

PCPB Position Paper
SANDAG 2050 Regional Transportation Plan
Presented to San Diego City Council June 28, 2011

The SANDAG Profile Warehouse forecasts a population increase of 17,252 or 30% increase by 2050 for the Peninsula, Ocean Beach and Midway areas, Liberty Station is expecting to double its capacity for business and office space and Naval Base Point Loma projected expansions.

The third traffic lane added to the East side of Rosecrans Street makes it easier to get in and out of Liberty Station and allows buses to stop without impeding traffic, but it does not mitigate the traffic problems on Rosecrans. The San Diego International Airport Master Plan expects the percentage of airport traffic on North Harbor Drive to increase from 15% to 32%, with the following corresponding increases:

- Rosecrans Street from 7% to 15%
- Nimitz Blvd. from 6% to 13%
- Interstate 8 from 4% to 8%

The Airport Master Plan assumes the completion of the I-8/I-5 intersection, by 2030. Although most of the roads in the Point Loma area currently operate at a failing level for circulation, the Preferred Scenario chosen for the region does not include new freeway connectors, or any “trunk-based” transit, which guarantees ongoing investment in the transit system.

Peninsula Community Planning Board requests SANDAG to seriously study the idea of bypassing Rosecrans Street with the non-destination traffic by utilizing Interstate 8 and Nimitz Blvd. PCPB ideas has four parts:

1. Completion of the I-8/I-5 intersection
2. Installation of ramps connecting I-8 to Nimitz Blvd and Sunset Cliffs Blvd bypassing the signal lights at Sunset Cliffs and W. Point Loma Blvds.
3. Upgrading Nimitz Blvd as an East/West corridor
4. Coordinating with the US Navy to establish express bus service between a central location and the military installations at the southern end of Point Loma. This solution will also make the Midway area more business friendly and reduce traffic on Sea World Drive.

The Ideas to Study:

I-5/I-8 Intersection

The I-5 Corridor Study shows plans for the completion of the I-5/I-8 intersection includes incorporating Pacific Coast Highway and Sea World Drive in an excessively expensive project. A much less costly solution may be available by making the two lane ramp from I-5N to I-8W a two-way ramp. The western end of the ramp would originate from the I-8E and access to I-5N by a ramp circling outside the Rosecrans to I-5N ramp.

Tolerances for the roadway may be tight, especially on the bridge crossing I-5. We think drivers would prefer a low speed access to I-5N as opposed to no access at all. Access can be improved by making the right hand lane of I-5N an on ramp where the I-8E to I-5N, Rosecrans to I-5N and I-8W to I-5N ramps merge with I-5N.

In addition, it is recommended that I-8E maintain two lanes through the I-5/I-8 intersection and the I-5S to I-8E lane be reduced to a single lane corresponding with the I-8W/I-5N single lane ramp. The intersection will be completed with a single lane ramp connecting the I-5S/Rosecrans exit to I-8W.

The I-8/I-5 ramps referred to above have project ranks of 3 and 5 in the 2050 RTP Project Rank (although it is possible that #5 could be accomplished at one tenth the \$220 million cost). The projects are not considered for TransNet funding although Projects 4, 5, 9 and 10 are considered.

Extending I-8

The implementation of extending the western end of I-8 to Sunset Cliffs Blvd and Nimitz Blvd consists of a ramp from I-8W to Sunset Cliffs Blvd bypassing the signal lights at I-8/Sunset Cliffs Blvd and single ramps, one in each direction, connecting I-8 to Nimitz Blvd opposite Correia Middle School.

While including Pacific Coast Highway and Sea World Drive in the I-8/I-5 intersection has some merit long term, it should have low priority compared to extending I-8 to Nimitz.

Rosecrans By-Pass

The Rosecrans bypass can be completed by adding Nimitz Blvd to the Regional Arterial System (RAS) and upgrading Nimitz Blvd and North Harbor Drive between I-8 and San Diego Airport to form an East/West corridor across Point Loma allowing for the rapid access and egress of commuter traffic and an alternative route to and from the airport.

Navy bus link

The US Navy currently has a successful Pilot Program of a commuter express bus link between Murphy Canyon and the 32nd Street naval base, Navy Base San Diego, and a very active Van Pool Program to Camp Pendleton and to Navy Base North Island. Similar links connecting to the naval facilities on the southern part of Point Loma, to Navy Base Point Loma, would help relieve heavy commuter traffic on the Peninsula during peak business hours.