

Pete's Bypass

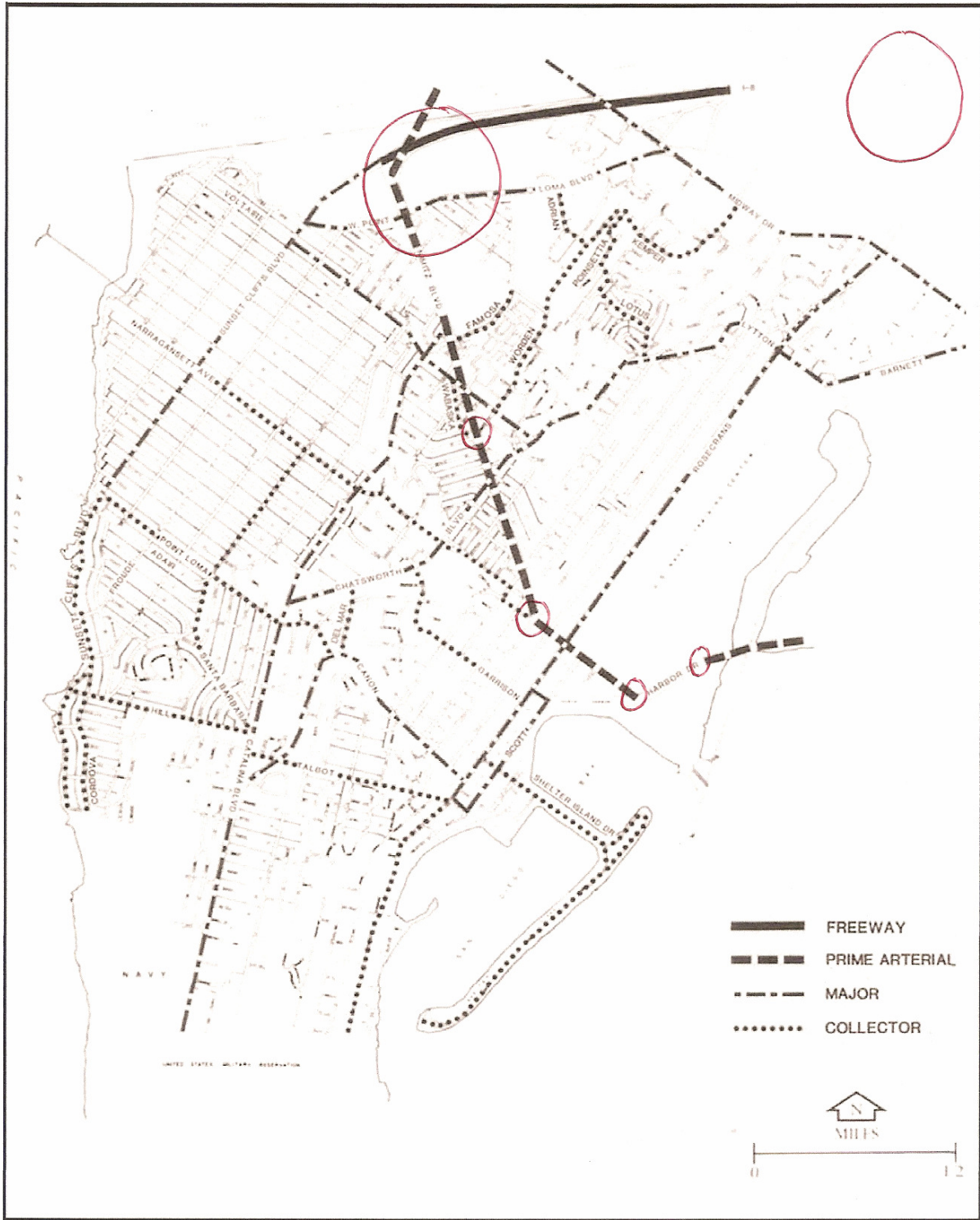
I am sure there are many smaller projects that we can work on. But I would like to try to advance a solution to what I believe is the most pressing traffic problem for Point Loma, the Rosecrans corridor.

History - When Kevin Faulkner first ran for office, he knocked on my door and asked me what I thought were the most pressing problems in Point Loma. I told him airport noise and Rosecrans traffic. The airport has received a lot of attention, but Rosecrans has not. I told him that I had a proposed solution. He was impressed enough that after he was elected, he arranged for me to make a presentation to the San Diego City Council. The presentation was well received and as a result I met with some city planners to document my proposal. I was disappointed that when President Obama was looking for some "shovel ready projects" nothing was ready on the proposal.

Proposal - I believe the best way to relieve traffic congestion on Rosecrans is to bypass a good portion of it. My proposal is really a series of projects consisting of completing the I-8/I-5 intersection, constructing single lane ramps connecting I-8 and Nimitz, and improving some other intersections so that a main artery can be established through the middle of Point Loma, bypassing the Midway area. I see the first two items are listed in the community plan.

Benefits - Provide an express corridor for residents, commuters, and tourists to more easily get on and off the end of the point; provide a corridor for the Rock church and other visitors and residents of Liberty Station to get to and leave the point; provide a better corridor to the airport; reduce traffic in the Midway area to destination traffic; enhance the appeal of destinations in the Midway area by having less traffic.

Procedure - Review existing written material and plans. I realize it is not likely that much funding will be available in the near future and this is a long range project that will probably be done in pieces, but I would like to see what can be done to move the process along so that it is "shovel ready" if any funding becomes available in the future.



Existing 1984 Vehicular Circulation System
Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE 12

- Scott Street, between North Harbor Drive and Talbot should be designed to incorporate a priority for pedestrian crossings east-west for better safety, maintain traffic flow and improve overall aesthetic design. The design should be integrated into the overall redevelopment of the Roseville area. In addition, Talbot between Rosecrans and Scott should also be improved as a four-lane major street. Peak-hour parking restrictions and formation of an assessment district should also be reviewed for their effectiveness in alleviating traffic congestion.
- Voltaire Street, between Sunset Cliffs Boulevard and Catalina Boulevard should be maintained in its present two-lane configuration to avoid disrupting community continuity. In order to increase capacity, traffic engineering techniques such as restriping, channelization, signalization and parking restrictions, should be reviewed and, as appropriate implemented.
- Traffic engineering is studying on-street diagonal parking possibilities for the commercial zone on Voltaire Street.
- Rosecrans Street should be widened at the intersection of Lytton Street to add one northbound through land and one southbound through lane.
- Lytton Street should be widened at the intersection with Rosecrans Street to add one northbound through lane.
- West Point Loma Boulevard should be widened at the intersection with Sports Arena Boulevard and Midway Drive to add one eastbound to southbound right turn lane onto Midway Drive.
- Nimitz Boulevard should be widened at the intersection with West Point Loma Boulevard to provide two additional northbound through lanes and one southbound to westbound right turn lane.
- Shelter Island Drive should be improved to four lanes only if comparable parking replacement for any parking eliminated by such widening is provided in the immediate vicinity.
- CALTRANS should be encouraged to construct an interchange at the existing signalized intersection of Interstate 8 and Sunset Cliffs Boulevard due to increasing volumes.
- CALTRANS should be encouraged to complete the intersection of Interstate 8 (I-8) and Interstate 5 (I-5) to provide access from I-8 east to I-5 north and from I-5 south to I-8 west.
- The Catalina/Famosa/Nimitz interchange should be completed.
- A scenic designation, which would provide control over certain aspects of development (e.g., signing, grading, landscaping) should be considered jointly by CALTRANS and the City along State Highway 209 (Rosecrans-Catalina).
- The Navy should be encouraged to make traffic control improvements on base which would help to minimize traffic backups within the community near base entrances.
- Facilities to accommodate public and para-transit modes should be emphasized in all circulation proposals (e.g., bike lanes, bus stops, exclusive bus lanes, transit by-pass lanes, etc.). Successful implementation of such facilities could cumulatively serve to reduce the need for certain circulation improvements (e.g., street widenings).