

ROSECRANS CORRIDOR MOBILITY STUDY
Evaluation of Mobility Elements

	Community Plan	Resolves Existing Mobility Issue	Improves Operating Conditions/Mobility					May Impact...					Difficult to Implement?	Wksp 3	PWG	Cost		
			Traffic	Transit	Ped	Bike	Safety	ROW	Parking	Access	Traffic	Diversion						
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	✓				✓				✓	✓	✓	No	Like (47.2%)	Like (90%)	M
B	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.			✓	✓	✓				✓	✓		No	Like (52.7%)	Like: Sidewalk & Bike (90%) Neutral: Signal (50%)	M
C	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.	✓		✓	✓		✓		✓	✓	✓		Yes	Dislike (41.5%)	Split on Extension Concept (40%/40%) Like: Further Study (90%)	H
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.	✓			✓		✓	✓					Yes	Like (67.3%)	Like (70%)	H
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.			✓	✓			✓	✓				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.	✓		✓		✓			✓	✓	✓		No	Like (55.0%)	Like (100%)	M
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.					✓			✓		✓		Yes	Like (42.4%)	Like: 20% Neutral: 40% Dislike: 30%	M
H	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.			✓	✓	✓							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.			✓				✓	✓				No	Dislike (46.6%)	Like: 40% Neutral: 20% Dislike: 30%	M
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.		✓	✓									No	Like (46.6%)	Like (100%)	L
Area 3																		
K	Stripe Bicycle Lanes	X	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 3. Bicycle lanes provide a buffer for pedestrians on sidewalk.			✓	✓	✓							Low	Dislike (62.0%)	Like (90%)	Low

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L	Landscape Medians & Left Turn Pockets				✓		✓				✓	✓	✓	Med	Dislike (43.8%)	Like (90%)	High
M	New Signal at Emerson		✓		✓	✓	✓	✓	✓				✓	Low	Like (48.0%)	Like (80%)	Med
N	Side Street Curb Extensions				✓			✓		✓		✓	✓	Med	Like (42.0%)	Split (40%/40%)	Med
O	Relocation of Transit Stops	X		✓	✓						✓	✓		Low	Dislike (52.0%)	Like (100%)	Low

Area 4																	
P	Restripe Rosecrans & Talbot		✓	✓	✓	✓	✓				✓	✓		Low	Like (51.6%)	Like (100%)	Low
Q	Complete Sidewalks on West Side	X			✓			✓		✓	✓			Med	Like (40.3%)	Like (90%)	Med
R	Curb Extensions at Owen & Bessemer				✓			✓		✓	✓			Med	Dislike (42.9%)	Like (80%)	Med
S	Median Islands at Armada				✓			✓		✓	✓			Low	Dislike (67.7%)	Like: 30% Neutral: 20% Dislike: 40%	Med
T	Chokers at Qualtrough & Kona									✓				Low	Dislike (61.3%)	Like: 30% Neutral: 20% Dislike: 40%	Med
U	Mini Roundabout at McCall		✓							✓	✓			High	Dislike (70.1%)	Dislike (80%)	Med
V	Consolidation of Transit Stops			✓										Low	Like (42.6%)	Neutral (60%)	Low