

DRAFT

**ROSECRANS CORRIDOR MOBILITY STUDY
PROJECT WORKING GROUP
MEETING MINUTES**

Date: June 8, 2009

Location: NTC Command Center, Room 4
2640 Historic Decatur Road, San Diego, CA 92106

Attendees: See Attached Sign In Sheet

AGENDA DISCUSSION:

1. Call to Order & Welcome (6:35 p.m.)

Dawn Wilson welcomed participants to the meeting and gave a brief introduction about the project and purpose of the meeting.

2. Introduction of Project Team and PWG

Introductions were made by participants and project team members. Gary Halbert, PWG Chair, asked participants about their initial concerns for the Rosecrans Corridor. Concerns voiced by participants included:

- Traffic patterns on Midway
- Transit improvements
- Maintaining historic significance

3. Opening Comments

Kevin Faulconer, Council President Pro Tem (District 2), made a few opening comments regarding his support of the project. He discussed the significance of Rosecrans to the area and his commitment to seeing change happen on Rosecrans.

On behalf of the City of San Diego, Debbie Van Wanseele explained that the City's role will be to act as a liaison between all groups and to assist in making the plan come to fruition.

Patti Boekamp, Chief Deputy Director of the City's Engineering and Capital Projects Department, introduced herself and her support for the project. As a transportation advocate, she would like to see an improved balance of all uses for all users of Rosecrans.

4. Administrative Items & Meeting Schedule

Gary led the discussion on the administrative items pertaining to future PWG meetings. The schedule for future PWG meetings was discussed amongst participants, ultimately agreeing on a day (third Monday of each month), time (6:45 p.m.) and place (NTC Command Center Room 4).

Gary asked if each PWG member was comfortable sharing their contact information with the group. No oppositions were raised. Gary also requested that all PWG members keep discussions and concerns for the monthly meetings with the group and discouraged side conversations related to the project.

5. Role of the PWG

Kristen Byrne discussed the general process of the project. Participants suggested that the corridor be analyzed both in sections and cumulatively. A question was raised if the final product will feed into the Community Plan Update (Yes). Another concern was the presently absent southwest connection between Interstate 5 and Interstate 8. Patti said a corridor study for I-8 will include an analysis of that connection, and suggested the Rosecrans study be considered with and without the connection.

Kristen read the draft Mission Statement for the project and asked for any comments or suggestions. Some comments included:

- Include “context sensitive solutions” or a reflection of that concept into the mission statement
- If not “context sensitive”, include “community sensitive”
- The proximity to the airport should be considered
- Urban beautification should be included
- Statement should be inclusive for all affected groups, including the City of San Diego, the Navy/Military, and all adjacent communities

Kristen discussed the participation guidelines expected of the PWG. It was requested that all PWG members attend each meeting or send another individual in their place (preferably an individual who is up to date on the project status). Agendas and meeting minutes will be submitted within five days of the meeting, along with all related materials. Kristen will be the point of contact for all meetings and materials. Therefore, all materials should be provided to Kristen, who will share the materials with the entire group so that everyone has the same information.

Question: Will the Brown Act impact PWG meetings?

Answer: No, the PWG is purely advisory.

6. Rosecrans Corridor Mobility Study Overview

Dawn provided an overview of the study's purpose, expected outcomes, and schedule. She emphasized that the work program is not an analysis of land use. The project is funded by a grant to focus on mobility, which will be used in the future with the Community Plan updates. She emphasized that the PWG will help guide the process in ensuring community issues are properly being addressed.

Schedule: The first community workshop is expected to occur in July. Dawn asked all participants for suggestions on a location for the workshop with a capacity of up to 100. Walk audits will be scheduled to include one for the PWG and others for the general public to experience existing conditions of the roads and help stimulate ideas and highlight areas of concern. It is expected that alternatives will be developed and under evaluation by the end of summer, with a goal of identifying the Preferred Alternative by October.

A website is currently being developed and a newsletter will be sent to the PWG members to keep everyone informed. Due to budget constraints, the newsletters will not be mailed to residents. It is expected that the PWG members will help circulate the newsletter and other information about the project with their respective communities and act as liaisons between the communities and project team.

Several comments were made about the focus of the project, including:

- Parking lot currently used as the transit center in Old Town belongs with California State Parks and not the City. Therefore, it may be hard to assume if the transit center will be temporary or permanent.
- Consider the possibility of extending Sports Arena to Pacific Highway to take traffic off of Rosecrans (and coincide with the Community Plan updates).
- Question: Are there examples of successfully implemented Mobility Plans in other areas?
Answer: Project team will research and having examples to discuss at the next meeting
- Consider building a shared parking structure at the transit center parking lot
- Traffic calming is not appropriate for study areas 1 or 2. Traffic needs to go through and flow as quickly as possible.

Dawn reminded participants of the need to find and reserve a location for the first community workshop. Flyers for the workshop will be emailed to the PWG to help with distribution to the communities.

7. Public Comment

Gary asked for any public comments from the group. Comments included:

- Navy traffic should park at the post office lot and be shuttled to base (Fort Rosecrans)
- Study should consider how the Navy feels about the project.
- Suggestion to inquire about access to studies done by the Navy on Navy traffic and impacts
- An alternative exit/entrance into Point Loma is needed
 - West 8 and North 5 needs a connection, which would help reduce traffic on Rosecrans
 - There may be existing plans for this connection at the City
 - Light at Tennyson should be removed with only lights remaining at Nimitz and Chatsworth to improve traffic flow

8. Discussion Groups

Gary asked participants to break into three discussion groups to discuss issues, ideas, and expectations of the project. Each group had a facilitator to record comments. After approximately 30 minutes of discussion, one member for each group summarized the outcomes for their group.

GROUP 1:

Issues – Speeding in Area 4; need for parking and pedestrian friendly environment in Area 3; bus stops in traffic lanes; traffic from special events on Shelter Island; parking and circulation in Pt. Loma Village; traffic from the Rock Church in Area 2; left turns out of Liberty Station take too long; lack of a connection between I-5 south and I-8 west; overall congestion in Area 1; Midway Center access; no connection from Pacific Highway to I-5; pedestrian access under freeway in Area 1 is poor; bike riding along Rosecrans is dangerous.

Ideas – Install BOTS dots in Area 4; don't use traffic calming measures to divert traffic to other routes; keep parking along Rosecrans in Area 4; consider staggered shifts at the Naval Base; maintain or improve quality of life; add diagonal parking on Rosecrans in Area 3; consider a new parking structure in Area 3; provide more pedestrian crossings in Area 3; look at previous studies that have been conducted; divert more traffic onto Scott Street, which is underutilized; provide bus bays; allow

for an override/police control of the signal at Byron to accommodate special events; provide more signage to alternate routes during special events; provide a shuttle service within the corridor; make transit fun; try to accommodate ingress/egress better for the Rock Church; do not build a parking structure to accommodate the Rock Church (not attractive); improve signal timing for cars coming from Liberty Station to Rosecrans; improve signage to Nimitz; create a street grid in Area 1; extend Sports Arena across Rosecrans; connect Barnett to I-5; eliminate left turn on Moore CDR (?); improve access to Midway Center; fix signal timing; allow left turns from Pacific Highway to Rosecrans; make pedestrian friendly improvements under freeway in Area 1; complete the bike lane.

Expectations – Better public transportation; come away with a plan that will accomplish something.

GROUP 2:

Issues – Need improved access to/from residential areas in Area 2; need to maintain community character; business owners need to be involved in solutions; public transit drops school kids off on opposite side of Rosecrans – leads to unsafe crossings across Rosecrans; lack of drop-off area for Rock Church school causes back-ups on Rosecrans; traffic calming in Area 3 could cause traffic back-ups; the curve on Rosecrans in Area 4 is dangerous due to vehicle speed in the area; bike lanes are dangerous on Rosecrans; there are no bike lanes directly connecting to the transit center.

Ideas – Implement a shuttle service within the corridor; consider having Rock Church attendees park off-site and shuttle to and from the church; separate business traffic from residential traffic; direct traffic off of Rosecrans to other routes (i.e., Pacific Highway); provide two left turn pockets from W. Point Loma to Nimitz to access the freeway – provides an alternate access; allow left turns from Barnett to Midway – would make area more accessible and provide a parallel route; allow Sports Arena to cross Rosecrans to Pacific Highway; improve Nimitz/Rosecrans intersection; the area from Canon to Talbot should be an example of how to treat Area 3 – pedestrian friendly; La Jolla Blvd. improvements are an example for Area 3; need pedestrian amenities in Area 3; seek another way to get Navy traffic onto the base without using Rosecrans; consider putting 4 lanes on Rosecrans in Area 4 with lanes dedicated to Navy traffic; divert bicycle traffic off of Rosecrans (i.e., through Liberty Station).

Expectations – A study with implementable plans.

GROUP 3:

Issues – Navy traffic is heavy during rush hour; Rock church traffic; neighborhood traffic; restricted freeway connections; airport traffic is projected to have more volume; residents south of Talbot have difficulty turning onto Rosecrans from driveways during peak hours; east bound lane vs. west bound traffic on Talbot is dangerous; turning to/from Owen is difficult; Pacific Highway is underutilized.

Ideas – Construct a flyover ramp from I-8 to Nimitz at Correia Jr. High to bypass signals at Sunset Cliffs and West Point Loma; remove light at Nimitz/Tennyson to improve traffic flow; install westbound stop sign at Nimitz/Harbor and remove traffic light; extend Sports Arena and redesign the intersection to connect to Pacific Highway; allow an I-5 south ramp to Greenwood; construct a connection from I-5 south to I-8 west; include Curtis Street with Roosevelt signal to decrease intersection blockage; remove signal at Lee Court and Harbor; provide transit for Navy and Rock Church.

Expectations – Transit improvements to help reduce traffic; less traffic on Rosecrans by opening other connections; Navy and Rock Church participation; improve Sports Arena and Midway intersections.

9. Next Meeting

Date: July 20th
Time: 6:45 p.m.
Location: NTC Command Center, Room 4

A walk audit will be scheduled prior to the PWG meeting. The focus area needs to be determined.

10. Meeting Adjourned at 8:40