ROSECRANS CORRIDOR MOBILITY STUDY Evaluation of Mobility Elements

	*	Community	Resolves Existing Mobility Issue	ng Mobility Issue Improves Operating Conditions/Ma				y		May Impact				Difficult to		DWC	Cost
		Plan	, , , , , , , , , , , , , , , , , , ,	Traffic	Transit	Ped	Bike	Safety	ROW	Parking		Traffic	Diversion	Implement?	Wksp 3	PWG	Cost
	Area 1																
A	Moore Street Median		High left turn volume at unsignalized intersection. High accident rates. Improvements would reduce weaving and side street traffic crossing high speeds on Camino del Rio	1				✓			~	✓		No	Like (47.2%)	Like (90%)	м
В	Sidewalks & Bike Lanes to Transit Center	X	Incomplete sidewalks and lack of bicycle lane between transit center and activity centers along Rosecrans. Improvement would complete this connection.			 Image: A start of the start of	√	 Image: A start of the start of			1	 Image: A start of the start of		No	Like (52.7%)	Like: Sidewalk & Bike (90%) Neutral: Signal (50%)	м
С	Extension of Sports Arena	X	Improvements at Midway will result in reduction in left turn pocket capacity on northbound Rosecrans at Sports Arena. Extending Sports Arena and connecting to Pacific Highway provides another traffic route in Midway Area. Improvements would add pedestrian crosswalks and bicycle lanes. Consistent with Community Plan.	1		 Image: A start of the start of	1		1		 Image: A start of the start of	 Image: A start of the start of	 Image: A start of the start of	Yes	Dislike (41.5%)	Split on Extension Concept (40%/40%) Like: Further Study (90%)	Н
D	Rosecrans & Midway Intersection Improvements		High right turn and left turn traffic volume back up into through lanes resulting in high delay to all movements. Improvements would add lanes and realign traffic through intersection.	1			1			 Image: A start of the start of				Yes	Like (67.3%)	Like (70%)	н
E	Bicycle Lanes on Rosecrans/Parking Removal	X	High traffic speeds and traffic volumes are not compatible with on-street parking. Most businesses have parking on-site or access to side street parking. Removal of parking would provide adequate space to provide bicycle lanes within the existing curb-to-curb width.			1	1			1	1			No	Dislike (50.9%)	Like (80%)	L

	Area 2											
F	Modified Signals (Roosevelt & Womble)	Streets on west side of Rosecrans have no signalized access north of Roosevelt. Increased traffic volumes and lack of gaps make it difficult to turn left (head north on Rosecrans). Improvements would help improve access.		 Image: A start of the start of	✓		√	✓	No	Like (55.0%)	Like (100%)	м
G	Intermittent Medians & NB Left Turn Access	Vehicles turning left from west side of Rosecrans find few gaps. Intermittent median islands allow for consolidated left turn access and restricted access from Rosecrans onto side streets.			 Image: A start of the start of		1	✓	Yes	Like (42.4%)	Like: 20% Neutral: 40% Dislike: 30%	м
Н	Wider Bicycle Lanes	When NTC reconfigured Rosecrans, the west side of Rosecrans lost on-street parking. In addition, the bicycle lane was narrowed to four (4) feet. This improvement would widen the bicycle lane from four to six feet by narrowing the median islands or center turn lane by a minimum of 2 feet.		<i>s</i>	<				No	Dislike (59.0%)	Like (90%)	L
I	Side Street Curb Extensions	Vehicles traveling on Rosecrans travel close to the pedestrian. When turning at side streets, passenger vehicles may not look for pedestrians. To improve the pedestrian walking environment, bring greater attention to pedestrians and reduce crossing distance at intersections, the curb extensions are recommended.		 Image: A start of the start of		 ✓ 	✓		No	Dislike (46.6%)	Like: 40% Neutral: 20% Dislike: 30%	м
J	Consolidation of Transit Stops	Relocation and consolidating transit stops to locate the stops on the far side of signalized intersections reduces potential for j-walking and can improve on-time transit performance.	1	 Image: A start of the start of					No	Like (46.6%)	Like (100%)	L

Area 3		
K Stripe Bicycle Lanes	 To complete the bicycle link from the Transit Center to the Navy submarine base, bicycle lanes could be striped within the existing curb-to-curb area through Area Biycle lanes provide a buffer for pedestrians on sidewalk. 	Low Dislike (62.0%) Like (90%) Low

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		lan		Traffic	Transit	Ped	Bike	Safety	ROW	Parking	Access	Traffic	Diversion	Implement?	Wksp 3	PWG	Cost
L	Landscape Medians & Left Turn Pockets		Increase traffic volumes through 2030 may result in a need to provide longer left turn pockets at some intersections. In addition, side street delays due to lack of gaps in traffic result in LOS E/F conditions during the peak hour. Side streets such as Scott and Locust have ample capacity to help offset the delays on side streets. Medians along Rosecrans would result in a shift in some traffic to Scott and Locust and reduce delays. The medians also help reduce the pedestrian exposure time crossing Rosecrans and provide opportunities for landscape and public art.			1		√			1	1	1	Med	Dislike (43.8%)	Like (90%)	High
М	New Signal at Emerson		No signalized crossings are provided for either traffic or pedestrians between Shelter Island and Harbor Drive. Emerson is located in the middle of this section. The signal would break up the stretch of unsignalized intersection. Traffic from other side streets may divert to Emerson as a result of the signalized access to Rosecrans.	√		 Image: A start of the start of	✓	√					 Image: A start of the start of	Low	Like (48.0%)	Like (80%)	Med
N	Side Street Curb Extensions		Side street curb extensions help improve the visibility of pedestrians at intersection and reduce exposure of pedestrians to vehicular traffic when crossing. Side street curb extensions are recommended to improve the pedestrian enviroment and provide for landscape opportunities to improve the aesthetic quality within the village.			 Image: A start of the start of				√		1		Med	Like (42.0%)	Split (40%/40%)	Med
0	Relocation of Transit Stops	X	Transit stops are proposed to be relocated to coincide with the signalized intersections along the corridor. Where possible, the transit stops are relocated to the far side of the intersection.		√	 Image: A start of the start of		√			1	1		Low	Dislike (52.0%)	Like (100%)	Low

	Area 4					
Р	Restripe Rosecrans & Talbot	Through traffic queues behind northbound left turning vehicles. When possible, through and right turning vehicles "sneak" around the left turning vehicle along the right shoulder. Restriping the intersection would relocated and align the left turning vehicles through the intersection and improve the line of sight for through/right turning vehicles.	Low	Like (51.6%)	Like (100%)	Low
Q	Complete Sidewalks on West Side	X Sidewalks along Rosecrans are incomplete. To improve ADA accessibility and a complete walking route along the corridor, sidewalks are recommended along the west side of Rosecrans.	Med	Like (40.3%)	Like (90%)	Med
R	Curb Extensions at Owen & Bessemer	Curb extension draw attention to and improve the visibility of the pedestrian at intersections. In addition, the curb extensions bring the "STOP" bar closer to the intersection to improve the line of sight for passenger vehicles from the side streets. Through Area 4, curb extensions are proposed to address both of these issues as well as to provide landscaping opportunities.	Med	Dislike (42.9%)	Like (80%)	Med
S	Median Islands at Armada	Accident rates through and adjacent to the curve at Armada are high compared to other unsignalized intersections along the corridor. The accidents reported are a result of high speed, hitting fixed objects, sideswipe and hitting parked vehicles. This improvement adjusts the alignment of the curve on the southbound approach and provides curb extensions to buffer parked vehicles. The median islands	Low	Dislike (67.7%)	Like: 30% Neutral: 20% Dislike: 40%	Med
Т	Chokers at Qualtrough & Kona	Traffic speeds on Rosecrans through Area 4 exceed the posted speed limit, particularly during off-peak period. To help reduce traffic speeds, traffic calming devices are recommended. The median chokers add a small median island to the center of the road. Placing these in conjunction with other devices results in overall lower speeds on the corridor.	Low	Dislike (61.3%)	Like: 30% Neutral: 20% Dislike: 40%	Med
U	Mini Roundabout at McCall	Roundabouts can help improve side street access (as a traffic control device) and slow down traffic along the corridor. This roundabout is designed to work in conjunction with other traffic calming devices along the corridor.	High	Dislike (70.1%)	Dislike (80%)	Med
V	Consolidation of Transit Stops	Low transit ridership (boardings/alightings) at transit stops through Area 4.	Low	Like (42.6%)	Neutral (60%)	Low