

Peninsula Community Planning Board
1220 Rosecrans Street PMB 549
San Diego, CA 92106
pcpbsd@gmail.com

Date: November 17th, 2022

TO: Dr. Jennifer Campbell, Councilmember District 2

INFO: Gary Pence, Senior Traffic Engineer City of San Diego Transportation and Storm Water Dept
Request to review Intersection of Nimitz and Rosecrans

Within the last few years dual left turn lanes were added from Rosecrans to Nimitz in each direction and widened Rosecrans in some areas. Subsequently, more recent changes were made to the intersection of Nimitz/Lowell/Evergreen that affected the Nimitz/Rosecrans intersection. At that time lane reductions were installed to improve bike lane widths. The Peninsula Community Board would like to have the Traffic Division review the below request to improve traffic flow at and around the intersection, one of the City's busiest intersections.

- 1.) Starting halfway between Jarvis and Keats, utilize extra lane width and a painted median to establish an extra lane that would feed the dual Rosecrans NB to Nimitz WB turn lanes. The sole left turn lane today has backups for left turning vehicles onto Keats – vehicles are going around these left turners, over the median to access the Nimitz left turn pocket. Please check the feasibility of restriping to add a lane with the left lane having left and straight markings and the added lane being straight-only into the Nimitz turn pocket. In addition to our request, we recommend the completion of the bike lane to Jarvis to match the opposite side of the street.
- 2.) The lane reduction on Nimitz West of Rosecrans is too abrupt and is forcing a slowdown in the intersection as vehicles merge from 2 lanes to 1 lane during the turn. The lane reduction appears that it could be moved westbound an appropriate distance to avoid this backup.
- 3.) The single left turn pocket from EB Nimitz to NB Rosecrans is overflowing at many times during the day and not totally emptied with one green phase. The backup results in turning vehicles blocking the single through lane and forces straight traffic to traverse over the bike buffer. Also, substantial number of vehicles make right turns from Locust destined for a left turn onto Rosecrans – they must immediately traverse two lanes and many times are blocked from moving. We ask you look at splitting green phases of EB and WB Nimitz so that the center lane on Nimitz would be a choice left or straight lane. It also appears WB Nimitz may benefit as the left turn pocket is very small and can be blocked by cuing of straight traffic.
- 4.) If splitting green phases of Nimitz traffic is not deemed feasible, the end of the lane reduction on EB Nimitz needs to be moved farther east to prevent vehicles from driving over the bike buffer.

Sincerely,

Frederick Kosmo,
PCPB-Chair