

# Mira Mesa Community Plan Update: Mobility II

Planning Department

June 17, 2019

5:30 pm to 6:50 pm – Mira Mesa Library

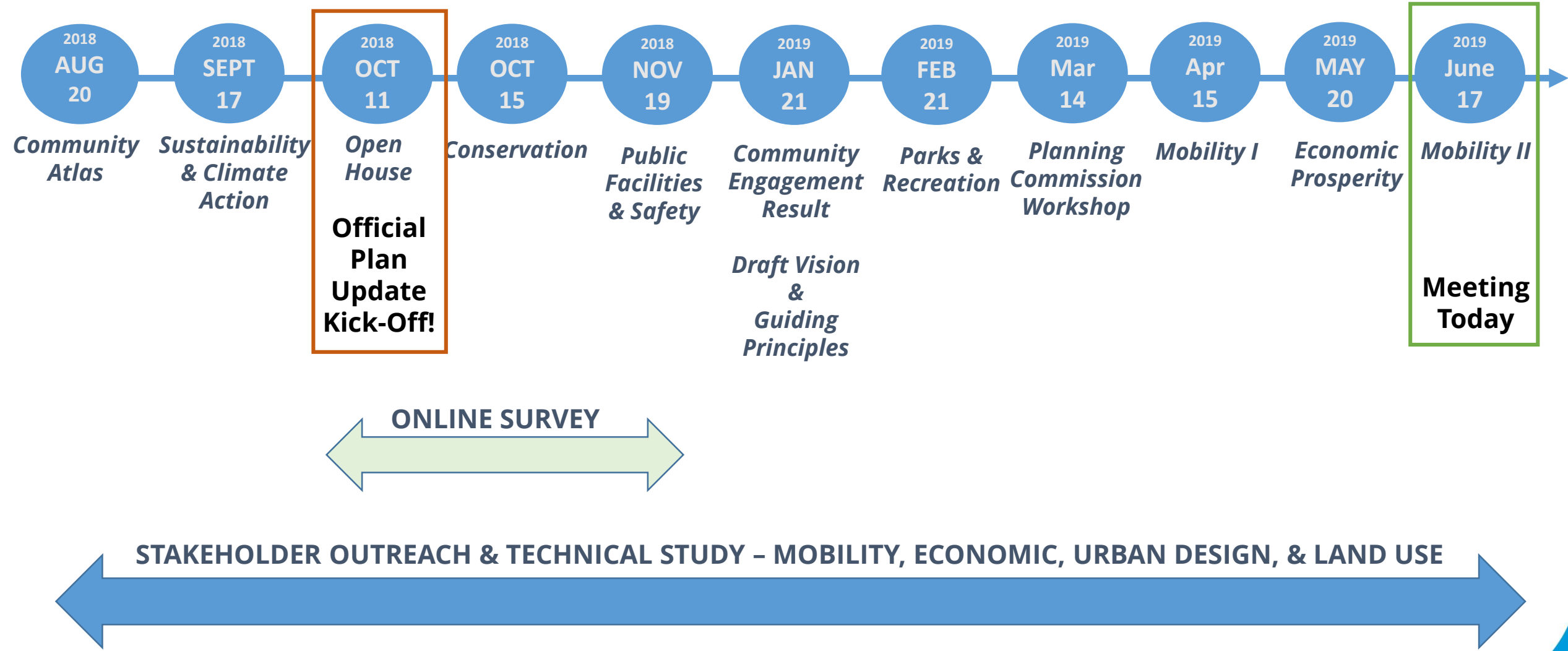




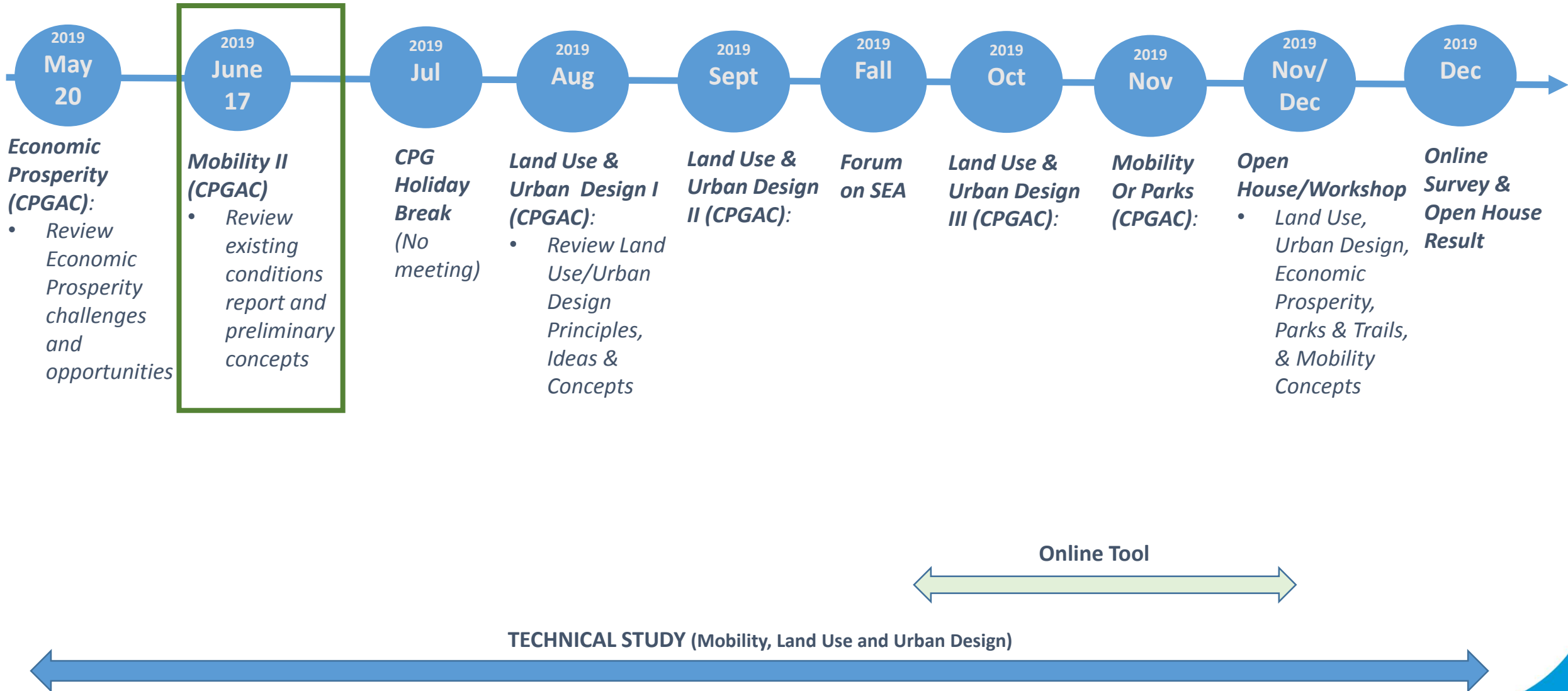
# Planning Department – Mobility Presentation Outline

- 1. Community Plan Update/Recap – 5 minutes**
- 2. Mobility Process, Method, and Analysis – 5 minutes**
- 3. Mobility Opportunities and Preliminary Concepts – 40 minutes**
  - Pedestrian Network
  - Bike Network
  - Transit Network
  - Vehicular Network
- 4. Next Steps – 5 minutes**
- 5. Discussions – 20 minutes**

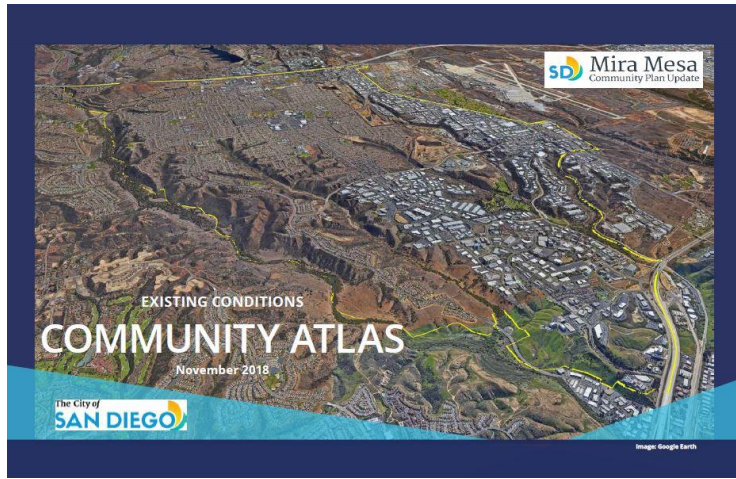
## Plan Update Recap





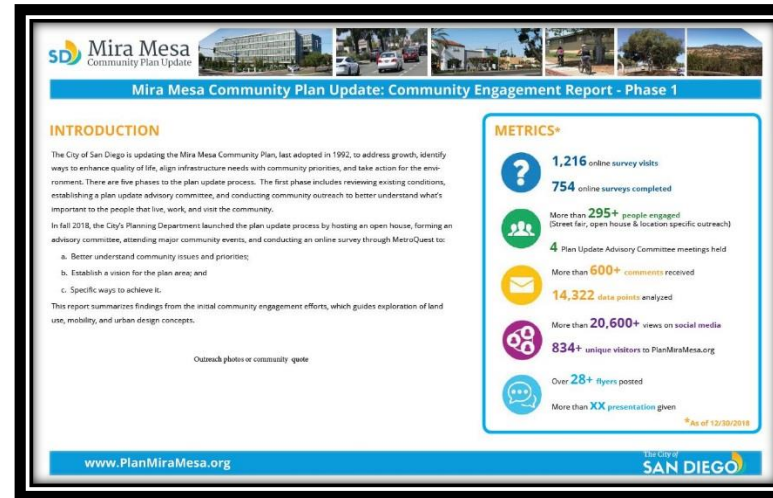


**Nov. 2018**



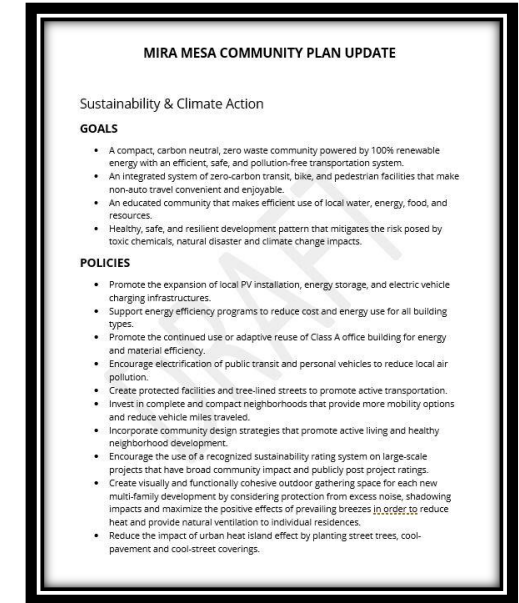
## Community Atlas: Existing Conditions Report

**Jan. 2019**



## Phase I Community Engagement Report

**Oct/Nov(18)/Feb 2019**



## Draft Goals & Policies

- Sustainability & Climate Action
- Conservation & Open Space
- Public Facilities
- Parks & Recreation

Reports available @ [www.PlanMiraMesa.org](http://www.PlanMiraMesa.org)



- **34,737 workers\* live in Mira Mesa**
- **75,610 workers\* commute into Mira Mesa everyday**
- **21 percent of workers\* live in the community**
- **79 percent worked outside the community**

Source: OntheMap and Mira Mesa Community Atlas

### Mira Mesa Workers Inflow/Outflow Analysis

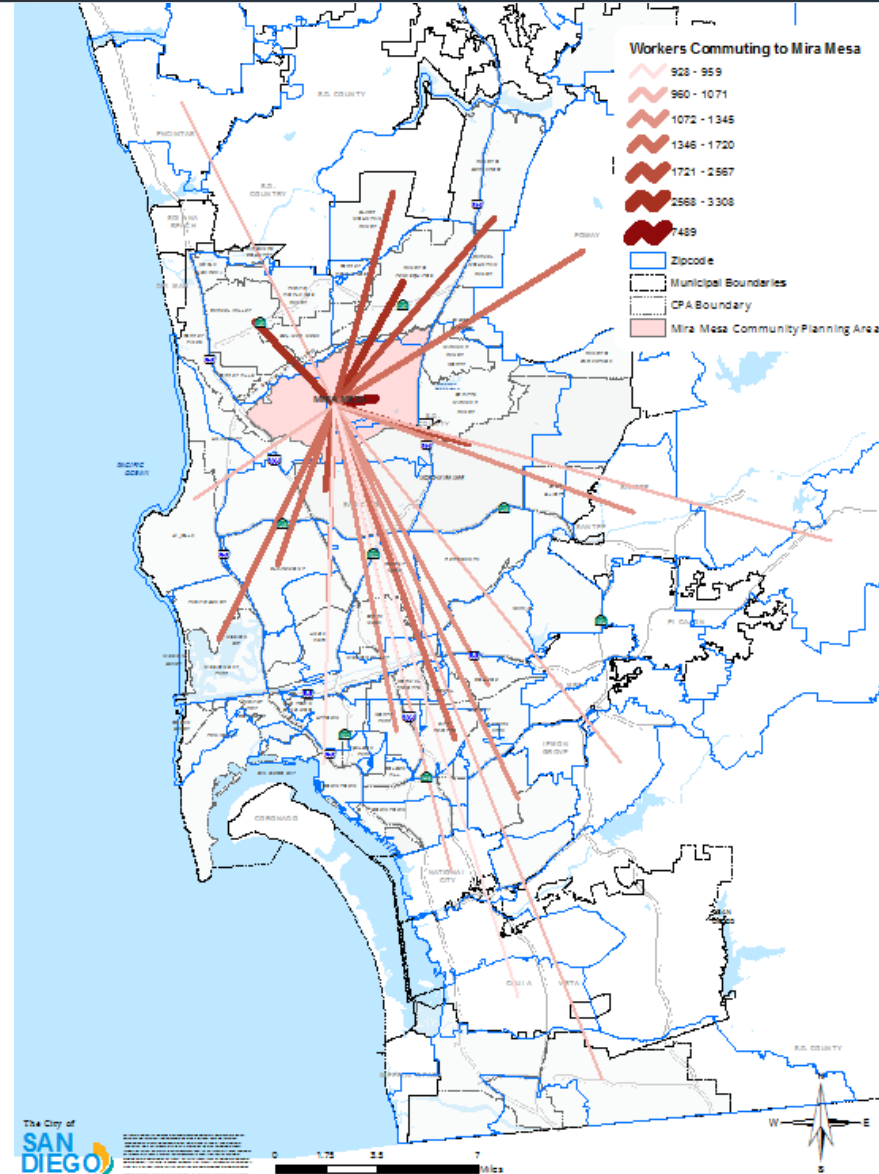


Note: Overlay arrows do not indicate directionality of worker flow between home and employment locations.

- ➡ Employed and Live in Selection Area
- ➡ Employed in Selection Area, Live Outside
- ➡ Live in Selection Area, Employed Outside

- **Workers commute from all over the region**
- **About 10 percent (8,319) of employees commute from three ZIP Codes immediately north of planning area (92130, 92129, 92127)**

Source: OntheMap and Mira Mesa Community Atlas



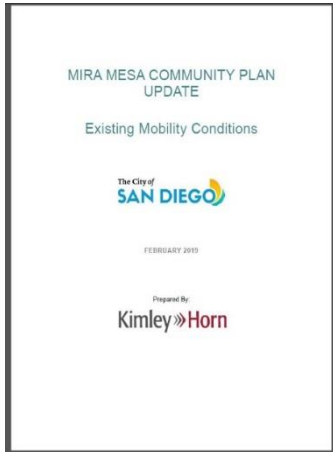




June

July

August/September



**Draft Existing  
Mobility Conditions  
Report**



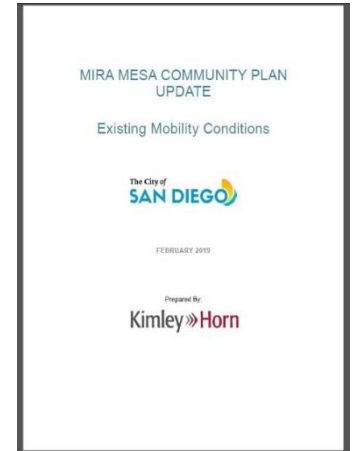
**Final Draft  
Market Demand  
and Collocation  
Analysis**



**Draft Land Use  
Compatibility  
Analysis**



**Stakeholder  
Interview  
Summary**



**Final Draft  
Existing  
Mobility  
Conditions  
Report**

**Today's Presentation**

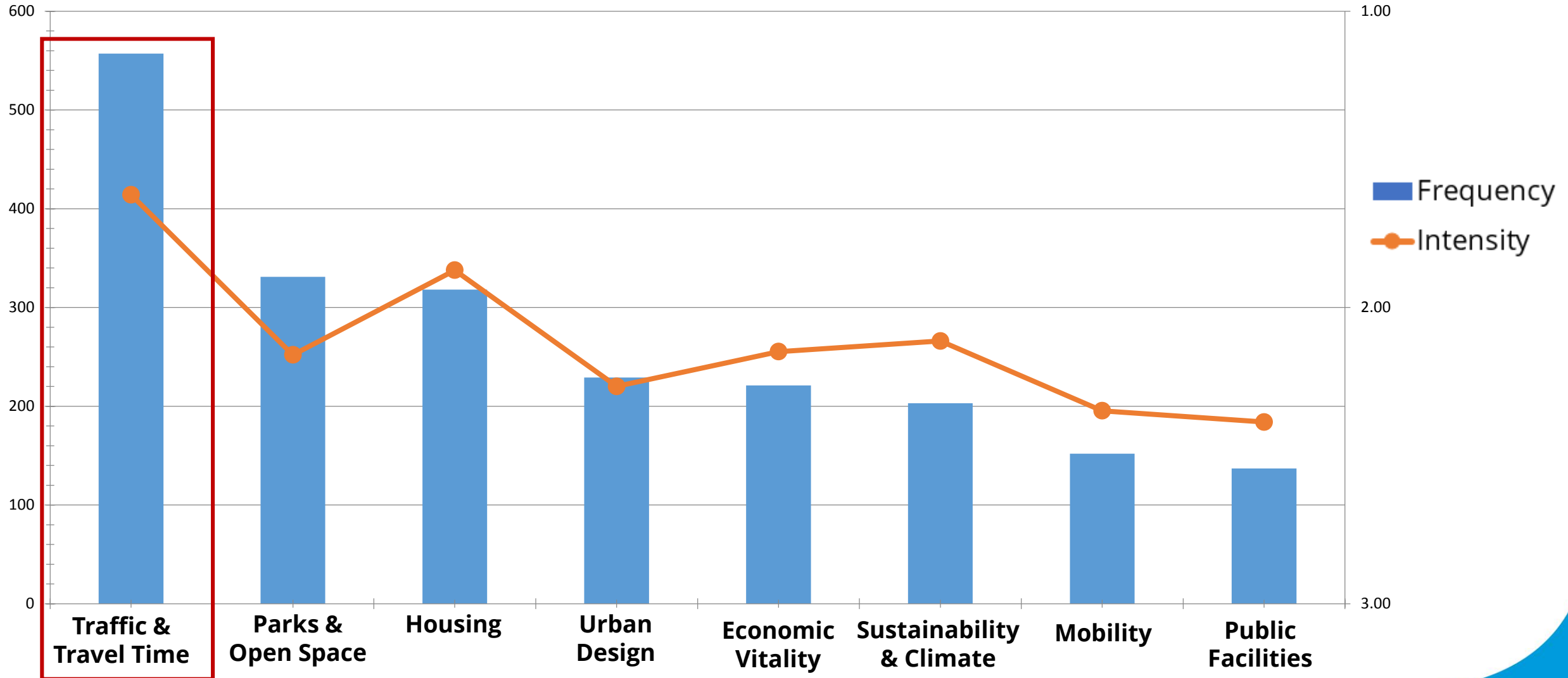
# Community Input







Online Survey All Rankings



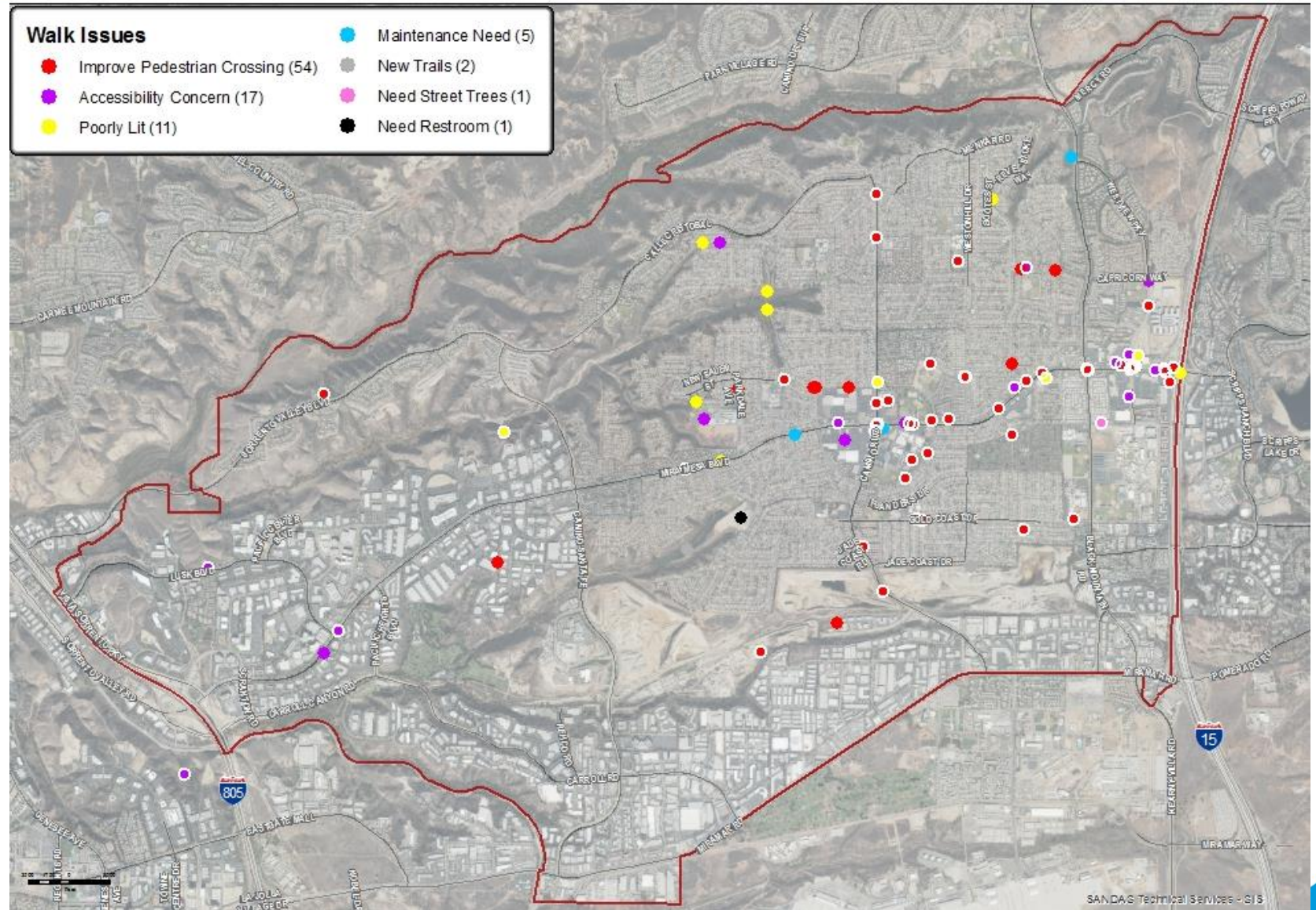


Theme	Code	Description	Total Comments	Total Percent	
Mobility	Active	Improve Transit, Bike and Walk Facilities	149	23.2%	1
	Auto	Improve Vehicular Travel	113	17.6%	2
Land Use & Urban Design	Lu	Better Land Use and Urban Design	72	11.2%	4
Housing	Hu	Improve Housing Affordability	99	15.4%	3
	No	Don't Built Anymore Housing	24	3.7%	
	Homeless	Tackle Homeless	11	1.7%	
Parks and Recreation	Park	Better Parks and Recreation	65	10.1%	5
	No Park	No New Park, Maintain Existing Park	1	0.2%	
Public Facilities	Public	Invest in Public Facilities	21	3.3%	
Economy	Grow	More Business Development	17	2.6%	
	No Grow	No More Business Development	3	0.5%	
Sustainability	Green	Take Climate Action and Conserve Nature	25	3.9%	
Other	Value	What's Special about Mira Mesa	13	2.0%	
	Z_Other	General Comment	29	4.5%	
			642	100.0%	



## Comments Analyzed in the Existing Mobility Conditions

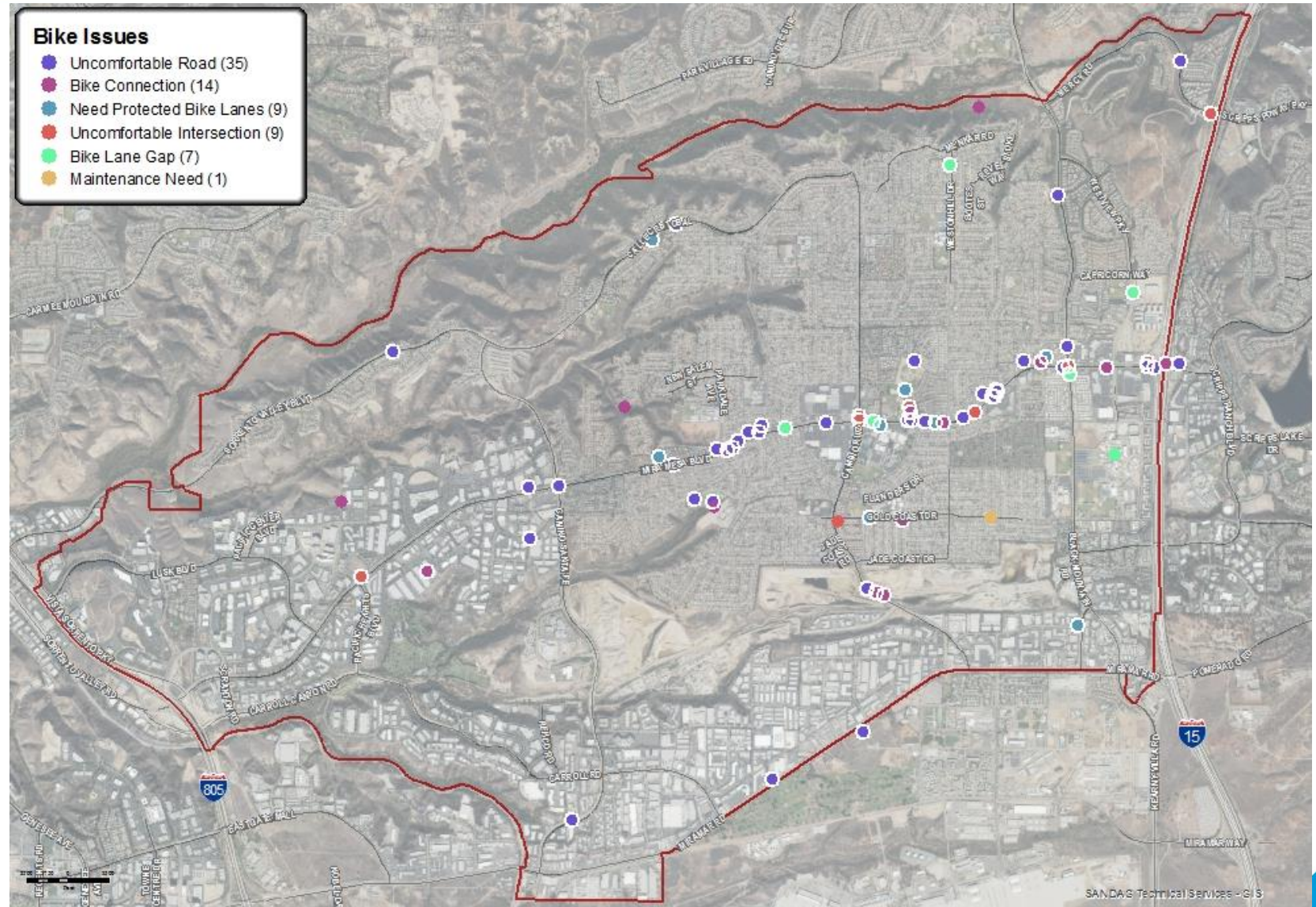
- 91 Total Comments
- 67 Comments Analyzed (White Highlight)
  - Safer Crossings
  - Lighting Maintenance → Streets Division
  - Access near Schools and Senior Center





## Comments Analyzed in the Existing Mobility Conditions

- **98 Total Comments**
- **91 Comments Analyzed (White Highlight)**
  - Potholes → Streets Division
  - Miramar College
  - Canyons/Trails → Parks Planning & Open Space

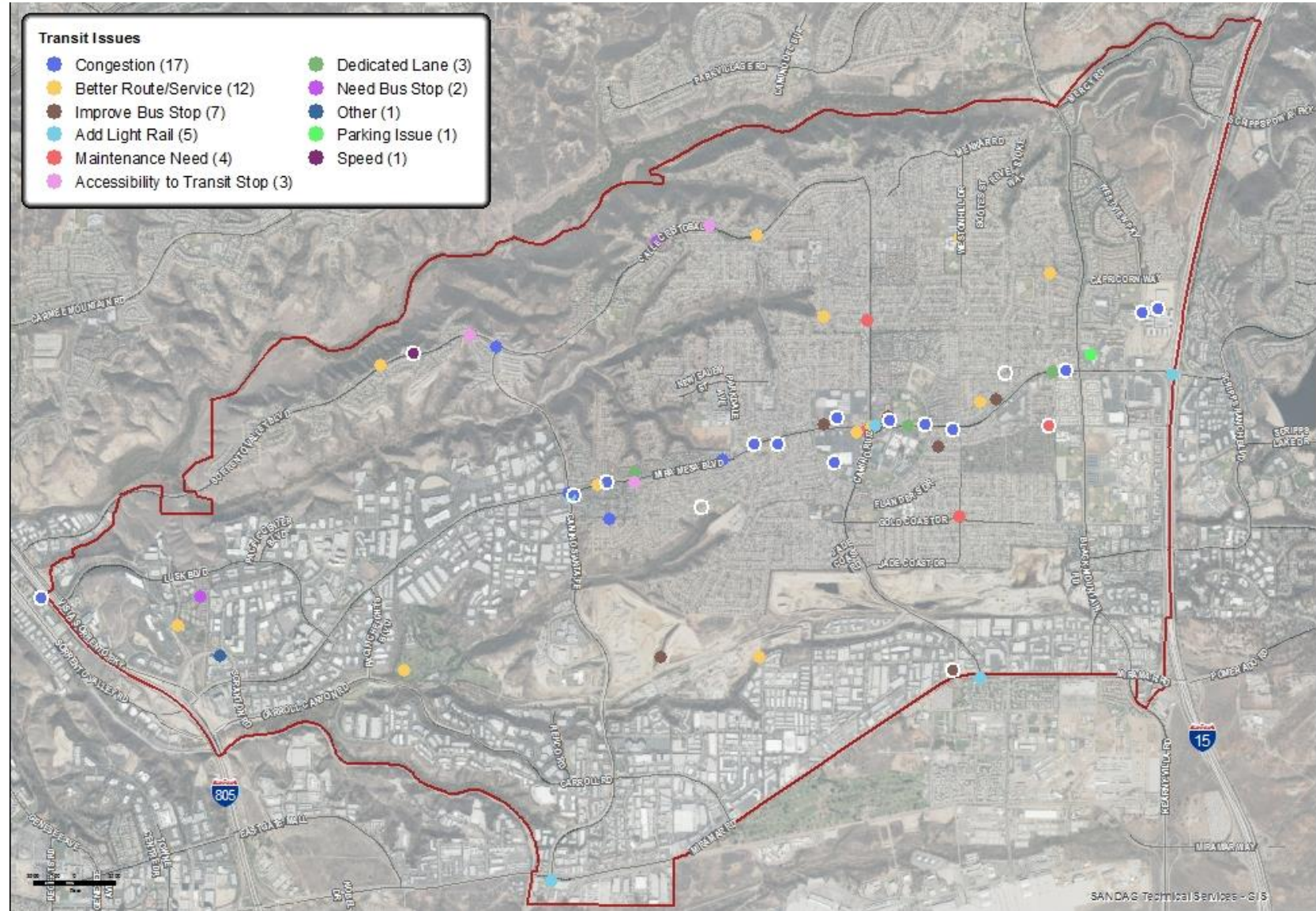




## Comments Analyzed in the Existing Mobility Conditions

### • 102 Total Comments

- Bus frequencies
- Buses stuck in congestion
- Improve bus stops & locations
- Trolley Station

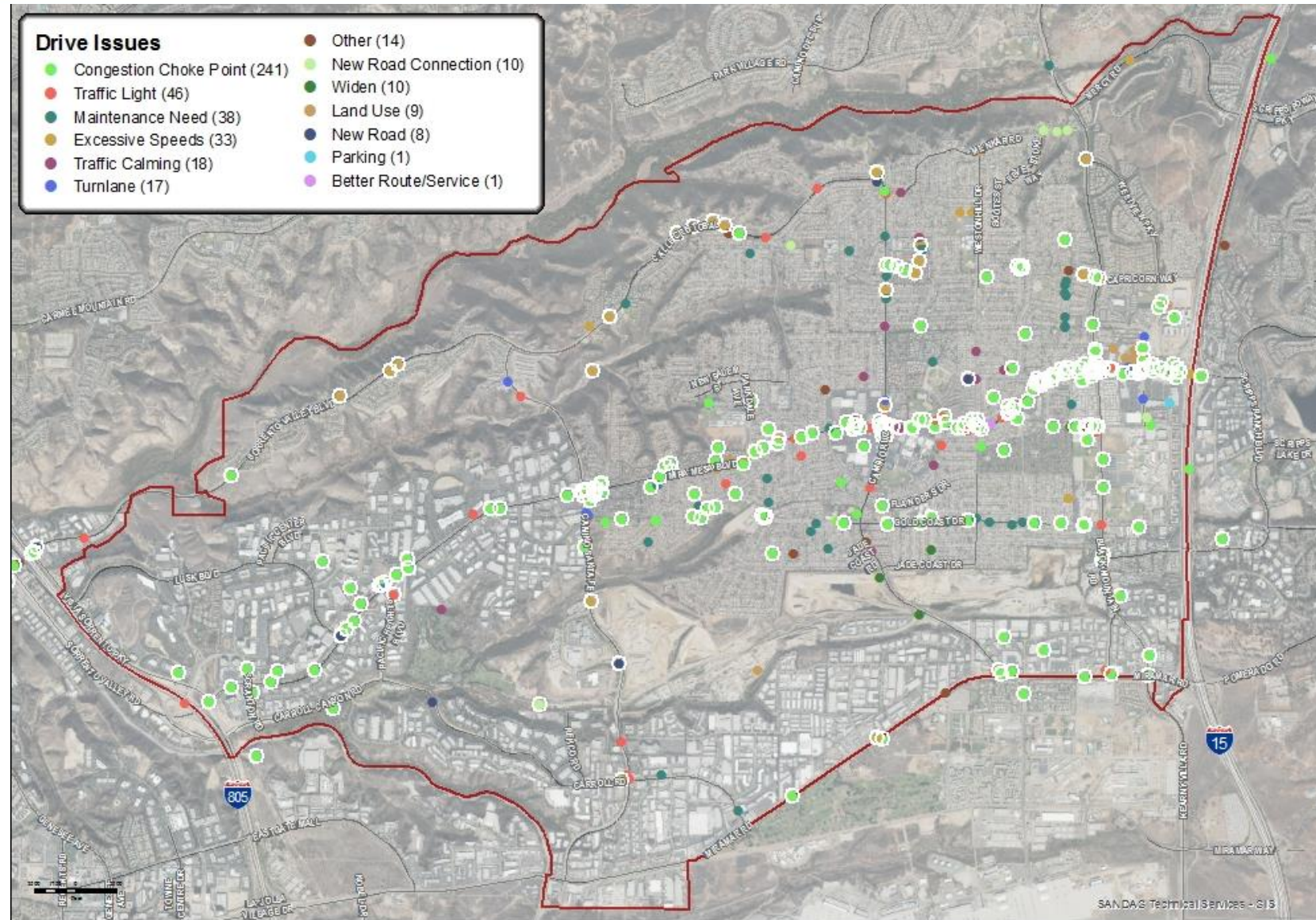




## Comments Analyzed in the Existing Mobility Conditions

### • 450 Total Comments

- Road condition → Streets Division
- Heavy traffic on streets and freeways
- Signal timing



SAN DIEGO TECHNICAL SERVICES - GIS



Vibrant employment centers, eclectic community villages, and active neighborhoods.



## MOBILITY

- A transportation network ensures safe, accessible, and efficient travel.
- **Convenient, frequent, and user-friendly transit network.**
- Comfortable neighborhoods for people walking and biking, with continuous sidewalks and bicycle paths, a variety of routes, and good access to schools, parks, shopping, jobs, transit, and villages.





## CA Climate & Energy Policies

- Carbon Neutral by 2045 <sup>(1)</sup>
- 5 million zero-emission vehicles by 2030 <sup>(2)</sup>
- All-electric public bus fleet by 2040 <sup>(3)</sup>
- 100% Clean Electric Power by 2045 (Statewide) <sup>(4)</sup>
- Net-Zero Energy Use <sup>(5)</sup>
  - Residential building by 2020
  - Commercial building by 2030

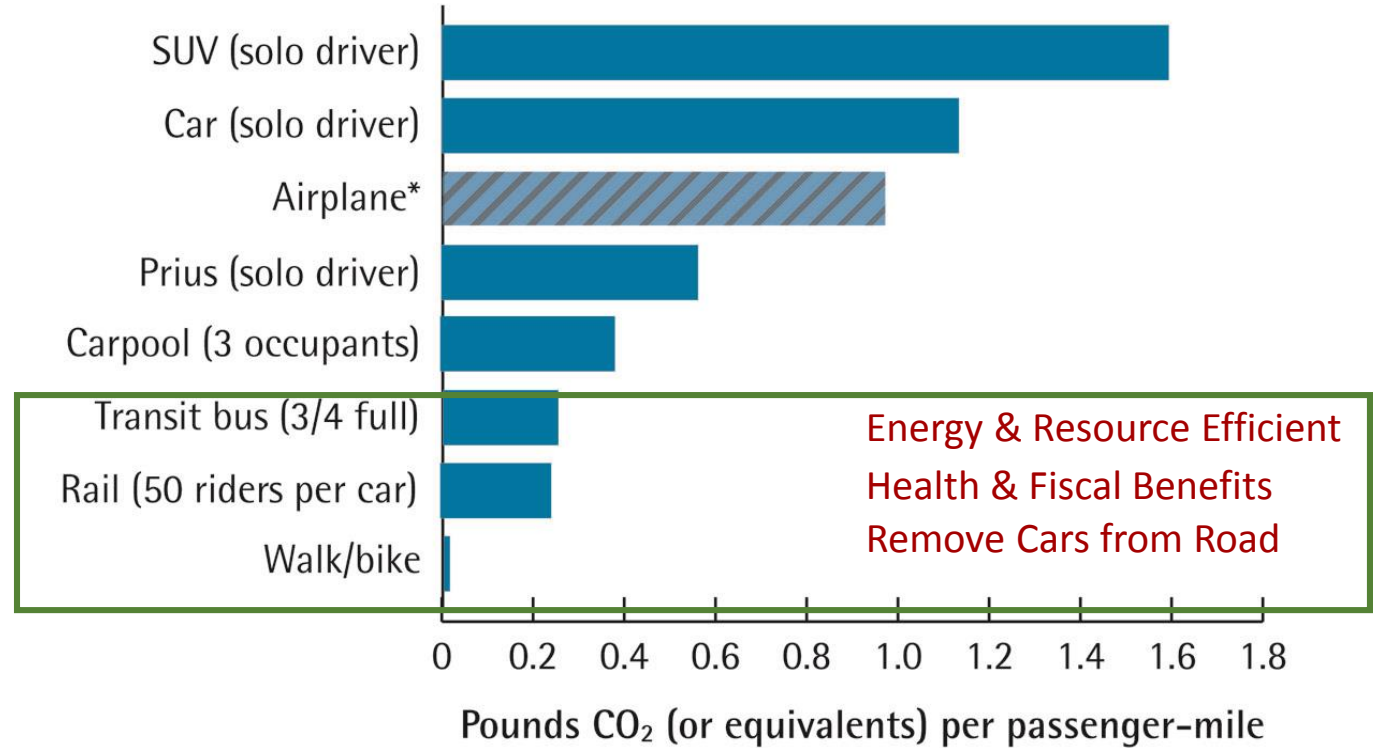


Image: Shutterstock

(1) 2018 Executive Order; (2, 3) CARB; (4) SB100; (5) Public Utilities Commission

## Mobility Measures

- 50% reduction in GHG emission by 2035
- Increase Walking, Bicycling, and Transit
- Reduce Vehicle Miles Travels
- Shift to Electric Vehicles

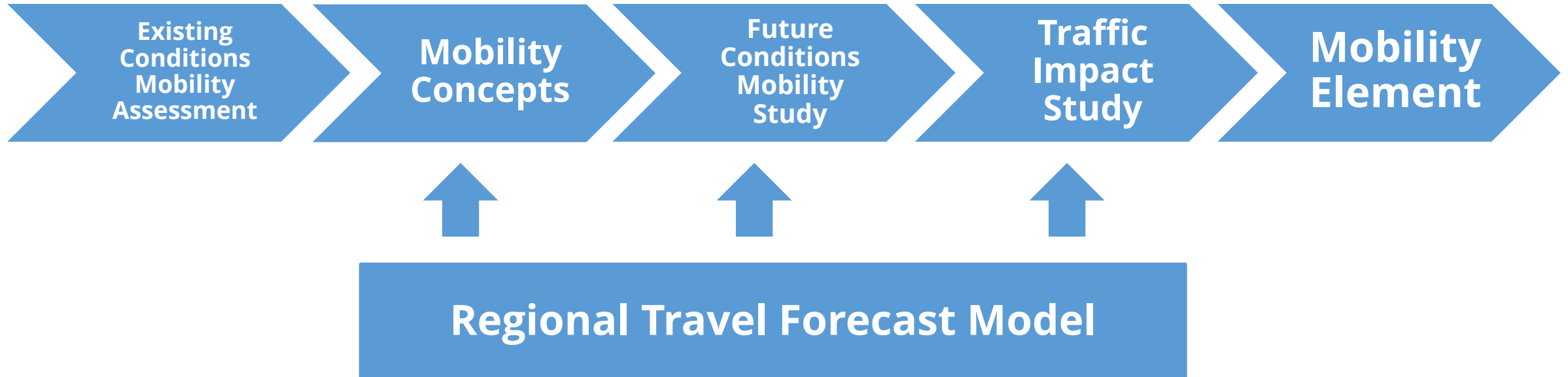


*\*Aircraft emissions are the most variable. Use an online calculator, such as Atmosfair.com, to estimate the climate impacts of your flight.*







# **Mobility Process, Methodology and Analysis**





## PERFORMANCE MATRIX

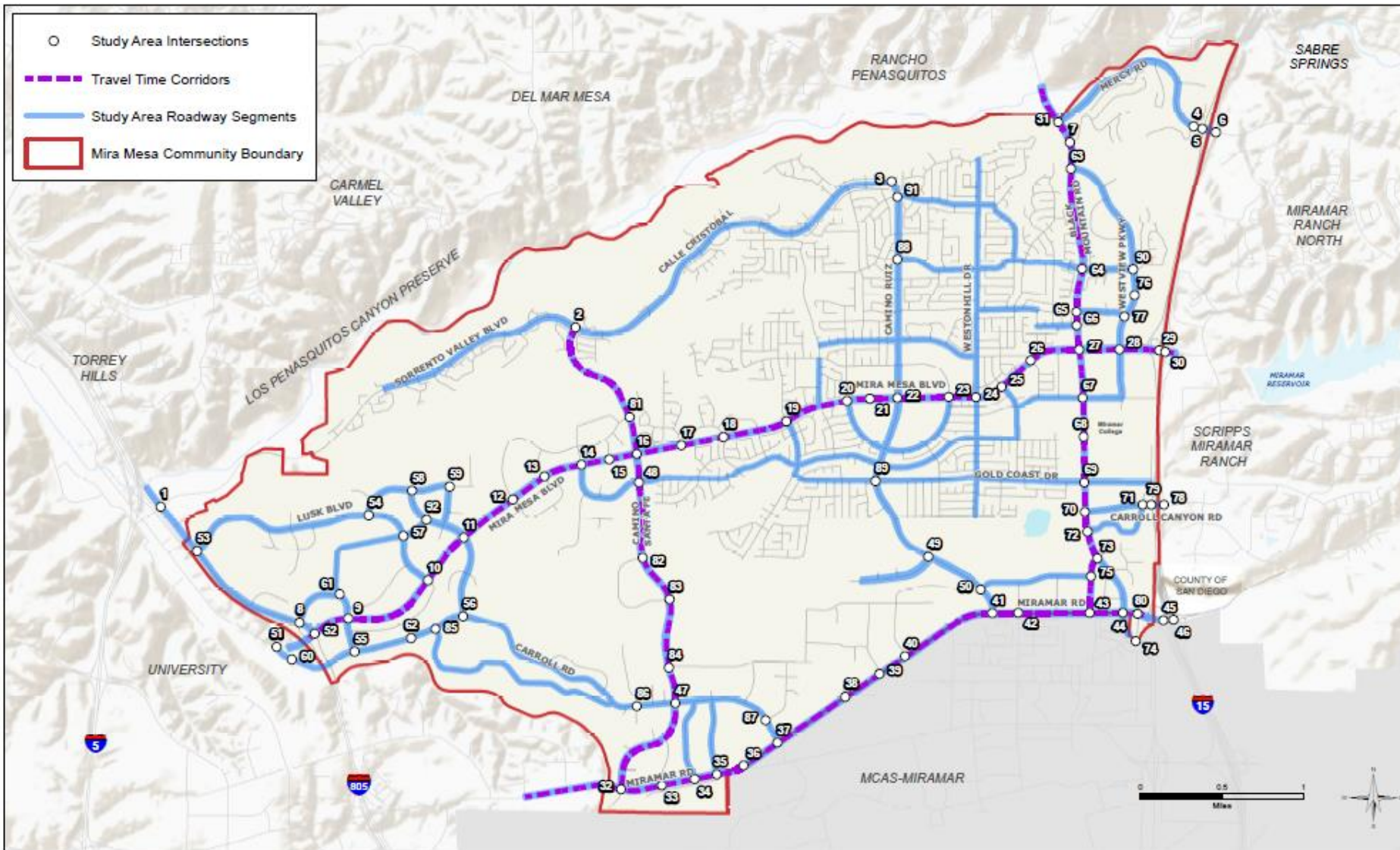
PERFORMANCE MEASURE				
<i>DEMAND</i>	<ol style="list-style-type: none"> <li>1. Pedestrian Priority Model (PPM)</li> <li>2. Peak period pedestrian counts</li> <li>3. Census-based mode share data</li> <li>4. Pedestrian route typology</li> </ol>	<ol style="list-style-type: none"> <li>1. Bicycle Demand Model (BDM)</li> <li>2. Peak period bicycle counts</li> <li>3. Census-based mode share data</li> </ol>	<ol style="list-style-type: none"> <li>1. Existing transit ridership information</li> <li>2. Census-based mode share data</li> <li>3. Potential demand based on census-based population density data</li> <li>4. Potential demand based on LODES employment density data</li> </ol>	Existing peak period turning movement counts and daily volume counts
<i>QUALITY</i>	Pedestrian Environment Quality Evaluation	Bicycle Level of Traffic Stress (LTS)	Station Quality - Presence of Amenities; Service Quality - Transit Speeds	<ol style="list-style-type: none"> <li>1. Roadway level of service</li> <li>2. Roadway travel time speed data</li> <li>3. Intersection level of service</li> <li>4. Freeway level of service</li> <li>5. Freeway ramp capacity</li> </ol>
<i>CONNECTIVITY</i>	<ol style="list-style-type: none"> <li>1. Pedestrian network and sidewalk inventory data</li> <li>2. Walkshed ratio evaluation</li> </ol>	<ol style="list-style-type: none"> <li>1. Low-stress connectivity evaluation</li> <li>2. Bikeshed ratio evaluation</li> </ol>	Quality Walk and Bicycle Ratios from Major Transit Stops*	VMT
<i>SAFETY</i>	Historic Pedestrian Collisions (5-Yr)	Historic Bicycle Collisions (5-Yr)	Historic Bicycle Collisions near a Transit Station/Stop (5-Yr)	Historic Auto Collisions (5-Yr)

## Study Area

Intersections: 92

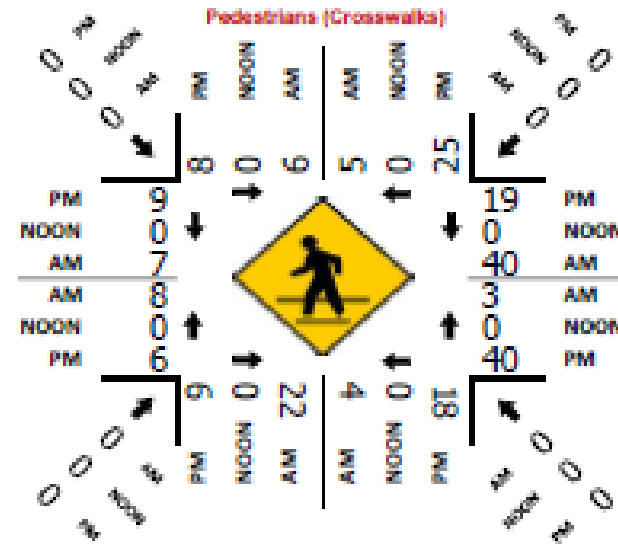
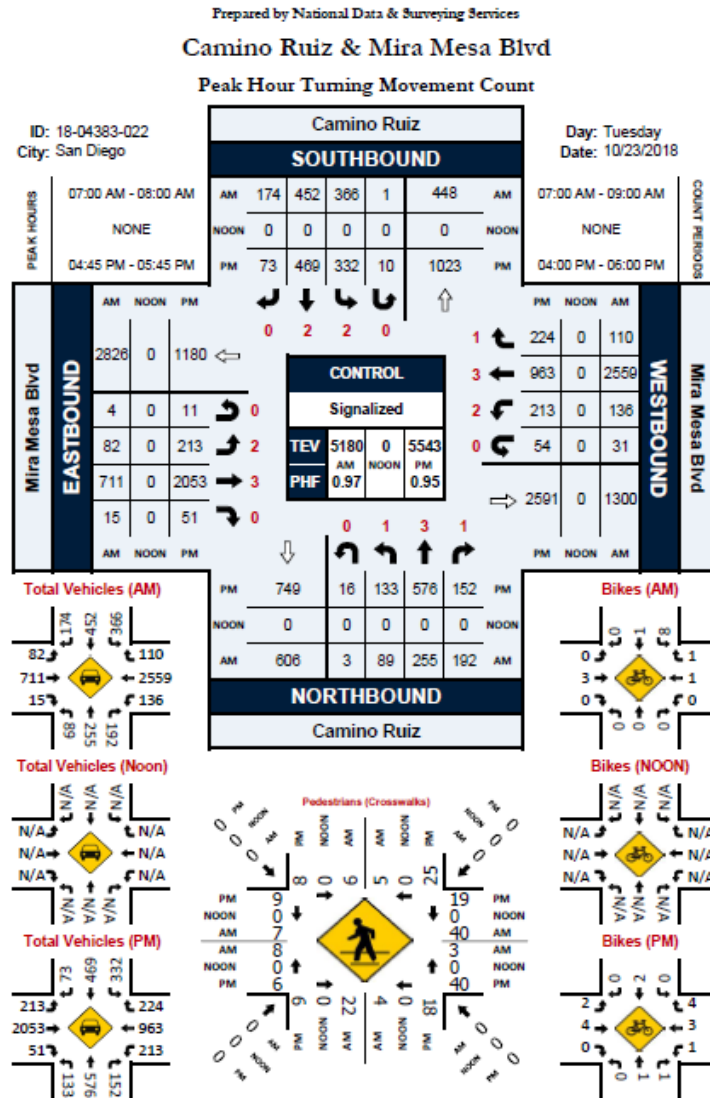
Roadway Segments: 144

Pedestrian Crossings at: 133 intersections





### Peak Hour Turning Movement Counts



## Contacted Property Owner:

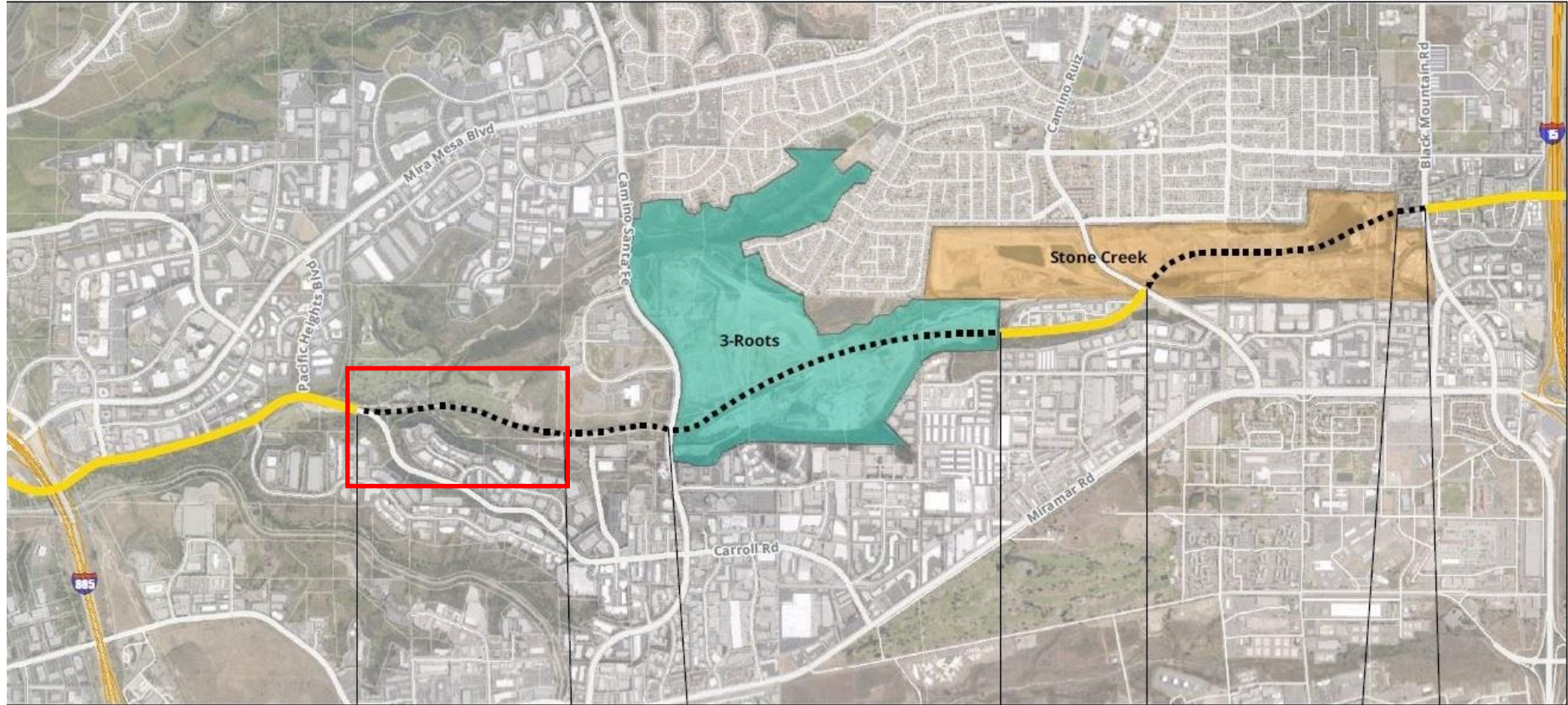
- Plans to keep rail for existing and future rail operations
- Areas without rail could be purchased from property owner





## Alignment Study

- City will study potential alignments of the cemetery segment of CC Road
- (red box)



Roadway Classification	4 Lane Collector	4 Lane Major	4 Lane Major	6 Lane Primary Arterial	6 Lane Primary Arterial	6 Lane Primary Arterial	4 Lane Major	4 Lane Major
PFFP Ref #	N/A	T-5A	T-5B	T-5C	N/A	T-6	N/A	T-7
Responsibility	Subdivider	City	3-Roots	3-Roots	Subdivider	Stone Creek	Stone Creek	City
Timing	Complete	Estimated FY 2025*			Complete	FY 2025 or later*		Complete

\* These are best estimates. The construction of these improvements is dependent on the timing of the Stone Creek and 3-Roots development projects.



## **Mobility Networks: The Balancing Act**

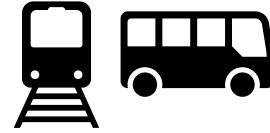
**We will walk through:**

1. Potential networks for each major mode type
  - **Pedestrians**
  - **Bicycles**
  - **Transit**
  - **Vehicles**
2. Goals of each modal network
3. Example of implementation tools and locations

**Looking to get feedback on:**

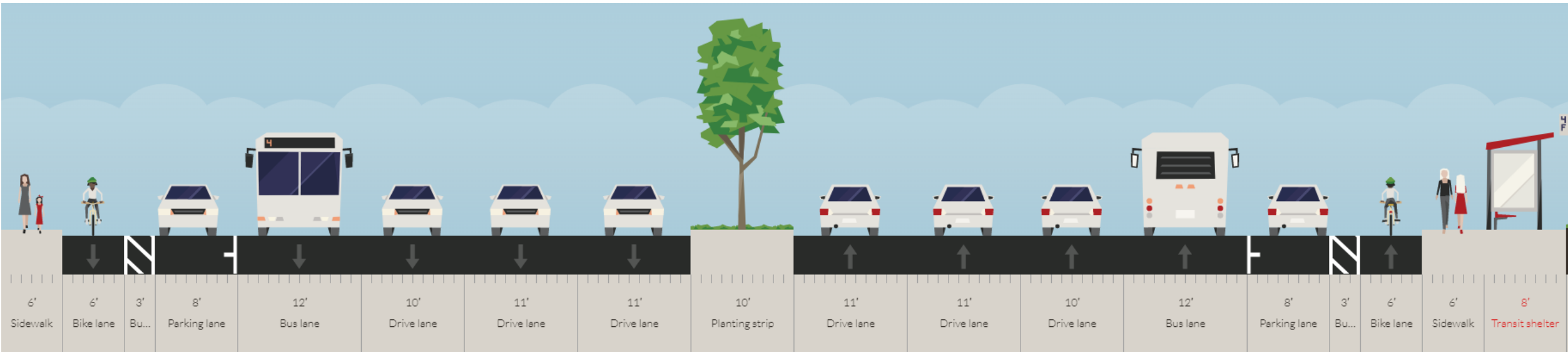
- Are goals in line with expectations?
- General preferences on the network
- How to prioritize conflicting network needs

## Tradeoffs



Roadway width to meet all needs: **132'**

Right-of-way width = **152'**

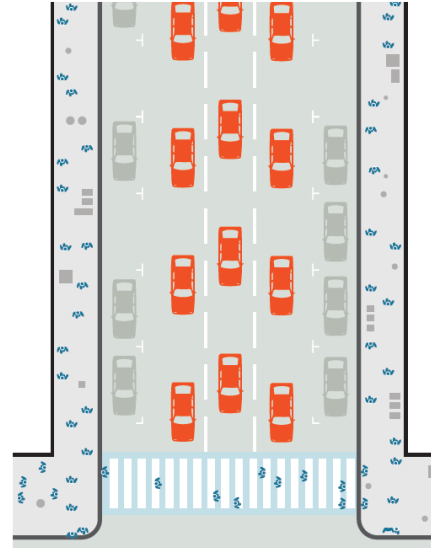


Source: StreetMix





Total capacity:  
12,300 people/h

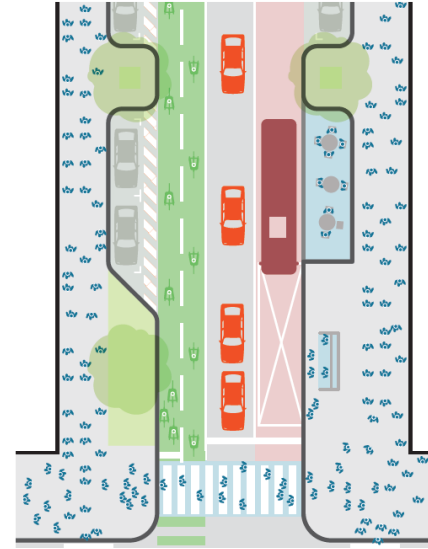


Hourly Capacity of a Car-Oriented Street

	4,500/h	x2	9,000 people/h
	1,100/h	x3	3,300 people/h
	0	x2	0 people/h



Total capacity:  
30,100 people/h

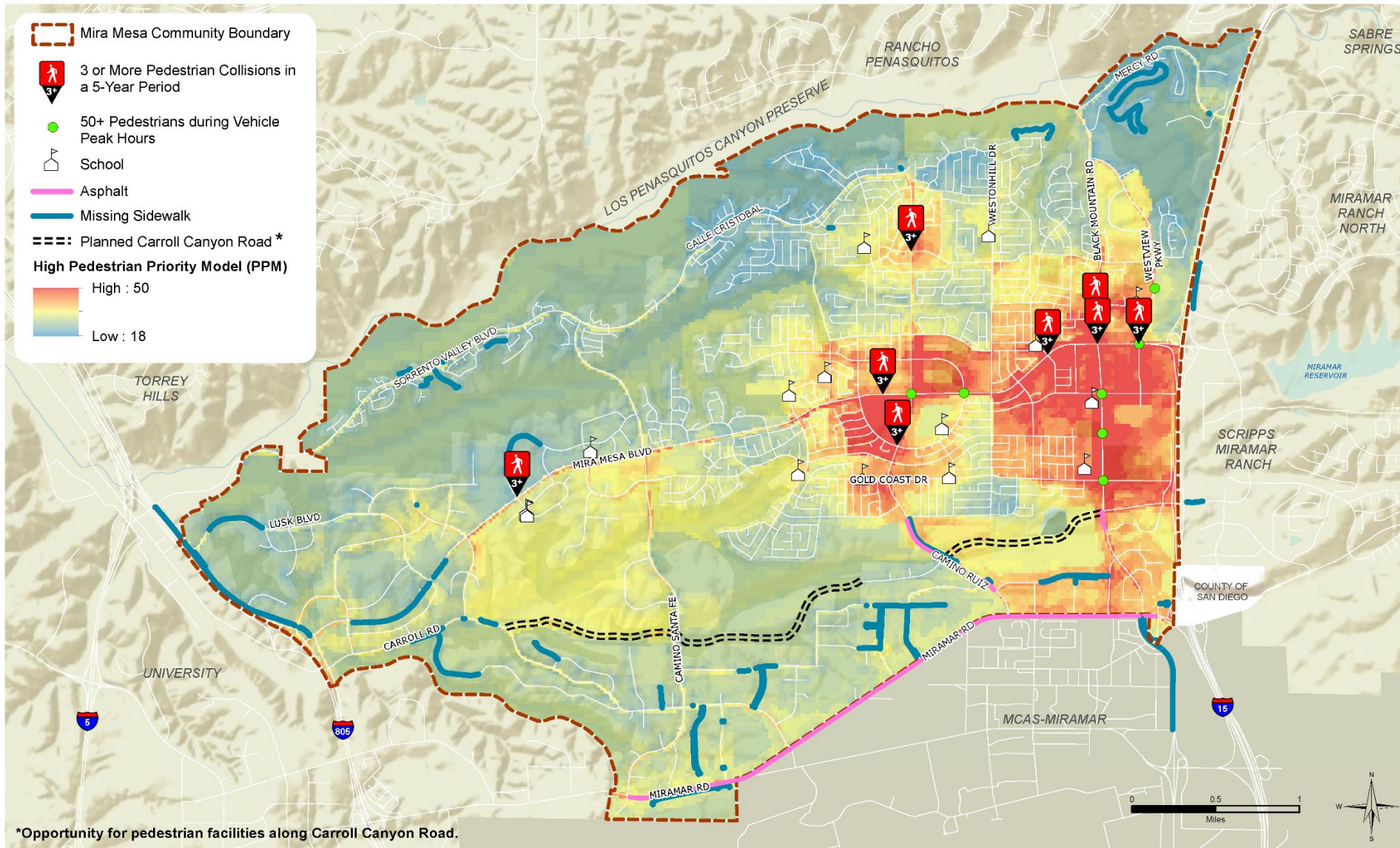


Hourly Capacity of a Multimodal Street

	8,000/h	x2	16,000 people/h
	7,000/h	x1	7,000 people/h
	6,000/h	x1	6,000 people/h
	1,100/h	x1	1,100 people/h
	0	x1	0 people

Source: @VisionZeroCA

## Pedestrian Network



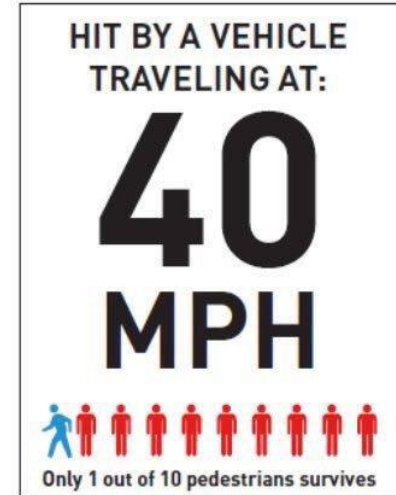
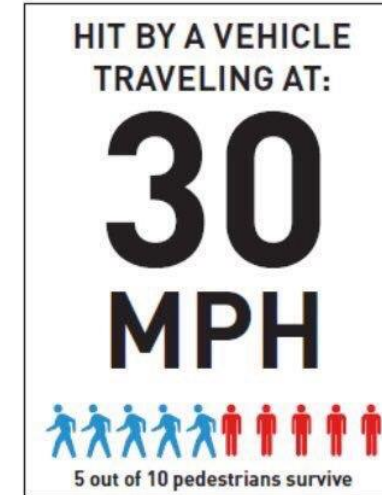
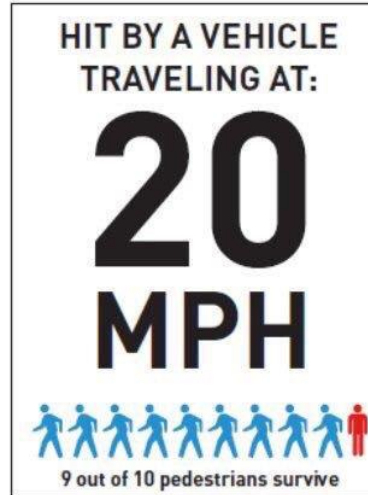
## Existing Conditions

- **Demand:**  
Retail, schools, parks, high-density housing
- **Safety**  
8 intersections with pedestrian concerns
- **Quality**
- **Connectivity**  
Missing/asphalt sidewalks



## Goals for Proposed Pedestrian Enhancements:

- Spot treatments –safety countermeasures
- Reduced crossing distances
- Address gaps in network
- First- and last-mile connections



Source: Seattle DOT

- Quality connections to schools, parks, transit stations
- District-level pedestrian interaction
- Connect land uses that create desire lines
- Regional connectivity to adjacent communities
- Reduce conflicts between pedestrians and vehicles

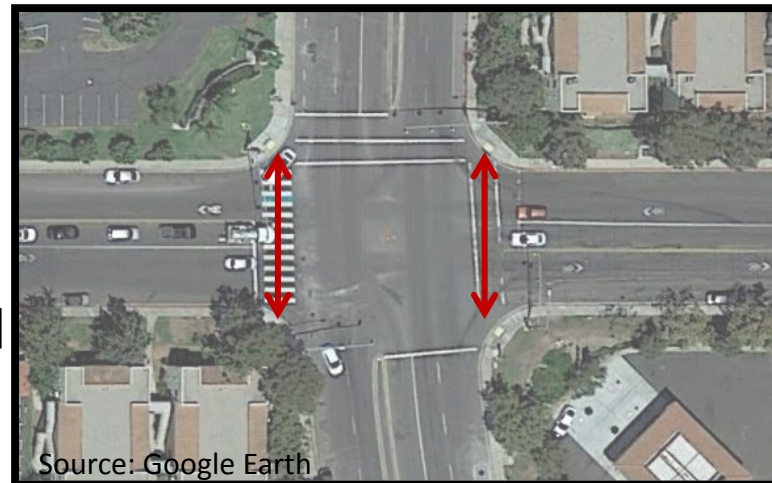
## Curb Extensions

- Reduces crossing distance
- Enhances visibility
- Encourage slower speeds
- Where parking exists
- Where mid-block crossings exist



### Potential Locations:

- Camino Ruiz
- Black Mountain Rd
- Westview Pkwy
- Pacific Heights Blvd
- Westonhill Dr



Major (N-S) does not have parking (Camino Ruiz, Black Mtn Rd)



Major (N-S) has parking (Westview, Pacific Heights Blvd, Westonhill Dr)

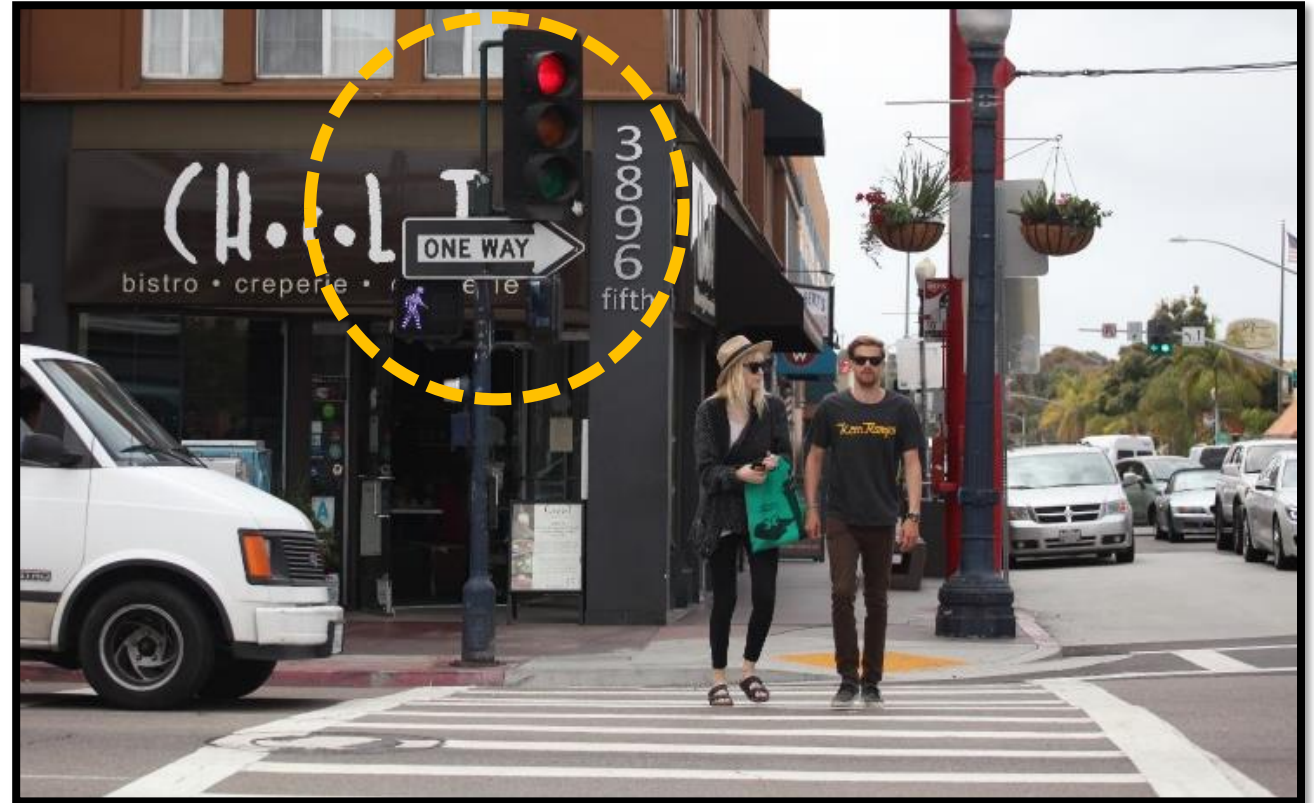


## Lead Pedestrian Intervals

- Reduces Pedestrian-vehicle collisions as much as 60% <sup>1</sup>
- Enhances visibility
- 3-7 second head start
- Where heavy turning traffic conflicts with pedestrians during permissive phases

### Potential Locations:

- Mira Mesa Blvd - high ped demand areas
- Calle Cristobal – high ped demand areas
- Camino Ruiz / Capricorn Way
- Camino Ruiz / Reagan Rd
- Miramar Rd – transit stop crossings



5<sup>th</sup> Avenue and University Avenue (Hillcrest)

Source: "Safety Effectiveness of Leading Pedestrian intervals Evaluated by a Before-After Study with Comparison Groups"



## Rectangular Rapid Flashing Beacons

- Enhances visibility for pedestrians at mid-block crossing
- Where mid-block crossing occurs and yield rates are low
- Where pedestrian volumes fluctuate such as near schools

### Potential Locations:

- San Ramon Dr / Pagoda Way
- Gold Coast Dr / Baroness Ave
- Montongo St / Goleta Rd



Source: Google Earth

Parkdale Ave & Bendigo Rd (Challenger Middle School)

## Close Sidewalk Gaps

- Where feasible
- Where desire lines are not served

### Potential Locations:

- Carroll Rd (Pacific Heights Blvd to Fenton Rd)
- Camino Ruiz (Jade Coast Rd to Carroll Canyon Rd)
- Activity Rd (N side)
- Miramar Rd (Widen N side)

## Pedestrian Bridges

CITY OF SAN DIEGO, CALIFORNIA

CURRENT

COUNCIL POLICY

SUBJECT: INSTALLATION OF PEDESTRIAN SEPARATION STRUCTURE

POLICY NO.: 800-01

EFFECTIVE DATE: January 16, 1975

PURPOSE:

The purpose of the policy is to establish minimum criteria for the installation of pedestrian separation structures.

GENERAL:

When justified and properly designed, a pedestrian separation structure may achieve these results:

A. Effect orderly traffic movement.

B. Provide maximum safety and minimum delay for pedestrians and vehicles.

C. Achieve this safety more economically.

JUSTIFICATION:

Only those locations meeting the following warrants should be considered for pedestrian separation structures.

WARRANTS:

A. Unsignalized Locations

The installation of a pedestrian separation structure at an unsignalized crossing of a major street may be justified when all of the following conditions are met:

1. Major street volume exceeds 3,000 vehicles in a continuous four-hour period.

2. Minor street volume is less than 125 vehicles in the same continuous four-hour period.

3. Pedestrian volume crossing the major street exceeds 300 in the same continuous four-hour period. A child under 12 years of age is the equivalent of 2.5 pedestrians for the purpose of this warrant.

4. There is no existing or programmed traffic signal within 750 feet of the proposed structure.

5. The 85 percentile speed of vehicle on the major street exceeds 30 miles per hour.

6. It is feasible to physically prohibit pedestrians from crossing the major street in the immediate vicinity of the proposed structure.

7. The area is substantially developed and the traffic patterns and volumes are stabilized.

8. An economic analysis indicates that for a ten-year period, a pedestrian separation structure will be less expensive than a traffic signal.

B. Signalized Intersection

The installation of a pedestrian separation structure at or adjacent to a signalized intersection may be justified when all of the following conditions are met:

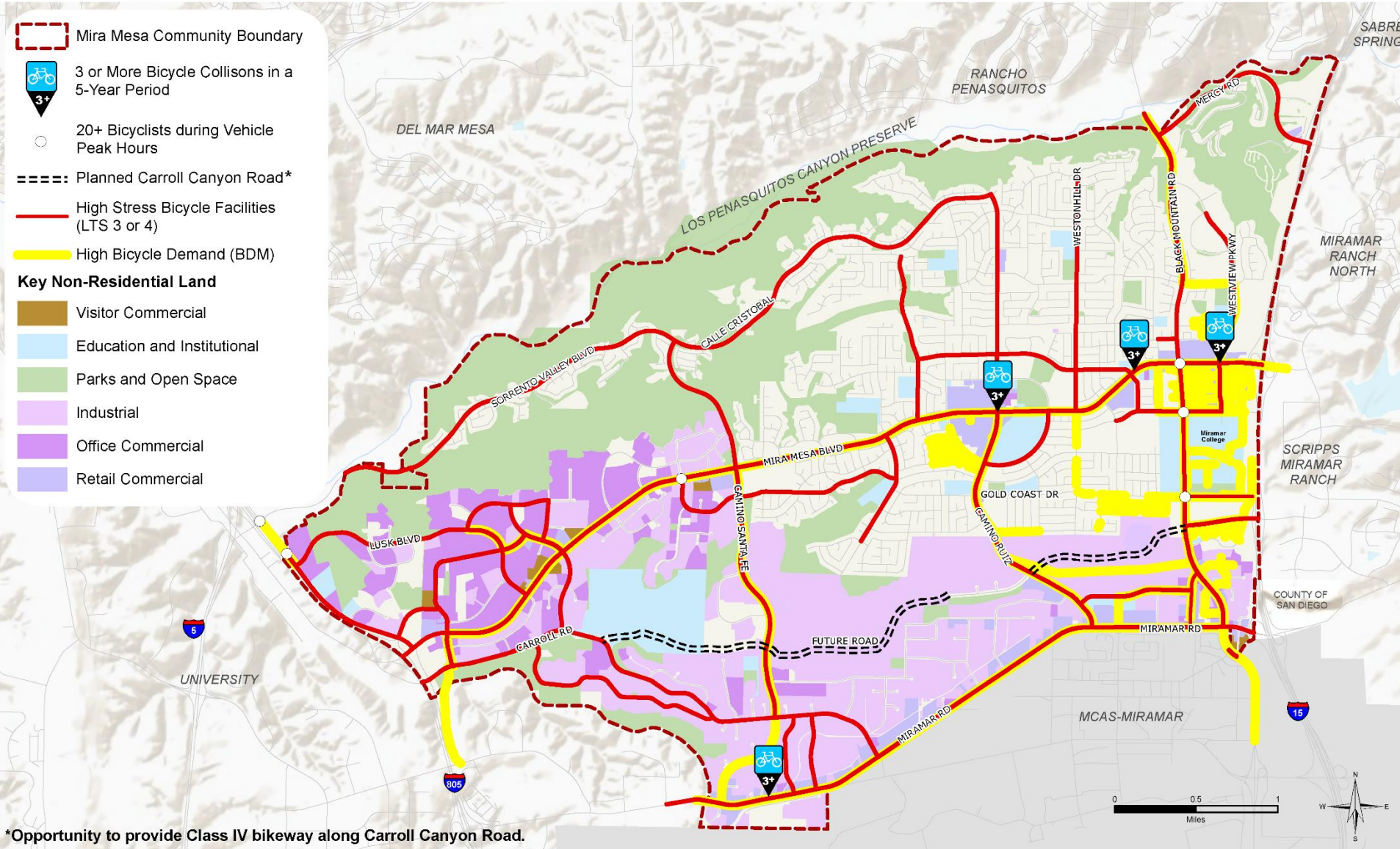
1. Street width, existing or planned, exceeds 78'.

CP-800-01

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# Bicycle Network



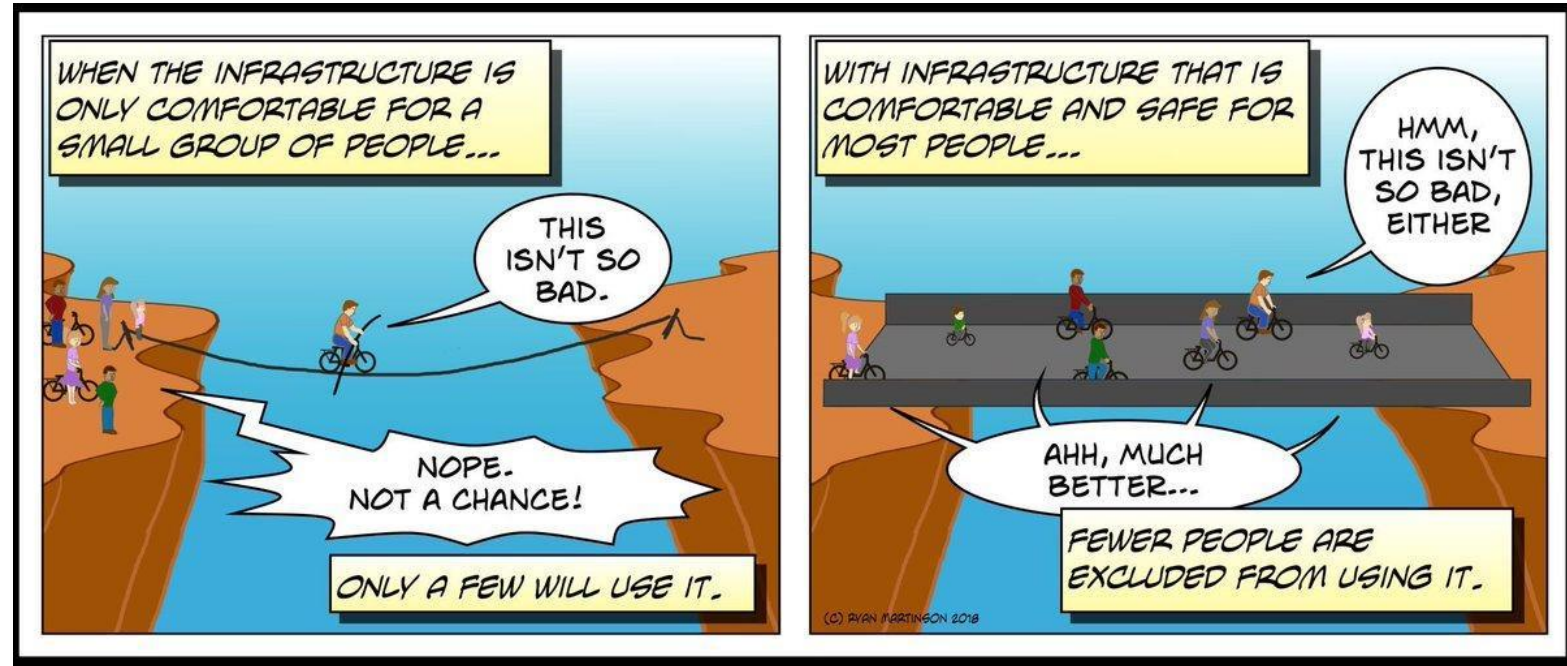


## Existing Conditions

- Demand:** Retail, schools, transit
- Safety** 4 intersections with bicycle concerns; 3 on Mira Mesa Blvd
- Quality** No low-stress connections from major transit stations; All high-stress on major roadways

## Goals for Proposed Bike Network:

- Low-stress bike routes to schools, parks, and retail
- Intersection treatments on major corridors and crossings
- Traffic volume and speed management on minor corridors
- Minimal parking removal
- Eliminate bike lanes that abruptly end
- Consider short-haul and long-haul routes
- Provide local trips and regional connectivity



Source: Ryan Martinson

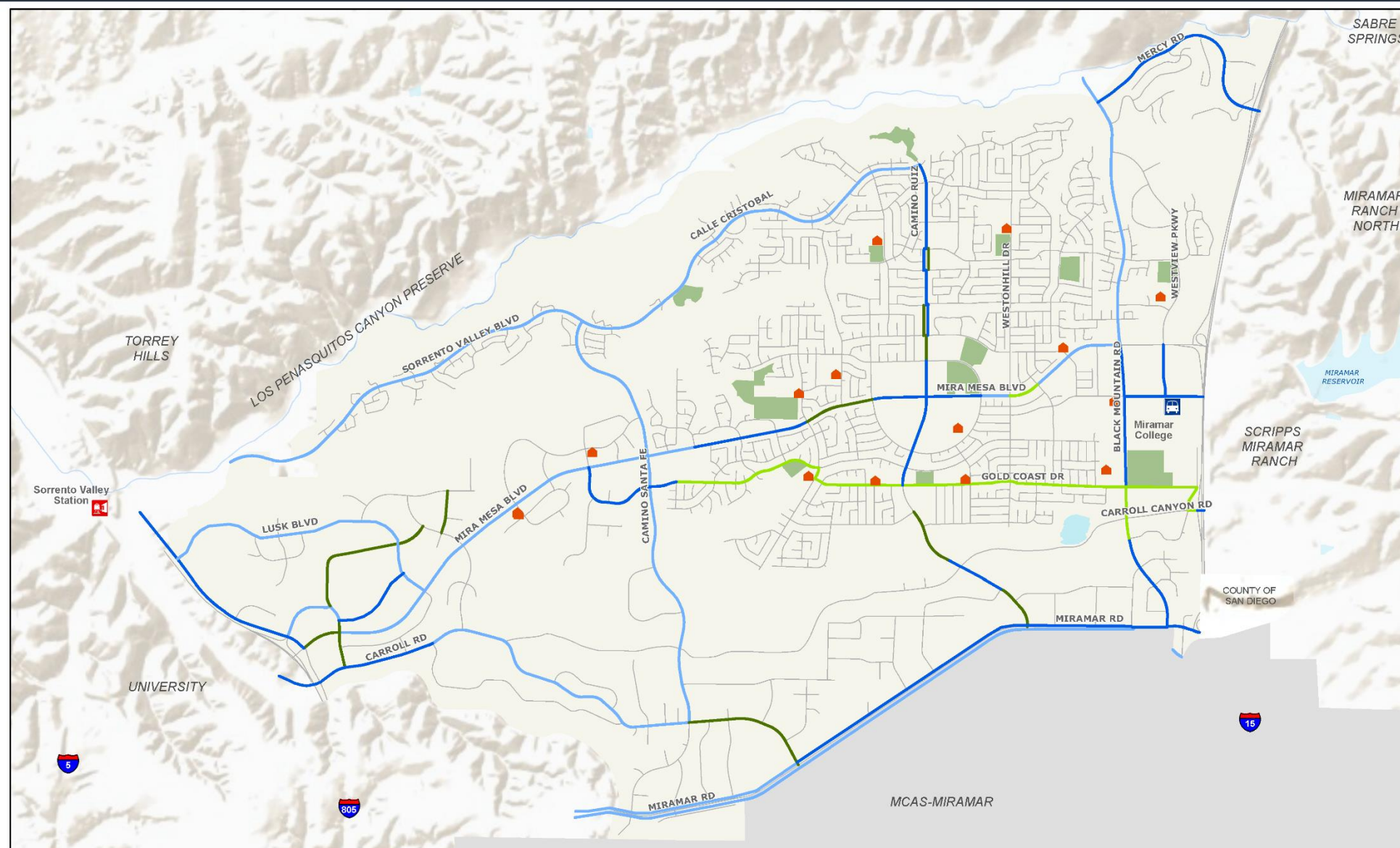




## Existing Bike Network

Class II Bike Lanes

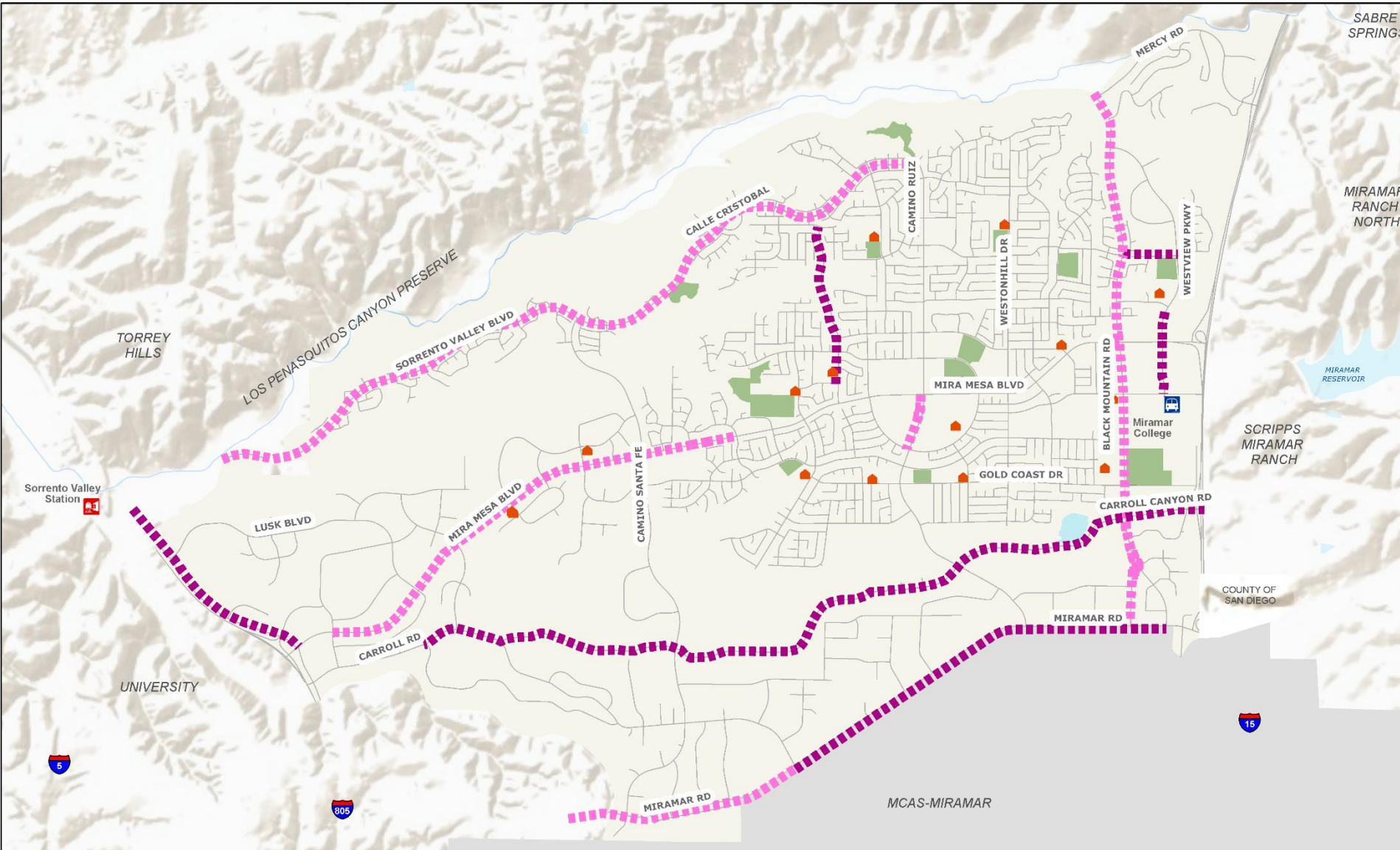
Class III Bike Routes





Proposed Bike Network

Class IV Bikeways





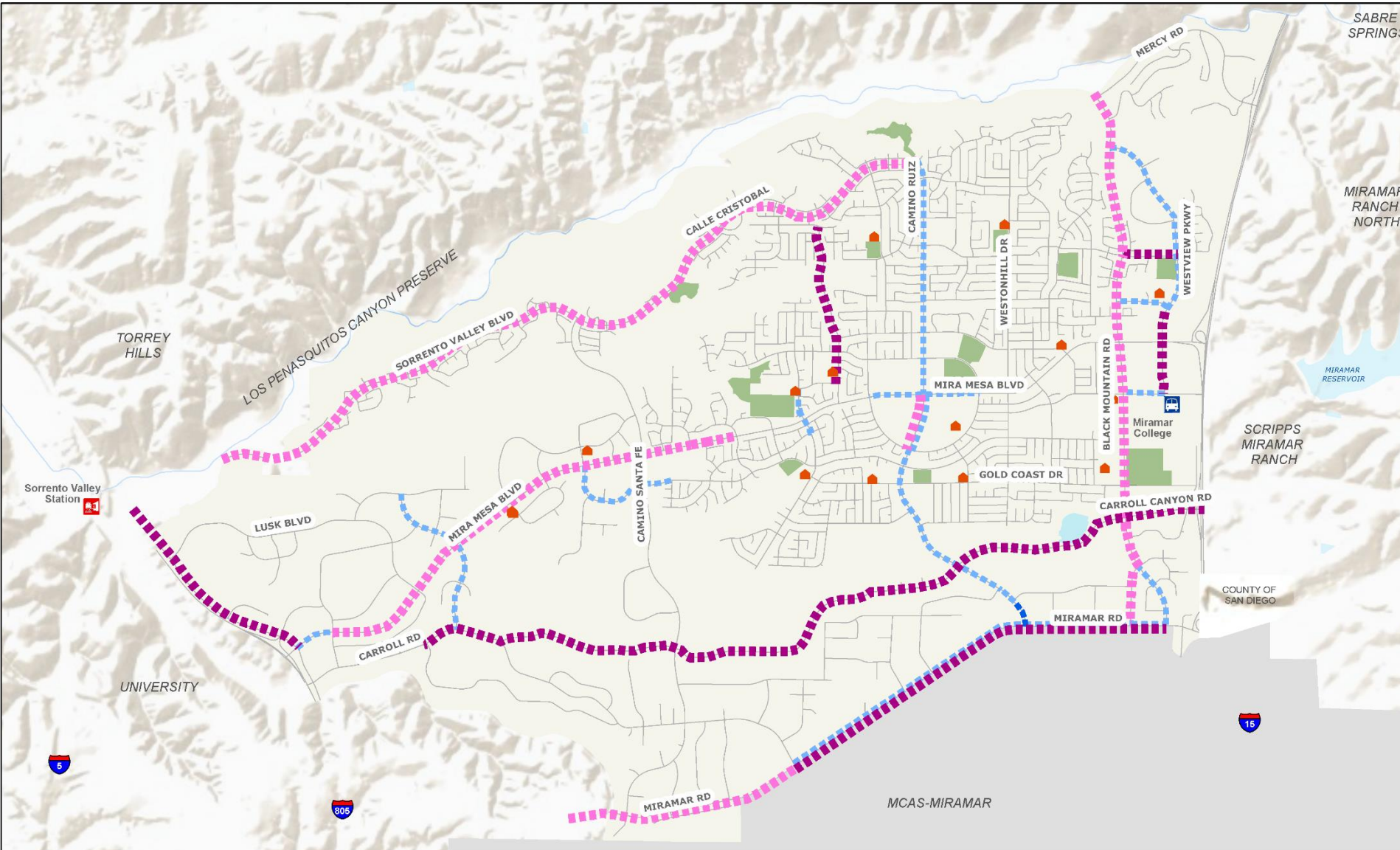


## Proposed Bike Network

Class IV Bikeways

+

Class II Bike Lanes







## Proposed Bike Network

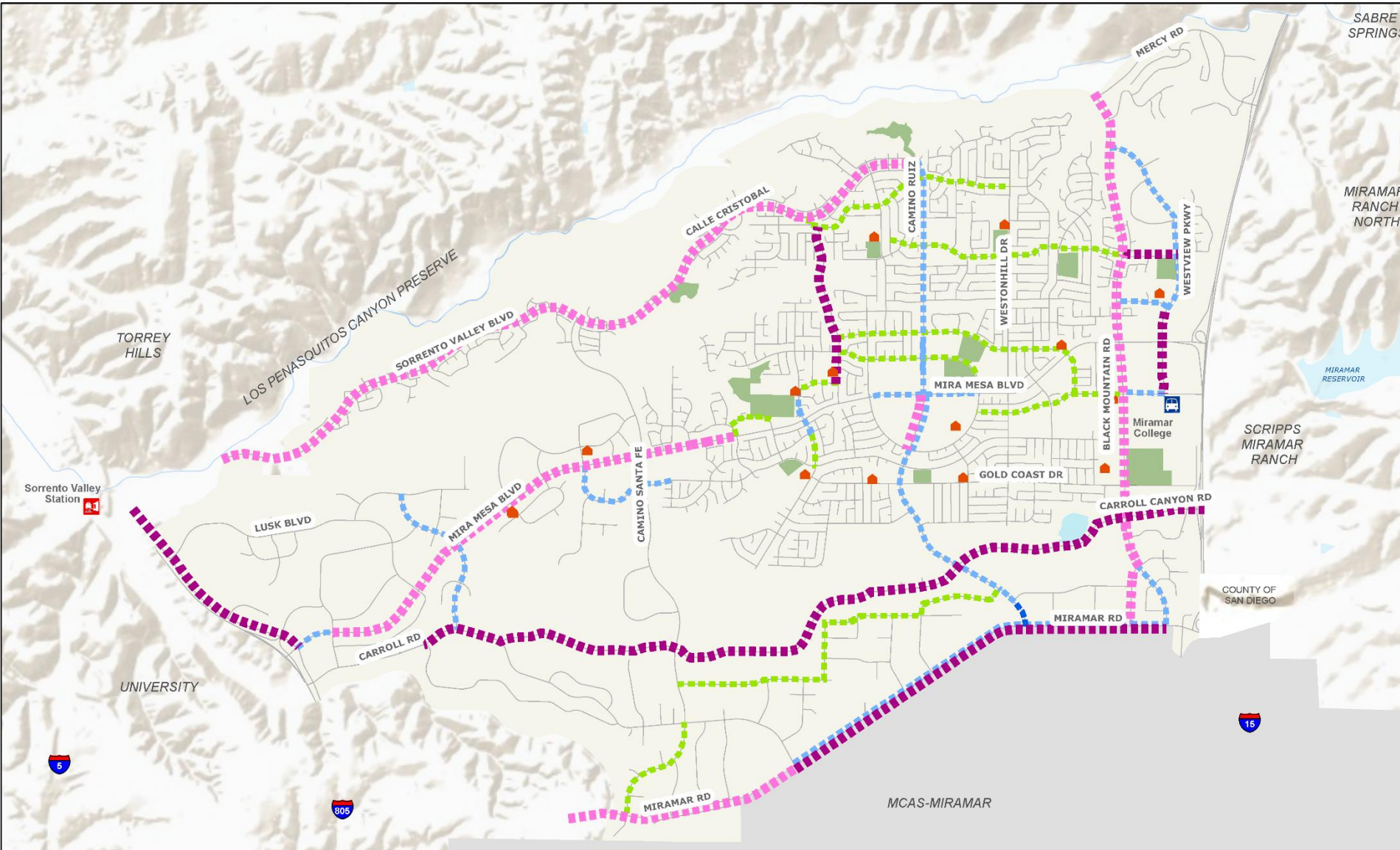
Class IV Bikeways

+

Class II Bike Lanes

+

Class III Bike Routes







## Proposed Bike Network

Class IV Bikeways

+

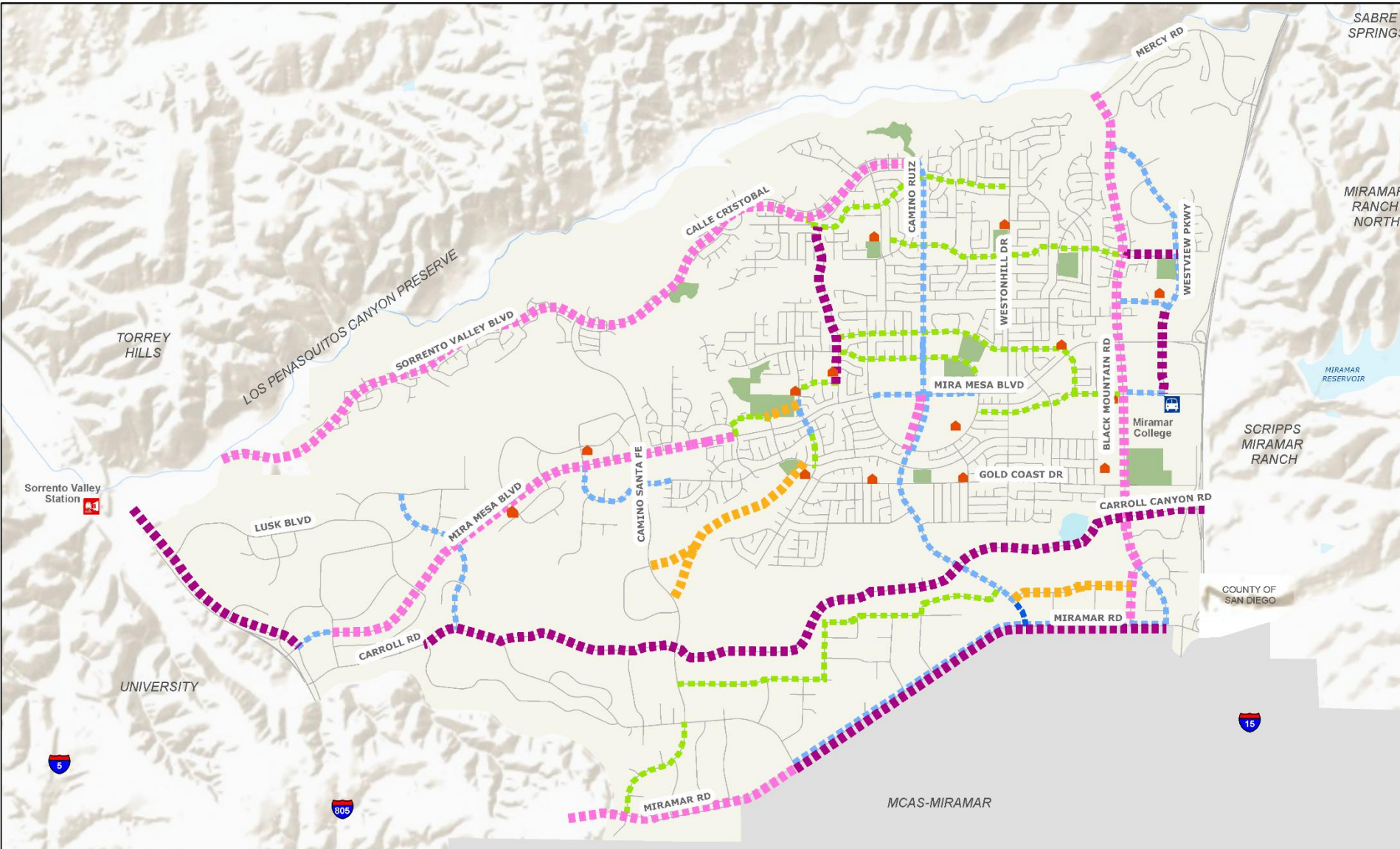
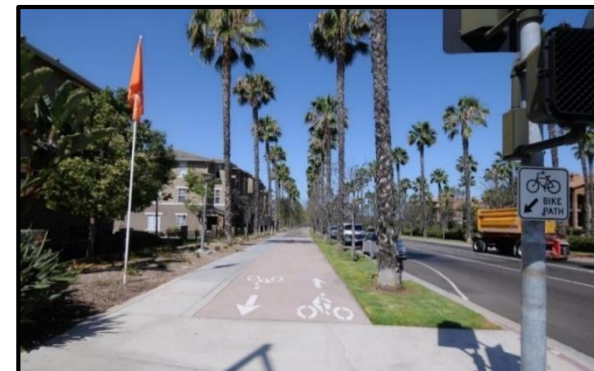
Class II Bike Lanes

+

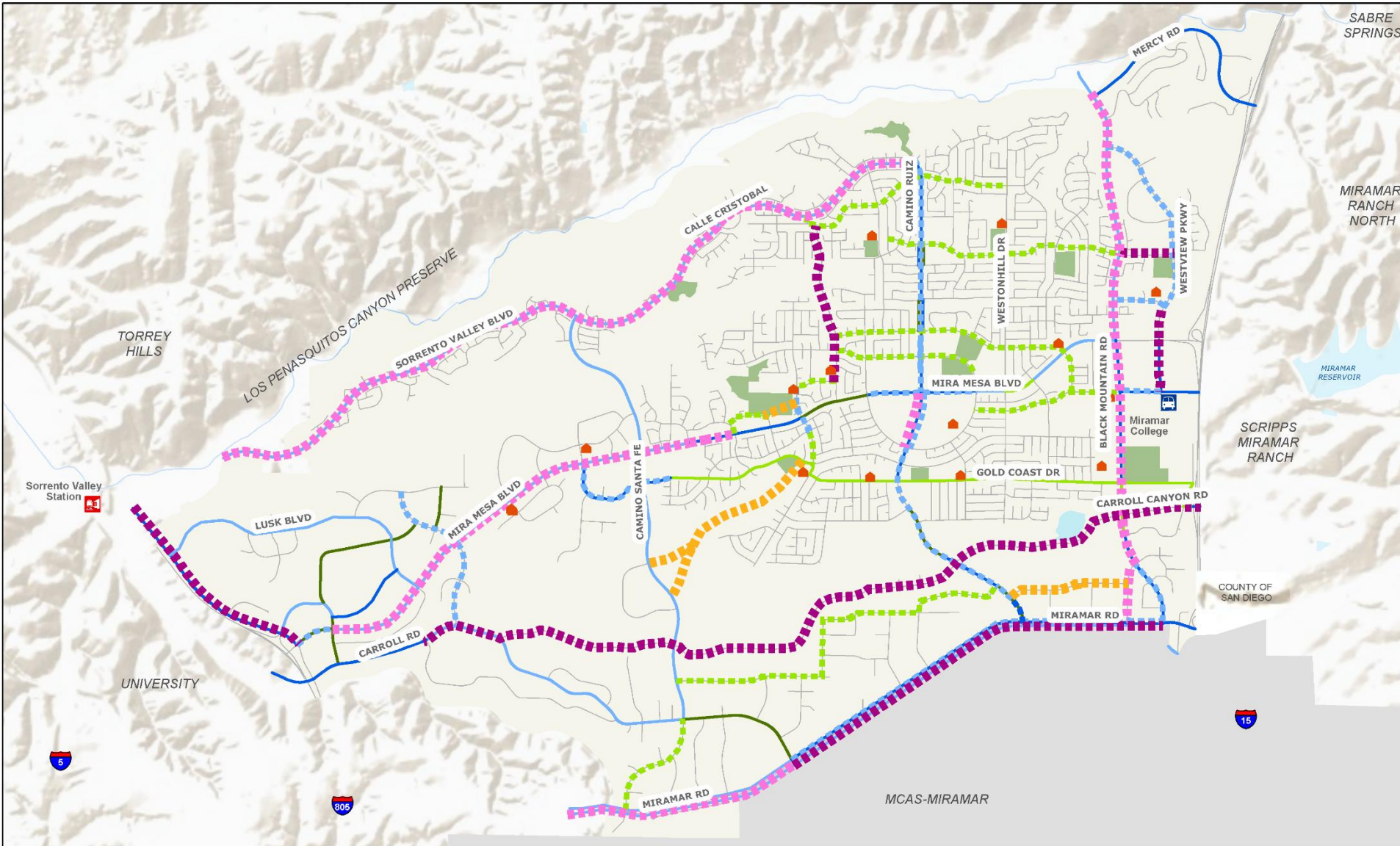
Class III Bike Routes

+

Class I Paths/Trails







Proposed Bike Network

+

Existing Bike Network



Class IV – One-Way Cycle Track

Potential Locations:

- Mira Mesa Blvd (Scranton Rd to Schilling Ave / Caminito Alvarez)
- Calle Cristobal
- Black Mountain Rd
- Miramar Rd (W of Carroll Rd)



Class IV – Two-Way Cycle Track

Potential Locations:

- Miramar Road (S Side) (E of Carroll Rd)
- Montongo St (W Side)
- Carroll Canyon Rd
- Vista Sorrento (W Side)
- Westview Pkwy (Galvin Ave to Hillery Dr)
- Capricorn Way (Black Mountain Rd to Westview Pkwy)



Class I – Multi-Use Path

Potential Locations:

- Trail connection from Flanders to Camino Santa Fe
- Rails to trails between breweries in Southern industrial area
- Connection from Dabney Dr to Parkdale Ave parallel to Mira Mesa Blvd
- Activity Road
- Connection from Santa Armintha Ave to Acama St (trail / bridge)





Class II – Bike Lane

Potential Locations:

- Camino Ruiz
- Westview Parkway
- Pacific Heights Blvd
- Galvin Ave
- Mira Mesa Blvd (Schilling to Black Mountain Rd)



Class III – Bike Route

Potential Locations:

- Aquarius Dr
- Capricorn Way
- Flanders Dr
- Westmore Rd / Marbury Ave
- Gold Coast Dr
- Hillery Dr
- Alcamo Rd
- Scranton Rd / Barnes Canyon Rd
- Trade St, Trade Pl, Arjons Dr, Miralani Dr

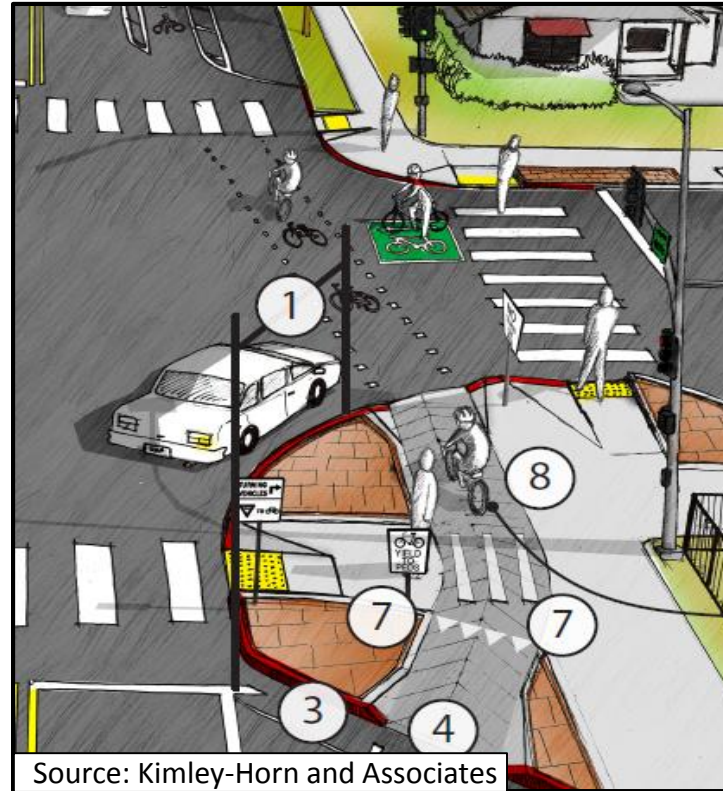
[www.PlanMiraMesa.org](http://www.PlanMiraMesa.org)

## Bike Intersection Treatments



### Bike Box

- Enhances visibility
- Prevents right-hook scenario
- Bikes get ahead of queued traffic during red time
- Provides protection for pedestrians



### Bend Out & Two-Stage Left-Turn Box

Bend out:

- Reduces right-hook conflict
- Enhances visibility (peds and bikes)

Two-Stage Left-Turn Box

- Improves comfort for left turns



### Protected Intersection

- Reduces crossing distance
- Enhances visibility
- Encourage slower speeds
- Where parking exists

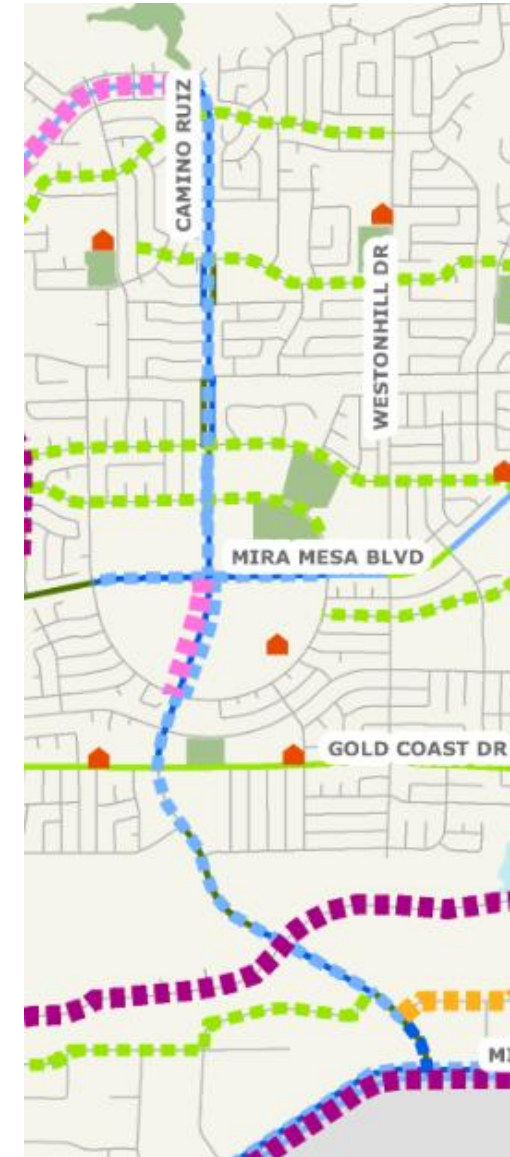
**Tradeoff:** Eliminates exclusive right-turn lanes and right-turn on red



## Bike Intersection Treatments

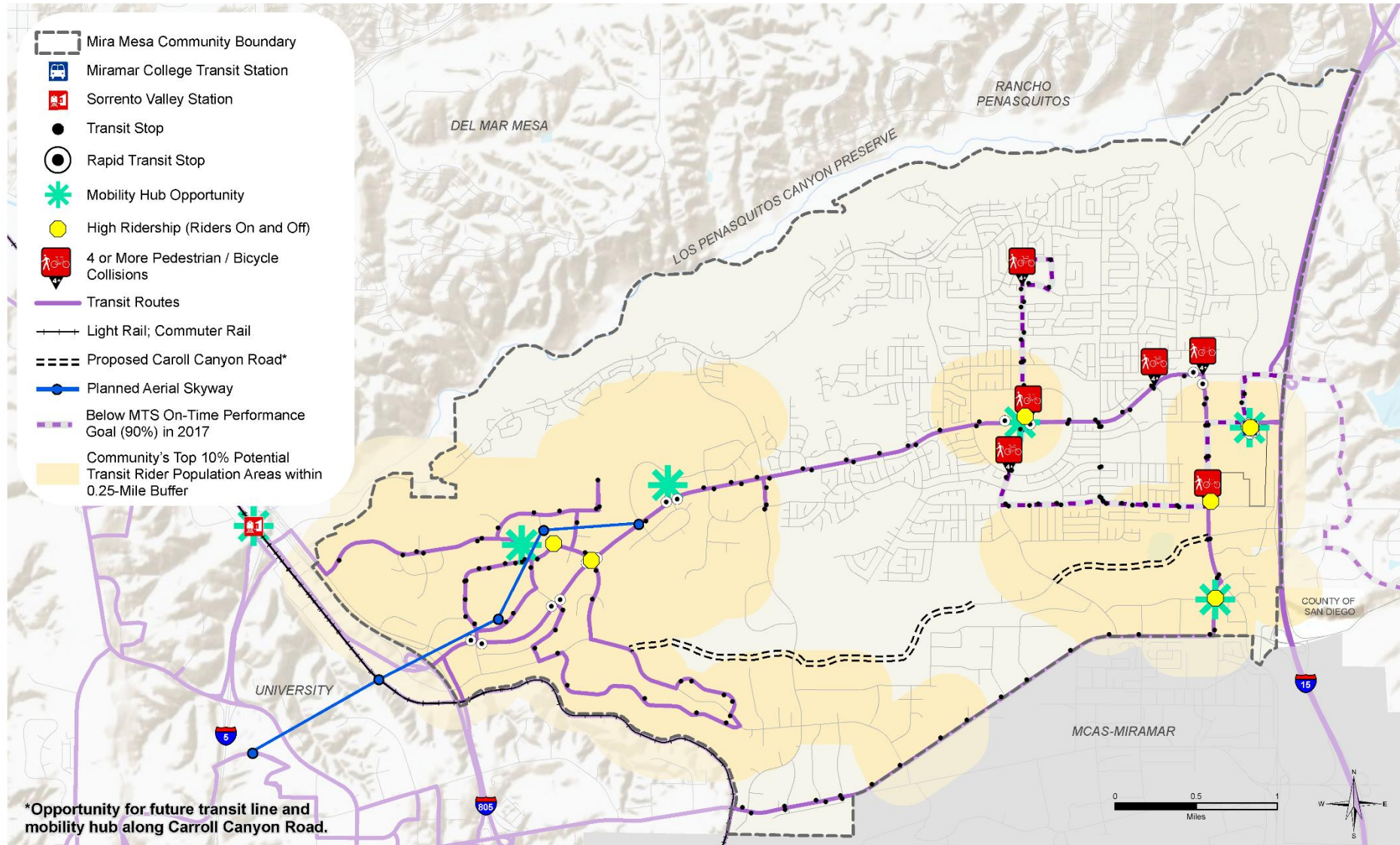
### Potential Locations:

- Mira Mesa Blvd / Pacific Heights Blvd
- Mira Mesa Blvd / Camino Ruiz
- Camino Ruiz / Capricorn Way
- Camino Ruiz / Reagan Rd
- Camino Santa Fe / Flanders Dr
- Black Mtn Rd / Hillery Dr
- Black Mtn Rd / Gemini Ave





# Transit Network



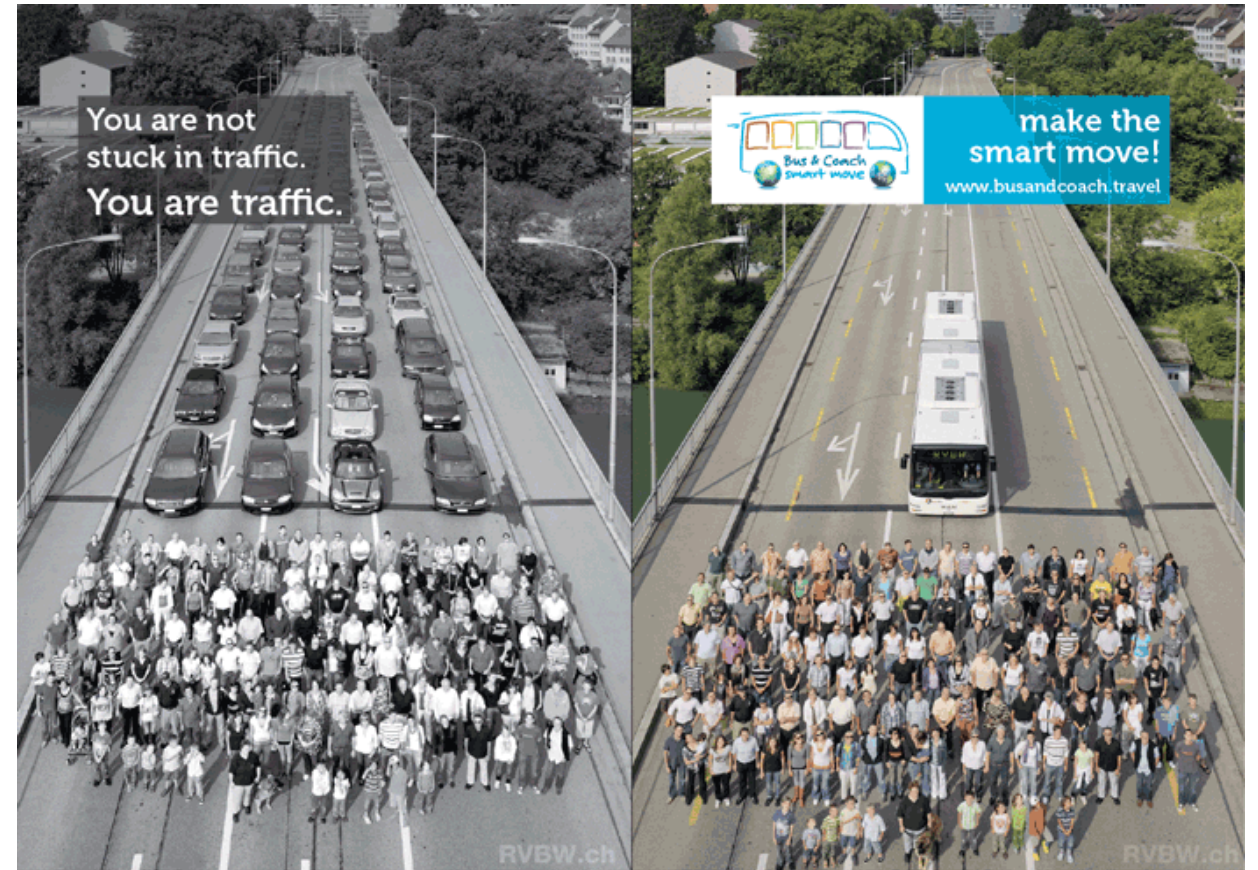
## Existing Conditions

- **Demand:**  
1 major transit station; top 10 stops on Mira Mesa Blvd and Black Mtn Rd
- **Safety**  
7 intersections with ped/bike concerns near transit stops
- **Quality**  
Low quality amenities
- **Connectivity**  
Little to no quality connections for peds or bikes



## Opportunities / Considerations for Proposed Transit Network

- Mobility hubs
- Bus Rapid Transit line along Carroll Canyon Road
- Transit signal priority
- Anticipate proposed regional transit planning projects:
  - Aerial skyway stations
  - Sorrento Valley Station relocation
- Bus-only lanes / Flexible lanes
- Improve underperforming routes
- Improve transit stops
- Quality first- and last-mile connections



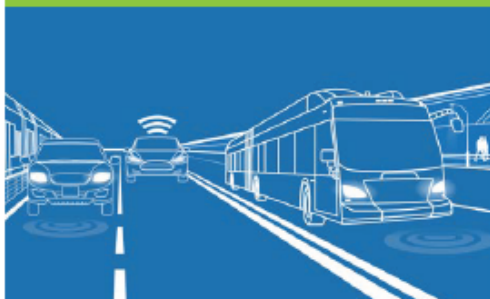
Source: Busandcoach.travel



## 5 BIG MOVES

Transportation technology is evolving and changing how we travel daily. Embracing these innovations, the 5 Big Moves will enhance connectivity, increase sustainability, and improve quality of life. The 2021 Regional Plan will synchronize the 5 Big Moves to deliver a fully integrated, world class transportation system.

### COMPLETE CORRIDORS



**The backbone of a complete transportation system that leverages technology, pricing, and connectivity to repurpose how both highways and local roads are used**

Complete Corridors increase safety, capacity, and efficiency; provide dedicated space for high-speed transit and other pooled services; manage demand in real-time; and maximize use of existing roadways. Local roads are designed and operated to equally accommodate all users, including transit, bikes, and pedestrians.

### TRANSIT LEAP



**A complete network of high-capacity, high-speed, and high-frequency transit services that incorporates new transit modes and improves existing services**

These routes will connect travelers to their homes, jobs, and other major destinations as fast or faster than driving.

### MOBILITY HUBS



**Places of connectivity where a variety of travel options converge to deliver a seamless travel experience**

Mobility Hubs are aligned with the Transit Leap and offer numerous shared mobility services, enhanced bike and pedestrian infrastructure, and supporting amenities that work for every traveler and trip, all in the heart of the communities where people live, work, and play.

### FLEXIBLE FLEETS



**On-demand, shared, electric vehicles that connect to transit and travel between Mobility Hubs along the network of Complete Corridors**

Diverse vehicles — including micromobility, like bikes and scooters, microtransit, and rideshare — provide personalized solutions for different types of trips and environments. In the future, driverless vehicle fleets will communicate to each other and surrounding infrastructure to make safe and timely connections.

### NEXT OS



**The “brain” of the transportation system**

An integrated platform that will make all of the strategies work together by connecting users, transportation service providers, and infrastructure to orchestrate more efficient movement of people and goods. This holistic approach enables real-time data exchange for seamless multimodal travel, more accessible and cost-effective travel with a single payment and ticket, and dynamic pricing and incentives to balance network performance. This regional system manages supply and demand, drives system-wide optimization, and facilitates increased use of existing transportation systems to achieve desired goals around climate, environment, safety, and mobility.

Source: SANDAG 5 Big Moves

## Mobility Hubs

### Potential Locations:

- Miramar College Transit Station
- Mira Mesa Blvd / Camino Ruiz
- Black Mountain Rd / Activity Rd
- Genetic Center Dr / Sequence Dr
- Lusk Blvd / Pacific Center Blvd
- Sorrento Valley Station
- Carroll Canyon Rd

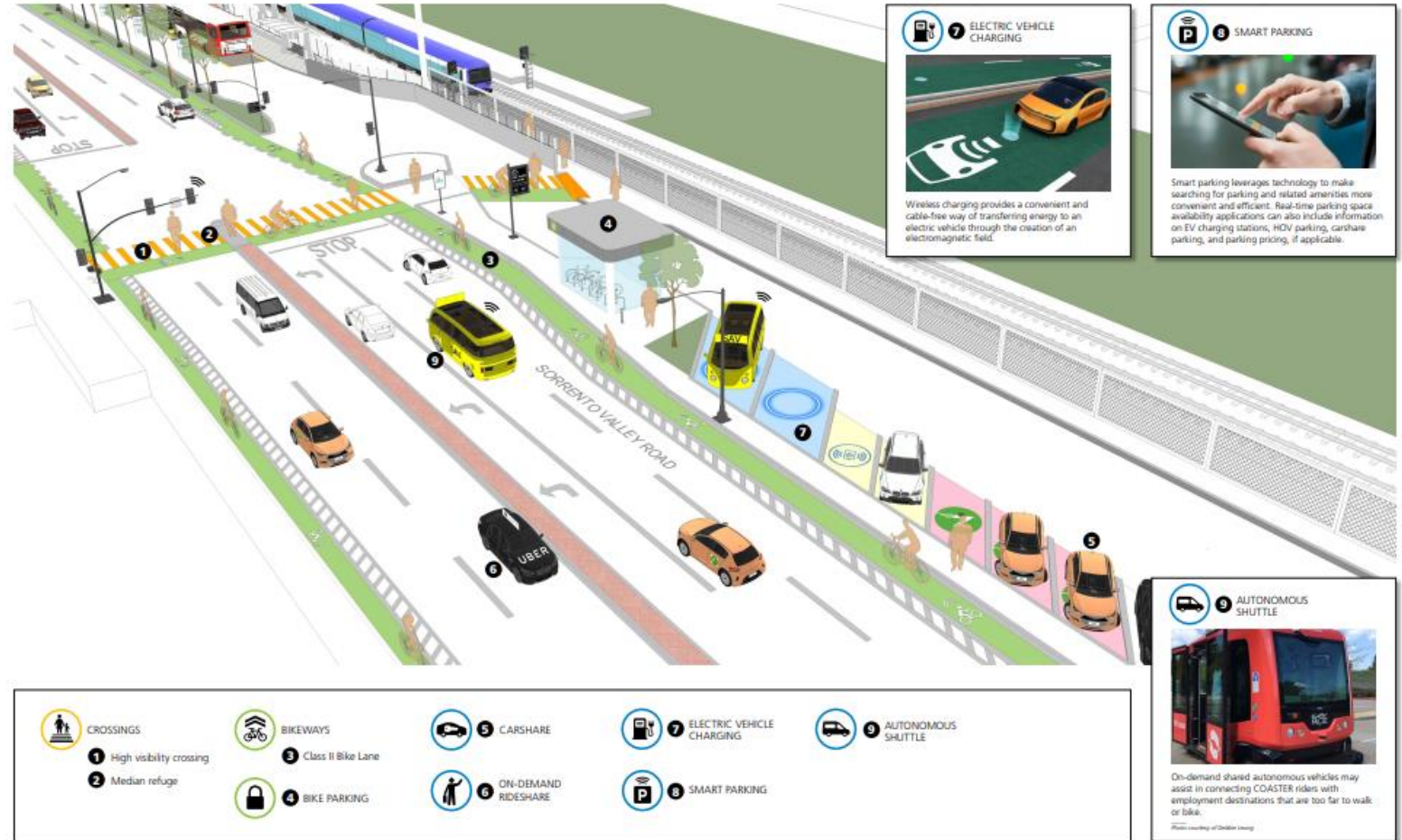


Source: SANDAG Mobility Hubs

REGIONAL MOBILITY HUB IMPLEMENTATION STRATEGY

### Sorrento Valley COASTER Station (Mobility Hub Concept)

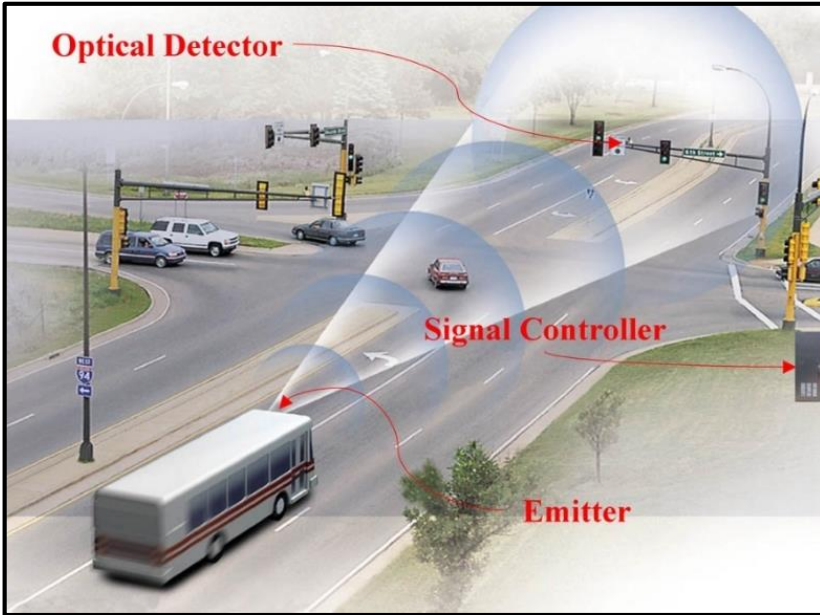
**SANDAG** IBI Defining the cities of tomorrow



Source: SANDAG Mobility Hubs

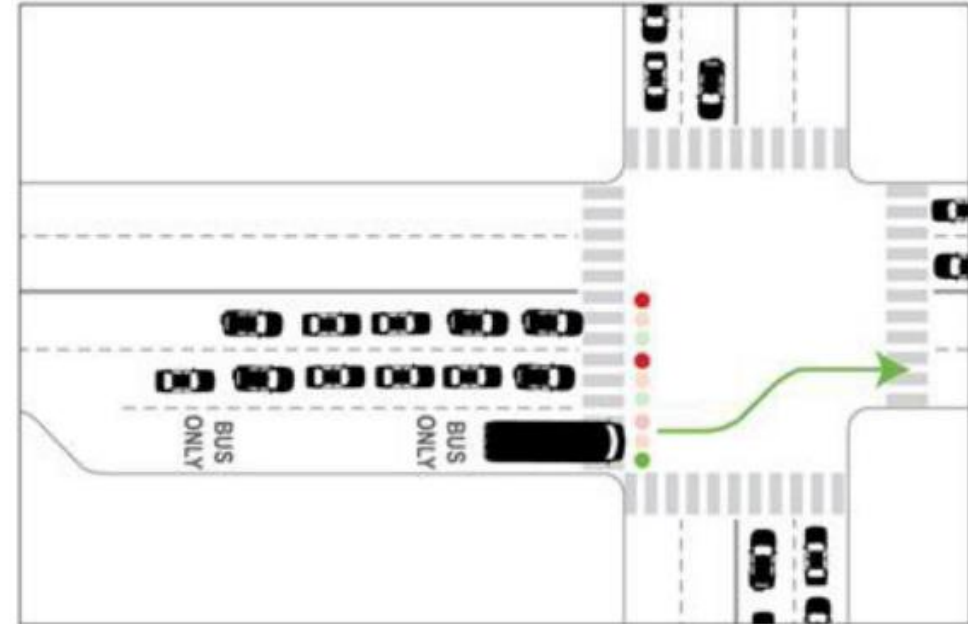


## Transit Signal Priority



Source: NACTO

## Queue Jumps



Source: MTO Transit-Supportive Guidelines

Potential Locations:

- Mira Mesa Blvd
- Miramar Road
- Black Mountain Road
- Hillery Drive WB left turns to Miramar College Transit Station

## Stop Enhancements

### Potential Locations:

- Black Mtn Rd (S of Mira Mesa Blvd)
- Barnes Canyon Rd
- Gold Coast Dr
- Lusk Blvd
- Miramar Rd (E of Camino Ruiz)



Source: SDMTS



**Sorrento Valley Skyway Feasibility Study**



Prepared for:



Prepared by:



**FINAL REPORT:**  
January 2017

**Sorrento Valley Skyway  
Feasibility Study (2017)**

**Project Report  
For  
I-5/Sorrento Valley Road Interchange Improvements**  
Preparation/Revision Date: January 2015

Prepared for:  
City of San Diego  
Department of Public Works  
525 B Street, Suite 750  
San Diego, CA 92101  
619-533-4207

Prepared by:

Richard Leja  
AECOM  
7807 Convoy Court  
San Diego, CA 92111  
858-268-8080

**I-5/Sorrento Valley Road  
Interchange Improvements (2015)**

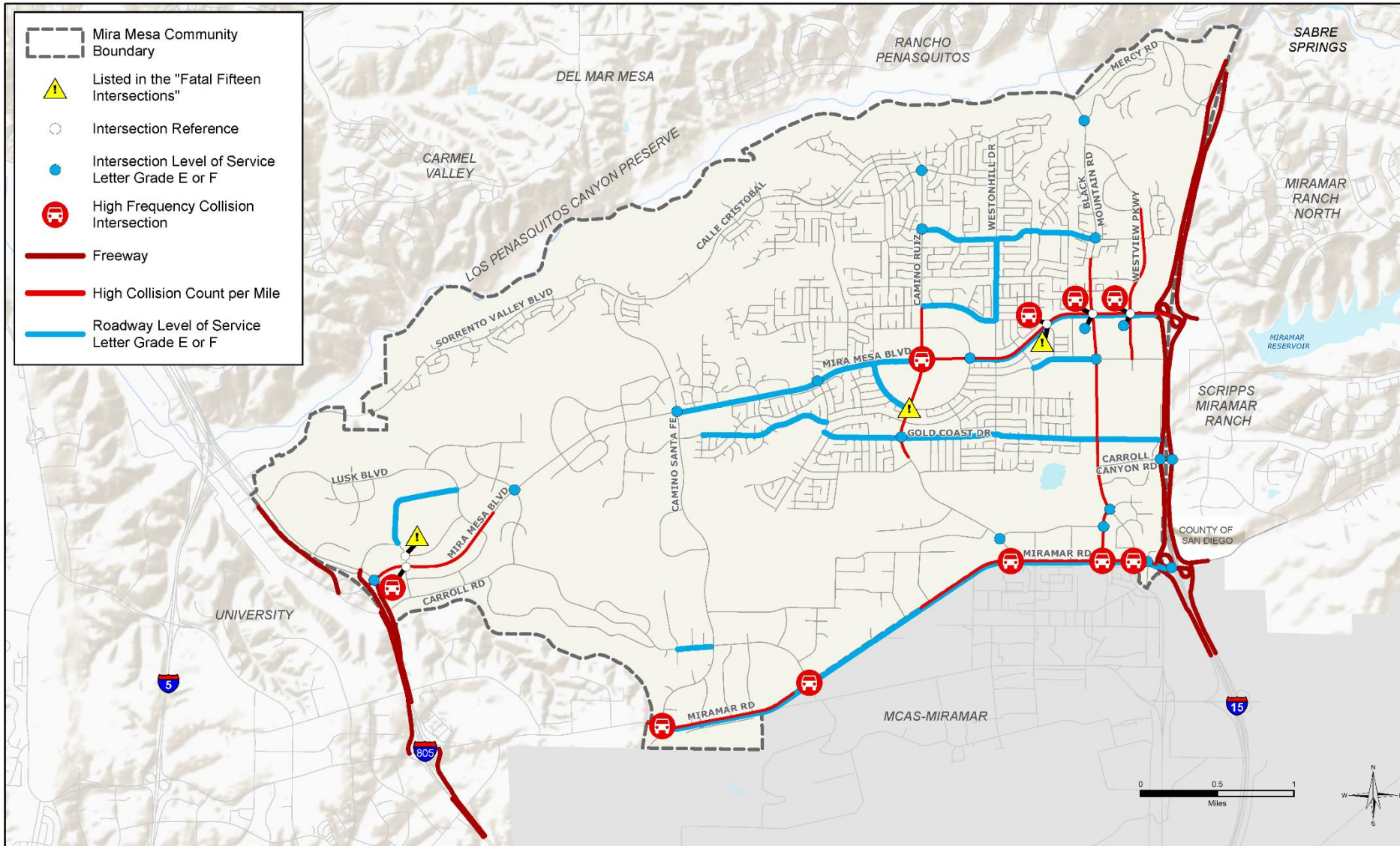


The gondola from Union Station to Dodger Stadium would cost \$125 million. Rendering: Aerial  
Rapid Transit Technologies

**Proposed Skyway in Los Angeles  
(2019)**

## Vehicle Network



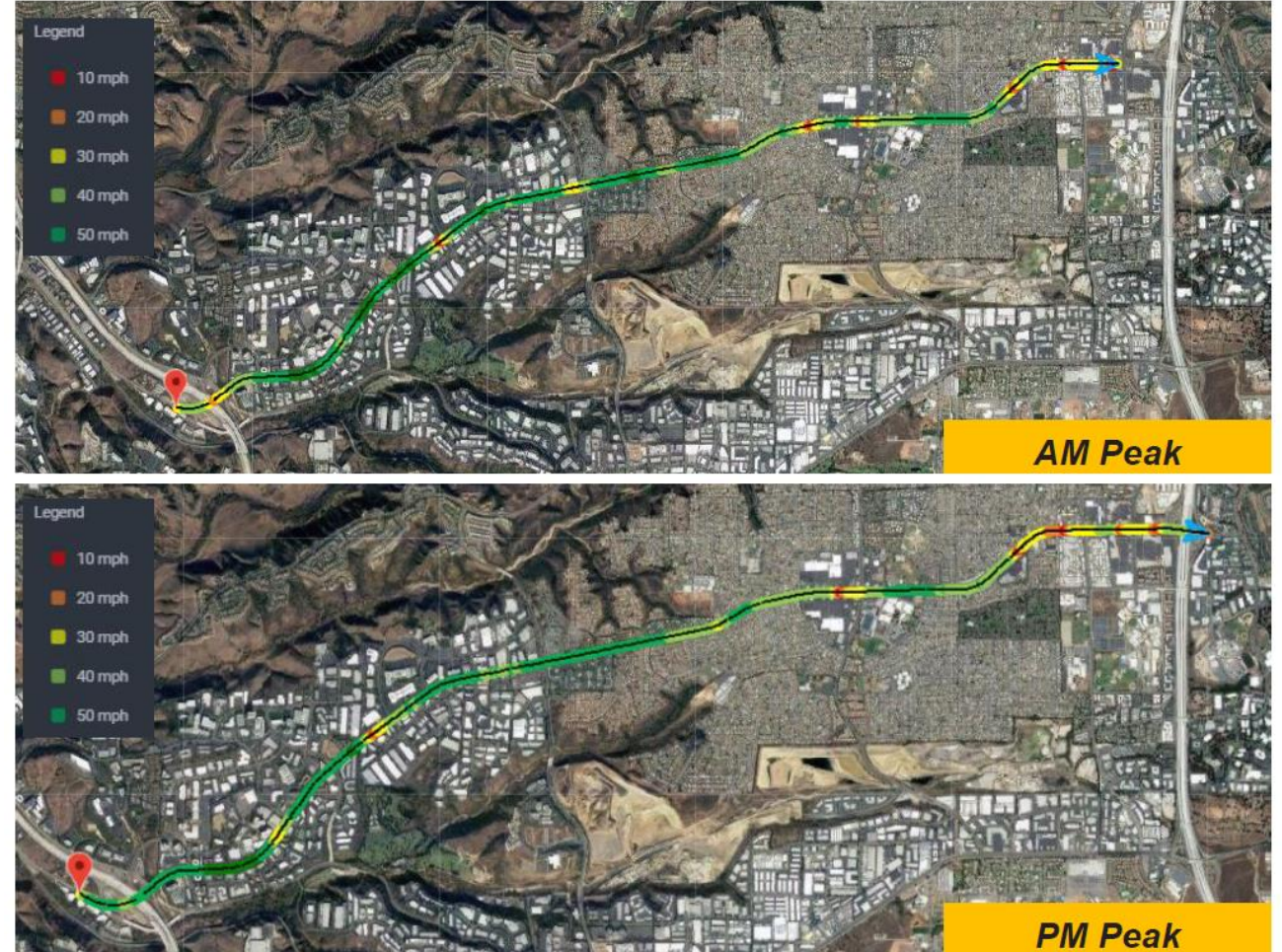
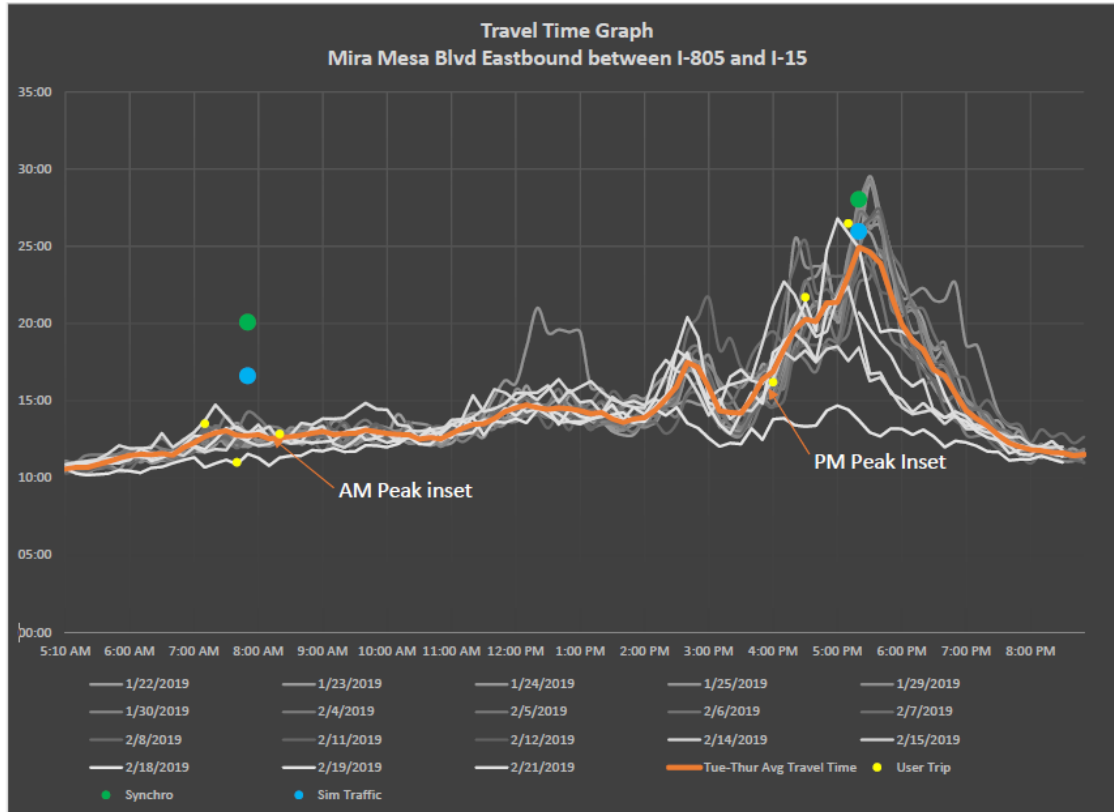


## Existing Conditions

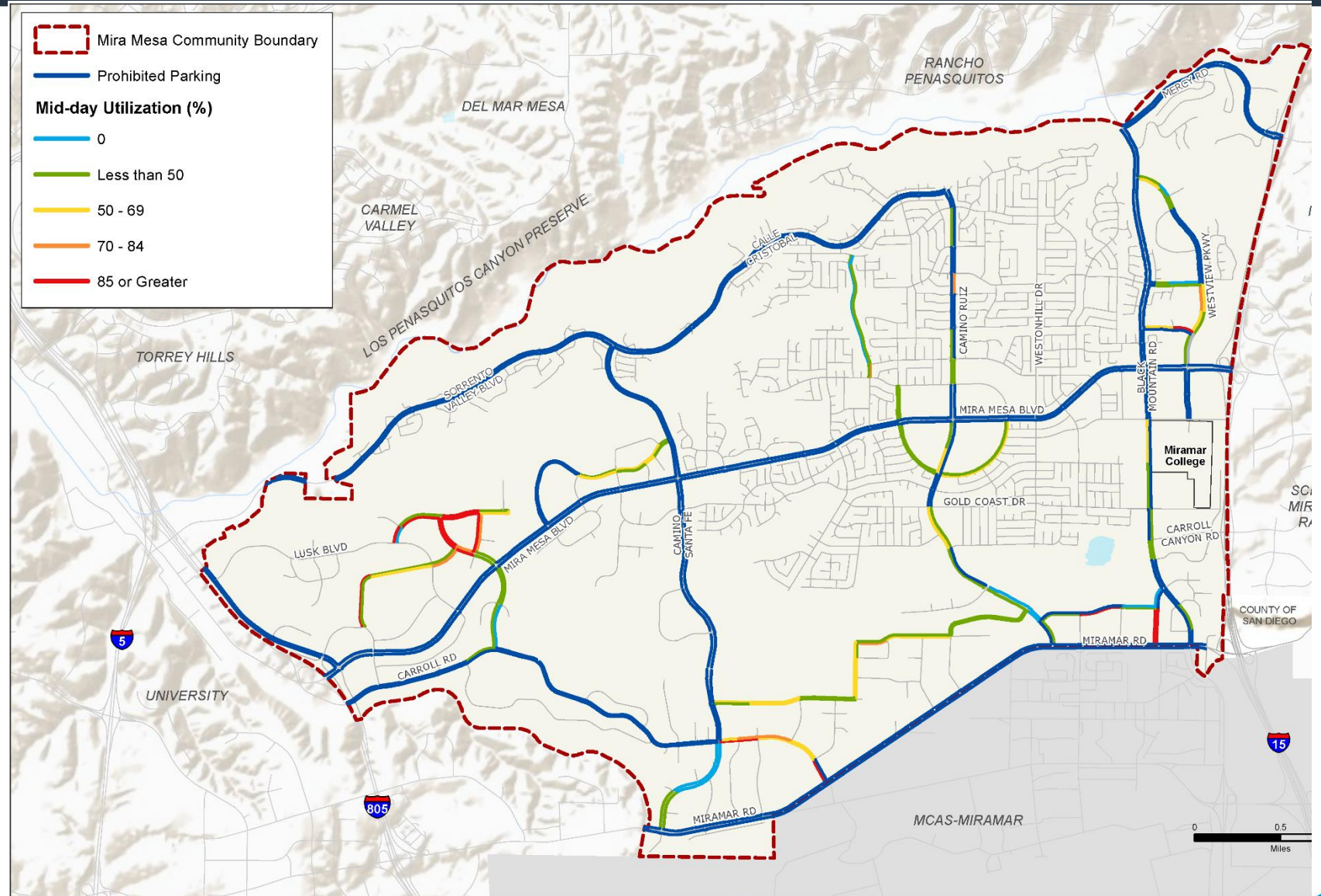
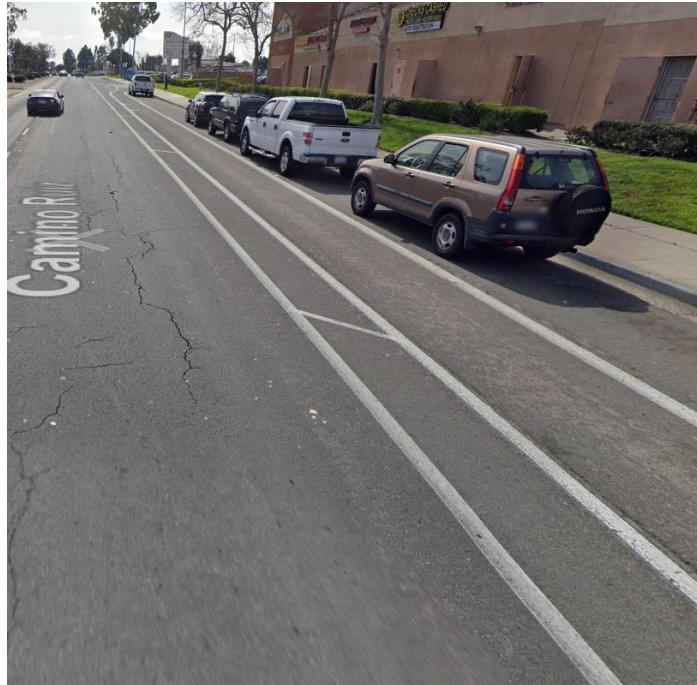
- **Demand:**  
Major arterials and cut-through traffic on residential roads
- **Safety**  
10 intersections with 25+ collisions in 5-year period; 3 Fatal Fifteen intersections
- **Parking**  
Employment center roadways experience high (>85%) utilization



## Mira Mesa Boulevard (Eastbound)





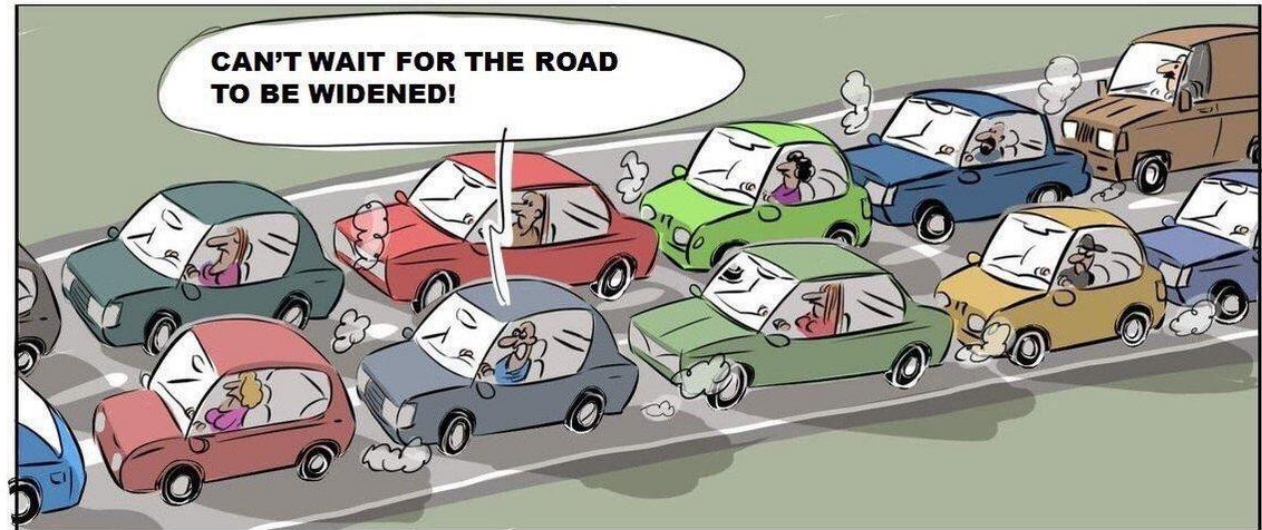




### Goals for Proposed Vehicle Network

- Adaptive signal timing corridors
- Spot improvements
- Prioritize vehicles on key corridors
- Accommodate new land uses
- Traffic calming for residential roadways
- Parking management

*“Adding highway lanes to deal with traffic congestion is like loosening your belt to cure obesity.” – Lewis Mumford in 1955.*





## Adaptive Signal Timing

Potential Locations:

- Mira Mesa Blvd
- Miramar Road



Source: Movingtobarcelona.com



Source: Michael DeMocker, NOLA.com

## Flex Lanes

### Potential Locations:

- Mira Mesa Blvd
- Miramar Rd

### Possibilities:

- Parking part day & Travel part day
- Carpool part day & General part day
- Carpool / HOV only
- Shared Micro-transit and bike lanes



Source: SANDAG Mobility Hubs



Source: Google Earth





Source: NACTO

### Traffic Diverters

#### Potential Locations:

- Capricorn Dr (at Pegasus Ave and Westonhill Dr)
- Aquarius Dr / Santa Armintha Ave (at Avenita Del Gato)
- Gold Coast Dr (at Camino Ruiz and/or Westonhill Dr)

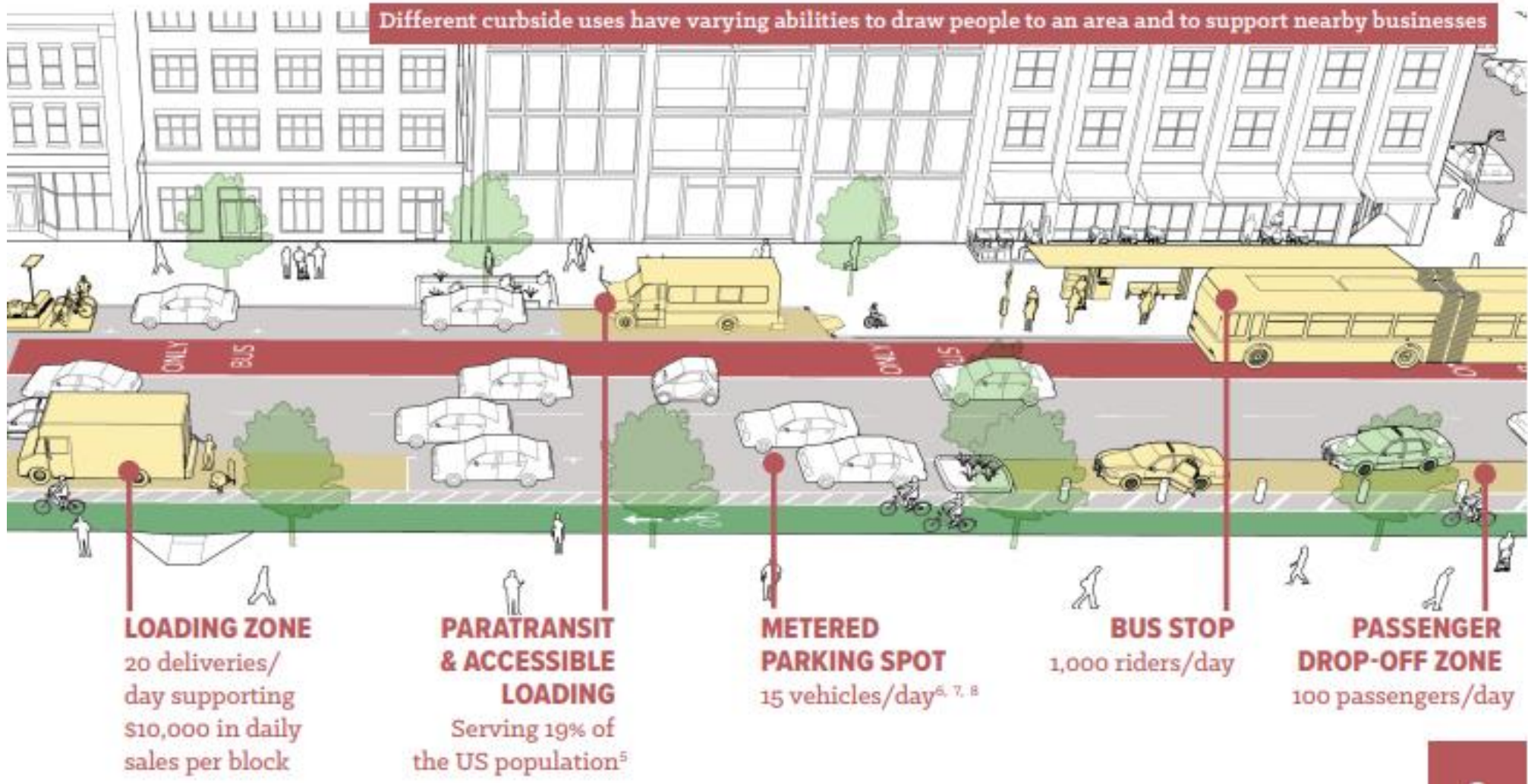


Source: Kimley-Horn and Associates

### Neighborhood Traffic Circles

#### Potential Locations:

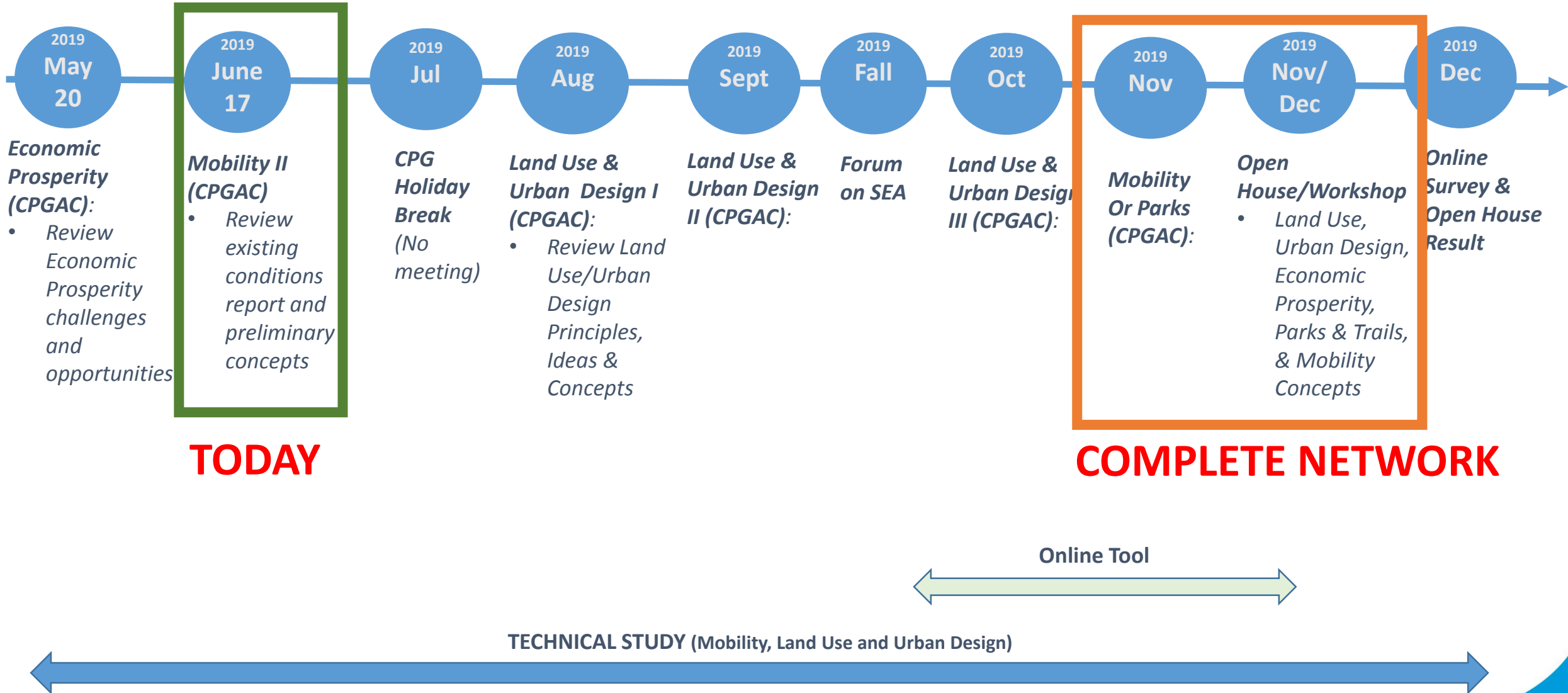
- Capricorn Dr (Zapata Ave, Bootes St)
- Aquarius Dr (Westhill Dr)
- Westview Pkwy (if road dieted)
- Montongo (at New Salem St)
- Westmore Rd / New Marbury St (at Reagan Rd, San Blais Cir, Hillery Dr)
- Gold Coast Dr (at Empress Ave, San Ramon Dr, Londonberry Ave)
- Hillery Dr (Westonhill Dr, Greenford Dr)

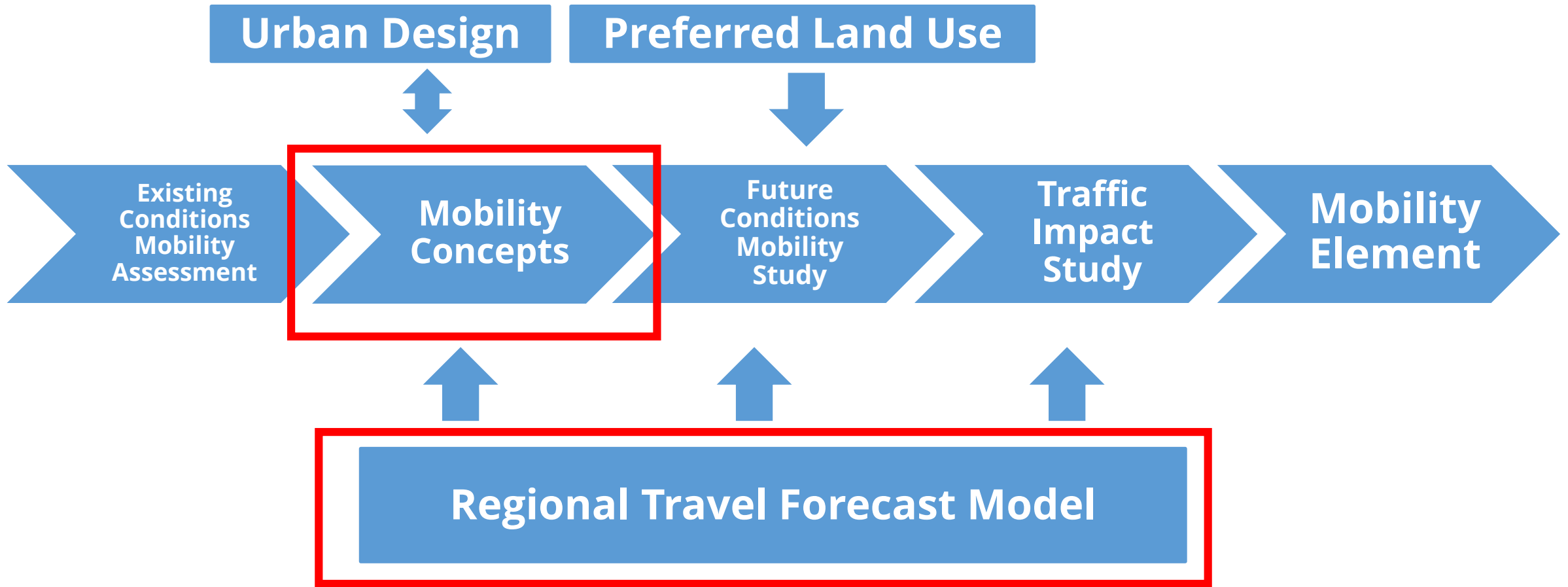


Source: NACTO Curb Appeal

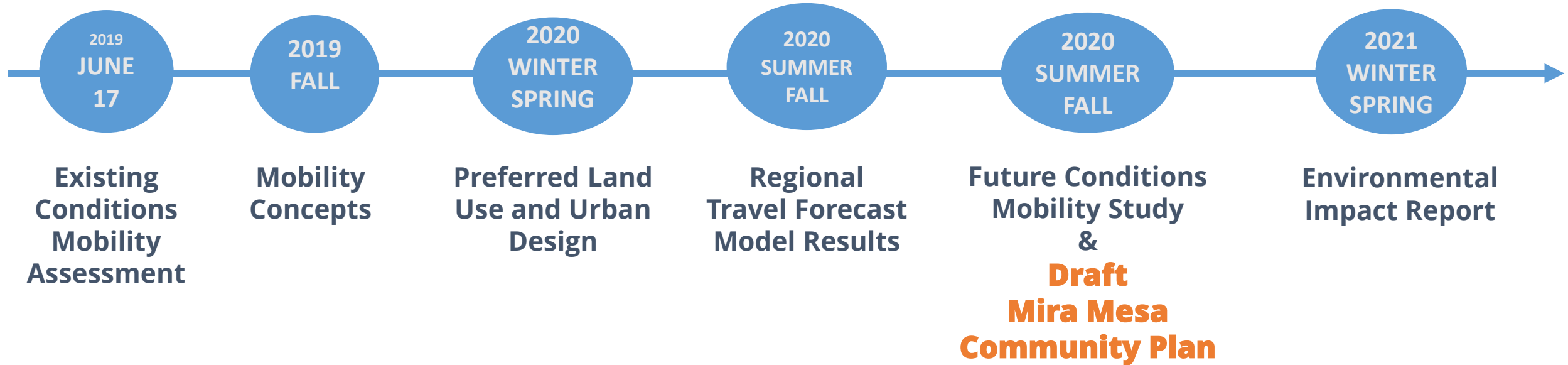
## Next Steps













For more information please visit:

[www.PlanMiraMesa.org](http://www.PlanMiraMesa.org)

# Mira Mesa Community Plan Update: **Mobility II**

Planning Department

June 17, 2019

5:30 pm to 6:50 pm – Mira Mesa Library