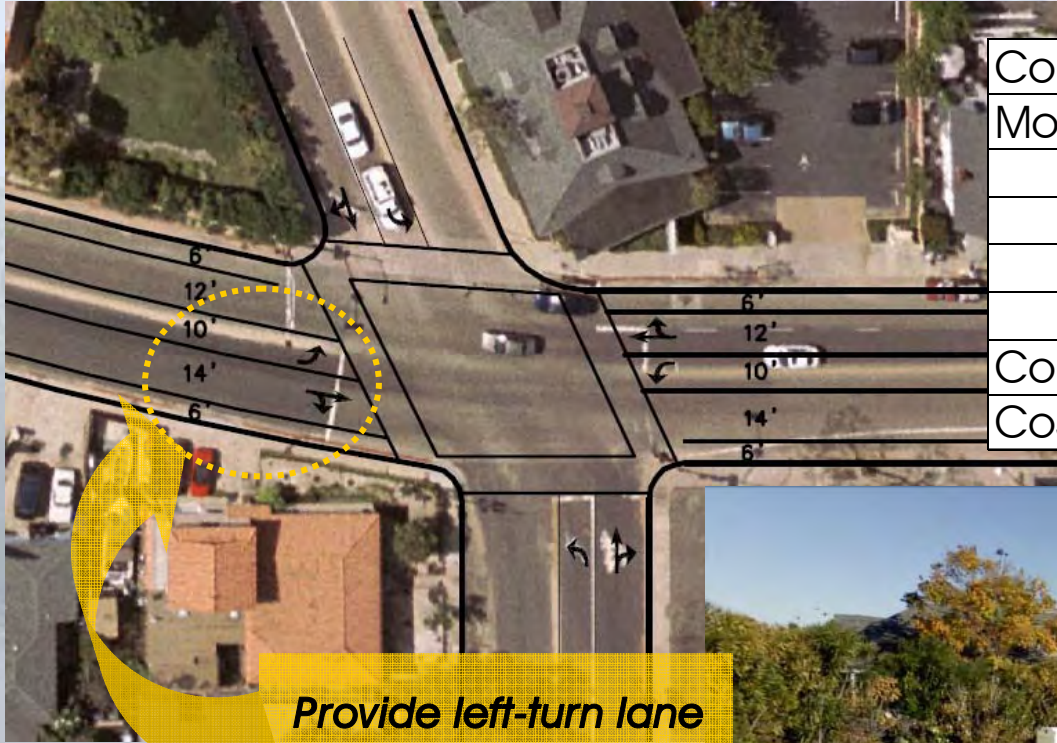


Consistency with Community Plan	<input type="radio"/>
Mobility Assessment	<input type="radio"/>
Resolution of Existing Issues	<input type="radio"/>
Potential Benefits	<input checked="" type="radio"/>
Potential Impacts	<input type="radio"/>
Feasibility	<input checked="" type="radio"/>
Community Input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



**Preliminary Recommended Improvement :**

**Restripe Talbot with Signal Modifications**



Consistency with Community Plan	<input type="radio"/>
Mobility Assessment	<input type="checkbox"/>
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 (Like = 51.6%)	<input checked="" type="radio"/>
Cost	<b>L</b>

*Provide left-turn lane at Talbot and add crosswalks*





**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	<b>M</b>





**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





# CITY POLICY ON PEDESTRIAN MARKINGS



“Special pedestrian signs and pavement markings “PEDS” may be installed in advance of pedestrian crossings at relatively confined locations or randomly over a substantial distance. Signs and markings may also be used in isolated areas where pedestrian crossings are unexpected and advance warning to motorists is desirable. The following urban guidelines are recommended:

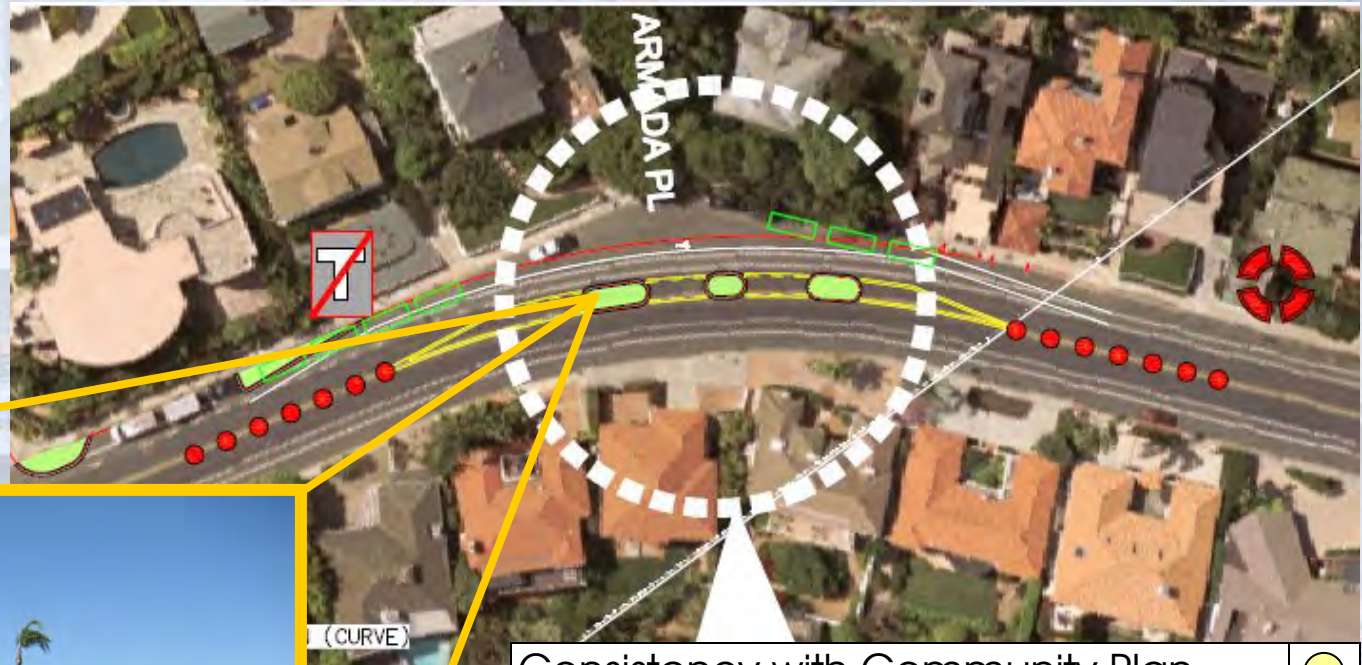
- There should be an identified pedestrian crossing problem
- Roadway should be classified as a through street
- Vehicular volume should be greater than 10,000 ADT
- Pedestrian crossing volume should be greater than 10 pedestrians during the peak pedestrian hour

*City of San Diego Council Policy No. 200-07 (April 2009)*



Preliminary Recommended Improvement :

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

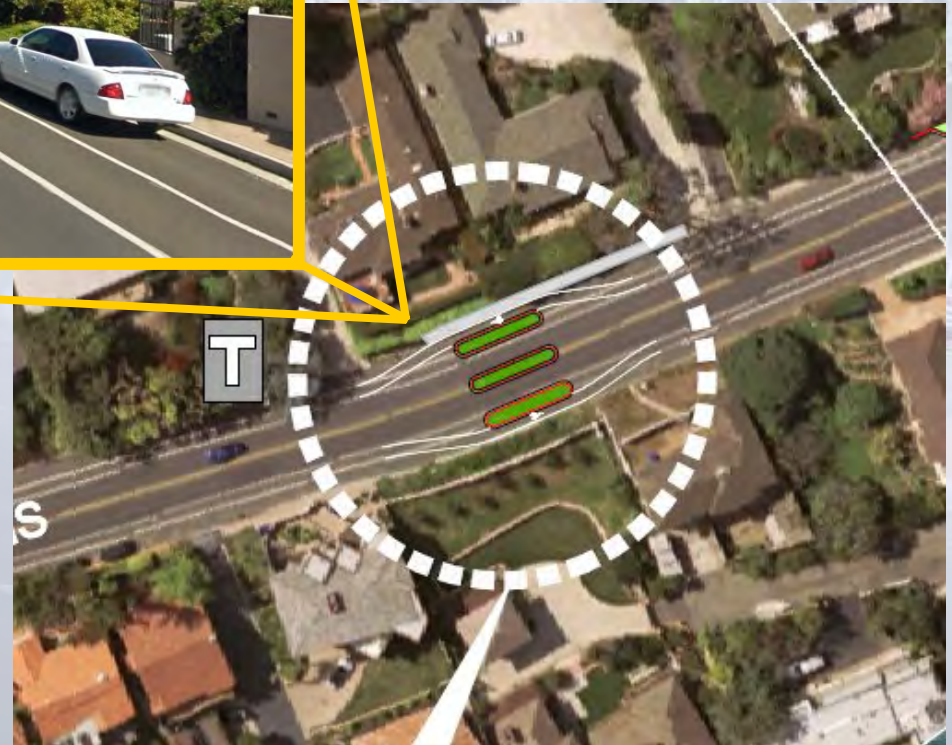


Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input	(Dislike = 67.7%) ●
Cost	<b>M</b>



**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**

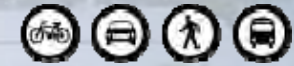


Consistency with Community Plan	○
Mobility Assessment	
Resolution of Existing Issues	○
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Like = 42.6%)	●
Cost	L





# NEED FOR IMPROVEMENT



“City staff coordinates with SANDAG/MTS to help provide safe and accessible transit stops. In recent years a number of key transfer points have been consolidated at off-street transit centers which have fewer pedestrian conflicts with through traffic, thereby improving safety. Where possible, bus stops are located on the far side of an intersection to provide better motorist visibility of passengers getting on and off the bus and crossing the street.”

*City of San Diego Council Policy No. 200-07 (April 2009)*