

Mira Mesa Community Plan Update: Mobility Vision and Recap

Planning Department

November 18, 2019

5:30 p.m. to 6:50 p.m. – Mira Mesa Library

1. Overview/Recap

- Follow up from October advisory committee meeting
- Debrief – Forum on Land Use and Economic Prosperity

2. Mobility Vision

3. Discussion

Recap: October 21st Advisory Committee Meeting



➤ **Mira Mesa is a special place**

- Moved our families here because of suburban nature
- Mira Mesa provides us with all the amenities we need locally
- Do not want to be pushed out

➤ **New residential uses at shopping center will change Mira Mesa**

- Will contribute to further gridlock on MM Blvd
- Do not want it to become downtown
- Will not enhance our quality of life (in reaction to the draft urban design scenarios)
- Don't want to lose our retail anchors
- City's focus on more affordable housing will makes us like LA. Don't want that.

➤ **Don't take parking away**

- Will always drive and keep our cars
- Will not pay for parking

1

Add a New Scenario:

- Community Commercial (existing zoning)

2

Modify Proposed Scenarios:

- Mira Mesa Gateway
- Mira Mesa Town Center



➤ **Keep pedestrians and bicyclists safe**

- Add protected bike lanes and safety countermeasures
- Wider sidewalks and better crosswalks
- Want my kids to be safe on the streets
- Slow down cars

➤ **Need more and better transit**

- Add new uses or intensification must be preceded by investments in new transit infrastructure
- Mira Mesa Blvd has poor transit service, although it is designated a transit corridor

➤ **Focus first on fixing Mira Mesa Blvd**

- Gridlock needs to be addressed
- Make it easier for pedestrians to get across
- Complete Carroll Canyon Road to take east-west burden off MM Blvd

➤ **Let's be open to change**

- Need to be forward thinking
- Consider needs of our children and future generations

3

**Present Mobility Vision &
Preliminary Ideas for
Improvements** (today's presentation)

4

Host a Community Workshop
(Winter 2020)

Recap: Forum on Land Use and Economic Prosperity



Opening Remarks



Mike Hansen
Planning
Director



Chris Cate
Councilmember



Live Polling

Four Presentations



Overview & Existing Conditions



Market Demand



Mobility Vision



Urban Design

Forum FOCUS AREAS

EXPLORING URBAN DESIGN APPROACHES

Urban Design Approaches

- A. Science & Tech Park
- B. Science & Tech Park with Employment Village
- C. Science & Tech Hub

SORRENTO
MESA

3

MIRA MESA
TOWN CENTER

2

Mira Mesa Blvd

MIRA MESA
GATEWAY

1

MIRAMAR
GATEWAY

4

Miramar Road

Urban Design Approaches

- A. Biz & Industrial Park
- B. Employment Village
- C. Flex District

Tabletop Discussions



Sorrento Mesa



Sorrento Mesa



Sorrento Mesa



Miramar Gateway

Summary

- Forum participants either support or are open to the idea of collocation of mixed uses (non-residential & residential)
- Maintain the area as a major employment hub
- Jobs to housing balance is important to the plan area's future
- More mobility options – especially transit – critical to supporting livability and the local economy

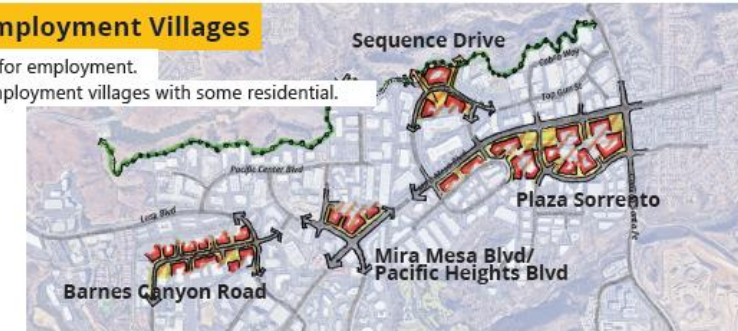
Scenario 1: Science & Technology Park

Area kept predominately for employment.
Allow some residential and mixed-use.



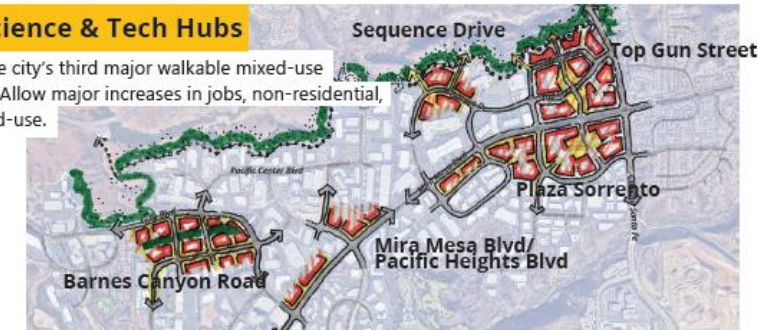
Scenario 2: Employment Villages

Keep the area mostly for employment.
Allow clustering of employment villages with some residential.



Scenario 3: Science & Tech Hubs

Plan the area to be the city's third major walkable mixed-use employment center. Allow major increases in jobs, non-residential, and residential mixed-use.

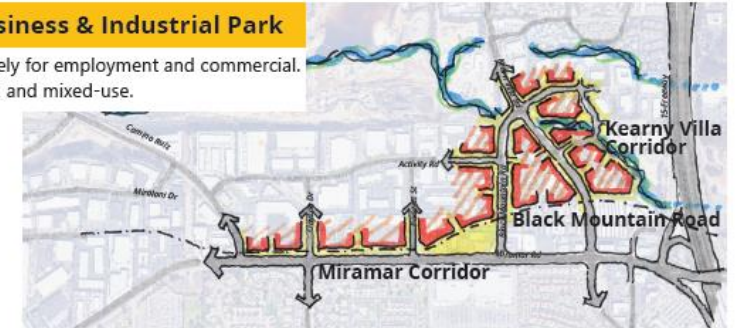


Summary

- Scenario 3 was the preferred scenario for the Miramar Gateway tabletop discussion
- Various preferences (Scenario 1, 2, & 3) for the Sorrento Mesa tabletop discussions
- Stronger transit service and access in the focus areas and throughout Mira Mesa is a top priority

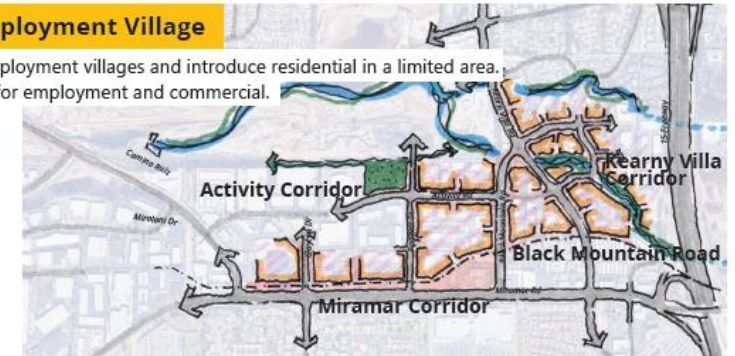
Scenario 1: Business & Industrial Park

Area kept predominately for employment and commercial.
Allow some residential and mixed-use.



Scenario 2: Employment Village

Allow clustering of employment villages and introduce residential in a limited area.
Keep the area mostly for employment and commercial.



Scenario 3: Flex District

Market determines the best use for employment, commercial, and housing.
Allow extensive opportunities for residential and non-residential mixed-use.



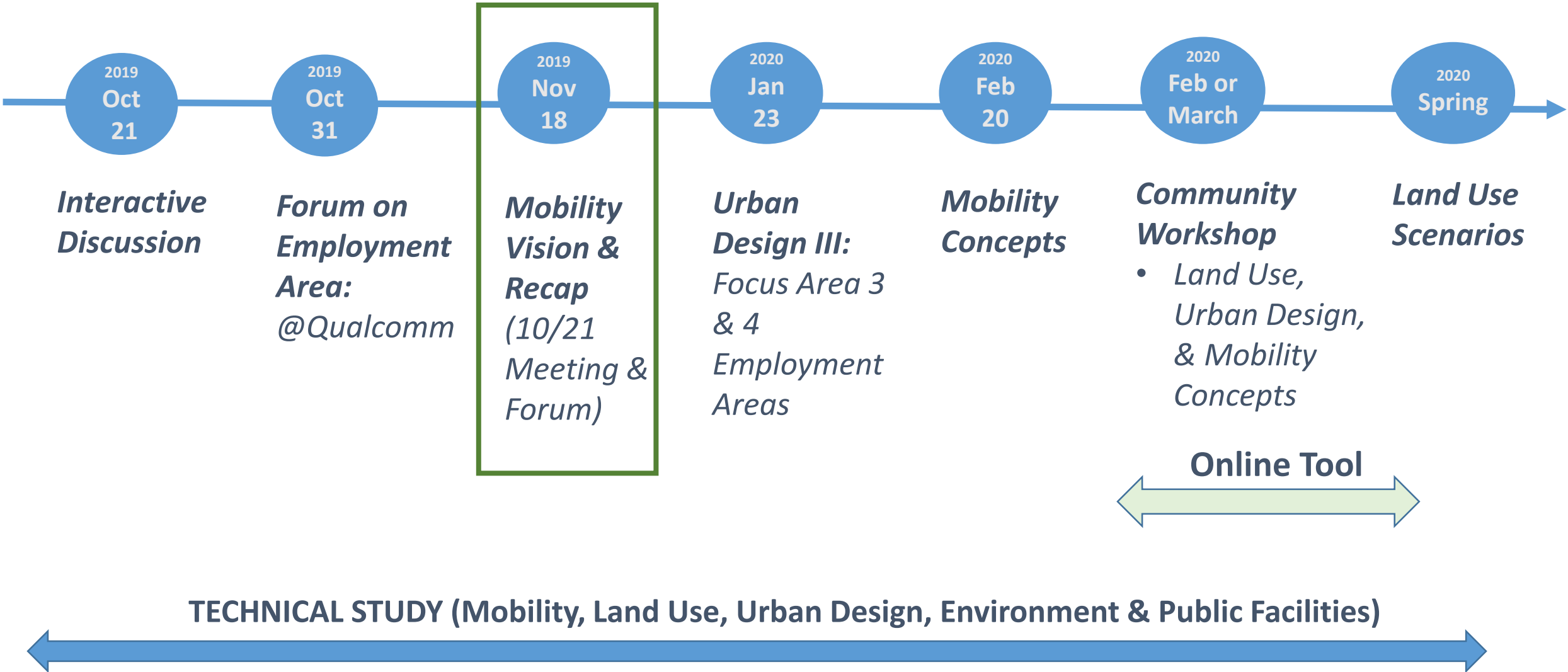
Available at PlanMiraMesa.org

- Forum Handouts
- Presentations
- Live Polling Results and Wallgraphic
- Summary Report – Nov. 22
- Maps, Flip Chart Notes, Comment Cards, etc. – Nov. 22

How would you rank the importance of each of the urban design principles to the future of the focus areas?



Direct Link: <https://www.sandiego.gov/planning/community/cpu/miramesa/planning-commission-documents>





Mobility Vision

Kimley»Horn

The City of
**SAN
DIEGO**

Agenda



Review Community Priorities

Feedback to Community Concerns

Approach to Mobility Networks

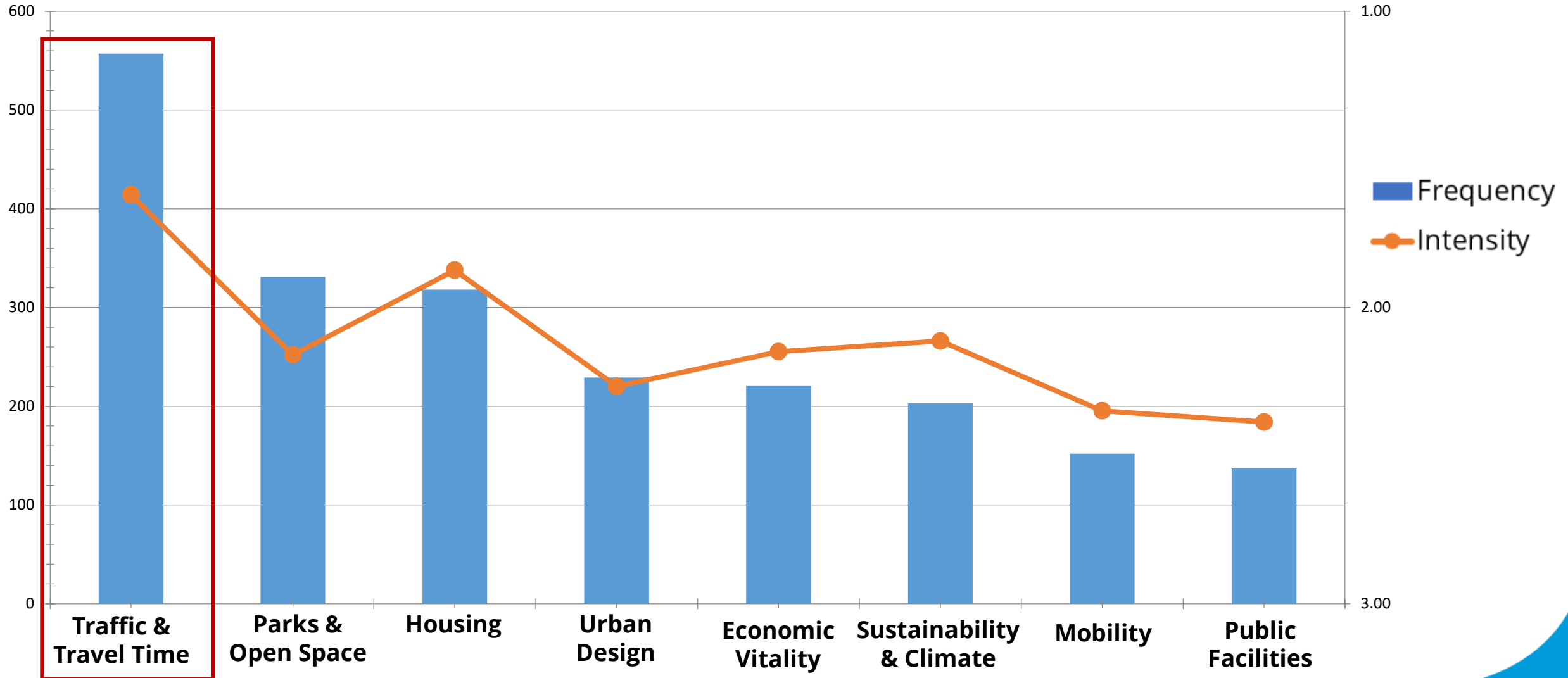
Draft Recommended Networks

Precedents

Next Steps



Online Survey All Rankings



Theme	Code	Description	Total Comments	Total Percent
Mobility	Active	Improve Transit, Bike and Walk Facilities	149	23.2%
	Auto	Improve Vehicular Travel	113	17.6%
Land Use & Urban Design	Lu	Better Land Use and Urban Design	72	11.2%
Housing	Hu	Improve Housing Affordability	99	15.4%
	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%
	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%

1

2

4

3

5

Emails &
Letters

Advisory
Committee

Events



Bus Operations & Service



Transportation &
Storm Water

Traffic Operations: Traffic control,
Parking, Bicycle & Pedestrian facilities



Regional Transportation Improvements
From Now to 2050



Development
Services

Development Projects, Temporary
Traffic Control, Permitting



Freeway & Highway Operations

Coordination

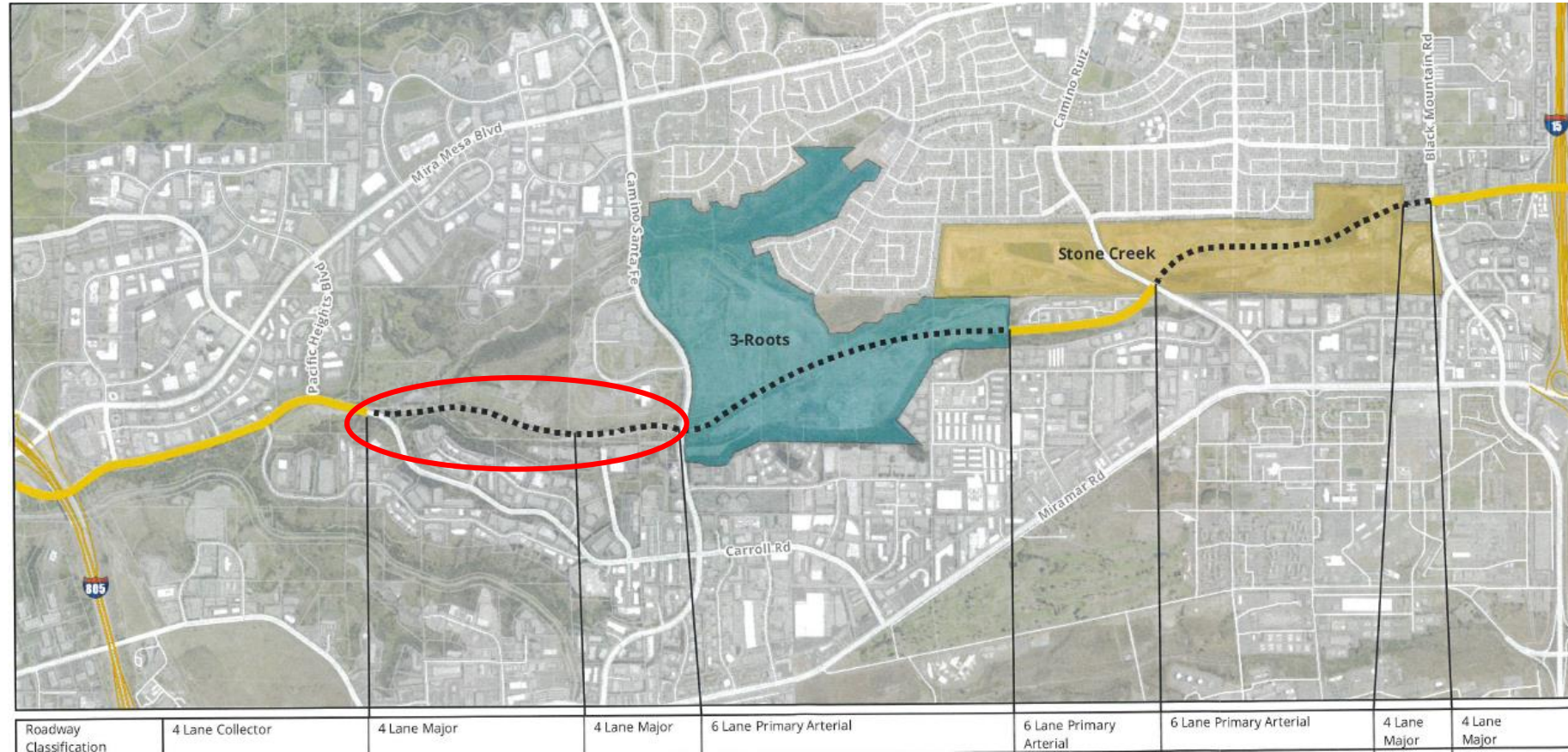
What We've Heard

- 
- Carroll Canyon Road is important
 - Traffic along Mira Mesa Boulevard is a concern
 - Need to invest in transit first
 - Mira Mesa High School students crossing midblock
 - Make it easier for pedestrians to get across
 - Slow down cars/want safe streets
 - Utilize Fallow RR
 - Improve access across I-15

Community: Carroll Canyon Rd is important.

Carroll Canyon Road

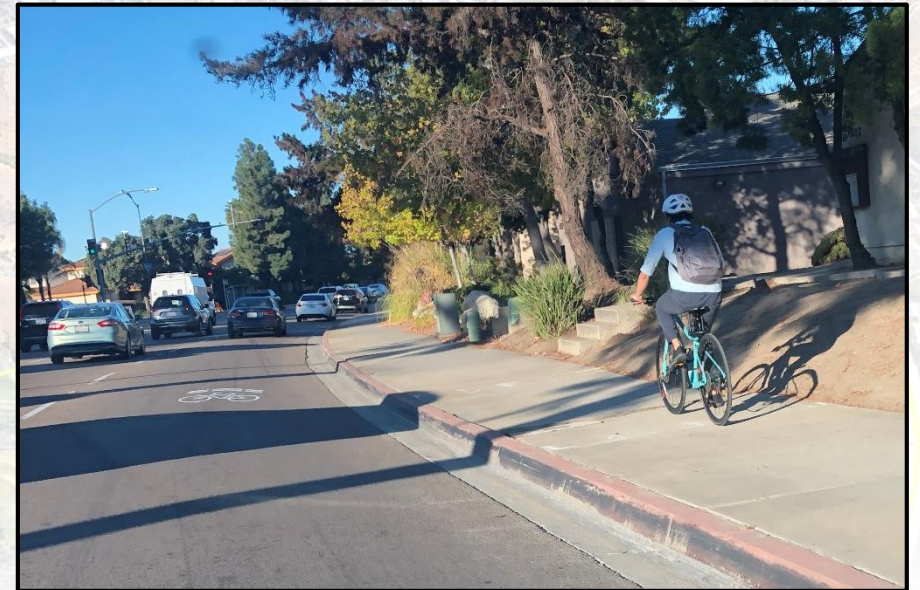
- Public Works Dept project
- Alignment Study for segment near cemetery
- Coordination:
 - MTS – daily operations
 - SANDAG – long-range transportation planning
- Transit Only Lane



Community: Traffic along Mira Mesa Blvd is a concern.

Traffic Along Mira Mesa Boulevard

- Mira Mesa Boulevard is key roadway in the community
 - Not serving the needs of motorists, transit, pedestrians, and cyclists
- Alternative intersections
- Emerging technologies



Mira Mesa Blvd, between Westons Hill Drive and Greenford Drive

Community: Need to invest in transit first.

Transit First

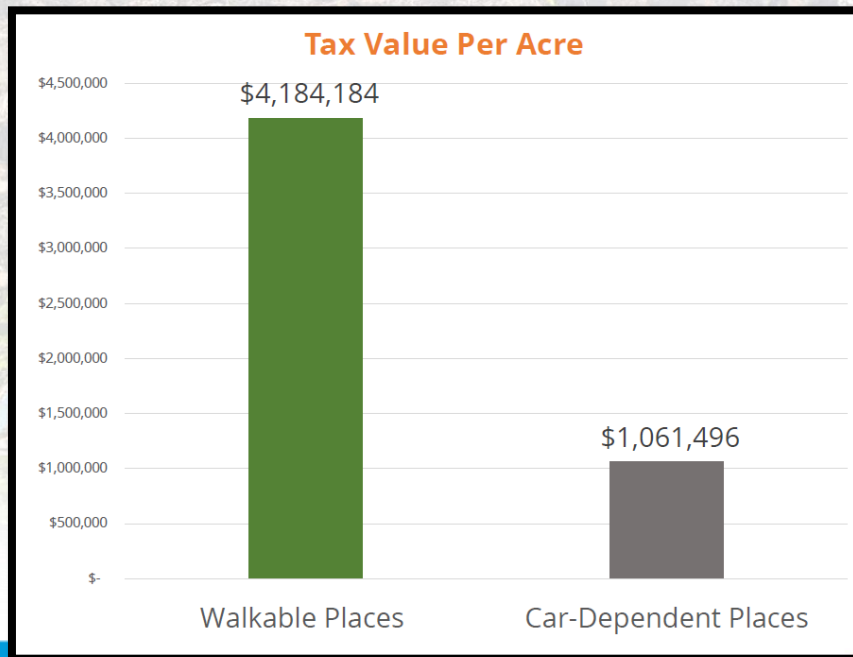
- Long travel times - in same congestion during peak periods
- Transit connections from Miramar Transit Station and Sorrento Valley Coaster Station



Community: Walkability is a concern.

Walkability

- Environmental, Health, and economic benefits for more walkable areas
- Improvements needed on wider and busier streets
- Encourage more walking for daily activities including to school and parks



Community: Students cross mid-block from Mira Mesa High School.

Mira Mesa High School Students

- Students crossing midblock near high school
- Pedestrian Bridge
 - Most effective with a natural “desire line”
 - Ease of use by user
 - Convenient direct path
- Accessibility for those with disabilities
 - Long winding ramps
 - Stairs
 - Elevators
- Considerations: Cost, displaced distance, lighting needs, safety and maintenance



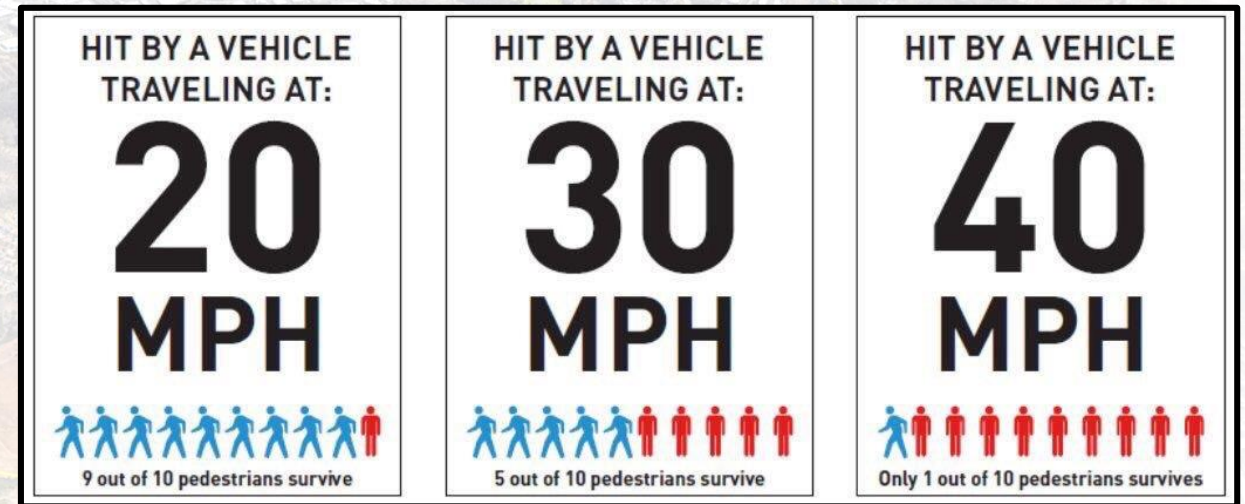
Balboa Ave, east and west of Clairemont Drive



Community: Slow down drivers, keep streets safe.

Slow down cars, safe streets

- 3 E's –
 - Engineering
 - Education
 - Enforcement



Community: Need for better access to Scripps Ranch across I-15.

Increase Access Across I-15

Considering:

- Bridge structure across I-15
SB on ramp lanes
- Pedestrian activated crossing
- Structure across I-15

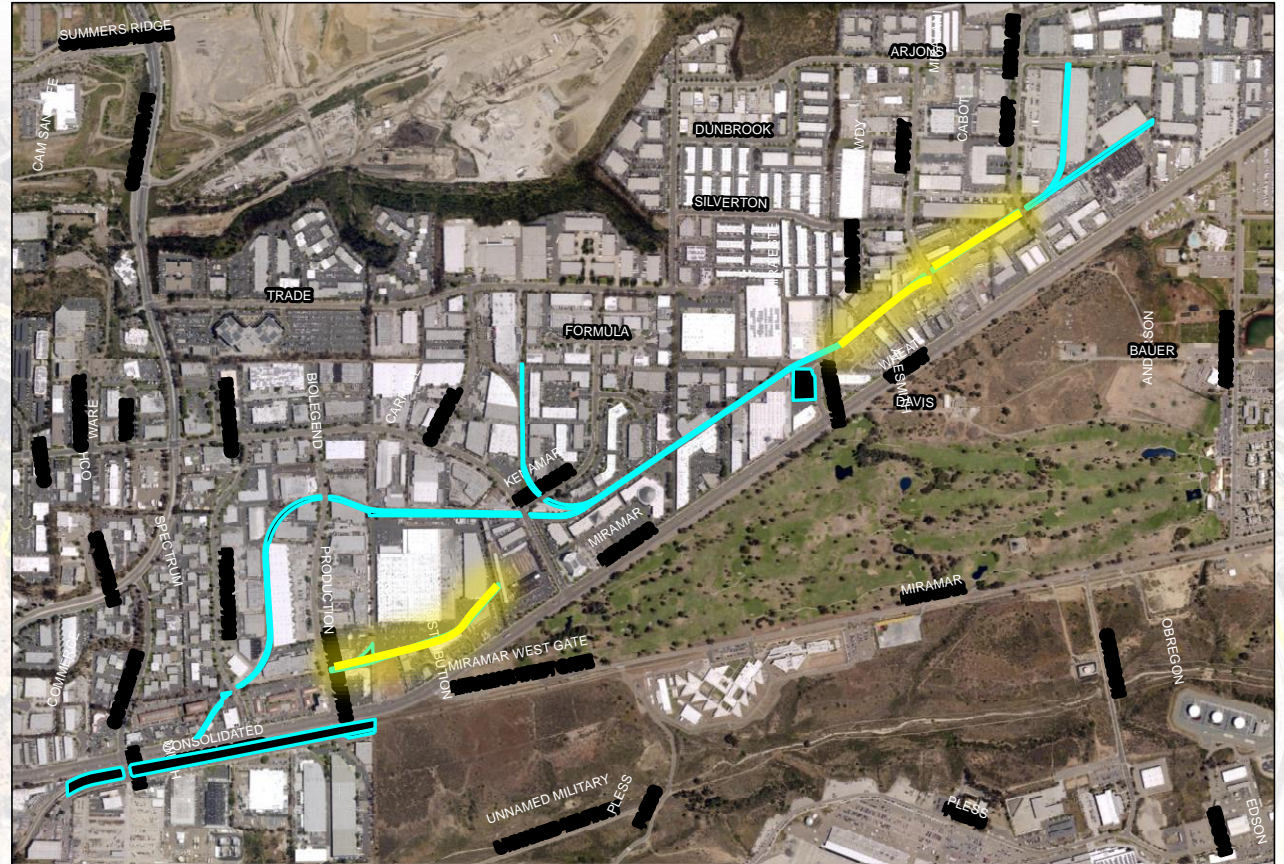




Community: Can we utilize decommission RR for trails?

Fallow Railway

- “Rails to Trails”
- Property Owner states:
 - Keep for existing and future rail service
 - Would only consider sale of parcels with no tracks



Fallow Railway Parcels



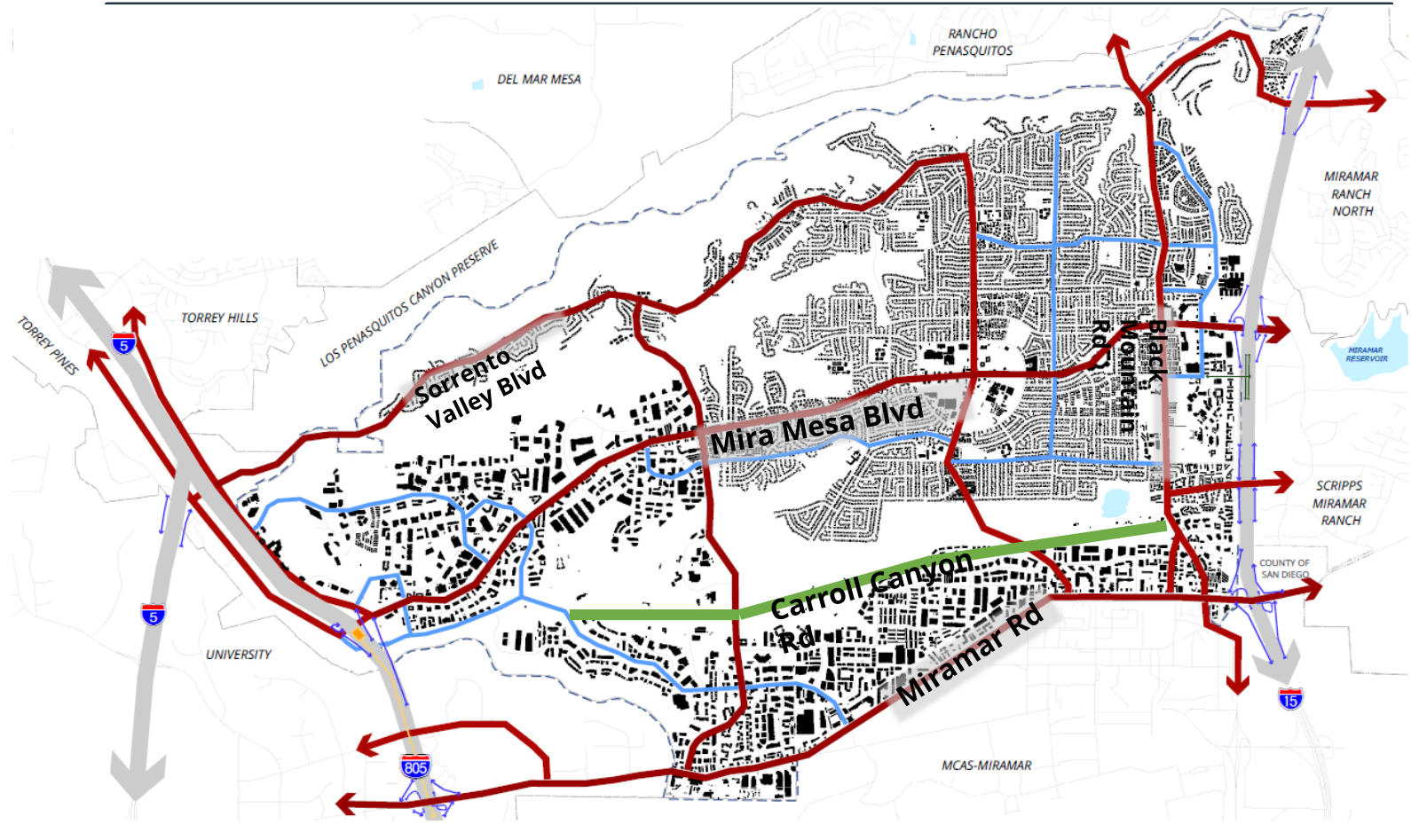
Approach to Mobility

CPF
cycling promotion fund



Existing Challenges in Mira Mesa

- Large community acting as subareas
- Concentrated land uses
- Heavy commute patterns
- Natural and built barriers
 - Topography
 - Mira Mesa Boulevard
- Limited access
- **Auto-dominated streets**



Primary Strategies by Mode



Make transit a competitive and reliable option



Create a network of separated bikeways for regional access & parallel low-stress routes for local trips within Mira Mesa



Enhance walkable connections for residents, employees, and retail visitors



Maximize roadway efficiency



Proposed Transit Network

- Plan for regional transit improvements
- Improve reliability for existing service
- Provide transit options to all adjacent neighborhoods
- Define locations for mobility hubs
- Incorporate micromobility into the employment center area
- Improve access to/from the Sorrento Valley Station



Proposed Transit Network



Highlight: Aerial Skyway





Proposed Transit Network



Highlight: Autonomous/Connected Shuttles





Proposed Transit Network



Highlight: Mobility Hubs



Proposed Transit Network



Highlight: Flex Lane



Proposed Transit Network



Highlight: Bus Rapid Transit (BRT)





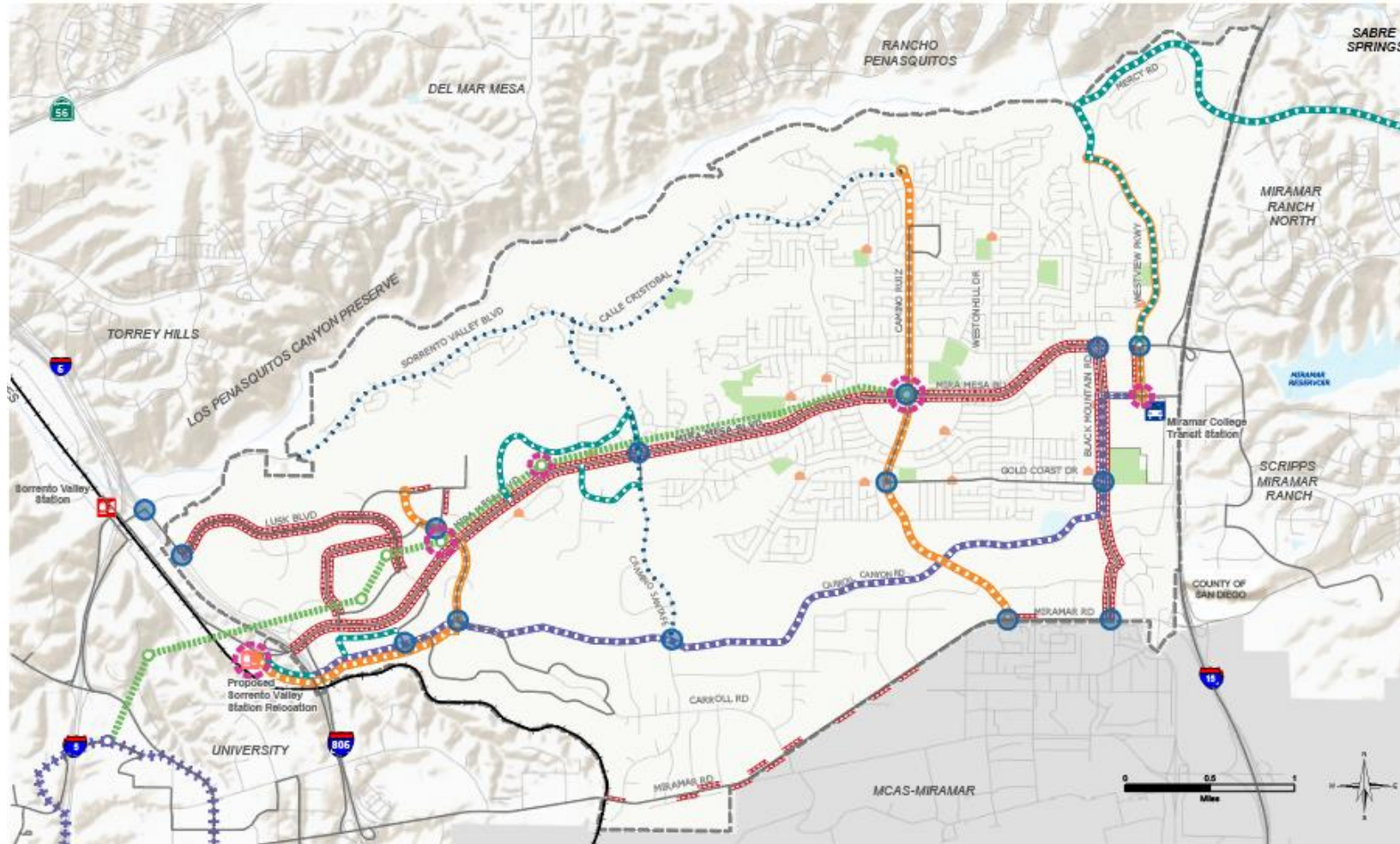
Carroll Canyon Road Transit Line



Highlight: Shared Neighborhood Electric Vehicle (NEV)/Bike Lanes



Proposed Transit Network



LEGEND

City and County Parks

Schools

Planned Improvements

New *Rapid Transit*

New Aerial Skyway Alignment /
New Aerial Skyway Stop

Mid-Coast Trolley Extension

Existing Transit

Existing Transit Route

Light Rail / Commuter Rail

Recommended Improvements

New Transit Line / Modification

Bus Lane / Flex Lane / Queue Jump Lane

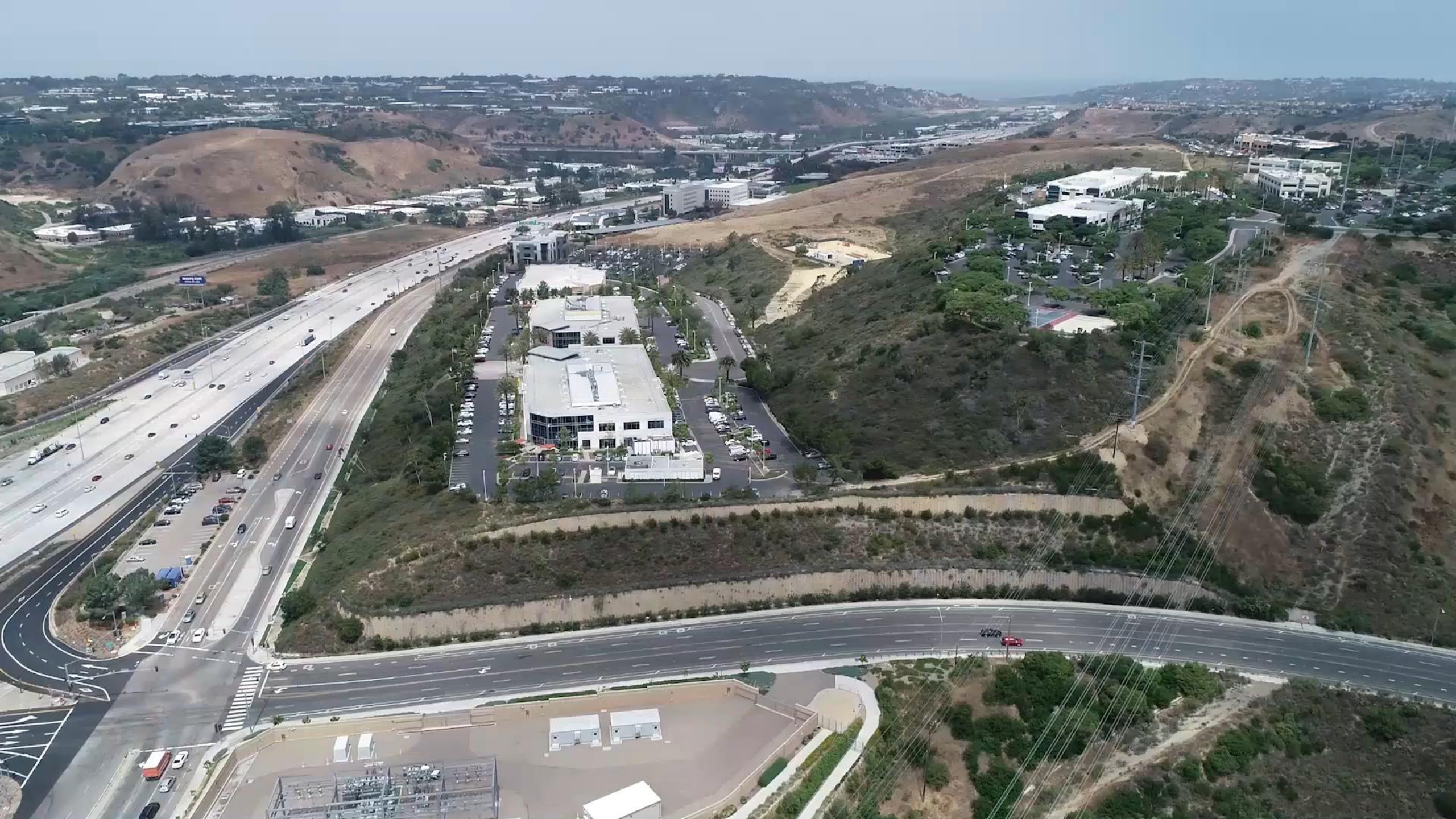
Connected / Autonomous Shuttle

Shared Bike/NEV Lanes

Modified Aerial Skyway Alignment /
Additional Aerial Skyway Stop

Transit Signal Priority

Mobility Hub Location

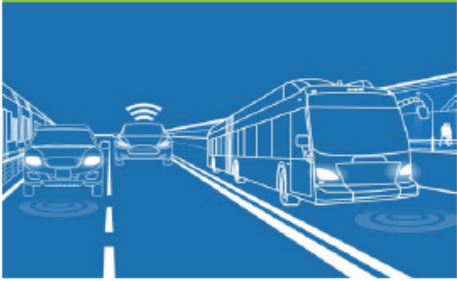


5 Big Moves

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.

Proposed Bike Network



- Separate high-speed vehicles from bicycles
- Connectivity in and out of the community
- Provide parallel routes
- Traffic volume and speed management on bike routes
- Intersection treatments
- Low-stress connectivity to all parks and schools
- Quality connections from major transit

Proposed Bike Network



Multi-Use Path

Potential Locations:

- Trail from Flanders to Camino Santa Fe
- Connection from Dabney Dr to Parkdale Ave parallel to Mira Mesa Blvd
- Activity Road
- Connection from Santa Armita Ave to Acama St (trail / bridge)



One-Way Separated Bikeway
(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)
- Carroll Canyon Rd



Two-Way Separated Bikeway
(Cycle Track)

Potential Locations:

- Miramar Road (S Side)
- Montongo St (W Side)
- Vista Sorrento (W Side)
- Westview Pkwy (Galvin to Hillery)
- Capricorn Way (Black Mtn to Westview)

Proposed Bike Network



Bike Lane (Buffered)

Potential Locations:

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



Bike Route (Sharrows / Bike Boulevard)

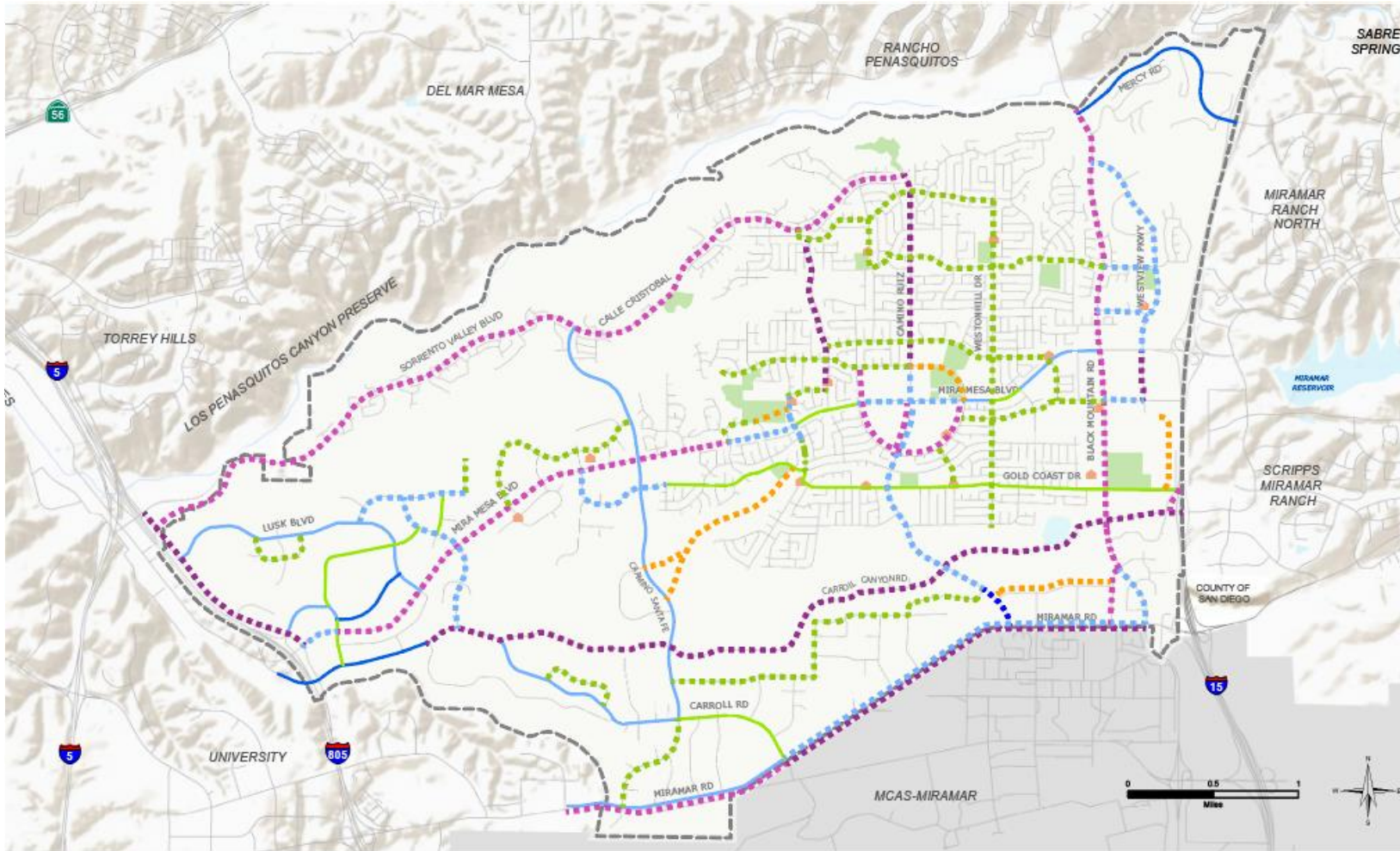
Potential Locations:

- Aquarius Dr
- Capricorn Way
- Flanders Dr
- Westmore Rd / Marbury Ave
- Gold Coast Dr
- Hillery Dr



- Scranton Rd / Barnes Canyon Rd
- Trade St, Trade Pl, Arjons Dr, Miralani Dr
- Alcamo Rd

Proposed Bike Network



LEGEND

- Mira Mesa Community Plan Boundary
- City and County Parks
- Schools

Existing Bicycle Facilities to Remain

- Buffered Bicycle Lane
- Standard Bicycle Lane
- Bicycle Route

Proposed Bicycle Facilities

- Bicycle Trail / Multi-Use Path
- Buffered Bicycle Lane
- Standard Bicycle Lane
- Bicycle Route
- Separated Bikeway / Cycle Track (two-way)
- Separated Bikeway / Cycle Track (one-way)

Proposed Pedestrian Improvements



- ADA compliant sidewalks and ramps
- Address network gaps
- Reduce crossing distances
- Increase visibility
- Reduce conflicts
- Create pedestrians districts
- Provide first- and last-mile connections to transit
- Take advantage of cul-de-sacs



Proposed Pedestrian Improvements



- AAA = All Ages and Abilities
- Complete Street

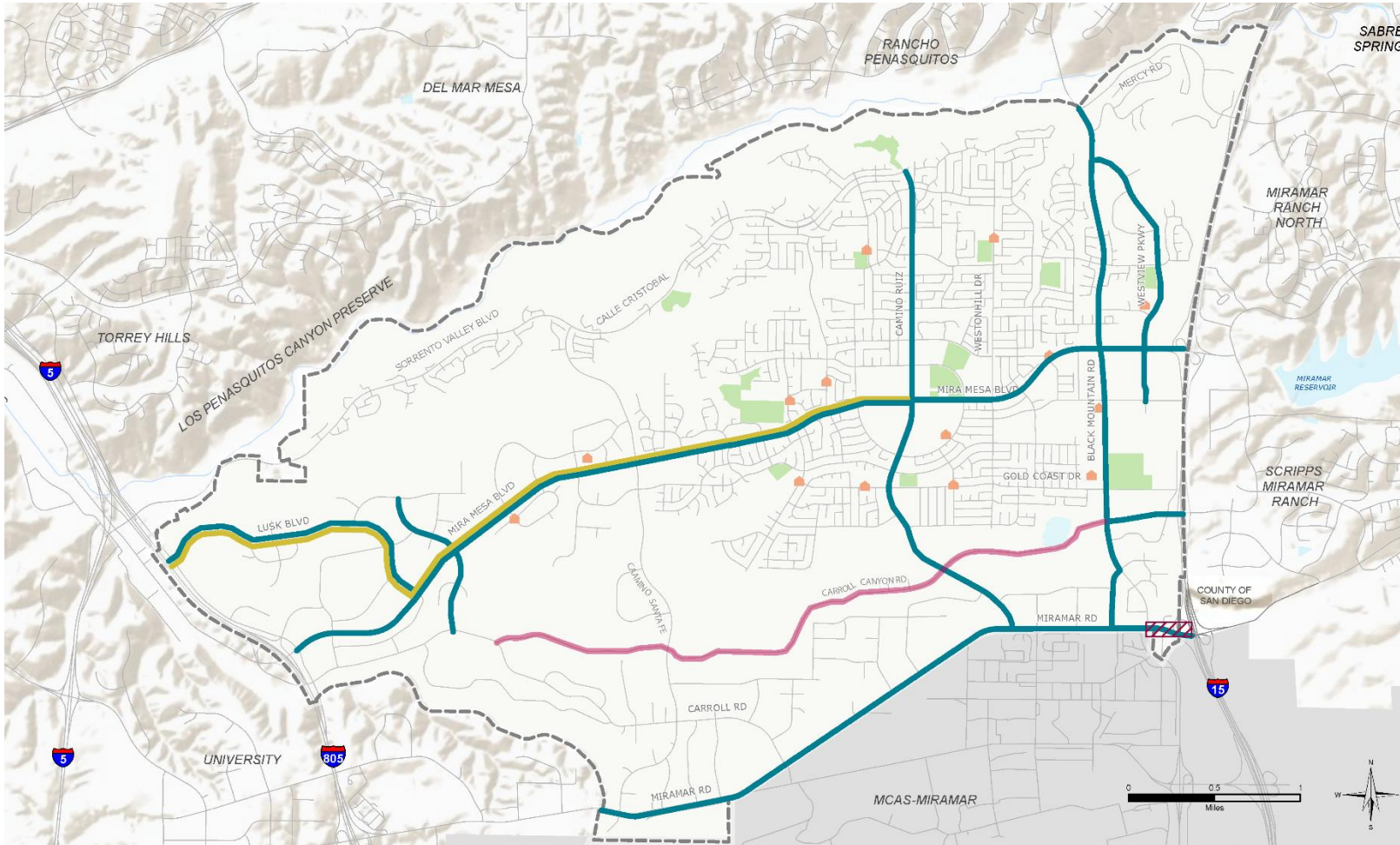




Proposed Vehicle Modifications

- Maximize efficiency using technology and new intersection designs
- Provide capacity for peak commute directions and times
- Reconsider on-street parking needs
- Implement flex lanes
- Preserve key corridors for goods movement

Proposed Vehicle Modifications



LEGEND

Mira Mesa Community Plan Boundary

City and County Parks

Schools

Vehicle Recommendations

Primary Improvement Corridors*

Adaptive Traffic Signal

Freeway Congestion Improvements

Proposed Roadway

*Corridors will be evaluated for maximizing efficiency using technology and will include intersection treatments to provide peak hour capacity enhancements

Innovative Intersection Designs



Center Turn Overpass



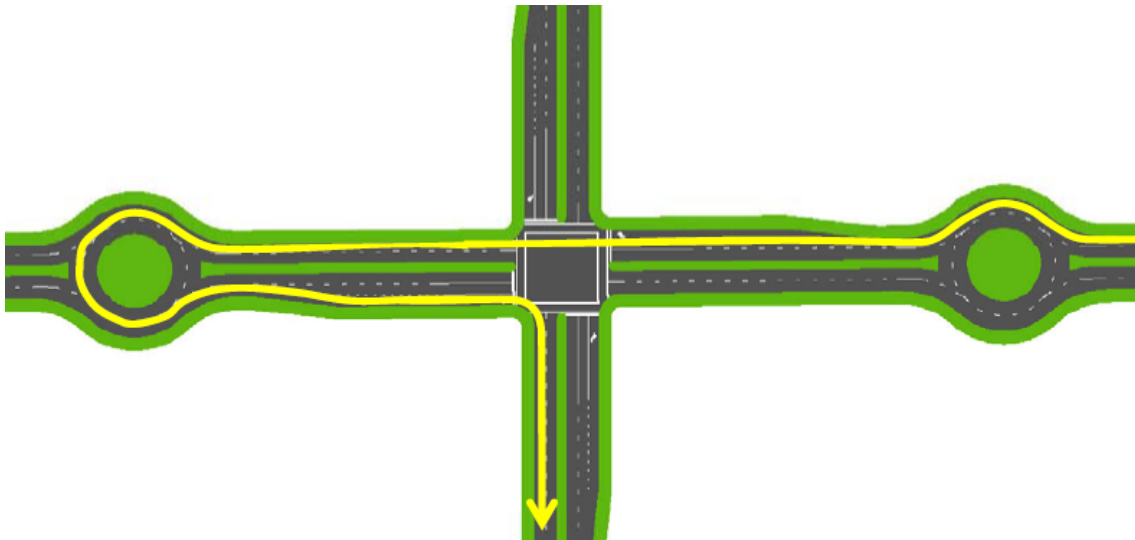
Echelon



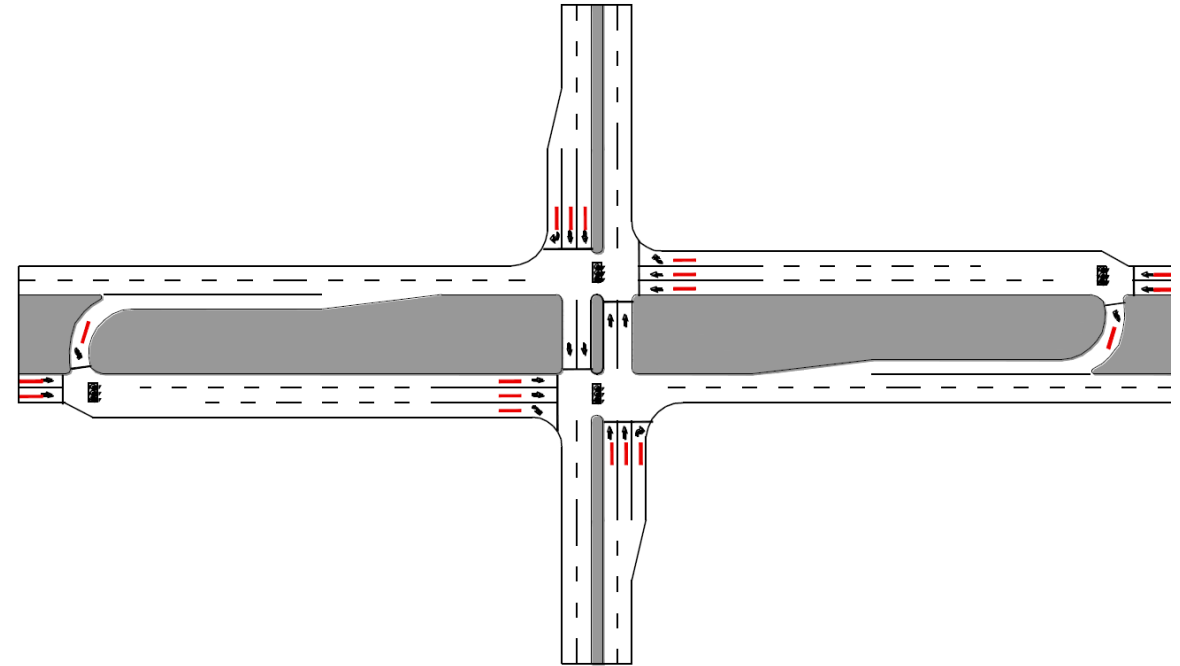
Innovative Intersection Designs



Bowtie



Median U-Turn



Innovative Intersection Designs



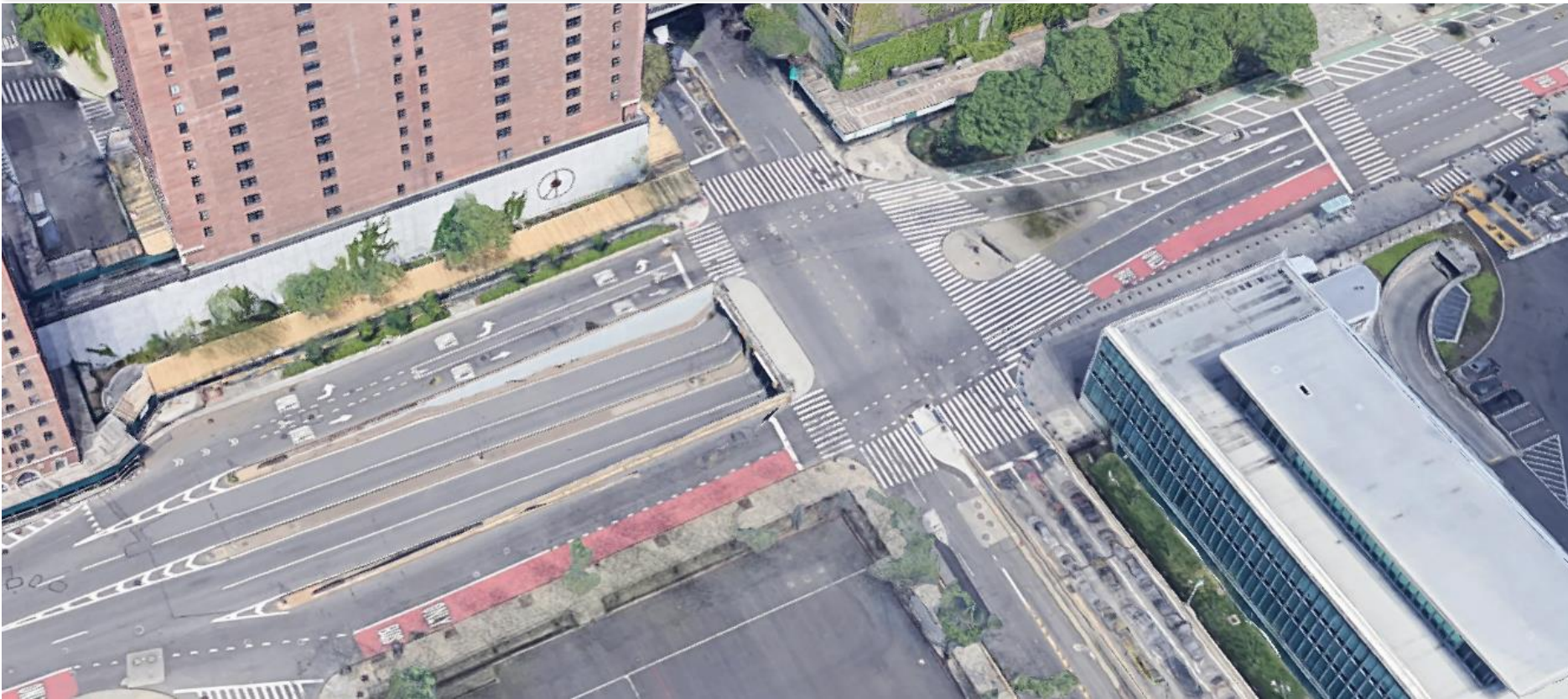
Displaced Left Turn (Continuous Flow)



Innovative Intersection Designs



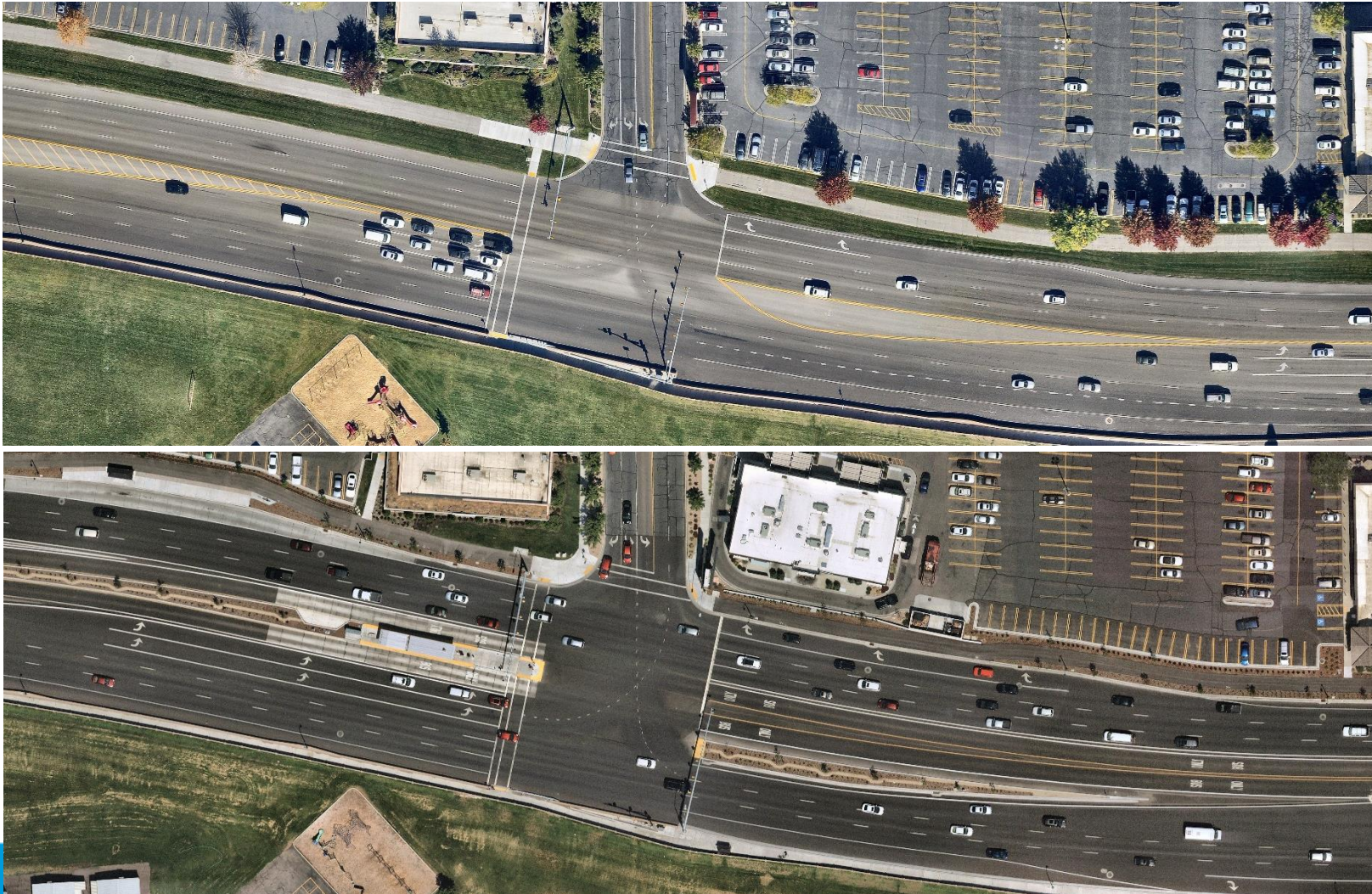
Underground



Precedent – Tasman Drive (Santa Clara, CA)



Precedent – University Parkway (Orem, UT)



Precedent – Grant Road (Tucson, AZ)



Next Steps

- Community workshop for Mobility, Land Use, and Urban Design
- Refine networks based on feedback
- Model and analyze future network
- Finalize network and develop illustrative concepts for CPU

Opportunities to provide input on transportation in the region:

- Elevate SD 2020 – Initiative led by MTS
- Regional Transportation Plan (5 Big Moves) - SANDAG