

## Mira Mesa Community Plan Update

### Plan Update Advisory Committee Meeting—Mobility

April 15, 2019

- Meeting called to order.
- Jeff Stevens (Chair) notes that the meetings are too short for discussion + input and proposes beginning meetings earlier at 5:30 or having a separate meeting on Thursdays. The Committee agrees to begin at 5:30 from now on.
- Alex Frost (Project Manager) gives overview of work to-date, including Subregional Employment Area (SEA) profile and collocation study for Miramar and Sorrento Mesa.
- Board member asks how “Goals and policies” are formed – Project Manager says that staff reviews the Existing Conditions Community Atlas, the City of San Diego General Plan, and the existing Mira Mesa Community Plan.
- An audience member asks about SANDAG Regional Transportation Plan (RTP) that is being worked on and asks if City staff is working with SANDAG on this – Project Manager confirms that City staff is working with SANDAG and notes a meeting in early April.
- Project manager describes the future schedule and timeline of the plan update and notes the Planning Commission (PC) Workshop – direction from PC was to study collocation. Discussion ensues about what collocation is and how it could affect Prime Industrial (PI). Project Manager describes how staff is evaluating collocation in PI, including interviews with stakeholders in SEA. A couple board members note the list of stakeholders and ask if staff will interview more folks from Miramar. Project Manager asks for a contact list and agrees to reach out.
- Claudia Brizuela (Traffic Engineer) takes over and describes her role and the work of Mobility staff.
- Traffic Engineer notes the community’s reliance on east / west connections, from the 805 to the 15. An audience member notes that there is no transit that reaches Sorrento Mesa at Calle Cristobal. Traffic Engineer notes that staff is working with MTS – MTS busses are stuck on Mira Mesa Boulevard due to congestion.
- Chair asks about future Carroll Canyon Road and notes that all the long-range planning efforts are not looking at the canyon plans. Traffic Engineer says all of the analysis so far has centered around what has been built and what is on the ground – the mobility report studies how the current network operates, but there is a relevant planning documents section that states the status of these developments
- Chair asks about Mobility Report – Traffic Engineer says that the Existing Conditions Mobility Report (with traffic-count data) will be available mid-late May. A committee member asks for more time for input.
- Traffic Engineer gives examples of mobility improvements, focusing first on opportunities for converting short auto-trips to walk and bike-trips. An audience member notes pedestrian difficulties throughout the community and mentions a few ideas – converting intersections to all-way cross pedestrian scramble and flashing cross-walks are some. Traffic Engineer notes that there are lots of flashing cross-walks in Mira Mesa looking for funding and clarifies that pedestrian-scrambles are most effective in locations with a high-volume of pedestrians. Chair asks about more crosswalks becoming pedestrian operated – traffic engineer refers to the

flashing beacon cross-walks planned for the community awaiting funding. An audience member asks if the words “pedestrian” and “walk” and other pedestrian-oriented language could be emphasized in the plan update language.

- Traffic Engineer explains bike lane classifications and that there are gaps in the Mira Mesa bike network.
- Traffic Engineer explains the need for transit improvements and gives examples of possibilities. A committee member mentions past transit improvement meetings, including those that focused on in-transit-wifi, transit priority, etc. Traffic Engineer notes that MTS is looking at expanding in-transit-wifi and transit priority to move transit efficiently through congested boulevards.
- Chair asks for clarification on first-mile/last-mile connections and what examples are. Traffic engineer clarifies and describes a few examples as bikes, ride-shares, scooters, and pedestrians, etc.
- Committee member asks for emerging technology examples. Traffic Engineer describes some examples, including ride-sharing, e-bike / scooters, autonomous vehicles, etc. A committee member asks about citywide solutions for dealing with dockless devices – Traffic Engineer explains that the City is looking at ‘docking’ solutions – i.e. designated spaces to ‘dock’ scooters.
- Traffic Engineer describes open house feedback and online engagement feedback.
- Traffic Engineer describes how the Existing Conditions Mobility Report studied “Connectivity, Demand, Safety, and Quality” of existing modes throughout the community. A committee member asks about the methodology of the existing conditions report – Traffic Engineer clarifies that that each mode will have its own section and analysis.
- An audience member makes a note about mobility-facility demand – there are places where it appears there isn’t pedestrian demand, but where there likely would be significant pedestrian demand if the proper infrastructure existed for them. Traffic Engineer notes that staff will use a propensity model, as well as opportunities and constraints assessment, along with community input.
- An audience member asks if staff will we revisit the mobility report once future land uses are proposed. Traffic Engineer explains that future mobility will be in the plan update. Traffic Engineer clarifies that City staff may make recommendations to SANDAG and MTS, but those agencies ultimately control transit-planning – Mobility staff is working with Land Use staff and Urban Designers concurrently.
- An audience member urges caution with results of online survey since elderly folks aren’t as internet savvy. He also described pedestrian problems along Mira Mesa Boulevard, such as overgrown bushes in pedestrian right-of-way and speeding traffic. Audience member suggests pedestrian overpasses and speed bumps on streets where possible. Traffic Engineer notes that the plan update will explore ways to accommodate all modes of transportation better, and create alternative routes for modes of transportation that are not well served by Mira Mesa Boulevard. Audience member notes that backroads are sometimes also difficult to navigate for elderly and disabled folks because of residential driveway curb-cuts.
- Another audience member notes that she has been a resident and school teacher in the community since 1971 and describes a trend of high school students crossing Mira Mesa Boulevard to access the central park, described as the highlight of the community, and the retail centers. She advocates for a pedestrian bridge from the high-school. Traffic Engineer responds

that it pedestrian bridges are one of the options that will be considered to improve the pedestrian experience throughout the community during the plan update process.