

# WELCOME!



## ROSECRANS CORRIDOR MOBILITY STUDY OPEN HOUSE



Thursday, November 12<sup>th</sup>  
NTC Event Center



# About the Study



In May 2009, the City of San Diego kicked off the Rosecrans Corridor Mobility Study.



Kellogg to Canon

Canon to Nimitz

Nimitz to Lytton

Lytton to Taylor

The goal of the Mobility Study is to develop a comprehensive plan to improve all modes of transportation along Rosecrans from the Old Town Transit Station to the Navy Sub Base.

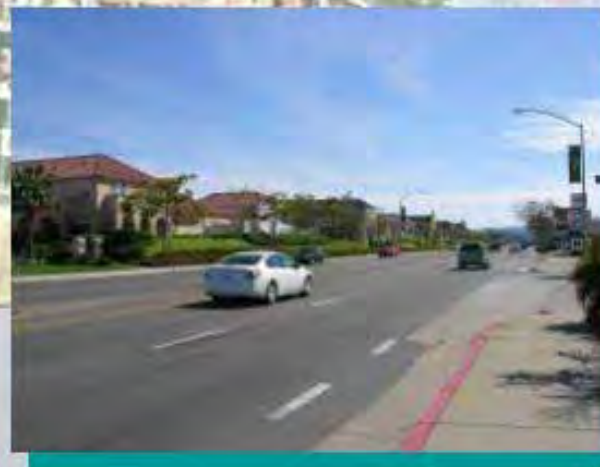


# Area 1: Taylor - Lytton





# Area 2: Lytton to Nimitz





# Area 3 & 4: Nimitz to Kellogg





# What is a Mobility Study?



A Mobility Study evaluates a corridor to determine what transportation improvements can be made for all users, including pedestrians, bicyclists, transit, and motorists.

The goal of the Rosecrans Corridor Mobility Study is to identify short-, mid- and long-term projects that will:

- Improve **pedestrian** facilities and access
- Improve **bicycle** facilities and access
- Improve **transit** operations and facilities
- Improve **traffic flow**





# Why is Mobility Important?



Improving mobility supports and encourages alternative modes of transportation (such as walking, biking, and transit) and helps reduce traffic congestion.

"In terms of mobility, there is an inherent degree of equality between pedestrians and motorists. Each has certain latitudes to use and share the public right-of-way. This is further reinforced by the recognition that as soon as motorists or passengers step outside a vehicle they become "pedestrians."

By contrast, in terms of safety, equality does not persist. Vehicles have more mass, move faster, do not stop as quickly and, in terms of protection, the pedestrian does not fare as well as the motorist."

*City of San Diego Council Policy No. 200-07 (April 1990)*



# San Diego Council Policy



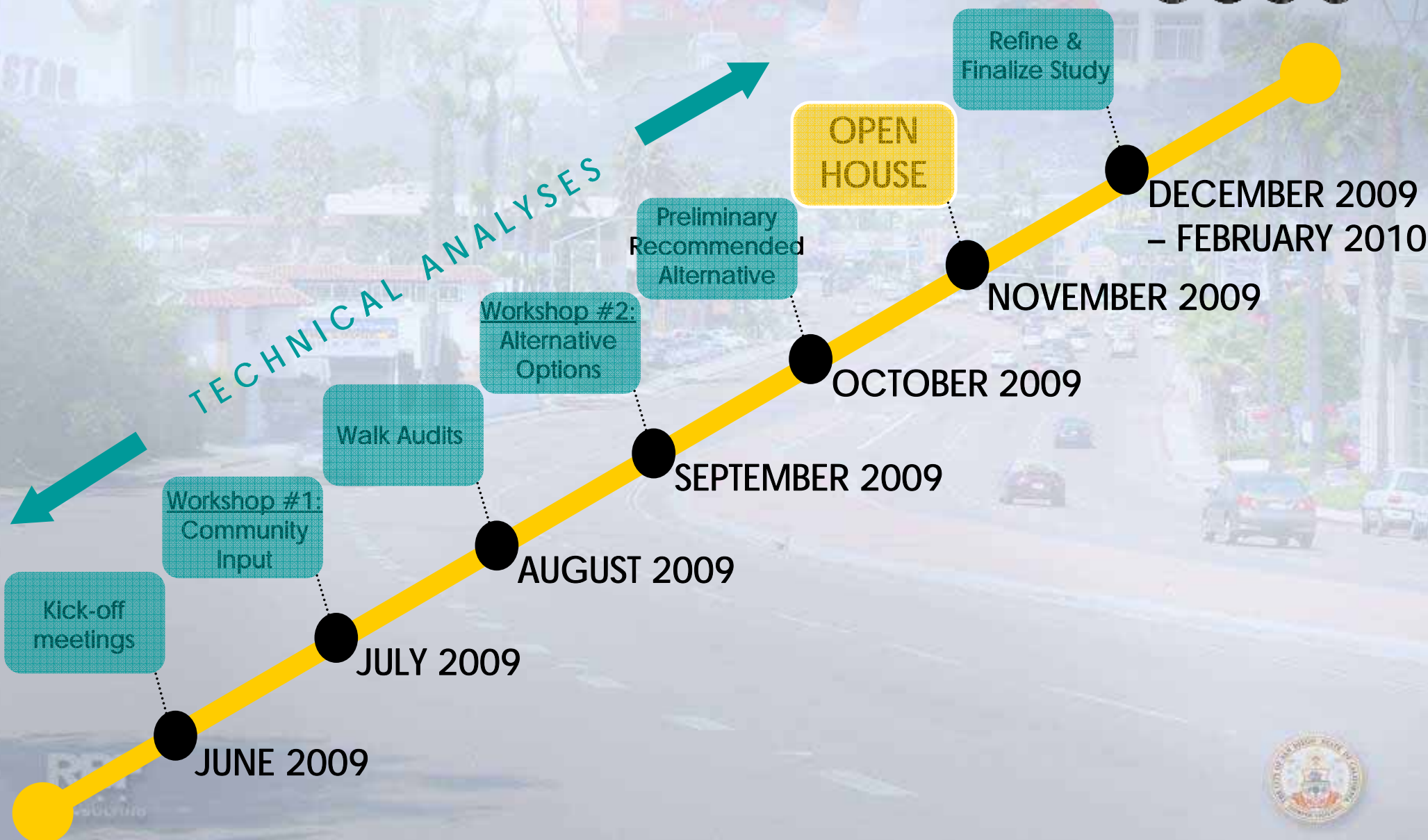
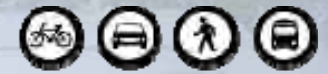
"The following array of countermeasures will be examined in detail to provide a progressive ladder of choices that may be utilized to resolve increasingly complex interactions between pedestrians and motorists.

1. Curb clearance
2. Landscape trimming
3. Signs & markings
4. Lighting
5. Marked crosswalks (complete installations)
6. Flashing beacons
7. Stop signs
8. Traffic signals
9. Separation structures
10. Shared pedestrian/vehicle facilities"

*City of San Diego Council Policy No. 200-07 (April 1990)*



# Project Progress & Schedule

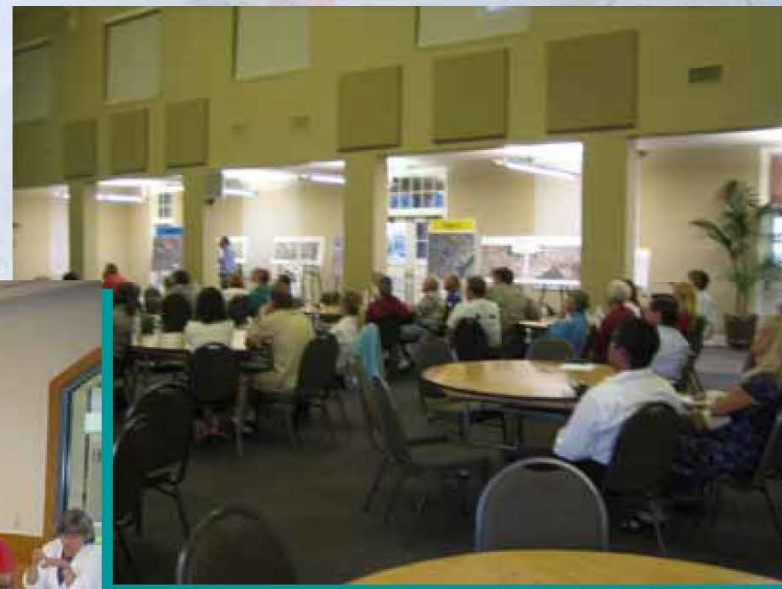




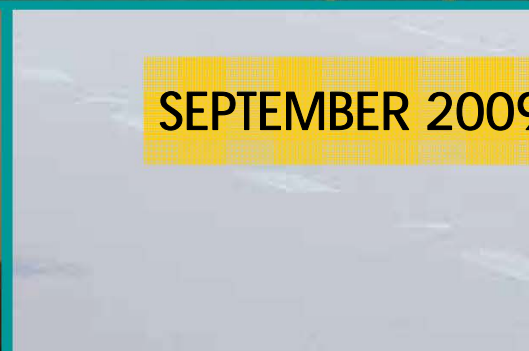
# Community Workshops



JULY 2009



SEPTEMBER 2009





# Walk Audits



AUGUST 2009





# Community Involvement



Thanks to the residents, business owners, and organizations that have been involved in the project and provided valuable input!

La Playa Heritage / La Playa Trail Association  
North Bay Community Planning Group  
North Bay Project Area Committee  
Old Town Community Planning Committee  
Old Town San Diego Chamber of Commerce  
Peninsula Chamber of Commerce  
Peninsula Community Planning Board  
Point Loma Association  
Point Loma People For Progress  
US Department of the Navy



# Evaluation Form

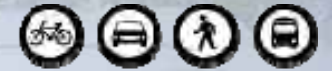


Walk around the room to learn about the Preliminary Recommended Alternative.

Fill out the evaluation form provided in the *Open House Guide* to leave your feedback.

Please remember to turn in your evaluation form before you leave!





Follow the arrows around the room to learn more about each study area

