

## Chapter 5: Identified Corridor Mobility Issues

Reviewing the technical analysis of the corridor and the community concerns raised during the workshops, the project team identified a series of mobility issues in each of the four study areas. The mobility issues were then grouped into Key Areas of Interest where careful consideration was made for improving mobility. This chapter reviews the locations identified and summarizes the mobility concerns for each.

### 5.1 AREA 1 MOBILITY ISSUES

Area 1 extends from the Old Town Transit Center and the I-8 freeway ramps to Lytton Street along both Camino del Rio and Rosecrans Street. Through this area, the community and technical analysis revealed that the movement of traffic is a high priority. This segment of the corridor is characterized by high commercial activity, high traffic congestion and driver confusion due to lack of or unclear signage. Long queues currently form at Midway Drive and Sports Arena Boulevard. The short spacing between the intersections results in complicated signal timing between the two intersections. During the peak hour, the signal timing at Midway Drive appears to control the flow of traffic along the corridor. When Midway Drive and Sports Arena Boulevard fall out of synchronization, the delays can result in multi-block queues both northbound and southbound. In some cases, these queues result in impacts to traffic on I-8 and I-5.

In addition to the dense commercial and industrial uses in Area 1, this area also serves as the gateway to the San Diego Sports Arena. With seats for 10,000 to 15,000, the Sports Arena can generate large volumes of traffic during special events. Access to the Sports Arena occurs via Midway Drive, Sports Arena Boulevard, Hancock Street and a number of other local roads throughout the North Bay/Midway Community.

Participants during the walk audits characterized this area as uncomfortable for the pedestrian and difficult to navigate. Pedestrians in this area can access the Old Town Transit Center and a number of civic resources including the County Mental Health facility on Rosecrans Street.

Overall, the following areas of interest were identified for alternatives analysis as part of this study:

#### **Intersection Operations / Traffic Concerns:**

- ❖ High Accident Rate at Camino del Rio / Moore Street
- ❖ Extension of Sports Arena Boulevard through to Pacific Highway
- ❖ Intersection Delay and Queuing at Rosecrans Street / Midway Drive



#### **Missing Sidewalks or Bicycle Lanes:**

- ❖ Rosecrans Street from Old Town Transit Center to Sports Arena Boulevard
- ❖ Rosecrans Street from Midway Drive to Lytton Street

#### **Transit Operational Improvements:**

- ❖ Rosecrans Street / Pacific Highway Dedicated Transit Lane
- ❖ Future Delay and Congestion Affecting Transit Performance (Sports Arena, Midway, Lytton & Nimitz)

#### **Parking**

- ❖ High Traffic Speed on Rosecrans Street Conflicting with On-Street Parking (south of Evergreen)
- ❖ Regional Parking Facility to Encourage Park and Ride Activity for High Traffic Generators along the Corridor

## **5.2 AREA 2 MOBILITY ISSUES**

Area 2 passes through the redevelopment area known as Naval Training Center (NTC)/Liberty Station. Rosecrans Street was recently modified to include a third through lane and raised medians through portions of the corridor. When the road was modified, on-street parking was eliminated from the corridor and bicycle lanes were narrowed to between four and six feet. This modification has raised concerns with residents who reside on the west side of Rosecrans Street. Suggestions were made during the workshops to remove the medians and restore parking, widen the bicycle lanes and/or provide Class I bicycle facilities on the east side of Rosecrans and improve access to the residences on the west side of the corridor.

Area 2 is also home to high traffic generating uses: High Tech High School and the Rock Church. Both uses were introduced into the neighborhood as part of the NTC/Liberty Station project. The traffic volume for these two uses has raised a number of traffic concerns amongst residents along the corridor. Suggestions of shuttling in students and/or parishioners were made at both Project Working Group meetings and Community Workshop.

During the walk audits, participants noted that the walking environment on the east and west sides of the street vary greatly. On the east side of the street, pedestrians are buffered by a landscape strip between the travel way and sidewalk. On the west side of the street, the vehicles travel immediately adjacent to the sidewalk buffered only by a narrow bicycle lane. Recent modifications to Rosecrans to provide the third northbound through lane moved the traffic closer to the sidewalk when the parking lane was removed.

Traffic volume and speed drop off dramatically south of Lytton Street, which is the northernmost portion of the corridor. However, traffic congestion is still present during the peak hours through much of Area 2 to the southern boundary at Nimitz Street. Key concerns identified as part of the technical analysis include high delays for vehicles

on the side street turning left onto Rosecrans Street, limited visibility due to low hanging branches on recently planted trees, lack of marked pedestrian crossings, and the narrow bicycle lanes.

Overall, the following areas of interest were identified for alternatives analysis as part of this study:

#### **Intersection Operations / Traffic Concerns:**

- ❖ Traffic Delay to Vehicles on Side Street
- ❖ Intersection Delay at Nimitz Street
- ❖ Lack of Signalized Side Street Access from West Side of Rosecrans Street
- ❖ Peak Period Traffic During Special Events at Church and/or High School
- ❖ Pedestrian Access for School Age Students at/near High School.

#### **Pedestrian Connectivity**

- ❖ Lack of Marked or Signalized Crossings from Lytton Street to Roosevelt Street.
- ❖ Traffic Speeds Adjacent to Sidewalks in Southbound Direction

#### **Transit Stop Locations:**

- ❖ Relocation of Transit Stops Adjacent to Signalized Intersections to Reduce J-Walking

### **5.3 AREA 3 MOBILITY ISSUES**

Area 3 is generally defined as the Village that serves the Point Loma community. The Village is characterized by the store front shops that line Rosecrans Street, the nearby Sports Fishing facilities and the access way to Point Loma, the Cabrillo National Monument and Naval Submarine Base. The San Diego Airport can be accessed through Area 3 via North Harbor Drive. Despite the numerous traffic activities in and around Area 3, the traffic volumes continue to decrease when compared to Areas 1 and 2.

The key issues to the community in Area 3 include improving the pedestrian walkability, creating a sense of place, reducing traffic speeds and maintaining traffic flow. The participants in the workshops were concerned that potential recommendations through Area 3 might reduce the traffic flow in favor of other modes or parking.

The technical analysis of Area 3 indicated that side street delays at key intersections exceed the acceptable levels based on existing traffic volumes, the lack of marked pedestrian facilities, the lack of bicycle lanes and associated bicycle facilities and parking.

#### **Intersection Operations / Traffic Concerns:**

- ❖ Traffic Delay to Vehicles on Side Street



#### **Pedestrian and Bicycle Connectivity**

- ❖ Lack of Marked or Signalized Crossings N. Harbor Drive to Shelter Island Drive
- ❖ Traffic Speeds Adjacent to Sidewalks in Southbound Direction
- ❖ Lack of Bicycle Lanes through Village

#### **Transit Stop Locations:**

- ❖ Relocation of Transit Stops Adjacent to Signalized Intersections to Improve Pedestrian Accessibility

### **5.4 AREA 4 MOBILITY ISSUES**

Through Area 4, Rosecrans Street is flanked by single family homes with driveway access on both sides of the street. Parking is provided on both sides of the street and bicycle lanes are provided from Canon Street to the Naval Submarine Base. Although the land use through this area would suggest a residential classification for the road, traffic volumes and speeds along this portion of the corridor are influenced by traffic associated with the Navy Submarine Base. Morning commute volumes through Area 4 peak between 4:00 a.m. and 6:30 a.m., whereas a normal residential street would peak after 7:00 a.m. Similarly in the afternoon, the traffic volumes begin to peak at 3:00 p.m. and can continue until well into the evening commute period after 6:00 p.m.

Participants at the community outreach events raised concerns about the level of traffic associated with the sailors at the Navy base. Suggestions were made by the community to reduce Navy traffic by providing a shuttle. There were also concerns about traffic speeds, particularly during off-peak periods.

The technical analysis of Area 4 revealed that the traffic speeds exceed the posted speed limit through Area 4. Coupled with the lack of sidewalk and on-street parking, the technical analysis identified ways to reduce speeds during non-congested periods. Sight distance issues and accident rates through the curve near Armada Place and Kona Court were also a concern in the technical analysis of this portion of the corridor.

#### **Intersection Operations / Traffic Concerns:**

- ❖ 85<sup>th</sup> Percentile Speeds Exceed Posted Speed Limit by more than 5 mph
- ❖ Limited Line of Sight at Armada Place and Kona Court through "The Curve"

#### **Pedestrian Connectivity and ADA Compliance**

- ❖ Lack of Sidewalks Result in Pedestrians Walking in Parking Lane and/or Bicycle Lane
- ❖ Lack of Marked Pedestrian Crossings
- ❖ Inadequate or Missing Curb Ramps at Key Intersections
- ❖ Traffic Speeds Adjacent to Sidewalks

## Transit Stop Locations:

- ❖ Relocation of Transit Stops Adjacent to Marked Pedestrian Crossings
- ❖ Multiple Transit Stops with Little to No Transit Ridership Reported in 2008 and 2009

## 5.5 SUMMARY

Reviewing the technical analysis and input from the community during the first workshop and the Project Working Group meetings, mobility concerns were identified for the study corridor. The goal of the Rosecrans Corridor Mobility Study is to identify solutions to address these mobility concerns that can be implemented within a 20 year time frame. The improvements identified to resolve many of these mobility concerns shall be balanced with the overall needs of the corridor and should minimize impacts to right-of-way and existing structures. The improvements identified in this mobility study will not recommend or suggest land use changes, but may suggest that when properties in the study area are redeveloped, transportation improvements that benefit the community be considered. Longer range improvements that can be coupled with redevelopment are addressed as part of the overall Implementation Plan summarized later in this report. The details of the short to medium term improvements recommended to address the identified mobility issues are outlined in Chapter 7 of this report.



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