

Camino Ruiz

General Corridor Cross Section

Varies By Segment (see pages CR-2 & CR-3)

Length

3 Miles

Functional Class

Existing: 4- to 5-Lane Major Arterial

Adopted: 4- to 6-Lane Major Arterial

Traffic Volumes

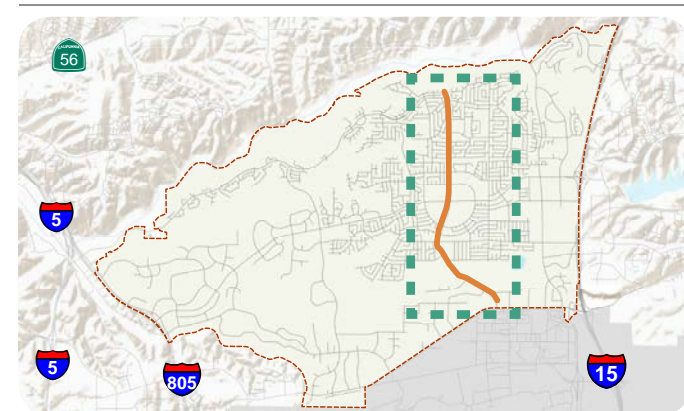
18,000-23,000 North of Gold Coast Dr

28,000 South of Gold Coast Dr

Crash Summary (2012-2017)

Total Crashes	236
Most Predominant Causes:	
Auto R/W Violation	23%
Improper Turning	22%
Unsafe Speed	18%
Percent of community crashes	12%

Corridor Location

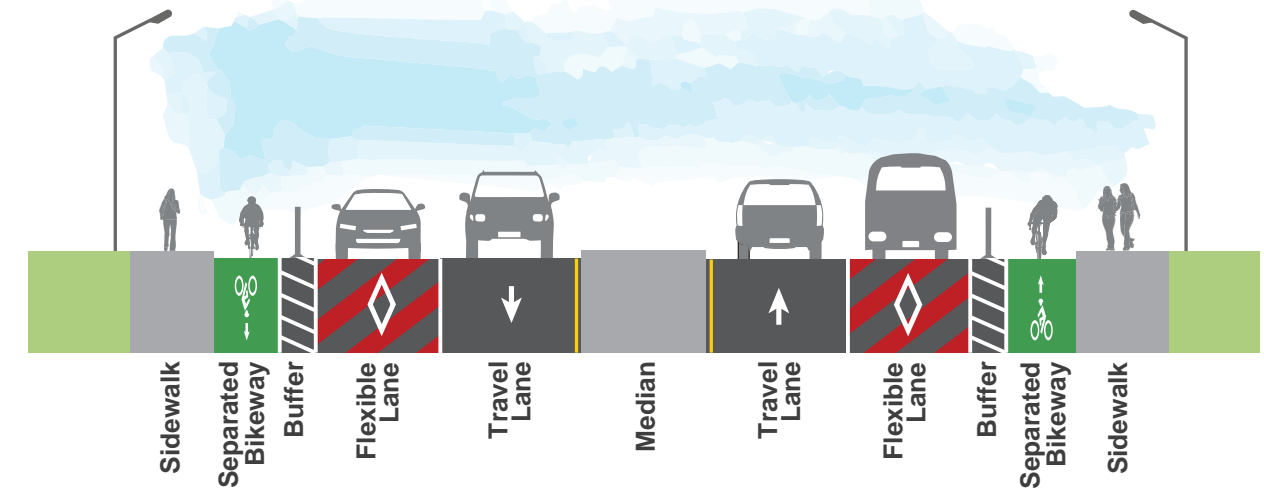


Potential Corridor-wide Improvements

- **Complete corridor:** Improve access to destinations and neighborhoods by providing quality facilities for all modes of travel
- **Flexible lanes:** (see below)
- **Separated bikeway:** Improves comfort by reducing traffic stress on cyclists, encourages cycling, and creates connections within the community and to the region

Potential Corridor-wide Feature

Flexible lanes: dedicated roadway space for any combination of non-single occupancy vehicles, such as transit, autonomous/connected vehicles, or other emerging mobility concepts



Adjacent Land Use

Current Plan:

Jobs	#%
Housing	#%

Proposed Plan:

Jobs	#%
Housing	#%

Legend

- x Typical Section (see following sheets)
- Community Plan Focus Areas

Camino Ruiz

Calle Cristobal to Zapata Ave

Proposed



Existing



Reconfigure existing right-of-way to include:

- Parking lane on the west side
- One general purpose travel lane each way
- One flexible lane each way
- A center two-way left-turn lane
- Buffered bike lane southbound
- One-way separated bikeway northbound

Right-of-way modifications:

- None

Future Redevelopments:

- None

Zapata Ave to New Salem St

Proposed



Existing



Reconfigure existing right-of-way to include:

- One general purpose travel lane each way
- One flexible lane each way
- A center raised median
- Buffered bike lane southbound
- One-way separated bikeway northbound

Right-of-way modifications:

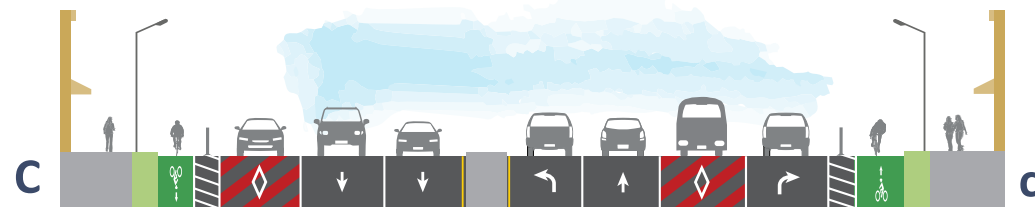
- None

Future Redevelopments:

- None

New Salem St to Reagan Rd (South of New Salem St Intersection)

Proposed



Existing



Reconfigure existing right-of-way to include:

- Two general purpose travel lanes southbound
- One general purpose travel lane northbound
- One flexible lane each way
- A center raised median
- One-way separated bikeway each way

Right-of-way modifications:

- None

Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Mira Mesa Town Center and should comply with recommendations in the Urban Design Element

Reagan Rd to Jade Coast Dr

Proposed



Existing



Reconfigure existing right-of-way to include:

- One general purpose travel lane each way
- One flexible lane each way
- A center raised median
- One-way separated bikeway each way

Right-of-way modifications:

- None

Future Redevelopments:

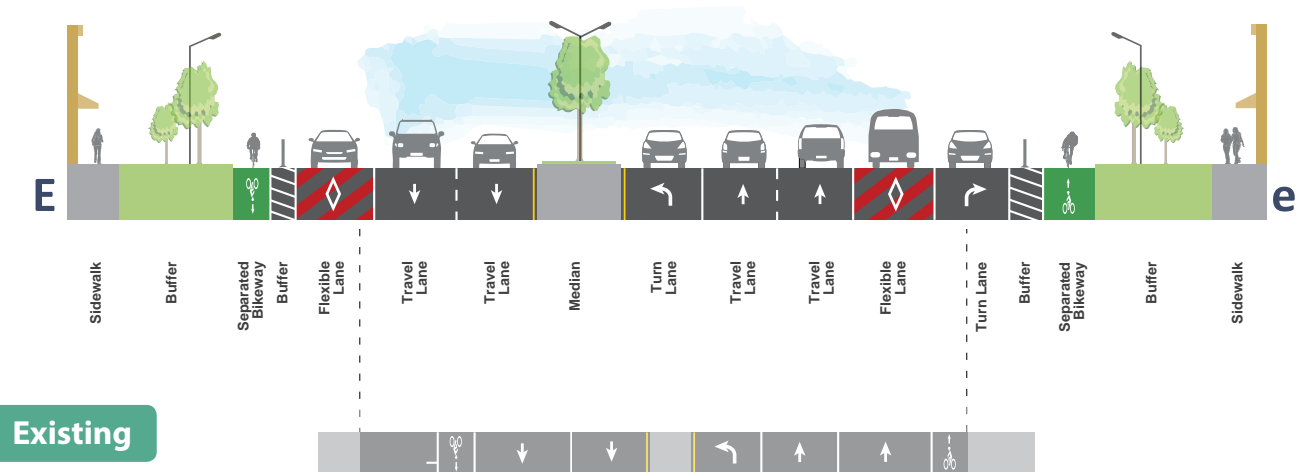
- None

Camino Ruiz

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Jade Coast Dr to South of Carroll Canyon Rd (South of Carroll Canyon Rd Intersection)

Planned*



Existing

* Planned as part of the most recent version of the Stone Creek Master Plan.

Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- One-way separated bikeway each way

Right-of-way modifications:

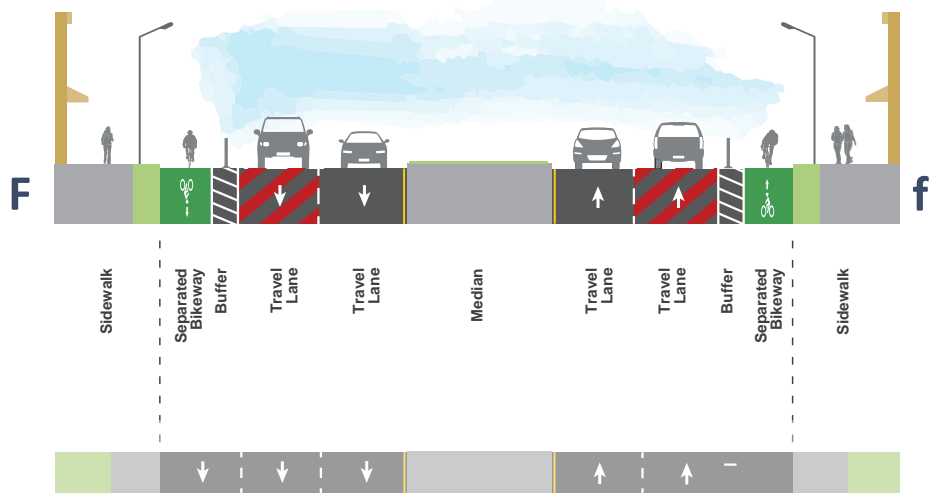
- Proposed reconfiguration would require widening to the east and west

Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Stone Creek and Miramar Gateway and should comply with recommendations in the Urban Design Element

South of Carroll Canyon Rd to Miramar Rd

Proposed



Existing

Reconfigure existing right-of-way to include:

- One general purpose travel lane each way
- One flexible lane each way
- A center raised median
- One-way separated bikeway each way

Right-of-way modifications:

- None

Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Miramar Gateway and should comply with recommendations in the Urban Design Element

Camino Ruiz

Note: Intersection design is conceptual only. Lane colors are for illustrative purposes only and do not necessarily indicate pavement marking color or pattern.

Camino Ruiz & Mira Mesa Blvd
Proposed Intersection Concept



Westview Parkway

Length

1.5 Miles

Functional Class

Existing: 4-Lane Major Arterial

Adopted: 4-Lane Collector

Traffic Volumes

8,000 North of Capricorn Rd

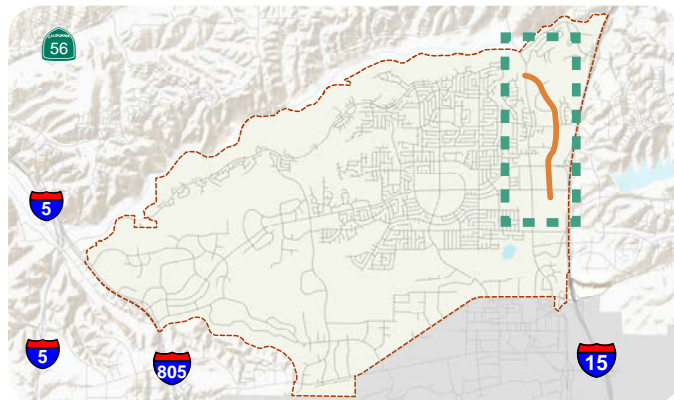
22,000 Capricorn Rd to Mira Mesa Blvd

12,500 Mira Mesa Blvd to Hillery Dr

Crash Summary (2012-2017)

Total Crashes	123
Most Predominant Causes:	
Unsafe Speed	25%
Improper Turning	18%
Auto R/W Violation	14%
Percent of community crashes	6%

Corridor Location



Potential Corridor Improvements

- **Complete corridor:** Improve access to destinations and neighborhoods by providing quality facilities for all modes of travel
- **Flexible lanes:** (see below)
- **Separated bikeway:** Improves comfort by reducing traffic stress on cyclists, encourages cycling, and creates connections with the community and to the region

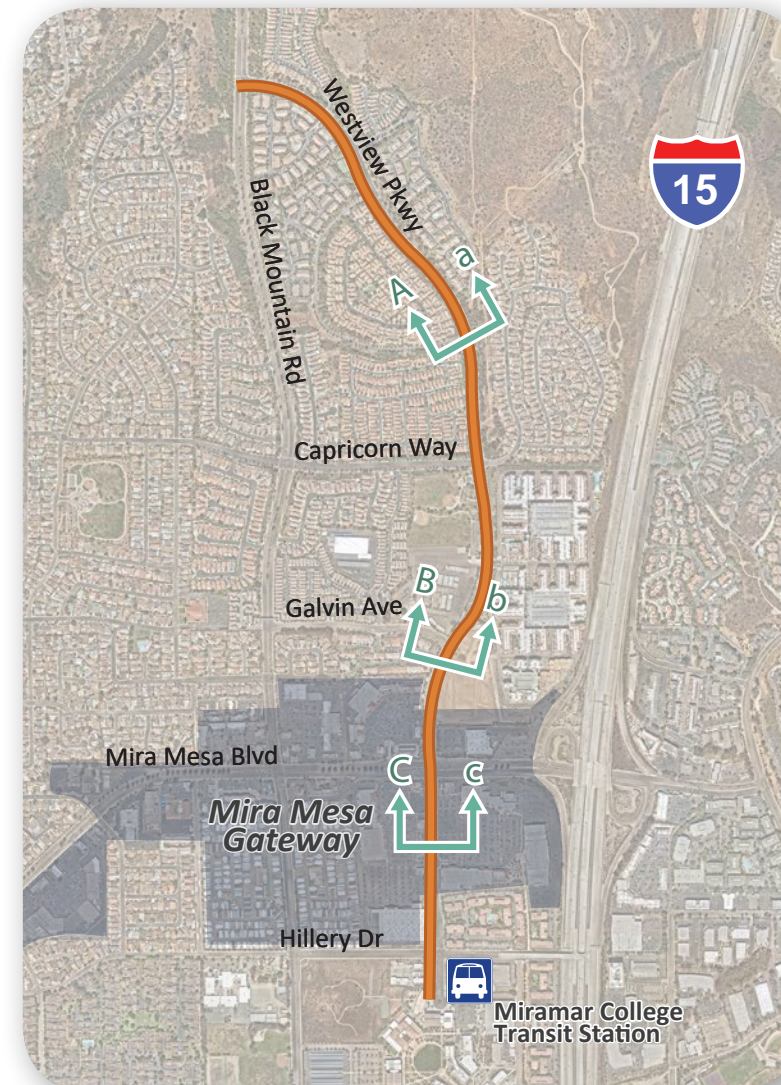
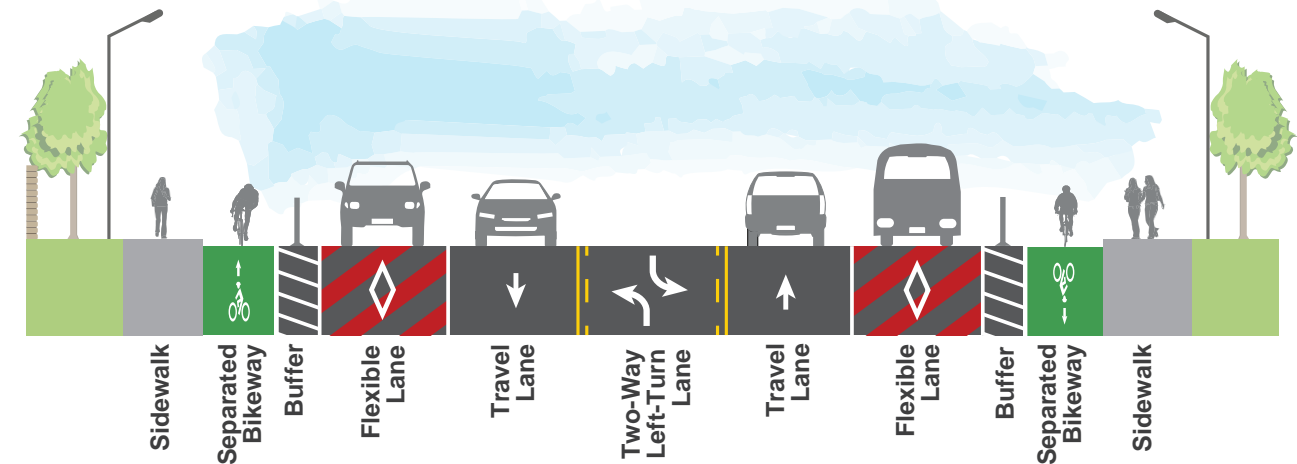
Potential Corridor Feature

Flexible lanes: dedicated roadway space for any combination of non-single occupancy vehicles, such as transit, autonomous/connected vehicles, or other emerging mobility concepts



General Corridor Cross Section

Varies By Segment (see page WP-2)



Adjacent Land Use

Current Plan:

Jobs	#%
Housing	#%

Proposed Plan:

Jobs	#%
Housing	#%

Legend

- X Typical Section (see following sheets)
- Community Plan Focus Areas

Westview Parkway

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Black Mountain Rd to Galvin Ave

Proposed



Existing



Reconfigure existing right-of-way to include:

- One general purpose travel lane each way
- One flexible lane each way
- A center two-way left-turn lane
- One-way separated bikeway each way

Right-of-way modifications:

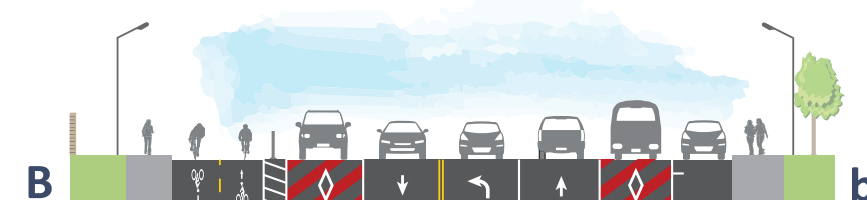
- None

Future Redevelopments:

- None

Galvin Ave to Mira Mesa Blvd (South of Galvin Ave Intersection)

Proposed



Existing



Reconfigure existing right-of-way to include:

- Parking lane on the east side
- One general purpose travel lane each way
- One flexible lane each way
- Two-way separated bikeway on the west side

Right-of-way modifications:

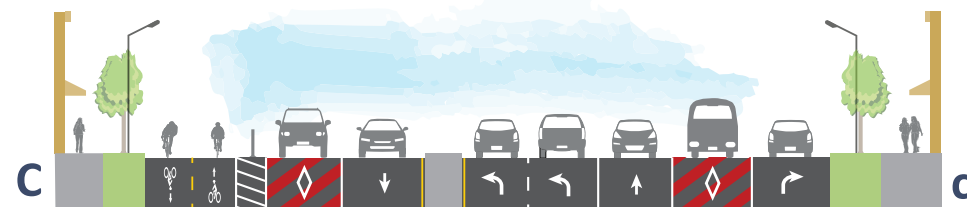
- None

Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Mira Mesa Gateway and should comply with recommendations in the Urban Design Element

Mira Mesa Blvd to Hillery Dr (South of Mira Mesa Blvd Intersection)

Proposed



Existing



Reconfigure existing right-of-way to include:

- One general purpose travel lane each way
- One flexible lane each way
- A center raised median
- Two-way separated bikeway on the west side

Right-of-way modifications:

- Proposed reconfiguration would require widening to the west

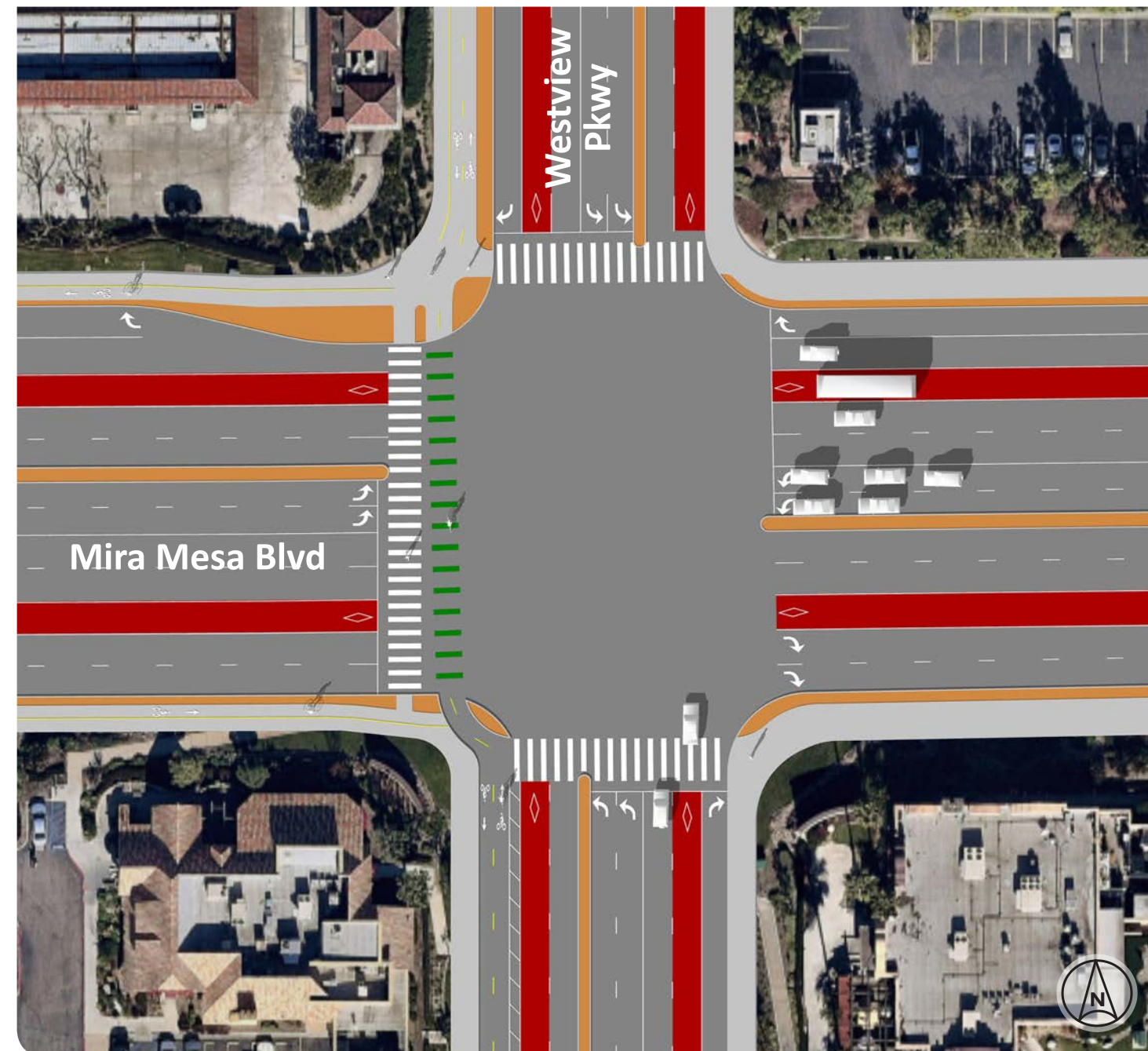
Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Mira Mesa Gateway and should comply with recommendations in the Urban Design Element

Westview Parkway

Note: Intersection design is conceptual only. Lane colors are for illustrative purposes only and do not necessarily indicate pavement marking color or pattern.

**Westview Pkwy & Mira Mesa Blvd
Proposed Intersection Concept**



Mira Mesa Boulevard

Length

5.5 Miles

Functional Class

Existing: 6-Lane Major/Prime Arterial

Adopted: 6-Lane Prime Arterial

Traffic Volumes

61,000 West of Scranton Rd

41,000-52,000 Scranton Rd to Camino Ruiz

31,500 Camino Ruiz to New Salem St

56,000-59,500 New Salem St to

Black Mountain Rd

70,600-78,500 Black Mountain Rd to I-15

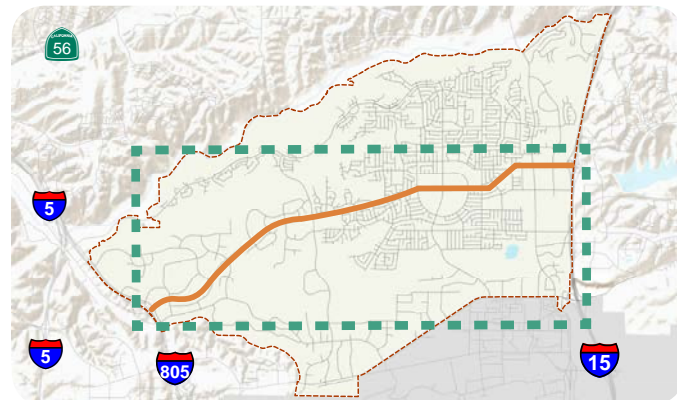
Crash Summary (2012-2017)

Total Crashes **518**

Most Predominant Causes:

Unsafe Speed	26%
Auto R/W Turning Violation	15%
Improper Turning	14%
Percent of community crashes	25%

Corridor Location



Potential Corridor-wide Improvements

- **Separated bikeways:** Improves comfort by reducing traffic stress on cyclists, encourages cycling, and creates connections within the community and to the region
- **Sustainable Mobility for Adaptable and Reliable Transportation (SMART) corridor:** (see below)

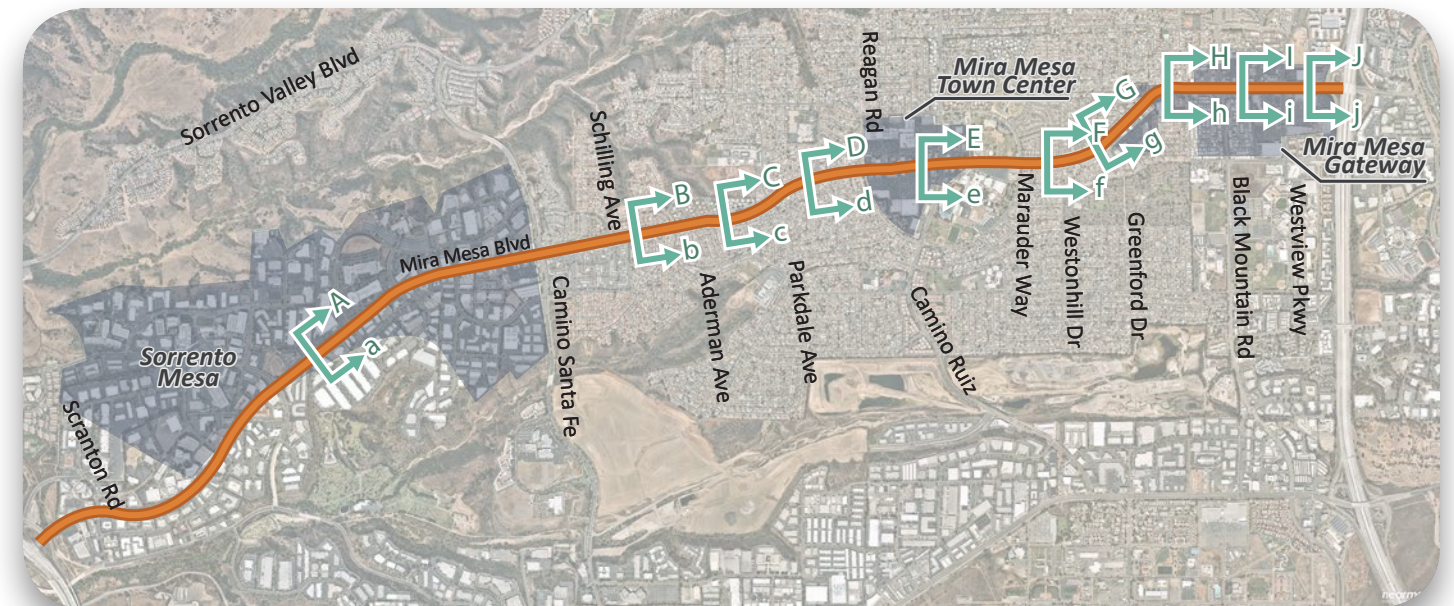
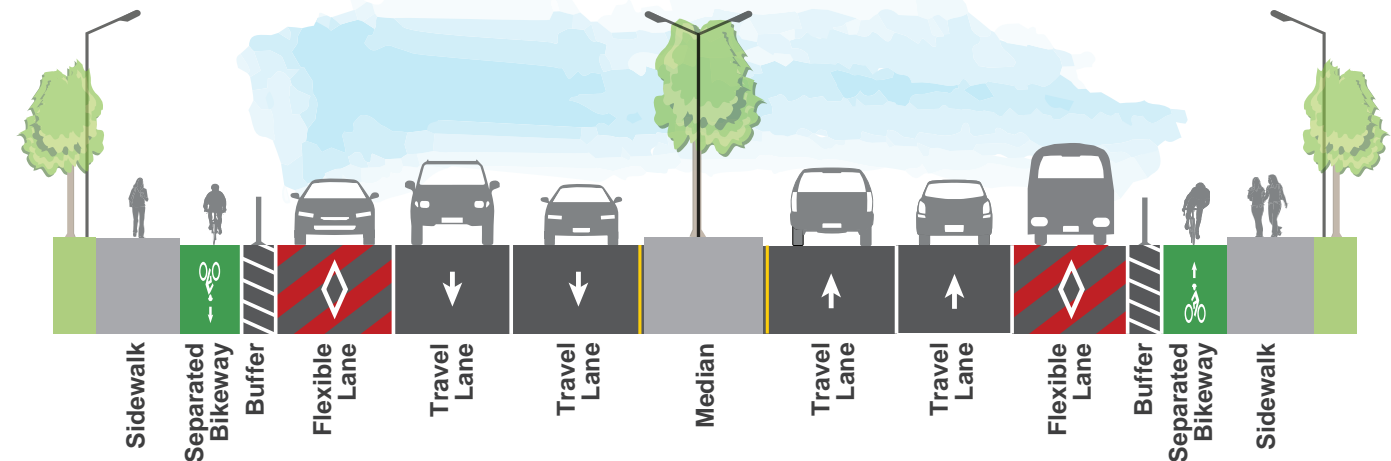
Potential Corridor-wide Feature

SMART corridor: SMART corridors can include flexible lanes dedicated for use by any combination of non-single occupancy vehicles, and utilizes emerging technology to increase person throughput.



General Corridor Cross Section

Varies By Segment (see pages MMB-2 — MMB-4)



Adjacent Land Use

Current Plan:

Jobs

#%

Housing

#%

Proposed Plan:

Jobs

#%

Housing

#%

Legend

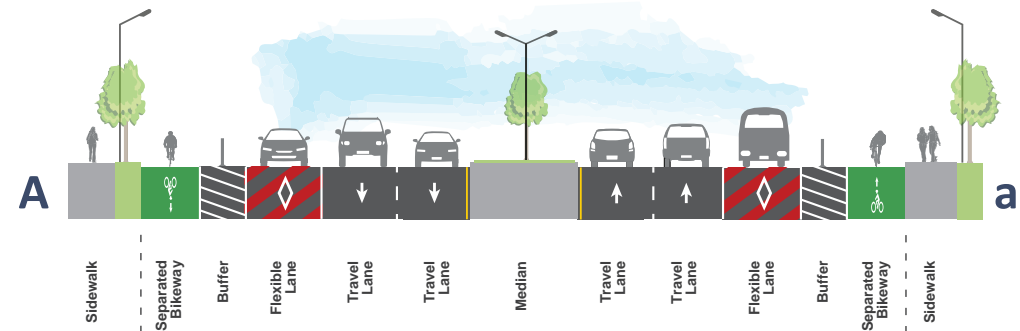
- Typical Section (see following sheets)
- Community Plan Focus Area

Mira Mesa Boulevard

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Scranton Rd to Schilling Ave

Proposed



Existing



Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- One-way separated bikeway each way

Right-of-way modifications:

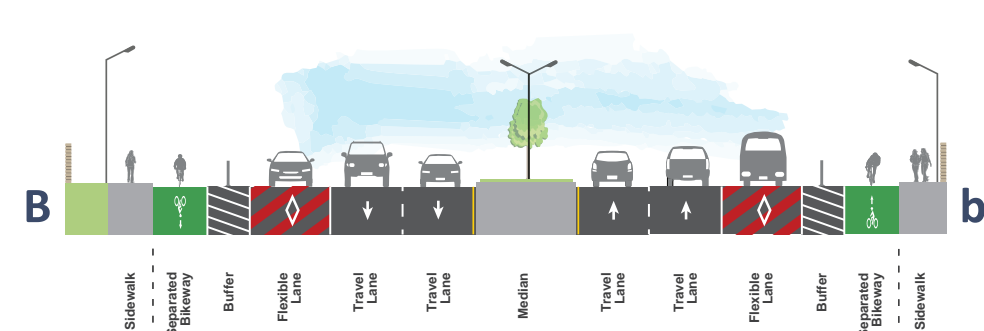
- None

Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Sorrento Mesa and should comply with recommendations in the Urban Design Element

Schilling Ave to Aderman Ave

Proposed



Existing



Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- One-way separated bikeway on both sides

Right-of-way modifications:

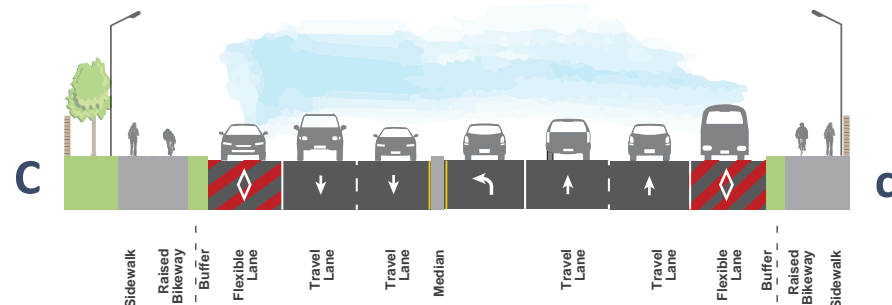
- None

Future Redevelopments:

- None

Aderman Ave to Parkdale Ave (West of Parkdale Ave Intersection)

Proposed



Existing



Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- One-way raised bikeway on both sides

Right-of-way modifications:

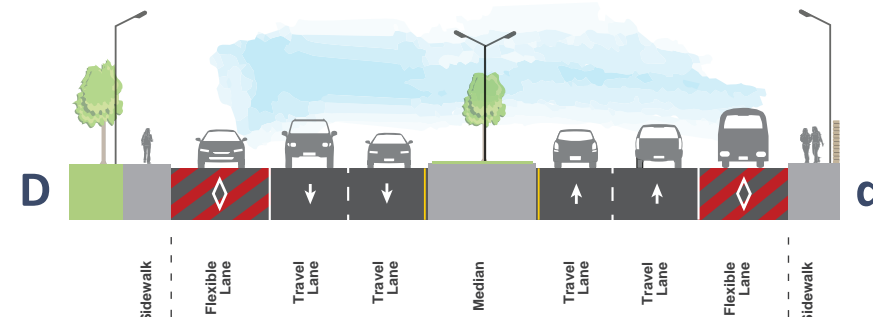
- Proposed reconfiguration would require widening to the north

Future Redevelopments:

- None

Parkdale Ave to Reagan Rd

Proposed



Existing



Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median

Right-of-way modifications:

- None

Future Redevelopments:

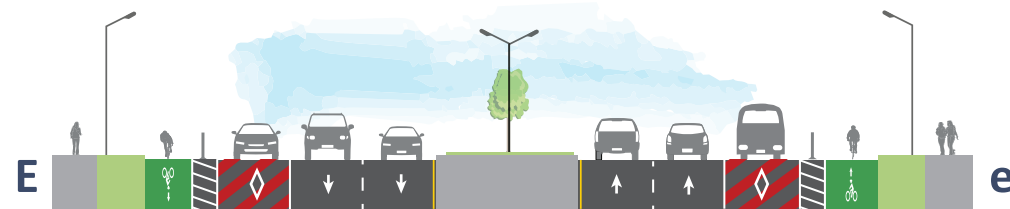
- None

Mira Mesa Boulevard

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Reagan Rd to New Salem St/Marauder Way

Proposed



Existing



Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- One-way separated bikeway each way

Right-of-way modifications:

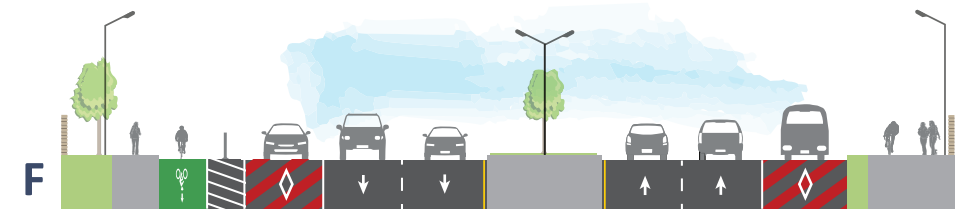
- None

Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Mira Mesa Town Center and should comply with recommendations in the Urban Design Element

New Salem St/Marauder Way to Westonhill Dr

Proposed



Existing



Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- One-way separated bikeway westbound
- One-way raised bikeway on the south side

Right-of-way modifications:

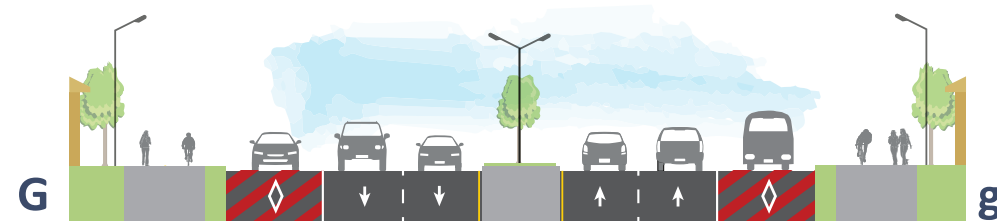
- Proposed reconfiguration would require widening to the south

Future Redevelopments:

- None

Westonhill Dr to Greenford Dr

Proposed



Existing



Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- One-way raised bikeway on both sides

Right-of-way modifications:

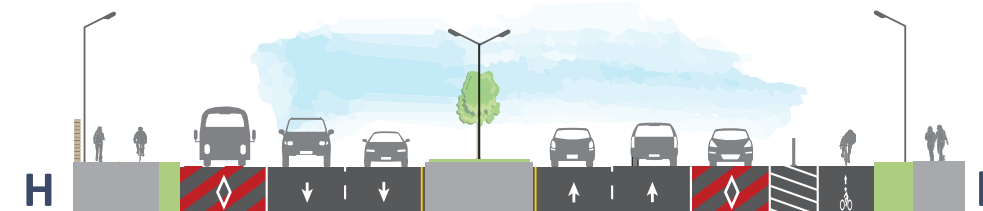
- Proposed reconfiguration would require widening to the north and south

Future Redevelopments:

- None

Greenford Dr to Black Mountain Rd

Proposed



Existing



Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- One-way raised bikeway westbound
- One-way separated bikeway on the north side

Right-of-way modifications:

- Proposed reconfiguration would require widening to the north

Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Mira Mesa Gateway and should comply with recommendations in the Urban Design Element

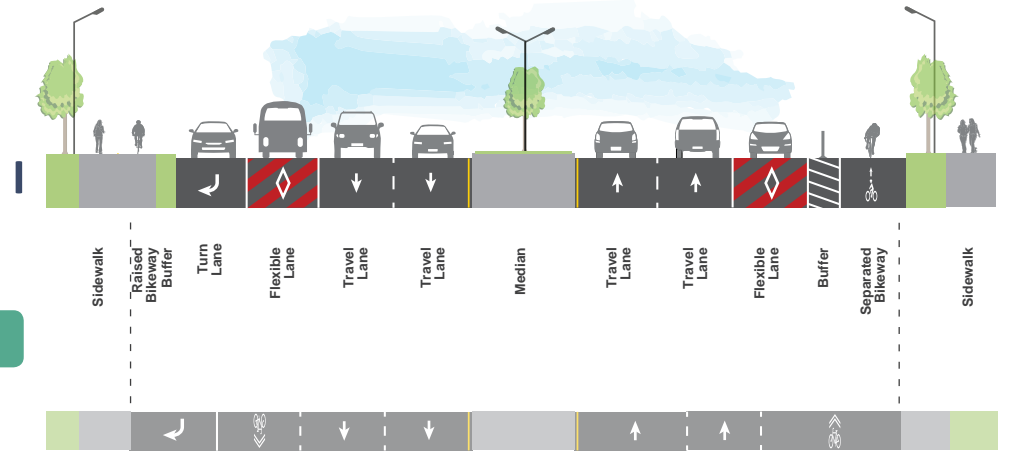
Mira Mesa Boulevard

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Black Mountain Rd to Westview Pkwy

Proposed

Existing



Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- One-way raised bikeway westbound
- One-way separated bikeway on the south side

Right-of-way modifications:

- None

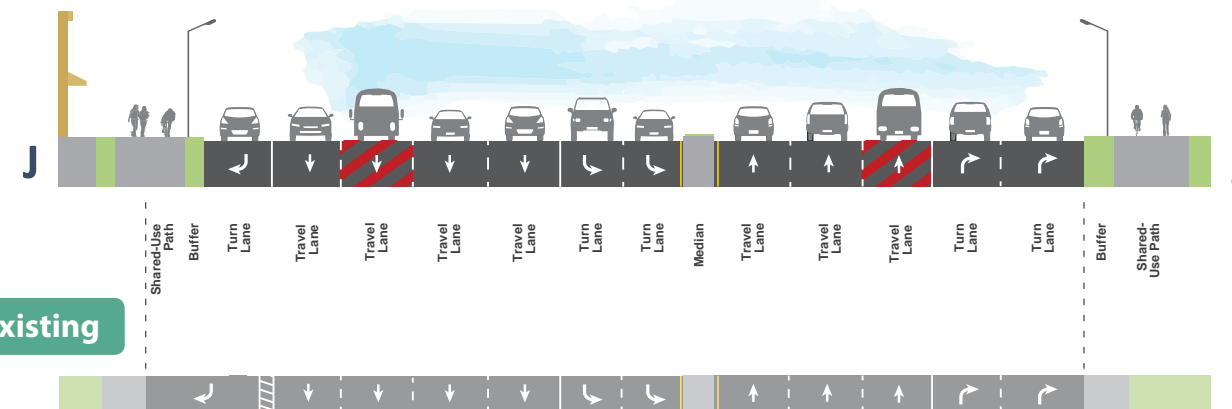
Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Mira Mesa Gateway and should comply with recommendations in the Urban Design Element

Westview Pkwy to I-15 (East of Westview Pkwy Intersection)

Proposed

Existing



Reconfigure existing right-of-way to include:

- Four general purpose lanes westbound
- Three general purpose lanes eastbound
- A center raised median
- Two-way shared use path on both sides

Right-of-way modifications:

- Proposed reconfiguration would require widening to the south

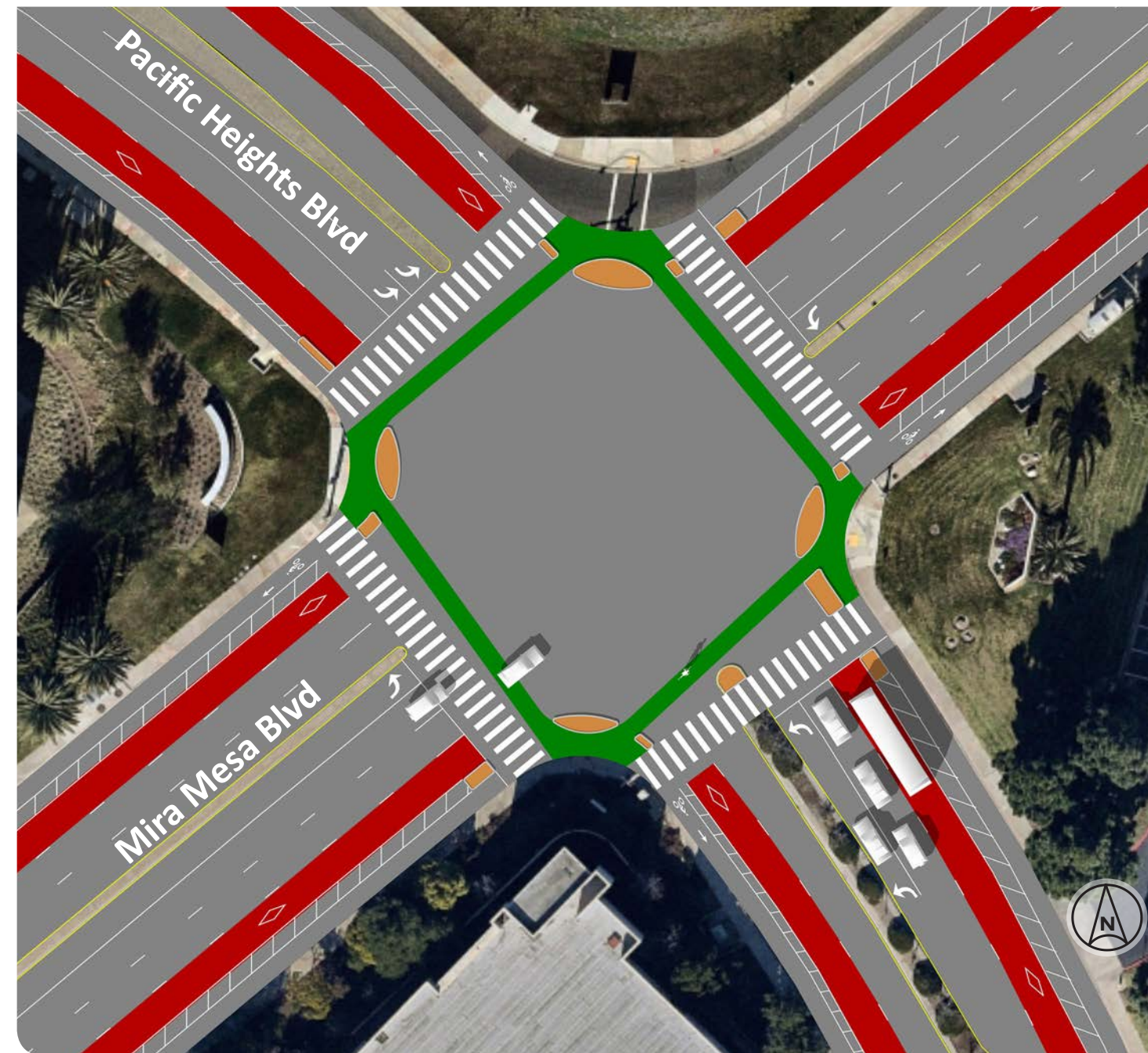
Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Mira Mesa Gateway and should comply with recommendations in the Urban Design Element

Mira Mesa Boulevard

Note: Intersection design is conceptual only. Lane colors are for illustrative purposes only and do not necessarily indicate pavement marking color or pattern.

Mira Mesa Blvd & Pacific Heights Blvd
Proposed Intersection Concept



Miramar Road

Length

5 Miles

Functional Class

Existing: 6-Lane Major Arterial

Adopted: 6-Lane Major/Prime Arterial

Traffic Volumes

66,000 West of Camino Santa Fe

50,000-59,000 Camino Santa Fe to
Camino Ruiz

63,000 East of Black Mountain Rd

Crash Summary (2012-2017)

Total Crashes **362**

Most Predominant Causes:

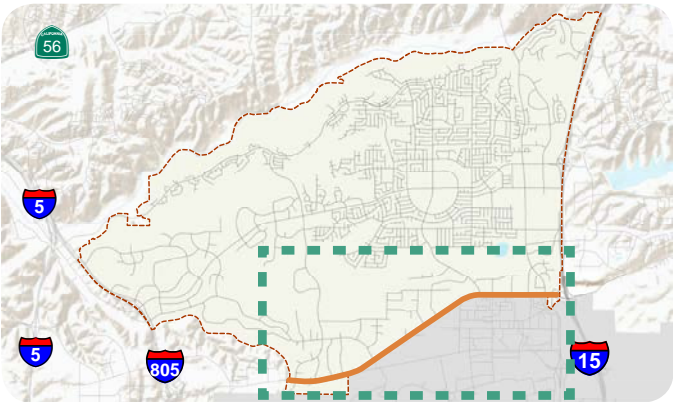
Unsafe Speed **26%**

Auto R/W Turning **21%**

Improper Turning **14%**

Percent of community crashes **18%**

Corridor Location

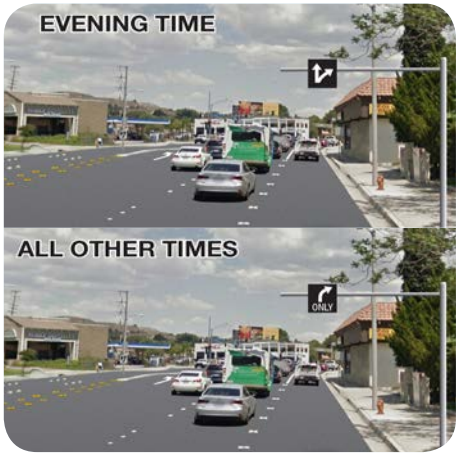


Potential Corridor Improvements

- Regional bikeways:** Improve bicycle comfort and access to local and regional destinations in the Scripps Miramar Ranch and University communities
- SMART corridor:** A major arterial roadway that provides access to or between a least two freeways, where roadway spaces is repurposed for transit and flexible lanes dedicated for use by any combination of non-single occupancy vehicles
- Dynamic lane:** (see below)

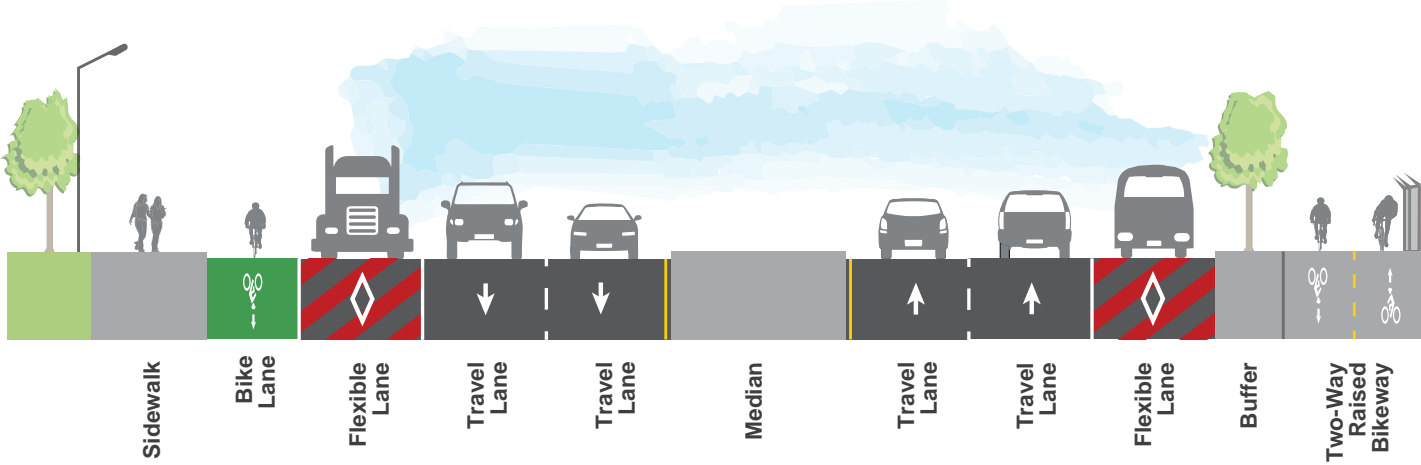
Potential Corridor Feature

Dynamic lane: Adaptable turning movement designation to accommodate peak vehicle volume imbalances using real-time transportation management devices



General Corridor Cross Section

Varies By Segment (see pages MR-2 & MR-3)



Adjacent Land Use

Current Plan:

Jobs

#%

Housing

#%

Proposed Plan:

Jobs

#%

Housing

#%

Legend

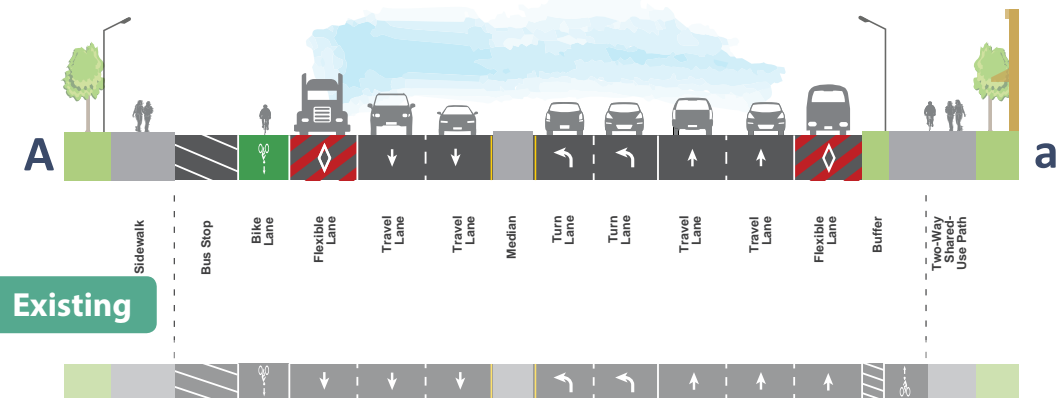
- X Typical Section (see following sheets)
- Community Plan Focus Area

Miramar Road

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Western Community Limit to Camino Santa Fe (West of Camino Santa Fe Intersection)

Proposed



Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- Two-way shared-use path with landscape buffer on the south side
- One-way bike lane westbound

Right-of-way modifications:

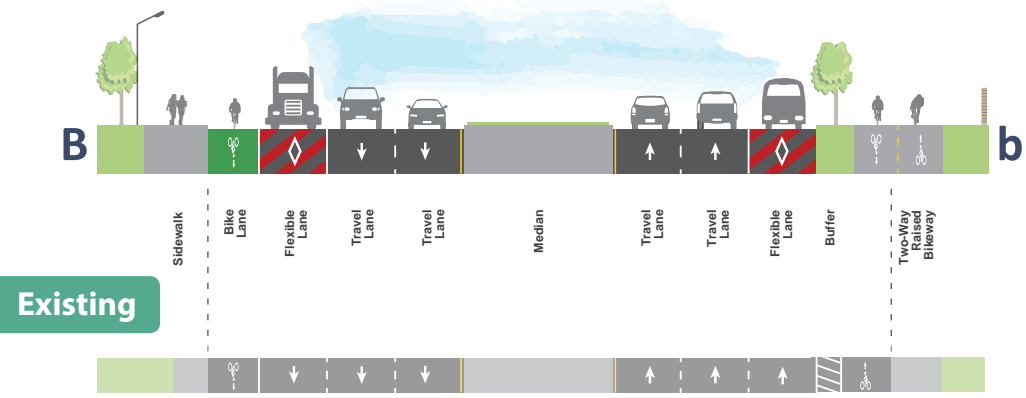
- None

Future Redevelopments:

- None

Camino Santa Fe to Commerce Ave

Proposed



Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- Two-way raised bikeway with landscape buffer on the south side
- One-way bike lane westbound

Right-of-way modifications:

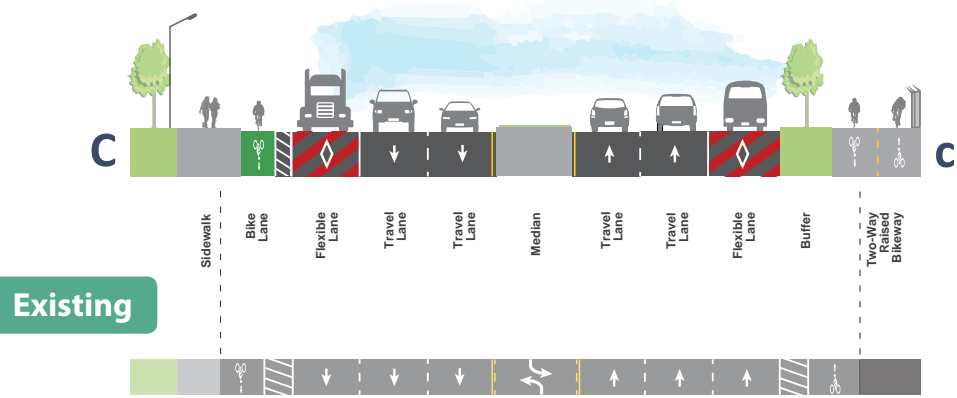
- None

Future Redevelopments:

- None

Commerce Ave to Carroll Rd

Proposed



Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- Two-way raised bikeway with landscape buffer on the south side
- One-way bike lane westbound

Right-of-way modifications:

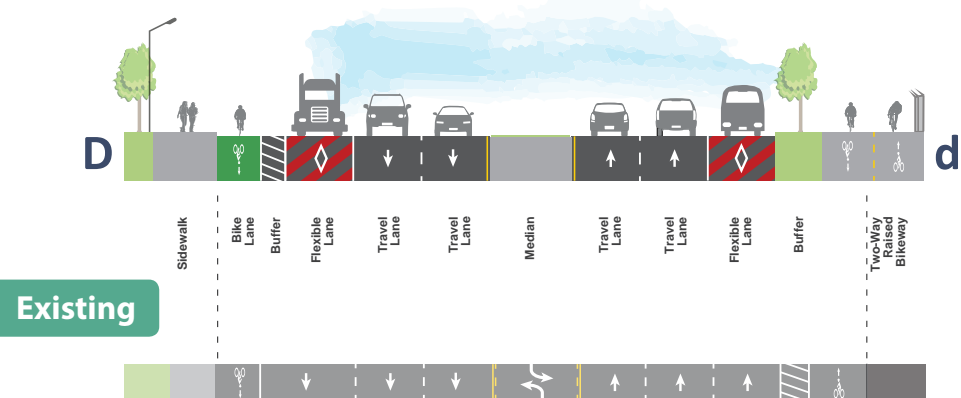
- None

Future Redevelopments:

- None

Carroll Rd to Camino Ruiz

Proposed



Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- Two-way raised bikeway with landscape buffer on the south side
- One-way bike lane westbound

Right-of-way modifications:

- None

Future Redevelopments:

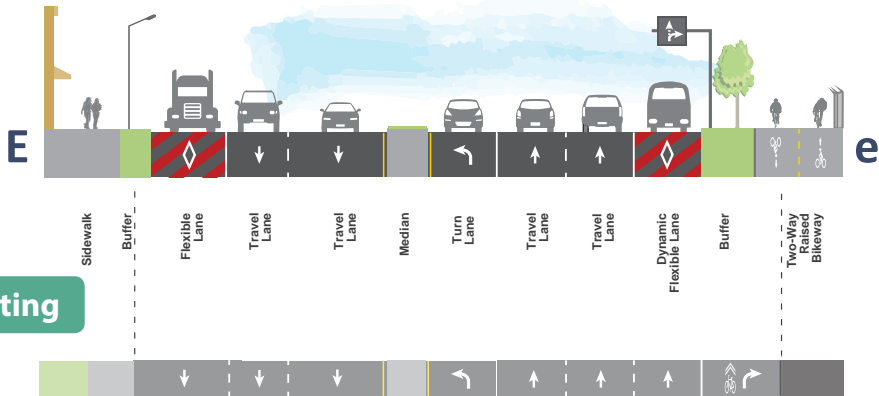
- None

Miramar Road

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Camino Ruiz to Mitscher Way (West of Mitscher Way Intersection)

Proposed



Existing

Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane westbound
- One dynamic flexible lane eastbound
- Two-way raised bikeway with landscape buffer on the south side

Right-of-way modifications:

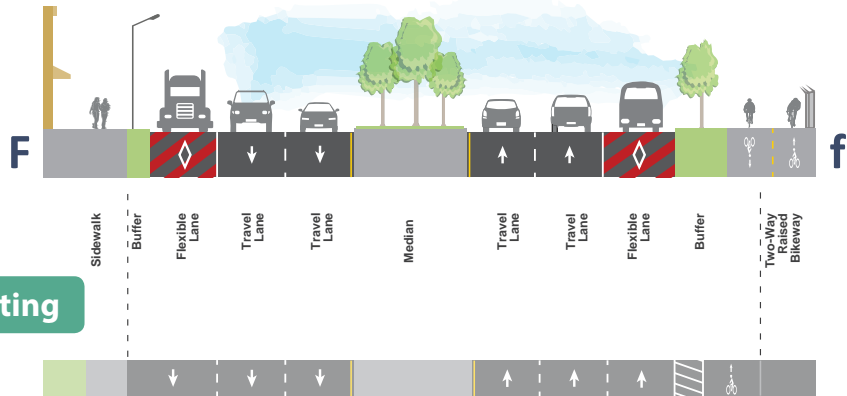
- None

Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Miramar Gateway and should comply with recommendations in the Urban Design Element

Mitscher Way to Padgett St

Proposed



Existing

Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- Two-way raised bikeway with landscape buffer on the south side

Right-of-way modifications:

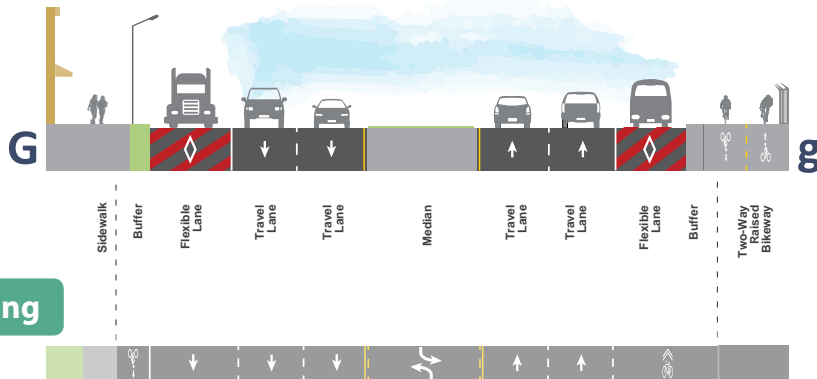
- None

Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Miramar Gateway and should comply with recommendations in the Urban Design Element

Padgett St to Kearny Villa Rd

Proposed



Existing

Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- One flexible lane each way
- A center raised median
- Two-way raised bikeway with landscape buffer on the south side

Right-of-way modifications:

- None

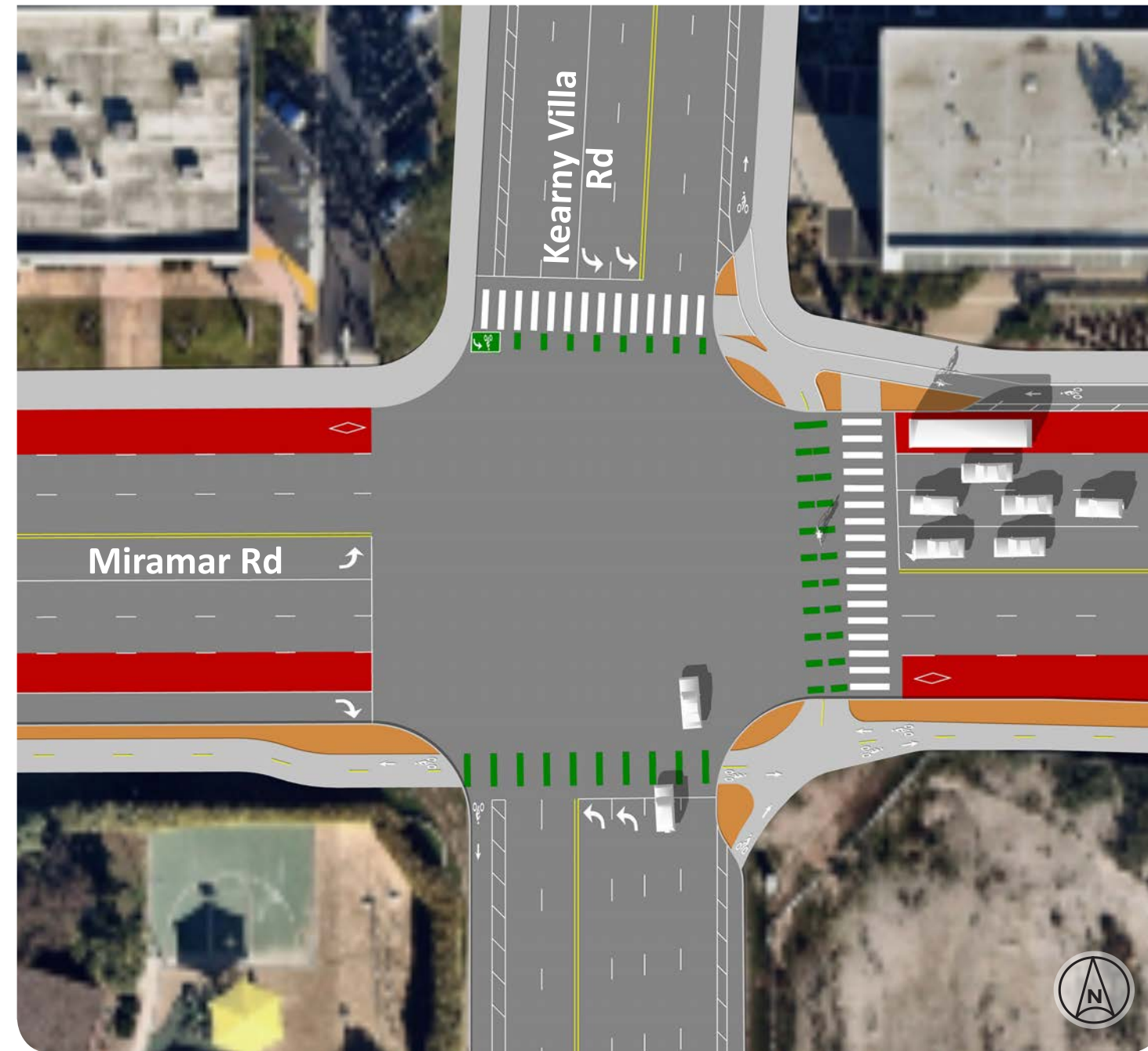
Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Miramar Gateway and should comply with recommendations in the Urban Design Element

Miramar Road

Note: Intersection design is conceptual only. Lane colors are for illustrative purposes only and do not necessarily indicate pavement marking color or pattern.

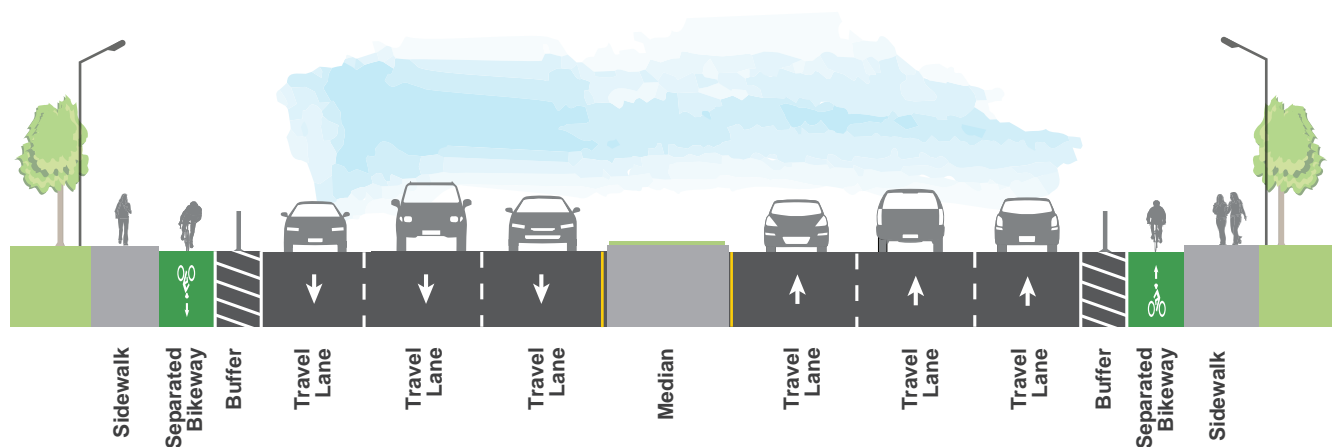
**Miramar Rd & Kearny Villa Rd
Proposed Intersection Concept**



Black Mountain Road

General Corridor Cross Section

Varies By Segment (see pages BMR-2 & BMR-3)



Length

3 Miles

Functional Class

Existing: 4- to 6-Lane Major Arterial

Adopted: 6-Lane Major Arterial

Traffic Volumes

35,000 North of Westview Pkwy

17,500-27,500 Westview Pkwy to

Carroll Centre Rd

17,000 South of Carroll Centre Rd

Potential Corridor-wide Improvements

- **Complete corridor:** Improve access to destinations and neighborhoods by providing quality facilities for all modes of travel
- **Separated bikeways:** (see below)

Potential Corridor-wide Feature

Separated bikeway: Improves comfort by reducing traffic stress on cyclists, encourages cycling, and creates connections within the community and to the region



Adjacent Land Use

Current Plan:

Jobs #%

Housing #%

Proposed Plan:

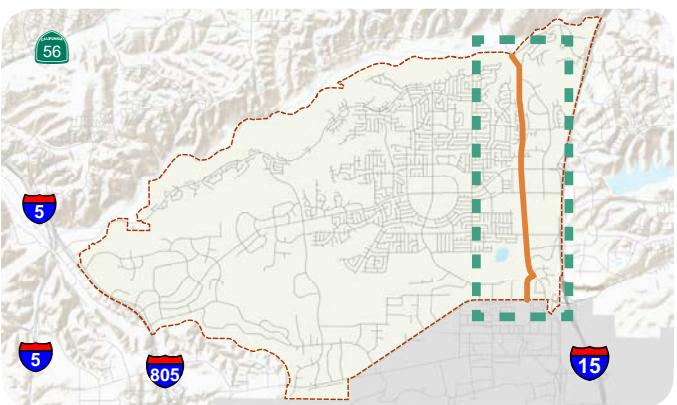
Jobs #%

Housing #%

Legend

- Typical Section (see following sheets)
- Community Plan Focus Area

Corridor Location

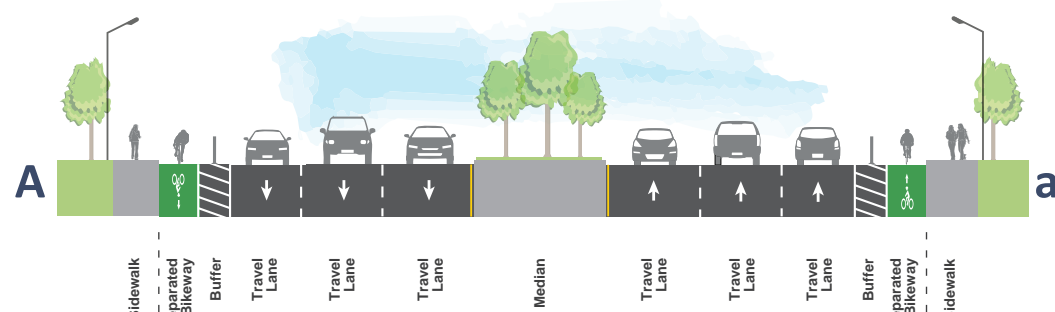


Black Mountain Road

Note: Cross-section shown is taken at most constrained or complex location within the segment limits. Cross-sections for remainder of segment are subject to vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes only and do not necessarily indicate pavement marking color or pattern.

Northern Community Limit to Galvin Ave

Proposed



Existing



Reconfigure existing right-of-way to include:

- Three general purpose travel lanes each way
- A center raised median
- One-way separated bikeway each way

Right-of-way modifications:

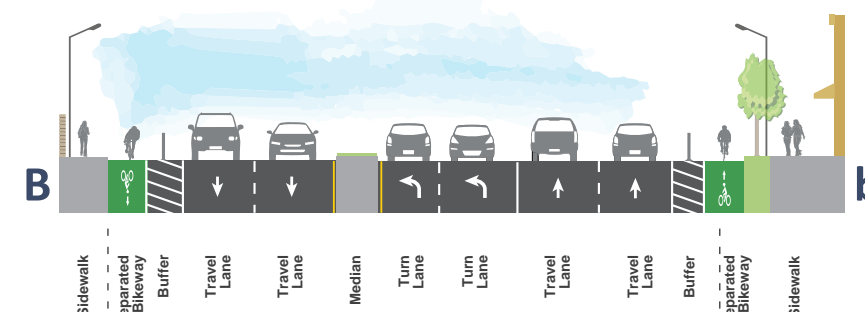
- None

Future Redevelopments:

- None

Galvin Ave to Mira Mesa Blvd (South of Gemini Ave Intersection)

Proposed



Existing



Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- A center raised median
- One-way separated bikeway each way

Right-of-way modifications:

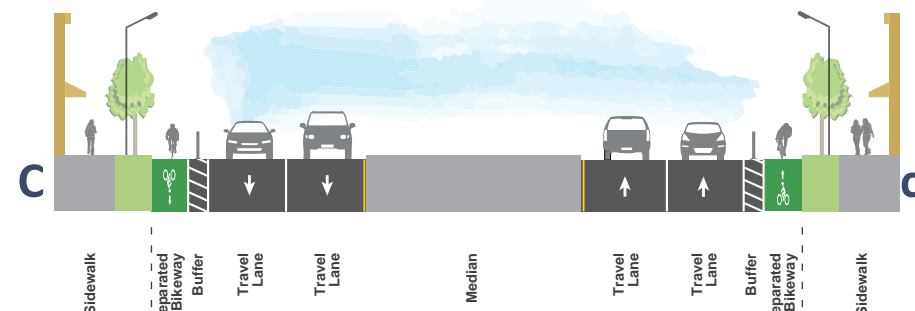
- Proposed reconfiguration would require widening to the east

Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Mira Mesa Gateway and should comply with recommendations in the Urban Design Element

Mira Mesa Blvd to Hillery Dr

Proposed



Existing



Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- A center raised median
- One-way separated bikeway each way

Right-of-way modifications:

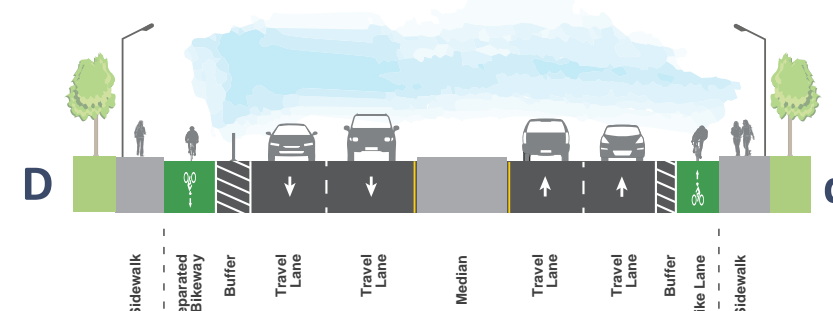
- None

Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Mira Mesa Gateway and should comply with recommendations in the Urban Design Element

Hillery Dr to Kearny Villa Rd

Proposed



Existing



Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- A center raised median
- One-way separated bikeway southbound
- Buffered bike lane northbound

Right-of-way modifications:

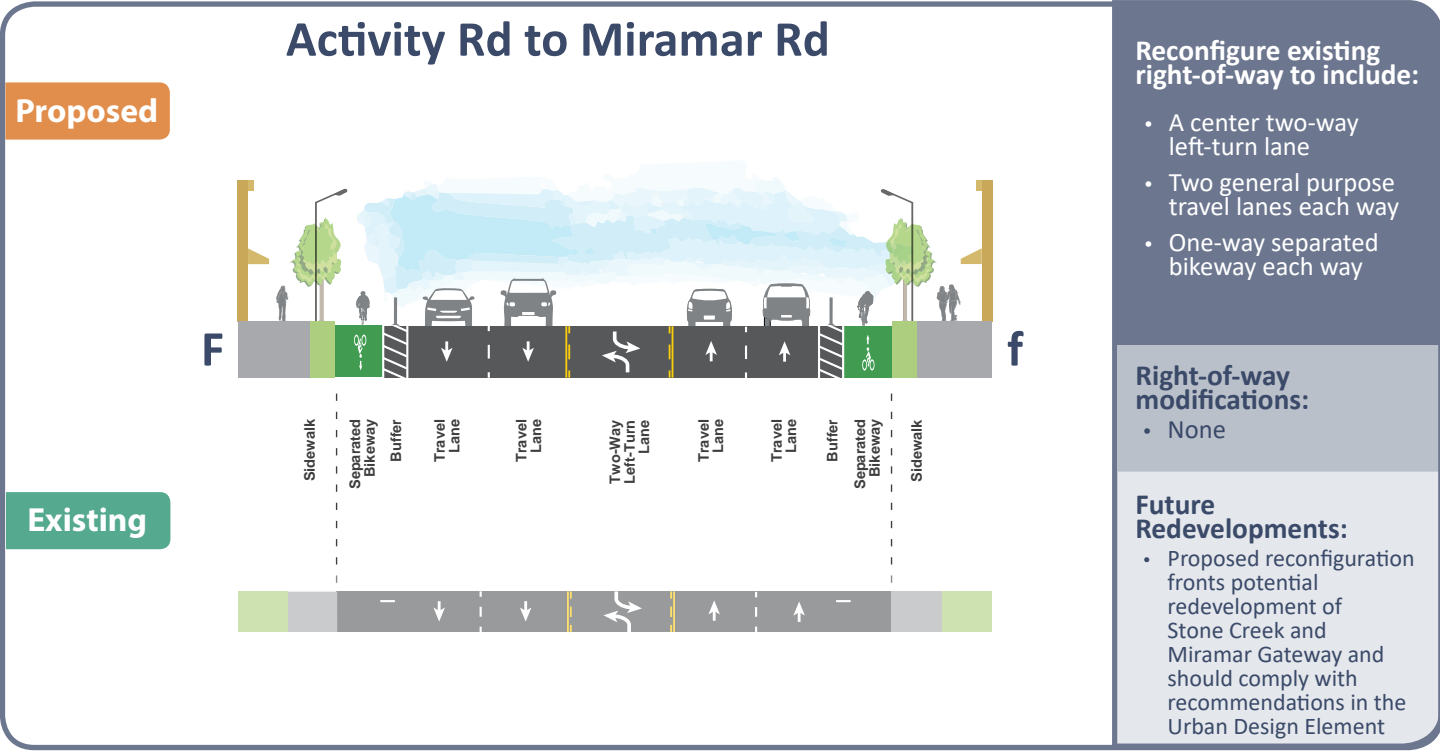
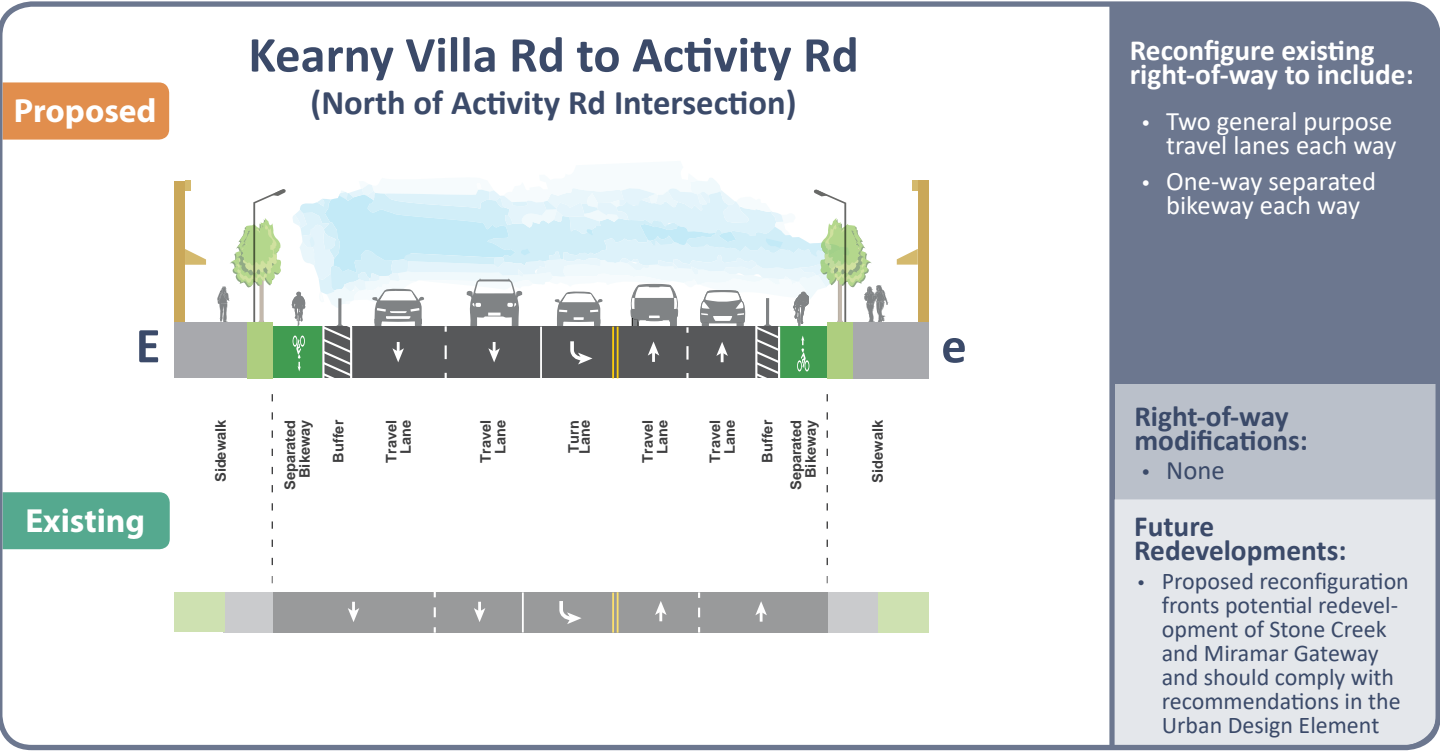
- None

Future Redevelopments:

- None

Black Mountain Road

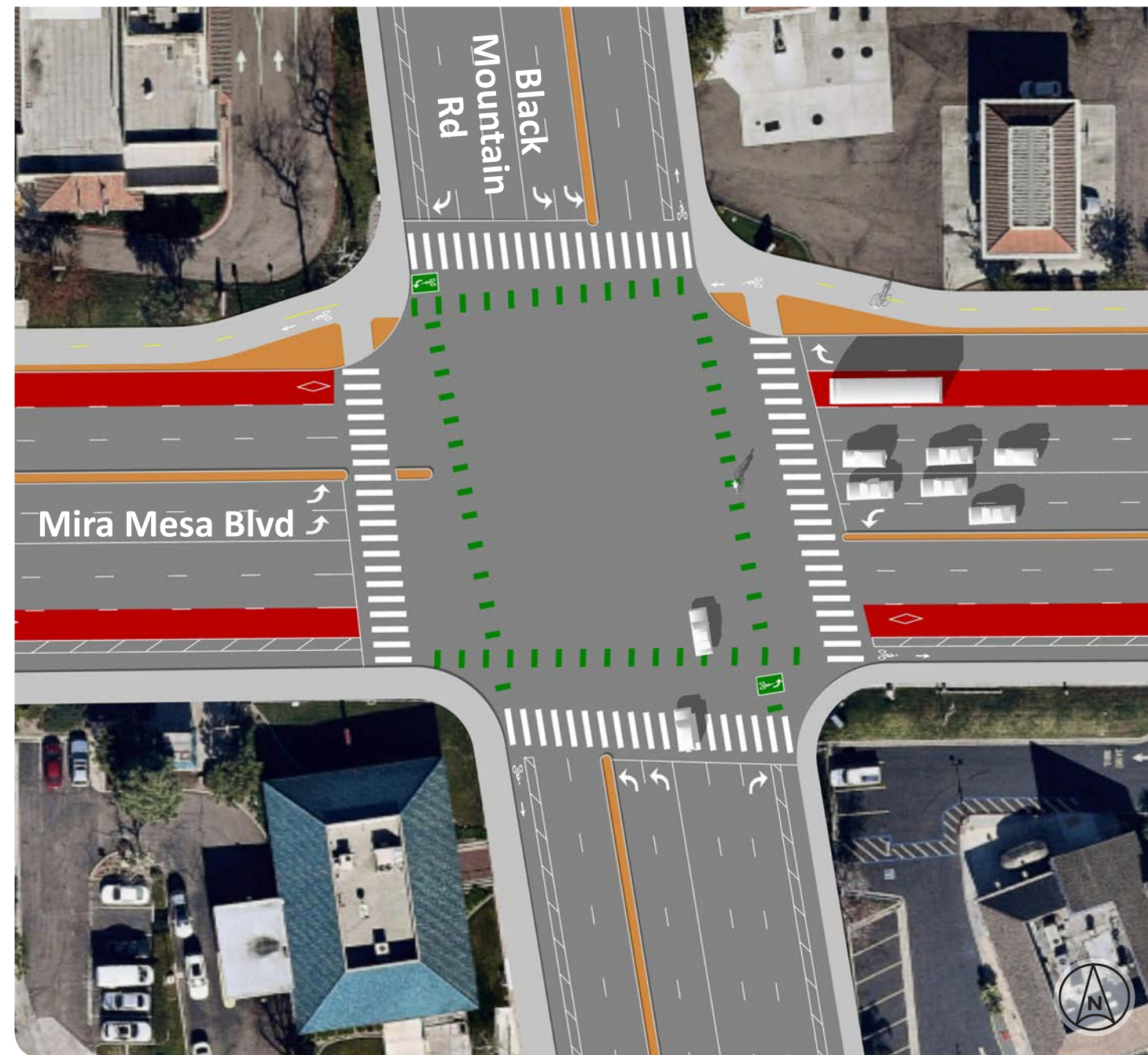
Note: Cross-section shown is taken at most constrained or complex location within the segment limits. Cross-sections for remainder of segment are subject to vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes only and do not necessarily indicate pavement marking color or pattern.



Black Mountain Road

Note: Intersection design is conceptual only. Lane colors are for illustrative purposes only and do not necessarily indicate pavement marking color or pattern.

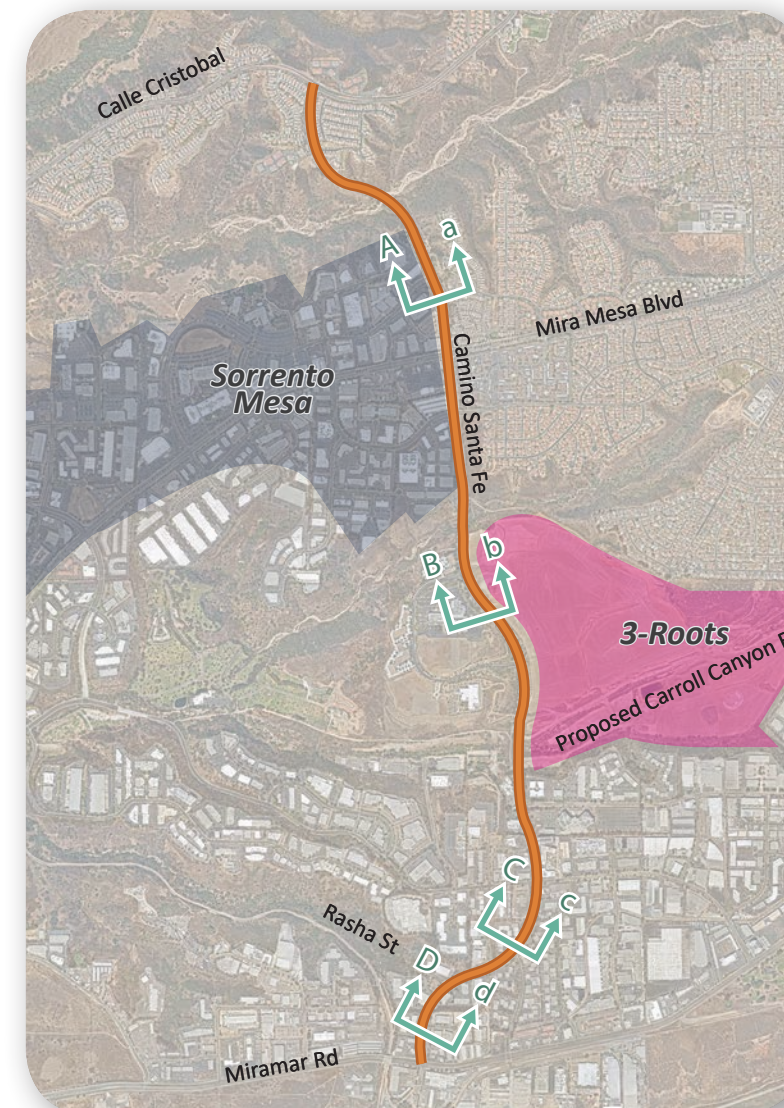
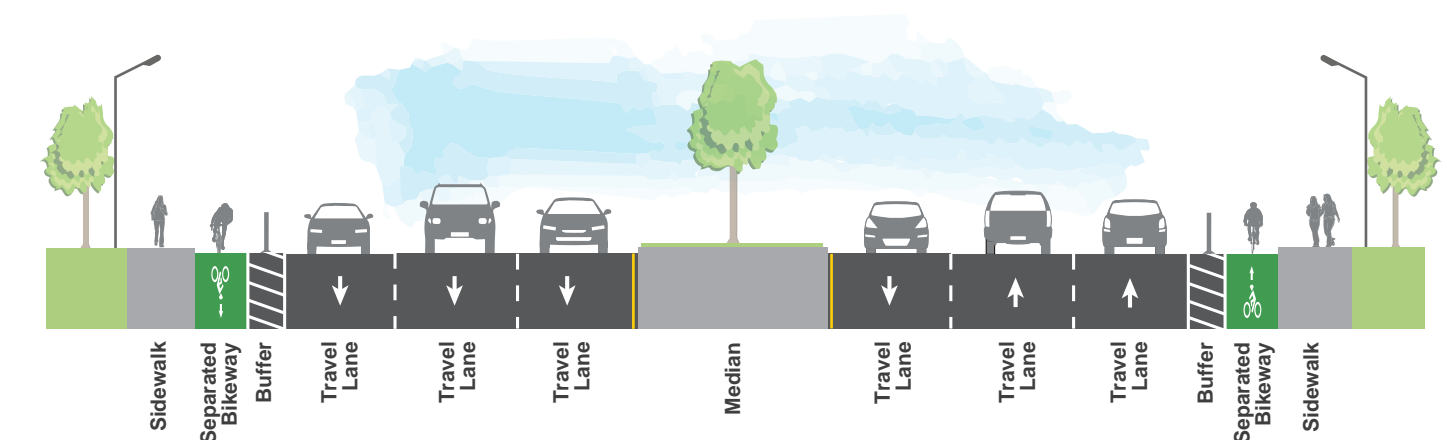
**Black Mountain Rd & Mira Mesa Blvd
Proposed Intersection Concept**



Camino Santa Fe

General Corridor Cross Section

Varies By Segment (see page CSF-2)



Length

3 Miles

Functional Class

Existing: 4- to 6-Lane Major Arterial

Adopted: 6-Lane Major Arterial

Traffic Volumes

10,000-16,000 North of Mira Mesa Blvd

18,000-21,000 South of Mira Mesa Blvd

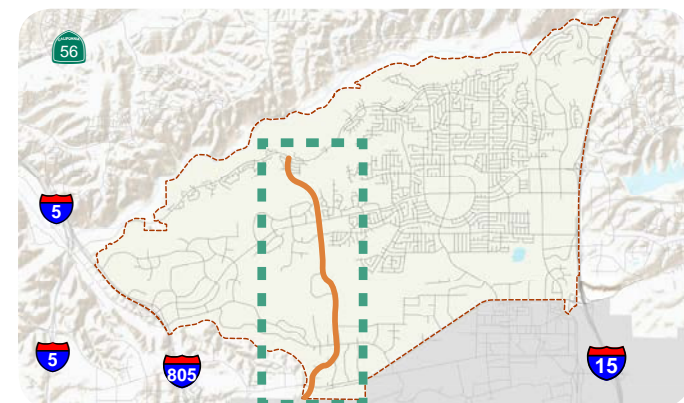
Crash Summary (2012-2017)

Total Crashes **85**

Most Predominant Causes:

Unsafe Speed	28%
Auto R/W Violation	25%
Improper Turning	13%
Percent of community crashes	4%

Corridor Location



Potential Corridor-wide Improvements

- Separated bikeways: (see below)

Potential Corridor-wide Feature

Separated bikeway: Improves comfort by reducing traffic stress on cyclists, encourages cycling, and creates connections within the community and to the region



Adjacent Land Use

Current Plan:

Jobs	#%
Housing	#%

Proposed Plan:

Jobs	#%
Housing	#%

Legend

X X	Typical Section (see following sheets)
[Blue shaded area]	Community Plan Focus Area

Camino Santa Fe

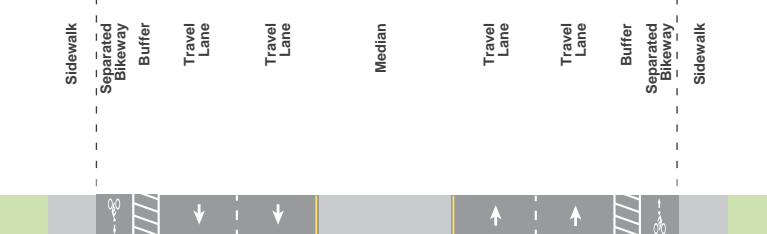
Note: Cross-section shown is taken at most constrained or complex location within the segment limits. Cross-sections for remainder of segment are subject to vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes only and do not necessarily indicate pavement marking color or pattern.

Calle Cristobal to Mira Mesa Blvd

Proposed



Existing



Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- A center raised median
- One-way separated bikeway each way

Right-of-way modifications:

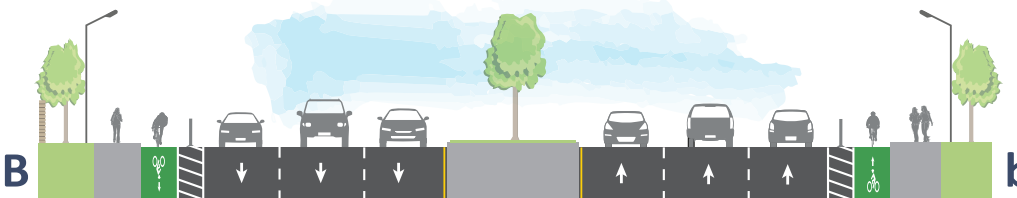
- None

Future Redevelopments:

- Proposed reconfiguration fronts potential redevelopment of Sorrento Mesa and should comply with recommendations in the Urban Design Element

Mira Mesa Blvd to Proposed Carroll Canyon Rd

Proposed



Existing



Reconfigure existing right-of-way to include:

- Three general purpose travel lanes each way
- A center raised median
- One-way separated bikeway each way

Right-of-way modifications:

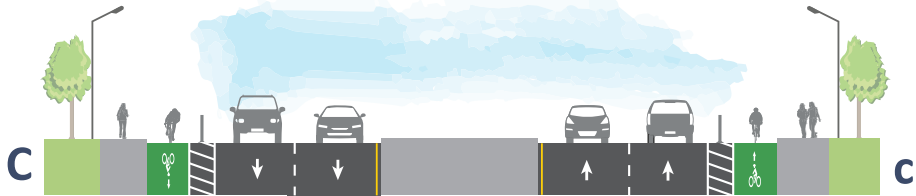
- None

Future Redevelopments:

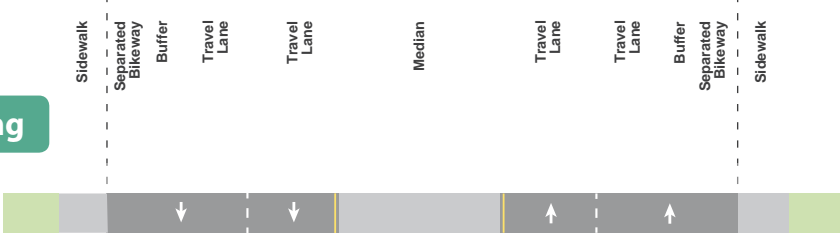
- None

Proposed Carroll Canyon Rd to Rasha St

Proposed



Existing



Reconfigure existing right-of-way to include:

- Two general purpose travel lanes each way
- A center raised median
- One-way separated bikeway each way

Right-of-way modifications:

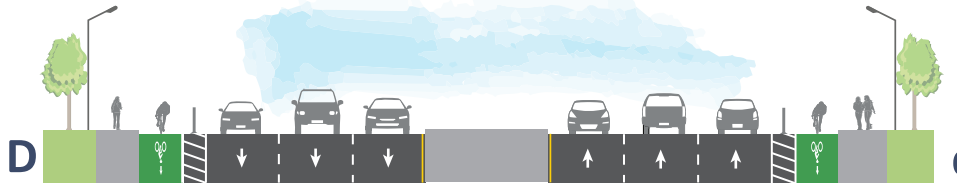
- None

Future Redevelopments:

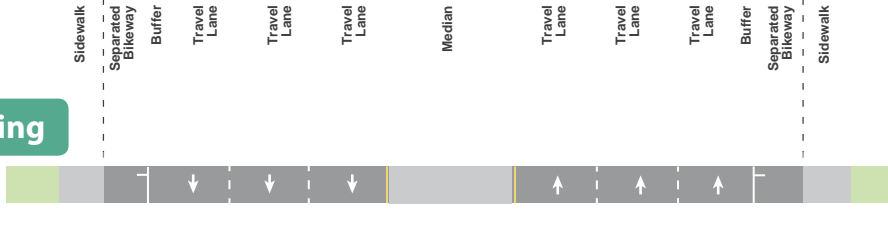
- None

Rasha St to Miramar Rd

Proposed



Existing



Reconfigure existing right-of-way to include:

- Three general purpose travel lanes each way
- A center raised median
- One-way separated bikeway each way

Right-of-way modifications:

- None

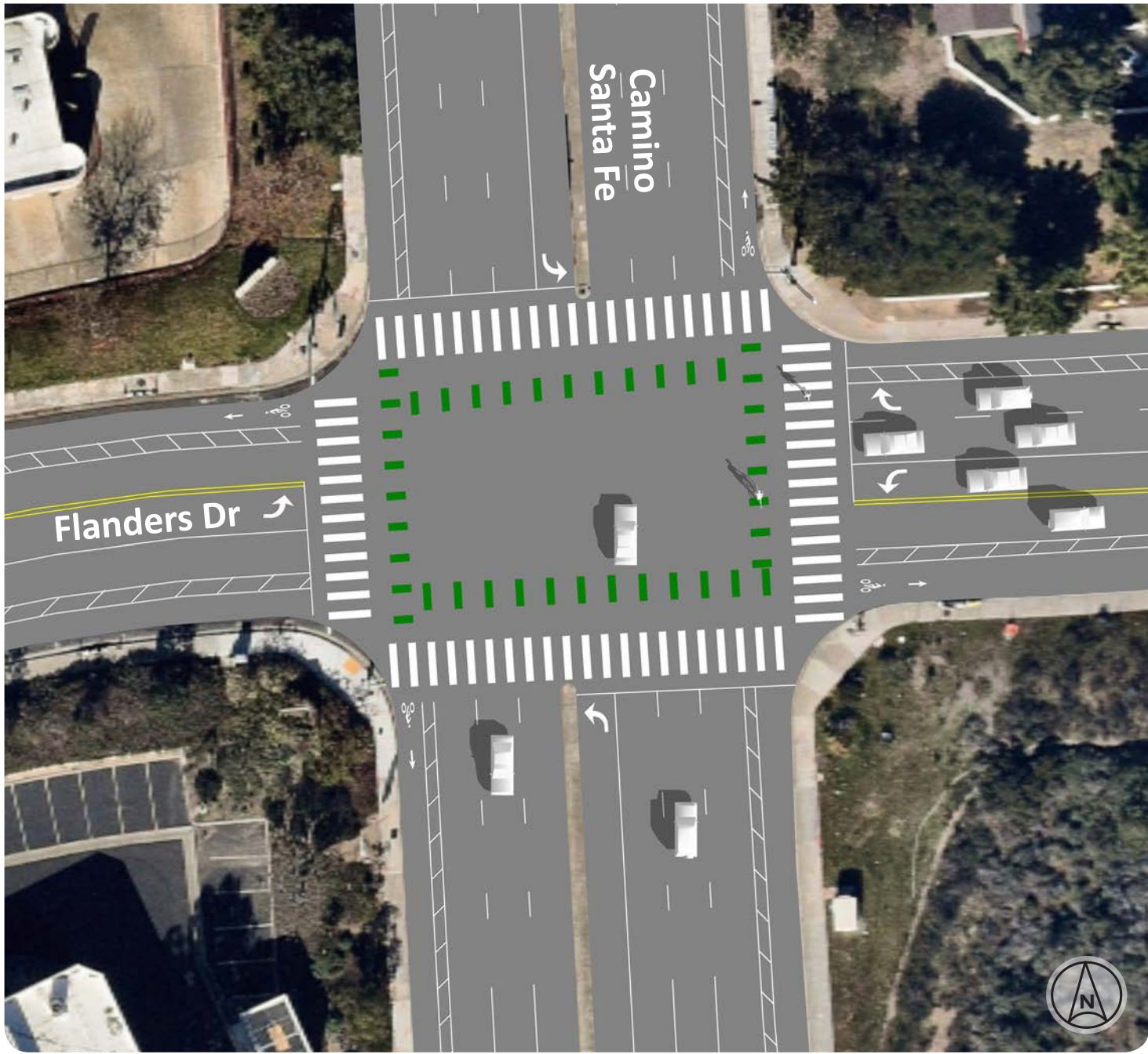
Future Redevelopments:

- None

Camino Santa Fe

Note: Intersection design is conceptual only. Lane colors are for illustrative purposes only and do not necessarily indicate pavement marking color or pattern.

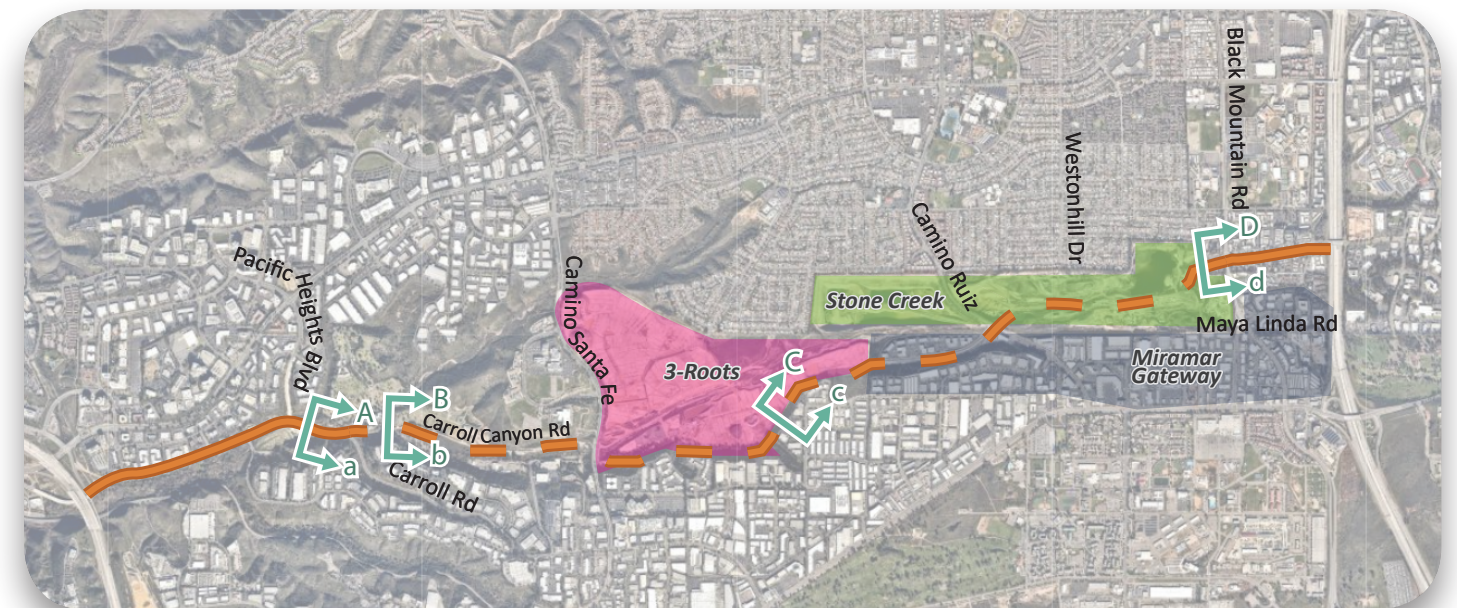
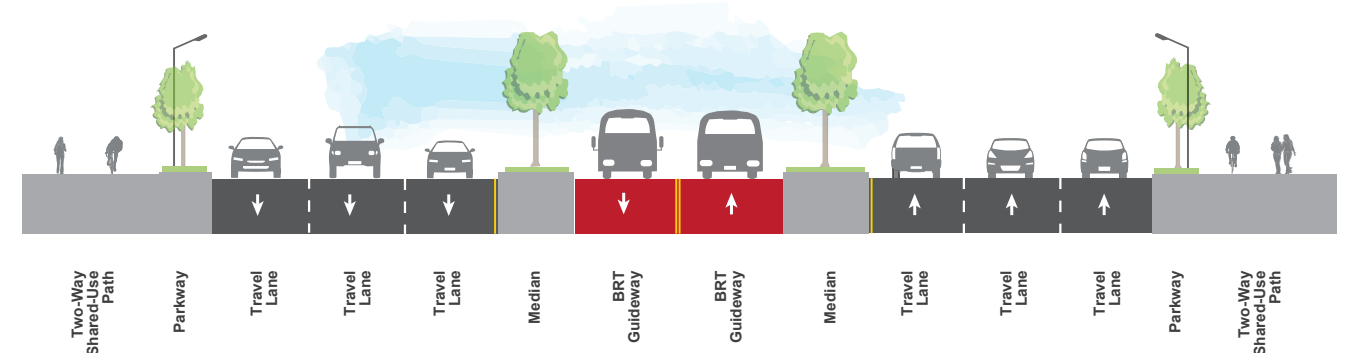
Camino Santa Fe & Flanders Dr
Proposed Intersection Concept



Carroll Canyon Road

General Corridor Cross Section

Varies By Segment (see page CCR-2)



Adjacent Land Use

Current Plan:

Jobs

#%

Housing

#%

Proposed Plan:

Jobs

#%

Housing

#%

Legend

- X Typical Section (see following sheet)
- Community Plan Focus Area
- Existing Roadway
- Future Roadway

Length

Existing:

- 1 Mile I-805 to Carroll Rd (west end of community)
- 0.5 Mile Black Mountain Rd to I-15 (east end of community)

Future (Total): 5.5 Miles I-805 to I-15

Functional Class

Existing:

- 4-Lane Collector w/ TWLTL Black Mountain Rd to Maya Linda Rd
- 4-Lane Major Arterial Maya Linda Rd to I-15
- 2-Lane Collector Nancy Ridge to Pacific Heights Blvd
- 2-Lane Major Arterial Pacific Heights Blvd to Carroll Rd

Future:

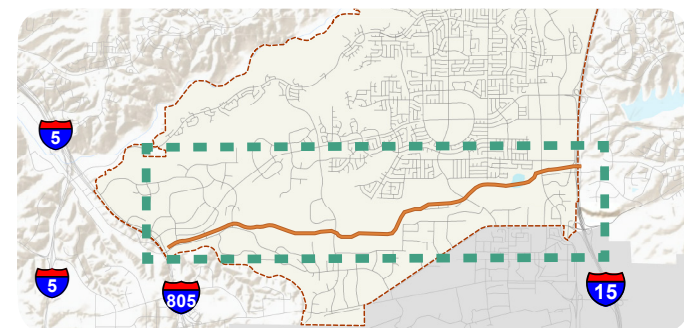
- 4-Lane Major Arterial Scranton Rd to Camino Santa Fe
- 6-Lane Prime Arterial Camino Santa Fe to Camino Ruiz
- 6-Lane Major Arterial Camino Ruiz to Black Mountain Rd
- 4 Lane Major I-805 to Scranton Rd

Traffic Volumes

13,000 I-805 to Pacific Heights Rd

20,000 Black Mountain Rd to I-15

Corridor Location



Potential Corridor-wide Improvements

- Separated bikeways:** Improves comfort by reducing traffic stress on cyclists, encourages cycling, and creates connections within the community and to the region
- Bus Rapid Transit (BRT) corridor:** Rapid services that are high-frequency, limited-stop routes moving people to their destinations more quickly than traditional local bus service using dedicated lanes or guideways

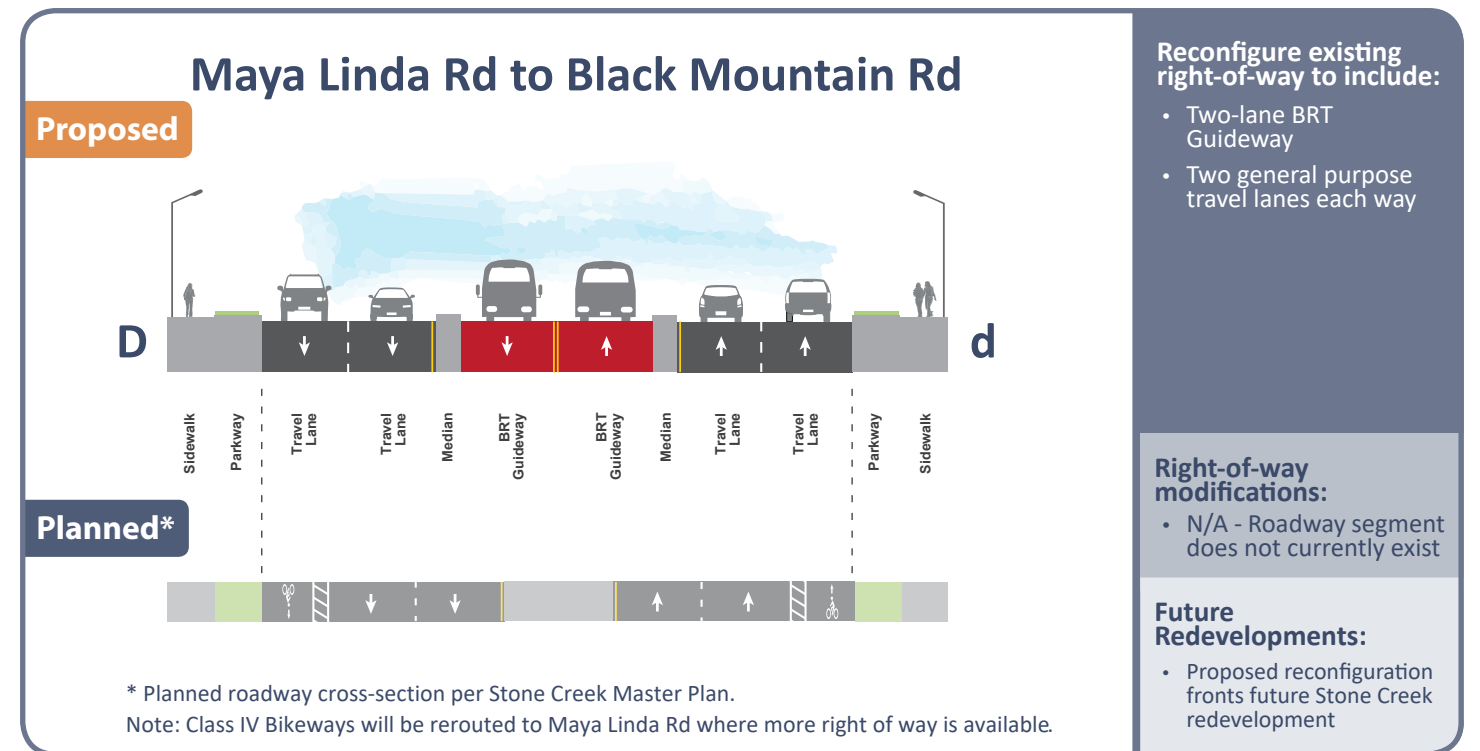
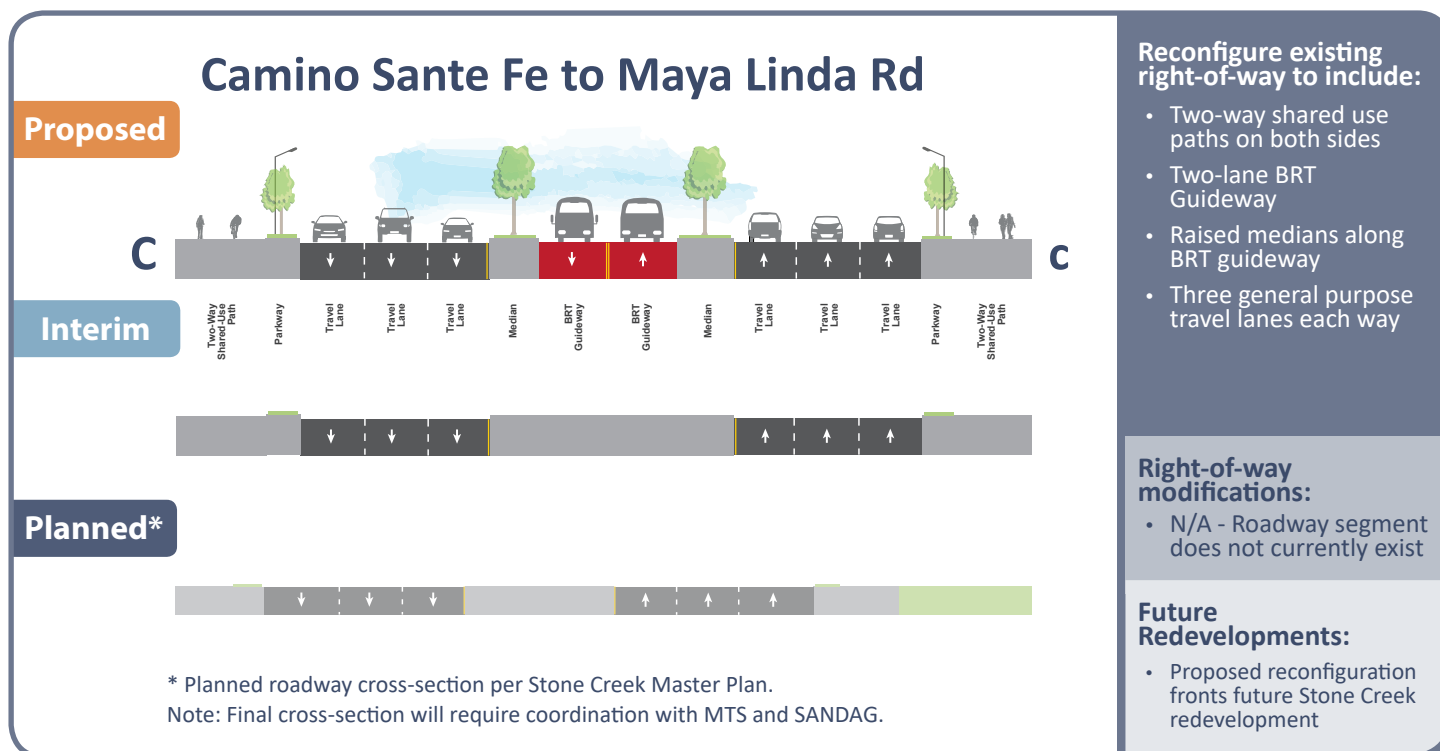
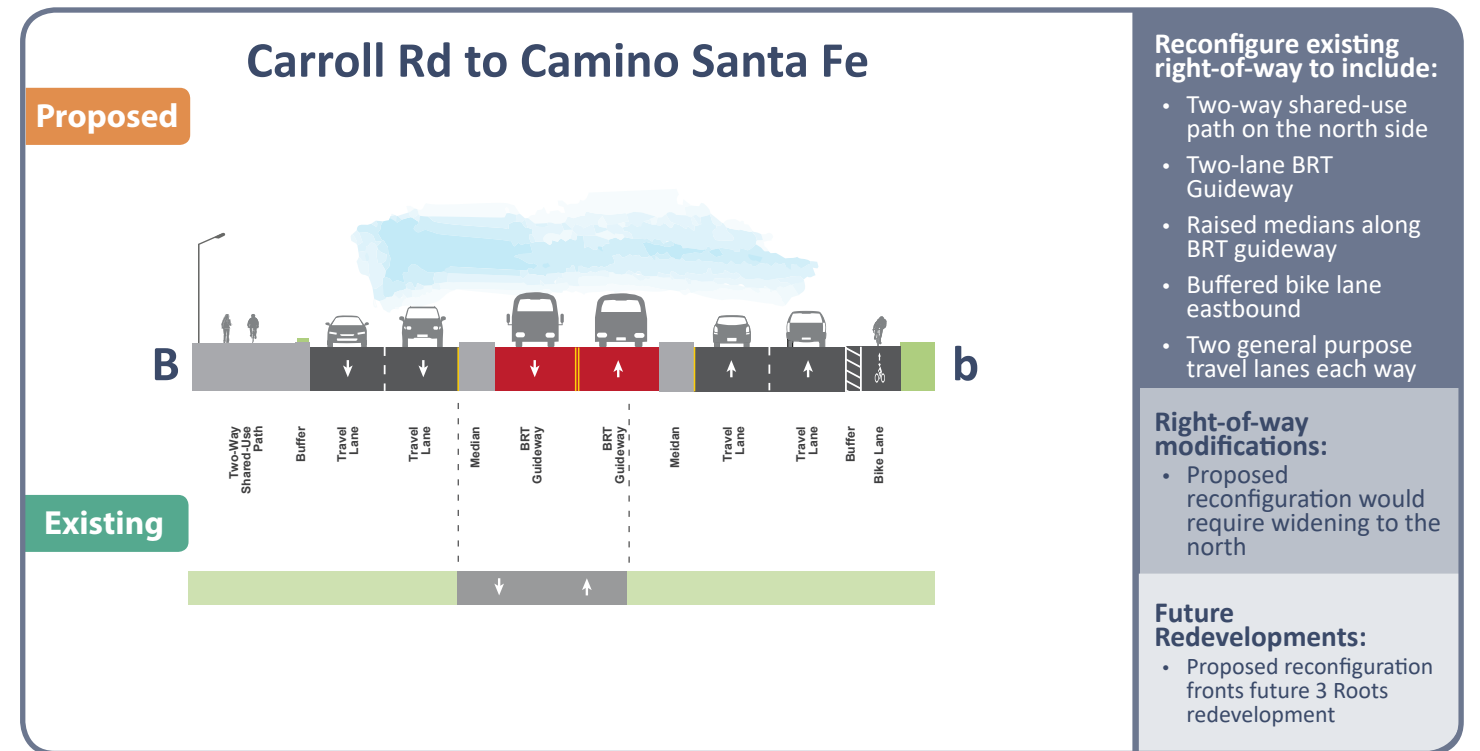
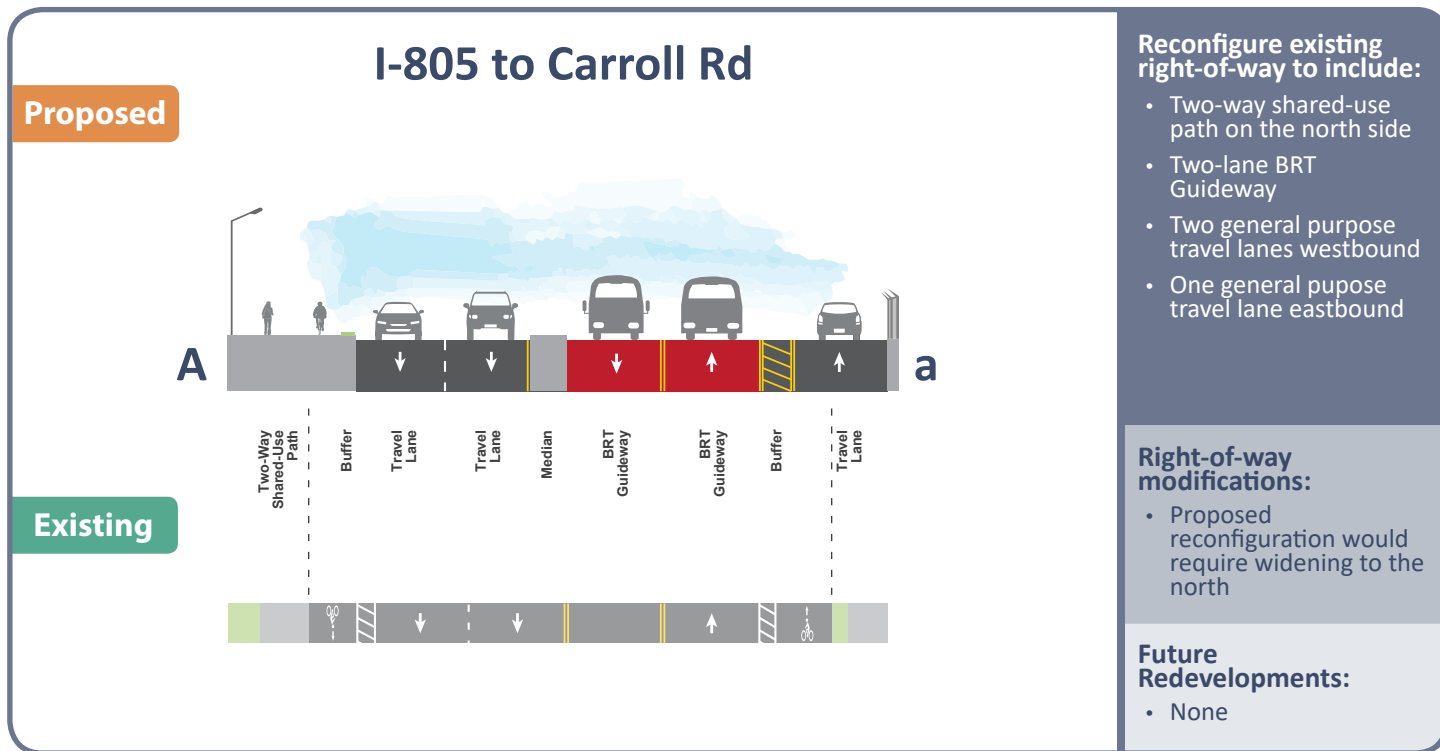


Crash Summary (2012-2017)

Total Crashes	73
Most Predominant Causes:	
Improper Turning	22%
Auto R/W Turning Violation	15%
Unsafe Speed	16%
Percent of community crashes	4%

Carroll Canyon Road

Note: Cross-section shown is taken at most constrained or complex location within the segment limits. Cross-sections for remainder of segment are subject to vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD).



Carroll Canyon Road

Bus Rapid Transit (BRT) Precedent Imagery

Center Running BRT:
Pulse BRT - Richmond, VA



Center Median Guideway:
South Bay BRT - Chula Vista, CA



Center Running BRT:
Health Line BRT - Cleveland, OH

