



THE CITY OF SAN DIEGO  
Redevelopment Agency's Report

DATE ISSUED: March 24, 2004

REPORT NO. RA-04-08  
CMR-04-041

ATTENTION: Honorable Mayor and City Council Members  
Honorable Chair and Members of the Redevelopment Agency  
Docket of March 30, 2004

SUBJECT: Old Town Transit Center Queue Jump Project- North Bay  
Redevelopment Project Area

**SUMMARY**

Issues – Should the City Council and Redevelopment Agency:

- 1) Approve the appropriation and expenditure of \$225,000 of Series 2000 North Bay Bond Proceeds for the Old Town Transit Center Queue Jump Project and the transfer of funds to San Diego Association of Governments?
- 2) Authorize the Executive Director, or designee, to execute the Cooperative Agreement between the San Diego Association of Governments and Redevelopment Agency of The City of San Diego for construction of the Old Town Transit Center Queue Jump Project?
- 3) Make certain findings pertaining to the North Bay Redevelopment Project Area?

City Manager and Executive Director's Recommendations –

- 1) Approve the appropriation and expenditure of \$225,000 of Series 2000 North Bay Bond Proceeds for the Old Town Transit Center Queue Jump Project and the transfer of funds to San Diego Association of Governments.
- 2) Authorize the Executive Director, or designee, to execute the Cooperative Agreement between the San Diego Association of Governments and Redevelopment Agency of The City of San Diego for construction of the Old Town Transit Center Queue Jump Project.
- 3) Make certain findings pertaining to the North Bay Redevelopment Project Area.

Other Recommendations - The North Bay Project Area Committee (“PAC”) voted for approval of the expenditure of \$225,000 at the September 3, 2003 PAC meeting.

The San Diego Association of Governments (“SANDAG”) Transportation Committee voted to approve the Cooperative Agreement between Redevelopment Agency of The City of San Diego and SANDAG at the January 16, 2004 meeting.

Environmental Review – This activity is not a “project” and therefore exempt from CEQA pursuant to State CEQA Guidelines Section 15060 (c) (3).

Fiscal Impact – \$225,000 is available from the North Bay Redevelopment Project Area Series 2000 bond proceeds.

## **BACKGROUND:**

The Midway Community contains some of the most congested streets within the City of San Diego. To improve traffic flow and safety, City and Redevelopment staff are planning a series of capital projects to improve transit and traffic in the area. Most of these projects will take several years to implement. However, there is an opportunity to improve traffic on Rosecrans Street within the next year by installing a “queue jump” mechanism at the gateway to the Old Town Transit Center (“OTTC”).

The OTTC Queue Jump Project was developed by SANDAG. In the long term, SANDAG plans to create a Bus Rapid Transit (“BRT”) system in the North Bay Redevelopment Project Area running between the OTTC and Pacific Beach. This BRT project has been delayed due to cost and logistical issues. However, SANDAG is pursuing several short-term transit projects that would improve current bus and trolley service and provide the infrastructure needed for a future BRT system. One of these short-term projects is the OTTC Queue Jump Project.

The OTTC Queue Jump Project is designed to improve the intersection at Rosecrans Street and Pacific Highway. This intersection is frequently blocked by arriving and departing Trolley, Coaster and Amtrak trains. When the railroad gates on Taylor Street are down, traffic backs up on Rosecrans Street, which results in slow and unreliable bus service due to the traffic congestion.

Under the proposed Project, SANDAG would re-engineer the traffic signals to include a special “Transit Only” phase when traffic is backed up by trains entering and leaving the OTTC. During this phase, the buses would be able to proceed through the intersection into the OTTC while the gates are down. This would speed up transit services and ensure that passengers make their transfer connections to and from the Trolley and other bus lines. Additionally, this would allow general purpose traffic to turn south from Rosecrans Street to Pacific Highway while the gates are down.

In addition to re-engineering the traffic signals, a 100-foot transit-only lane on eastbound Rosecrans Street would be installed. This transit-only lane would continue on Taylor Street with a right turn into the OTTC. Also, a 400-foot, general-purpose right-turn lane would be installed on eastbound Rosecrans Street so that vehicles would be free to proceed forward and turn right onto Pacific Highway, (Attachment #3).

## DISCUSSION:

The OTTC Queue Jump Project would reduce traffic congestion in the Project Area by 1) allowing the existing bus service to run more efficiently; 2) reducing the back up of vehicular traffic on Rosecrans Street; and 3) improving general-purpose and transit flow through the intersection. Additionally, construction of this Queue Jump will provide new infrastructure that will be needed for SANDAG's planned BRT system.

SANDAG estimates the administration and capital costs of the Project at \$350,000; however, SANDAG currently has no funds available for this Project. Since the proposed Project is within the boundaries of the North Bay Redevelopment Project Area, and is consistent with the goals and objectives of the Redevelopment Plan and Implementation Plan, redevelopment funds have been identified as a potential source to partially offset the total cost. Under the current anticipated timeline, construction would begin within six months with the entire Project completed by March 2005.

Respectfully submitted,

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Todd Hooks  
Deputy Executive Director/  
Deputy Director  
Redevelopment Agency

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Approved: Hank Cunningham  
Assistant Executive Director  
Redevelopment Agency/Community &  
Economic Development Director

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Approved: Bruce Herring  
Deputy City Manager

Attachments:

1. Findings
2. Cooperative Agreement
3. Site Map