

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 members 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 updates 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. Caltrans Presentation

5. Update on City Projects & Outstanding Issues

Project Update

- Midway Intersection Improvements
- Facility Financing Plan Update
- North Harbor Drive Project

Outstanding Issues:

- Traffic Permit Review – Rock Church
- Communications with Navy regarding traffic concerns & community comments

6. Workshop Summary

- **September 16th Summary Report**
 - Over 60 People Participated
 - Most lived in area more than 10 years
 - High interest in Areas 2 & 4 (41% concerned about all areas)
 - Most were residents or property owners
 - Nearly 90% drive as primary form of transportation
 - Most stated they would not change their mode if improvements were made to the corridor
 - Presentation, Preference Survey & Station Activity
 - Presented Potential Alternatives for the Rosecrans Corridor by Study Area
 - Requested Feedback on Particular Elements
 - Feedback used to Develop Preferred Alternative (November 2009)

6. Workshop Summary







Improvement	Percentage
Other Areas	0.0%
Other than Rosecrans	21.0%
Extending Sports Area	32.0%
Other	15.0%
None	30.0%

6. Workshop Summary



- **Elements with 50% or more support:**
 - Median at Moore
 - Modify signals at Rosecrans/Womble and Rosecrans/Roosevelt
 - Nimitz to Shelter Island - Option 2 (4 lanes with TWLTL and bike lanes)
 - Traffic calming feature liked by majority in Area 4: curb extensions
- **Elements with 50% or less support:**
 - Bicycle lanes from Lytton to Sports Arena
 - Modify medians from Roosevelt to Lytton
 - Improve/complete sidewalks in Area 4: Kellogg to Talbot
- **Elements that were Neutral (even split)**
 - Parking restrictions from Harbor to Shelter Island
 - Signal at Emerson (Area 3)

Follow Up Email/Contacts

- Website
 - 6 emails received
- Email campaign by community member
 - 3 comments received via email
 - 38 new emails added to the interest list
- Phone Calls/Follow Up
 - Discussed project with 3 different residents either on phone or via email



7. Discussion of Proposed Alternatives



Elements of Selecting Alternatives

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



Elements of Selecting Alternatives

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

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

Area 1



- Moore Street
- Extension of Sports Arena

Moore Street: Close Median



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	(54%) ●
Cost	M

Sports Arena & Midway



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



Level of Service Summary

Intersection	Existing Conditions		Year 2030 With Base Network			Year 2030 With Improvements						
	AM Peak	PM Peak	AM Peak	PM Peak	LOS	AM Peak	PM Peak	LOS				
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS				
Rosecrans St / Moore St	11.7	B	11.9	B	14.4	B	15.9	C	11.9	B	14.4	D
Rosecrans St / Hancock St	8.6	A	9.4	A	11.7	B	12.6	C	12.9	B	17.0	B
Rosecrans St / Kurtz St	15.9	B	25.4	C	20.4	C	52.3	D	25.2	C	39.2	D
Rosecrans St / Sports Arena Blvd / Camino Del Rio W	23.9	C	25.5	D	43.0	D	62.9	E	18.0	B	32.8	C
Rosecrans St / Midway Dr	37.0	D	48.9	E	41.5	D	68.2	E	29.2	C	49.8	D
Rosecrans St / N. Evergreen St	15.9	B	30.3	C	20.7	C	30.7	C	13.4	B	17.0	B
Rosecrans St / Lytton St	47.9	D	51.7	D	77.2	E	69.2	E	69.6	E	56.2	E
Camino del Rio W / Moore St	31.5	D	20.6	D	23.3	F	65.8	F	26.8	E	24.4	C
Camino del Rio W / Hancock St	10.9	B	13.2	B	29.2	C	31.4	C	35.1	D	32.1	C
Camino del Rio W / Kurtz St	8.5	A	13.9	B	11.6	B	20.3	C	12.3	B	15.4	B

- Camino Del Rio/Moore Street: Median Closure
- Camino Del Rio/Hancock: Add SB LT Lane
- Rosecrans / Hancock: New Traffic Signal, Restripe SB Approach, Two-Way
- Camino Del Rio/Kurtz: Add NB Right Turn Lane
- Rosecrans / Kurtz: Restripe SB Approach
- Rosecrans/Sports Arena: Remove NB LT Lane, Restripe EB Approach to provide Sports Arena connection, Restripe WB Approach
- Rosecrans/Midway: City Improvements

Future LOS E/F Locations

- Moore Street (LOS E in a.m. peak)**
 - Conflicts with 3,600 peak hour vehicles on Camino Del Rio
 - Lack of gaps results in high delay
 - Alternatives routes: Hancock Street (signalized at Camino del Rio)
 - No further mitigation recommended
- Lytton (LOS E/F in the a.m. & p.m. peak)**
 - Critical movement: eastbound approach (west leg)
 - West Leg constrained by development on both sides of the street
 - Alternatives considered (LOS D conditions):
 - EB - dual lefts
 - WB - 2 through lanes
 - Improvements would require widening the west leg of Lytton
 - Improvements to west leg should be considered with future redevelopment of north west corner of intersection (long-term improvement)



Area 2










Traffic Signal Modifications

- Roosevelt - Dumas
- Womble - Zola

Consistency with Community Plan	●
Mobility Assessment	●
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input	(84%) ●
Cost	M



Level of Service/Operations

Intersection	Existing Conditions				Year 2030 With Base Network				Year 2030 With Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Rosecrans St. / Roosevelt Rd.	10.3	B	13.3	B	11.3	B	16.2	B	20.7	C	23.2	C
Rosecrans St. / Curtis St.	20.5	C	15.5	C	17.2	C	14.6	B	14.7	B	10.0	A
Rosecrans St. / Womble Rd.	18.8	B	17.9	B	20.6	C	20.3	C	16.0	B	30.6	C
Rosecrans St. / Xenophon St.	13.6	B	12.1	B	13.3	B	12.7	B	10.0	B	10.7	B
Rosecrans St. / Nimtz Blvd.	40.8	D	59.3	E	113.5	F	184.3	F	114.4	F	186.2	F

- Rosecrans / Roosevelt: modified traffic signal (Zola)
- Rosecrans / Womble: modified traffic signal (Curtis)



Median Extensions






Consistency with Community Plan	○
Mobility Assessment	○
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input	(63%) ●
Cost	H

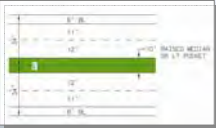

Area 3







- Bike Lanes & Medians
- Signal at Emerson
- Parking Restrictions

Add Bicycle Lanes & Medians



Consistency with Community Plan	●
Mobility Assessment	●
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input	(16%) ●
Cost	H

Add Bicycle Lanes Only

Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (75%)	●
Cost	L

New Traffic Signal


Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (51%/49%)	●
Cost	M

Level of Service Analysis

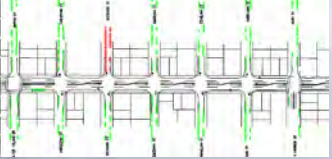

Intersection	Existing Conditions				Year 2030 With Base Network				Year 2030 With Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Rosecrans St. / Jarvis St.	16.3	C	30.9	D	22.2	C	14.8	B	10.2	B	10.6	B
Rosecrans St. / N. Harbor Dr. - Hugo St.	15.0	B	18.0	B	29.7	C	34.9	C	30.3	C	35.3	D
Rosecrans St. / Ganson St.	79.6	F	133.6	F	185.4	F	305.7	F	11.1	B	9.8	A
Rosecrans St. / Emerson St.	NA	NA	NA	NA	NA	NA	NA	NA	9.8	A	15.2	B
Rosecrans St. / Carleton St.	146.6	F	282.0	F	322.4	F	>1000	F	10.1	B	11.2	B
Rosecrans St. / Shelter Island Dr. - Byron St.	13.3	B	16.7	B	10.3	B	15.4	B	11.6	B	22.3	C

- Medians restrict left turns – results in improved level of service but redistributes traffic
- Rosecrans / Emerson – new traffic signal
- Rosecrans / Carleton – restripe & add left turn phase


Parking Restrictions





Consistency with Community Plan	●
Mobility Assessment	●
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input	(50%/50%) ●
Cost	L


Area 4




- Restripe at Talbot
- Treatment of Curve
- Traffic Calming

Restripe Talbot & Signal Mod



Consistency with Community Plan	●
Mobility Assessment	●
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input	(43%/47%) ●
Cost	L



Treatment of Curve



- Improved Lighting
- Flashing Beacon in Advance of Curve

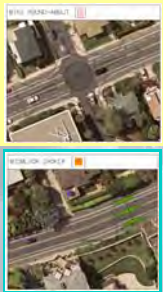
Consistency with Community Plan	○
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input	(67%) ●
Cost	L

Complete Sidewalks – One Side



Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input	(56%) ●
Cost	M-H

Traffic Calming Options



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

- 50%
- 21%
- 3-6%

Other Options Under Consideration

- Bicycle Lanes & Bikeways on Rosecrans
- 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. Upcoming Meetings

Workshop:
November 12th
NTC EVENTS CENTER

PWG
November 16th
NTC COMMAND CENTER
