

ROSECRANS CORRIDOR MOBILITY STUDY PROJECT WORKING GROUP MEETING MINUTES

Date: August 17, 2009

Location: NTC Command Center, Room 3
2640 Historic Decatur Road, San Diego, CA 92106

Attendees: See Attached Sign In Sheet

AGENDA DISCUSSION:

1. Call to Order (6:53 p.m.)

PWG Chair Gary Halbert called the meeting to order.

Gary introduced and welcomed Bob Humphreys to the PWG. Bob Humphreys represents the Department of the Navy. Gary introduced Stephanie Casenza, who attended for Joel Young of P3, and Tom Delahanty, who attended for Jarvis Ross.

2. Public Comment

Gary welcomed the public attendees and explained that the public will be given the opportunity to provide comments or questions in the beginning of each PWG meeting. Gary asked for any non-agenda public comments and none were presented.

3. Approval of Meeting Minutes

Gary asked if any PWG members had comments, edits, or additions to the July 20, 2009 PWG draft meeting minutes. Melanie Nickel commented that the revised Mission Statement should be included in the minutes. The PWG agreed on the revision to include the statement. Motion was made and seconded to approve the minutes with this change.

4. Results of the First Public Workshop

Dawn Wilson summarized the first community workshop, which was held on Wednesday, July 22nd at Point Loma Nazarene University. Approximately 45 attendees signed in at the two-hour workshop. Three activities were conducted; including a hand held survey about participant interests and mobility patterns, a Post-It note exercise where participants wrote down concerns and ideas for each study

area, and a small group mapping exercise where participants marked concerns and ideas at specific locations on a map and shared ideas with one another.

Overall, most people at the workshop have lived in the area for over 10 years, are concerned about all the areas along the corridor, are most interested in improving traffic flow in Areas 1,2, and 3, and are split on improving flow or slowing speeds in Area 4. Dawn reviewed some of the survey questions and shared some ideas and concerns that resulted from the exercises. An extensive review of the workshop and all comments received are included in the workshop summary.

Dawn discussed the three public walk audits that occurred in late July and early August. Overall, the participants shared a sense of discomfort as pedestrians, particularly in Areas 1 and 2. The discomfort was a result of the close proximity of the sidewalks to the adjacent fast-moving traffic. Discomfort was experienced from the poor lighting and aesthetic conditions under the underpass of I-5 in Area 1, along the west side of Rosecrans in Area 2 that lacks a buffer from traffic, and the lack of complete sidewalks and bikeways and presence of obstructions in the pedestrian and bicycle environments of Areas 3 and 4. Alta Planning is currently creating a detailed summary of the walk audits, which will be shared once complete.

5. Planned Improvements to Midway/Rosecrans

Louis Schultz and Ahmed Aburahmah from the City of San Diego presented planned improvements to the intersection of Midway and Rosecrans, which includes an additional northbound left turn lane, realignment of the medians, new curb ramps, and Class III bike route. Currently there is one northbound left turn lane and two southbound left turn lanes at the intersection. The planned improvements add another northbound left turn lane to match the southbound alignment as well as extending the length of the southbound left turn pockets.

Question: How will the lane striping change?

Answer: The lanes will be shifted and 11-foot lanes will be maintained. Median will be shifted on the east side of the street.

Question: The east side is already tight. Can it be shifted more to the west since there is more room than on the east side?

Answer: West side is being maintained for the existing bus pad. This was evaluated by City staff. Moving to the west was determined to be more expensive and outside the available budget.

Question: Where do the bikes go? Can the lanes be narrowed any more to provide more room for bicyclists?

Answer: Bikes on the west side will share the space with the buses and lanes under 11-feet wide are not recommended.

Comment: Consider 10.5-foot lanes.

Question: Will on-street parking be affected?

Answer: No, the existing configurations south of Midway where there is existing on-street parking will remain the same.

Question: How will the lanes be shifted?

Answer: The raised median width will be reduced to four feet and existing lanes will be reduced to provide additional lane.

Question: Why are the southbound left turn pockets being extended? There is already a long queue and cars cannot get through in one signal cycle. Will additional length create a longer wait?

Answer: That is a signal timing issue and will be evaluated by City staff. Signal modifications are included in the project.

Question: The fire hydrant at the northeast corner has been hit by cars and flooded the area. Will it be moved?

Answer: No changes are planned for the northeast corner, but City staff will look at the situation.

Comment: Bollards may be a good solution.

Comment: Heading northbound there is an unofficial right-turn lane by the post office. If lanes are shifted on the east side of the street, traffic will be blocked as the unofficial right-turn access will be gone. This may cause additional northbound traffic congestion.

Question: Is the number two northbound left turn lane shared or turn lane only?

Answer: Turn lane only.

Question: It is currently four lanes but will be five?

Answer: Yes. Five lanes total.

Comment: Consider a two-foot median instead of four-foot to give more room to the lanes and bikes.

6. Review of Preliminary Alternatives for Mobility Improvements

Dawn introduced the preliminary alternatives for Rosecrans. Dawn explained that the preliminary alternatives were developed by the project team based on the technical analysis, public comments received from the workshop, and comments from the walk audits. Preliminary concepts were presented to the PWG members for Areas 2, 3, and 4. It was explained that Area 1 will be discussed at the next meeting since Area 1 is more complex and will most likely require longer discussion.

Preliminary alternatives for Area 4 included suggestions to complete the sidewalks on at least one side of the street to complete the existing intermittent linkages. Providing sidewalks on one side of the street will provide at least one complete path for pedestrians and can save cost of completing both sides of the street. Traffic calming is considered at Quatrough, McCall, and at the curve north of Armada. Public feedback heavily noted that speeding is an issue in this area (Area 4) and the preliminary alternatives consider vertical deflections to help reduce speeds. Other concepts include adding curb ramps where they are currently missing, restriping northbound Rosecrans at Talbot, and curb extensions or bulb outs at select intersections.

Preliminary alternatives for Area 3 included adding a traffic signal at Emerson with marked crosswalks since currently there are no crosswalks between Byron and Hugo for pedestrians and unsafe, illegal crossings in the area were observed. Bike facilities are minimal and some ideas were included to add a bike lane or a parking lane.

Preliminary alternatives for Area 2 included relocated transit stops at Garrison and Ingelow. Several public comments noted that buses stop and block traffic, causing congestion. Adding raised medians were also mentioned, though public comments were mixed about adding or removing the medians due to access and aesthetic differences. The traffic signals in front of NTC primarily serve the east side of Rosecrans while causing access constraints on the west side. Preliminary alternatives included modifying and offsetting the stop lines of the intersection to provide greater access for the side streets on the west side of the street. Currently, Area 2 has substandard bike lanes that may also be addressed.

The PWG split into two groups for the breakout session before a five minute break.

7. **Break-out Discussion Groups**

The PWG sat in two groups. Each group was provided with a map of the corridor with the preliminary alternatives overlaid, along with markers and a flip chart for notes. Each group discussed the alternatives in depth and selected a representative to report their findings to the other group.

8. **Report Out from Discussion Groups**

Group A

- Area 4:
 - When and where possible, have sidewalks completed on both sides of the street.
 - At the curve (north of Armada), add chevron stripes to warn drivers to slow down.
 - Move transit stop from one side of Talbot to Canon to provide more side street access.
 - Landscape median does not make sense in the congested areas.
 - Option A preferred around Carleton and Dickens with two lanes in each direction with a dual left turn lane with a bike lane.
- Area 3 and 2:
 - Internal bike route is needed on Scott Street and/or through NTC instead of Rosecrans. It would be more leisurely and safer than Rosecrans.
 - Accommodate residents on the west side of the street by reconfiguring Zola, Womble, Dumas, and Roosevelt, and install pull out bus lanes to keep traffic flowing.
 - Area 2 should have more landscaping with pop-outs at the corners (side-street side and not on Rosecrans).

Group B

- Area 4:
 - Residents in area 4 are likely to oppose any changes on Rosecrans.
 - Not all residents in Area 4 will want sidewalks but all residents should be informed about the project and encouraged to consider the pedestrian safety benefits.
 - Needs to be ADA compliant will curb ramps.
 - “Your Speed” signs should be installed with additional enforcement.
 - Rumble strips are opposed since they are too noisy.

- At the curve (north of Armada), center median was discussed but might be dangerous. Potentially extend the sidewalk with a landscaped parkway to further separate the pedestrians from traffic.
- Crosswalks should be used with caution as they may promote a false sense of security.
- Area 3:
 - Bike lanes do not belong on Rosecrans and should be encouraged to use Scott Street. Signage should be installed to direct bicyclists towards Scott Street.
 - Signal at Emerson is favored.
 - No parking lane should be added to Rosecrans, keep the width for traffic, except for developments like at Carleton/Rosecrans near the Starbucks where the property line is set back to provide parallel parking.
 - In favor of 2-4 hour time limited parking in Area 3 to reduce overflow of fishing-related vehicles parking in front of businesses all day.
 - No additional raised median is needed; the area is too congested and narrow. Point Loma Association has a plan to make the area more landscaped.
- Area 2:
 - Offset intersections are favored. Offset Womble and Zola to provide access and complete medians. Offset at Dumas and Roosevelt is favored.

9. Upcoming Events

Community Workshop

Wednesday, September 16th

NTC Events Center

6:00 to 8:00 p.m.

At the workshop, participants will learn about the preliminary alternatives presented to the PWG and will be given the opportunity to comment, discuss, and share ideas on the preliminary alternatives. Dawn asked the PWG to promote the workshop at their community organizations and copies of the fliers were available.

10. Next Meeting

The next PWG meeting is scheduled for Monday, September 21st, which is after the workshop on September 16th. Since Area 1 preliminary alternatives have not been fully developed or shared with the PWG, it was asked if the PWG would like to meet prior to the workshop to review the preliminary alternatives. The PWG agreed to move the meeting to Monday, September 14th.

Date: Monday, September 14th
Time: 6:45 p.m.
Location: NTC Command Center

11. Meeting Adjourned at 8:33 p.m.