Forum on Land Use & Economic Prosperity: Mobility Vision

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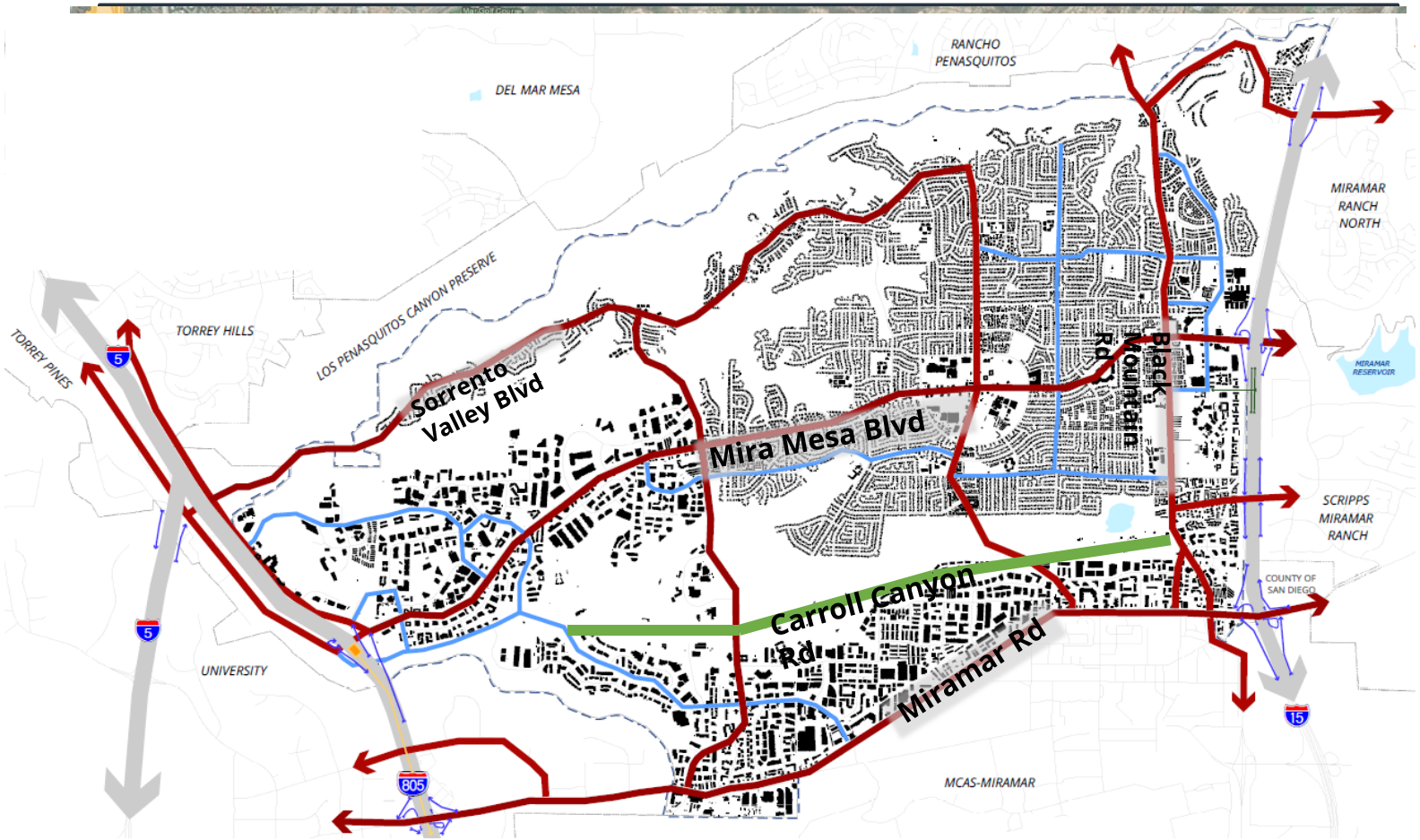
The City of SAN DIEGO

Agenda

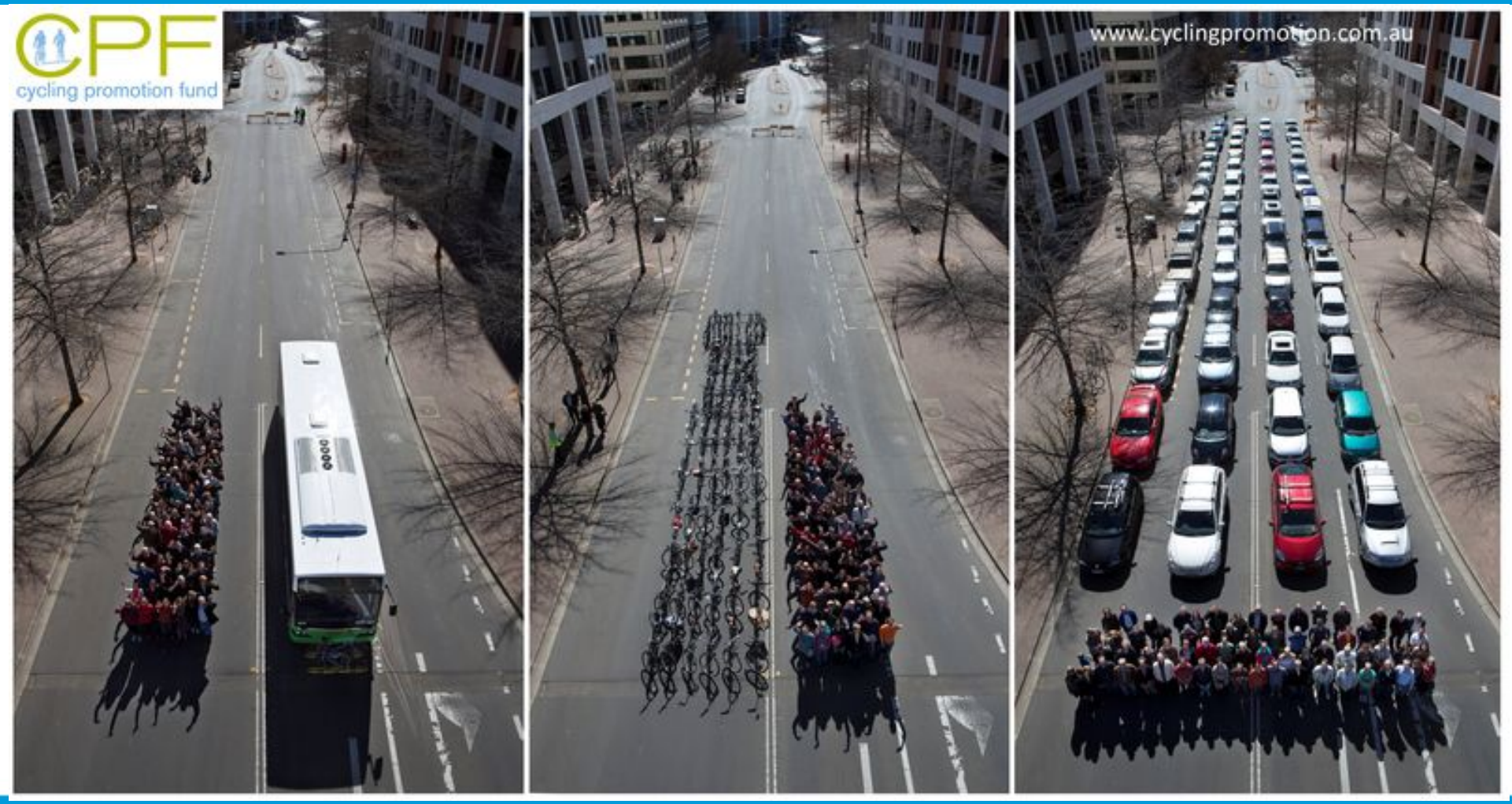
- Approach to Mobility
- Recommended Networks
- Next Steps

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**



Approach to Mobility



Land Use and Mobility

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

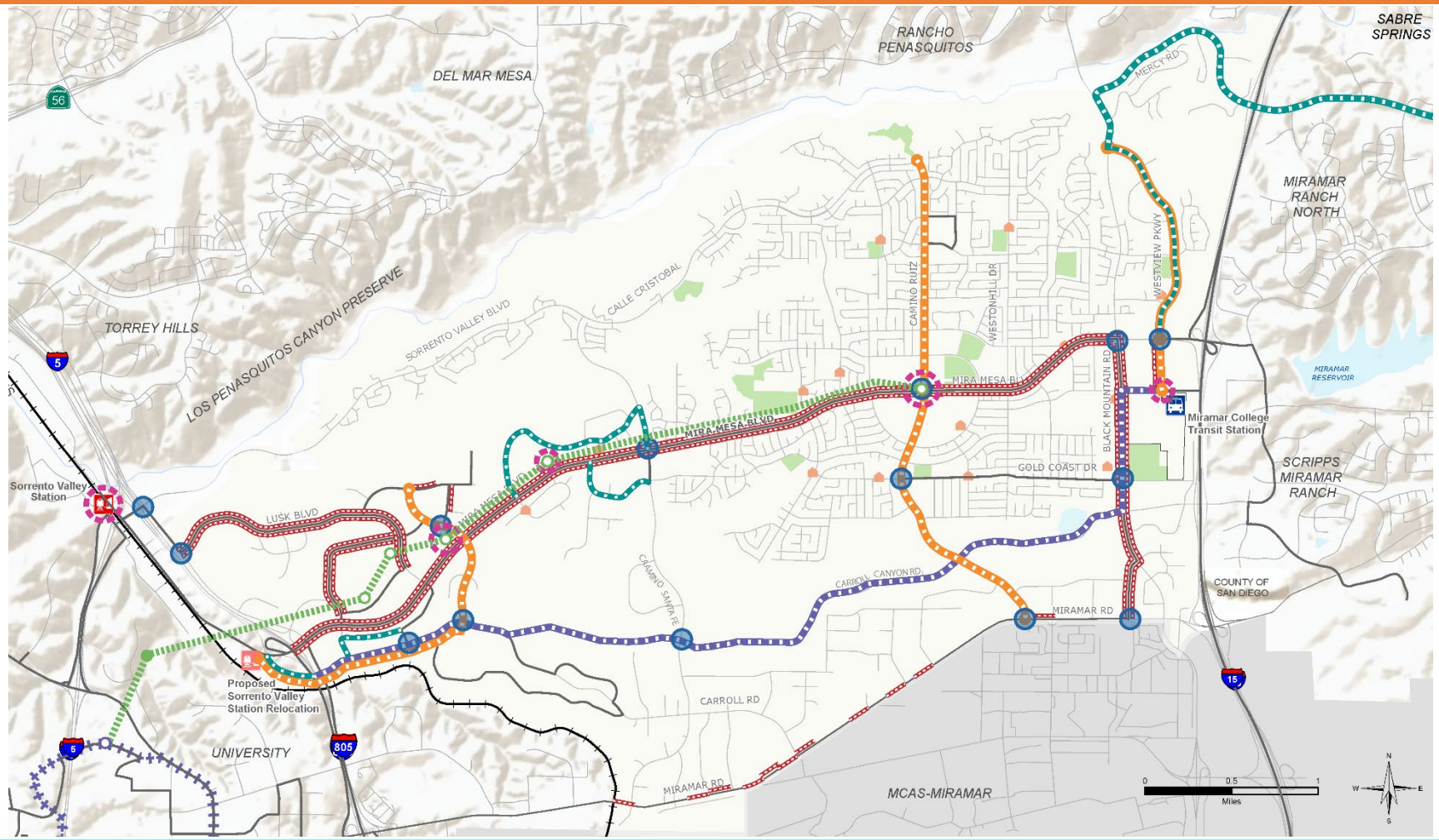
Proposed Transit Network

Highlight: Mobility Hubs

Proposed Transit Network

Highlight: Flex Lane

Proposed Transit Network



LEGEND

- City and County Parks
- Schools

Planned Improvements

- New *Rapid* Transit
- New Aerial Skyway Alignment / New Aerial Skyway Stop
- Mid-Coast Trolley Extension

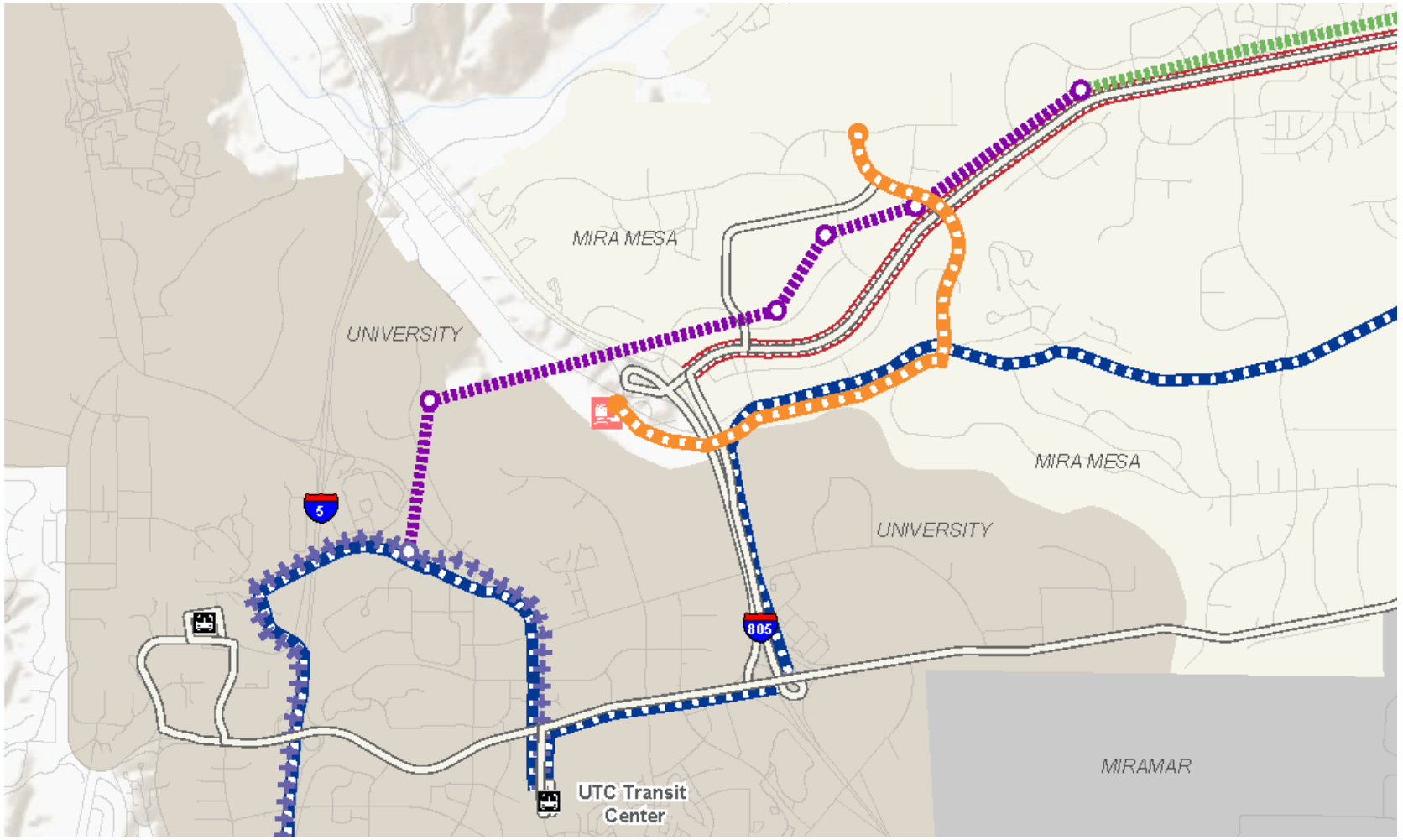
Existing Transit

- Existing Transit Route
- Light Rail / Commuter Rail

Recommended Improvements

- New Transit Line / Modification
- Bus Lane / Flex Lane / Queue Jump Lane
- Connected / Autonomous Shuttle
- Extension of New Aerial Skyway Alignment / Additional Aerial Skyway Stop
- Transit Signal Priority
- Mobility Hub Location

Proposed Transit Network



LEGEND

Existing Transit
- Existing Transit Route
- Light Rail / Commuter Rail

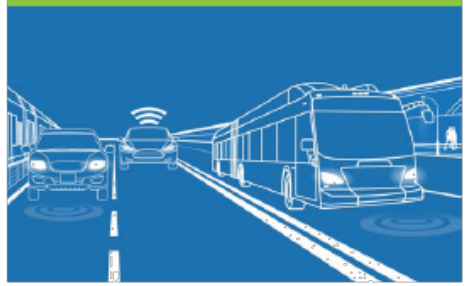
Planned Transit Improvements
- New *Rapid* Transit
- New Aerial Skyway Alignment / New Aerial Skyway Stop
- Mid-Coast Trolley Extension
- Sorrento Valley Station Relocation

Recommended Transit Improvements
- Bus Lane
- Extension of New Aerial Skyway Alignment
- Connected / Autonomous Shuttle

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 Arminta 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

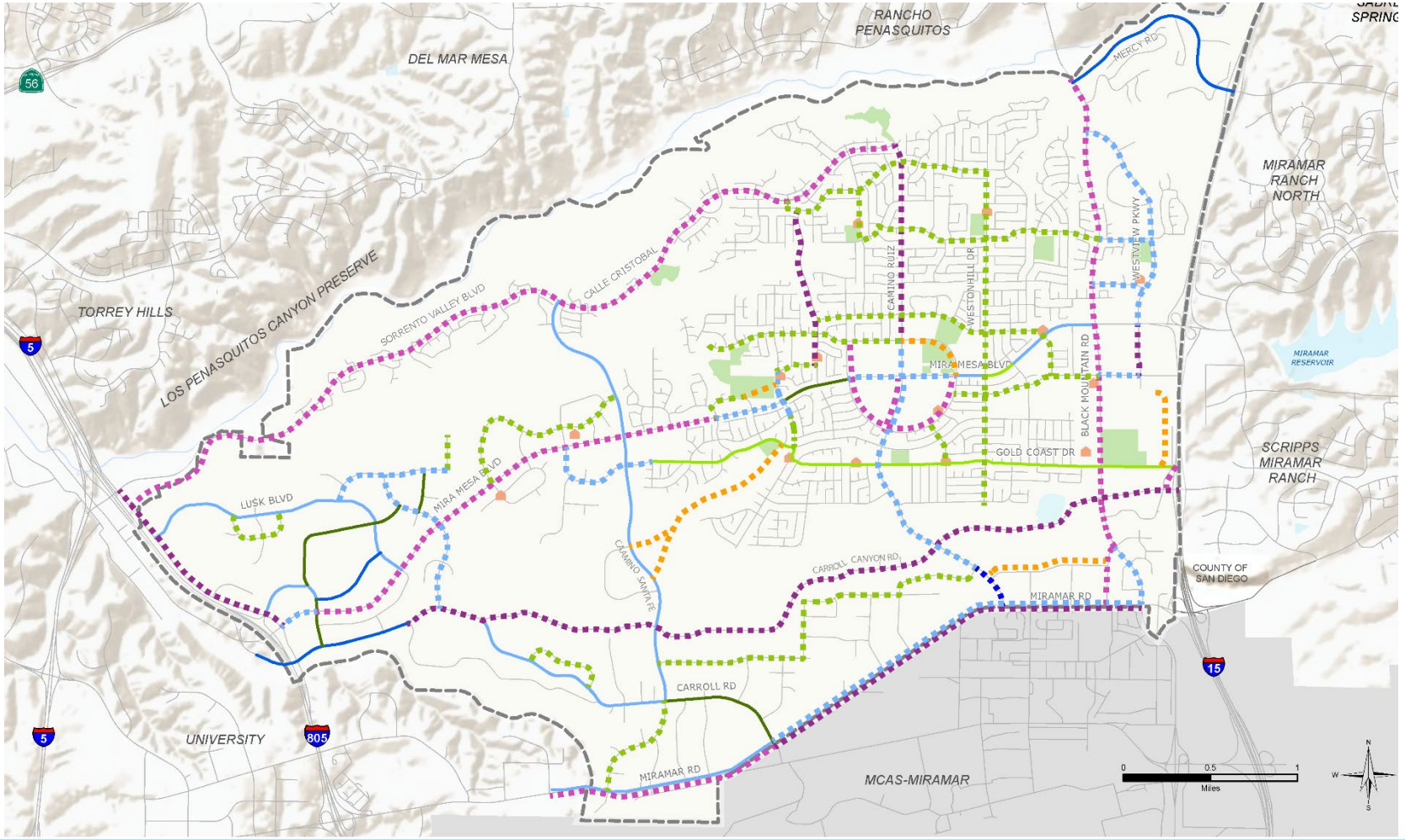
Bike Lane (Buffered)

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

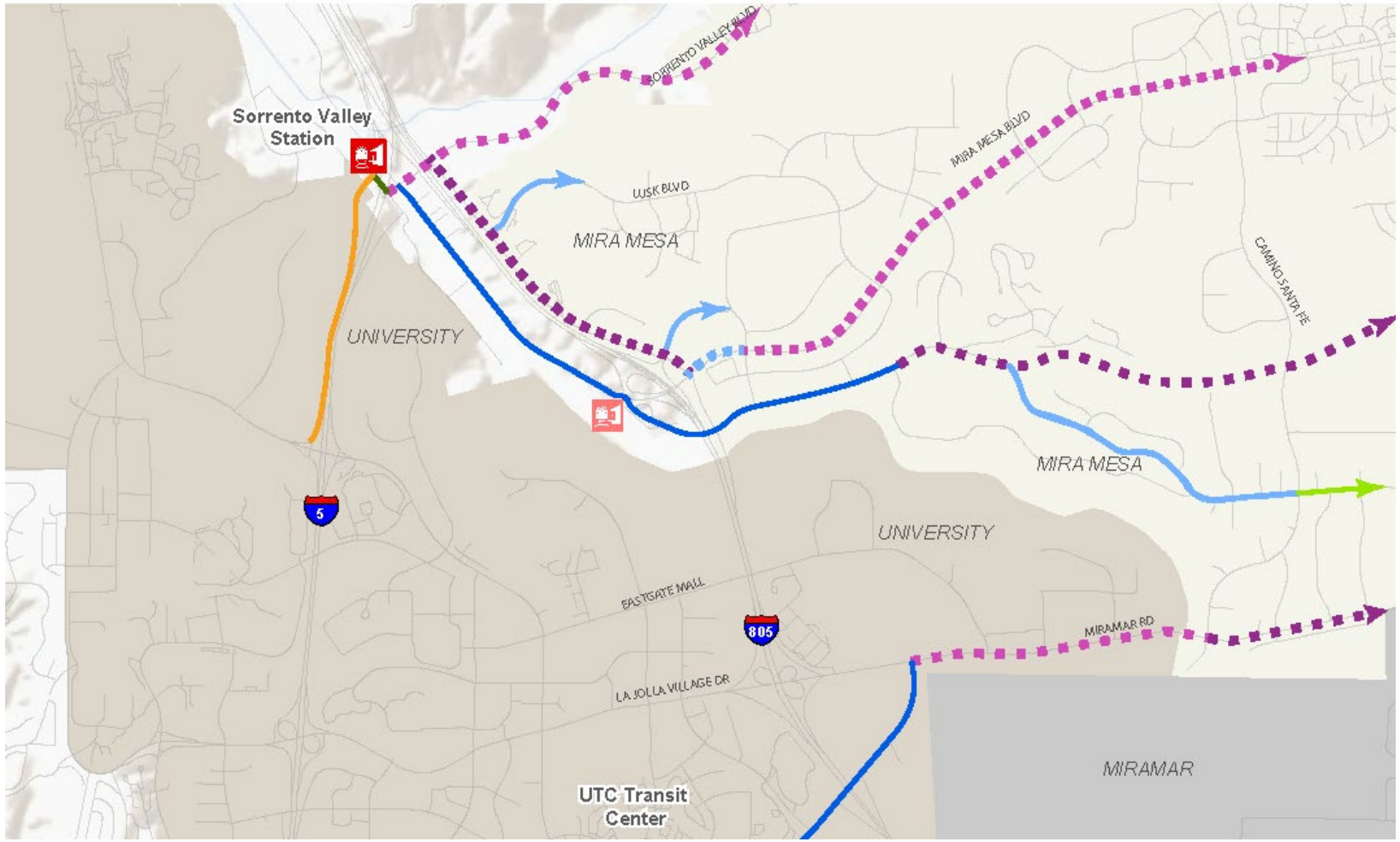
Existing Bicycle Facilities to Remain

- 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 Bike Network



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Proposed Bicycle Facilities

- Separated Bikeway / Cycle Track (two-way)
- Separated Bikeway / Cycle Track (one-way)

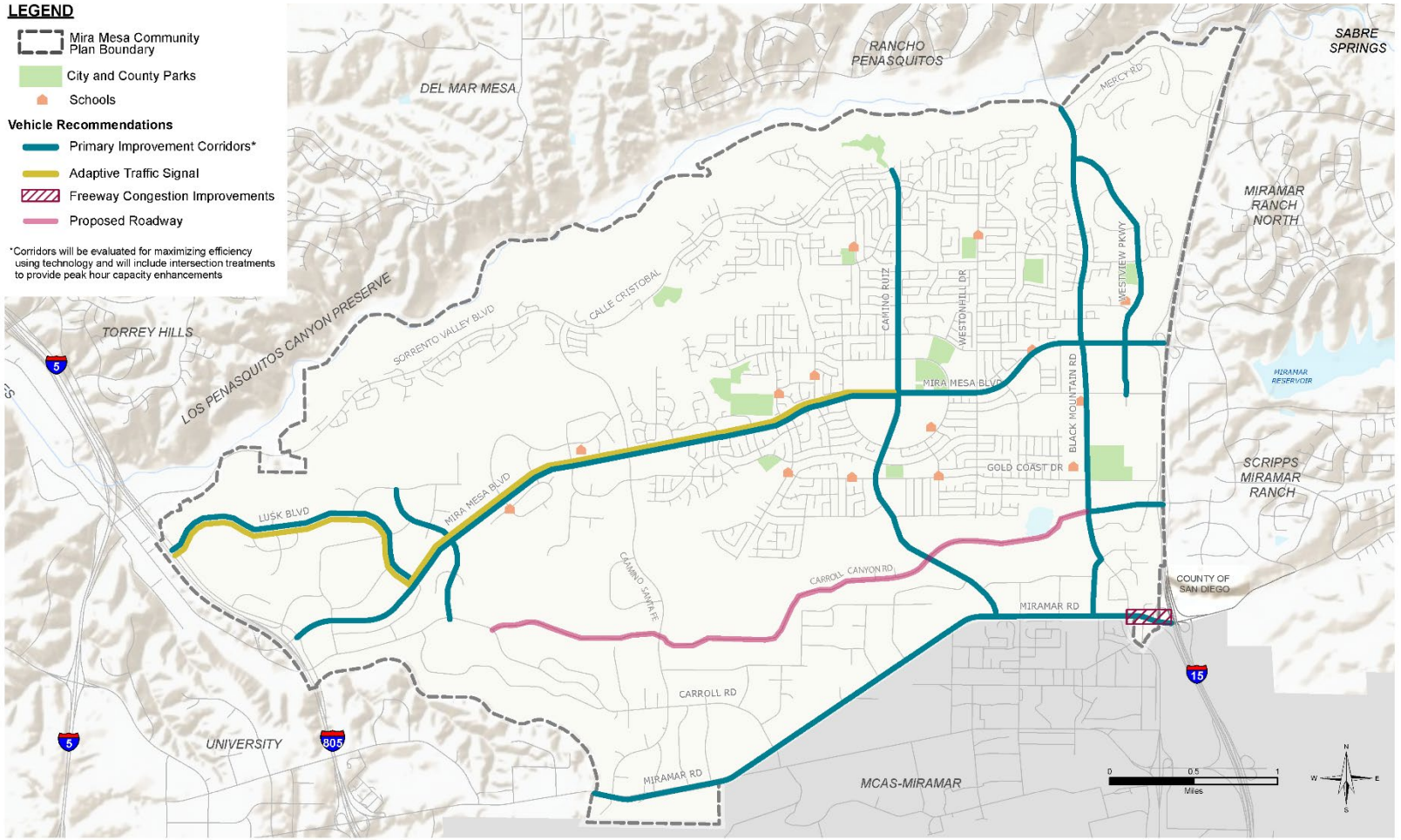
Proposed Pedestrian Improvements

- 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 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

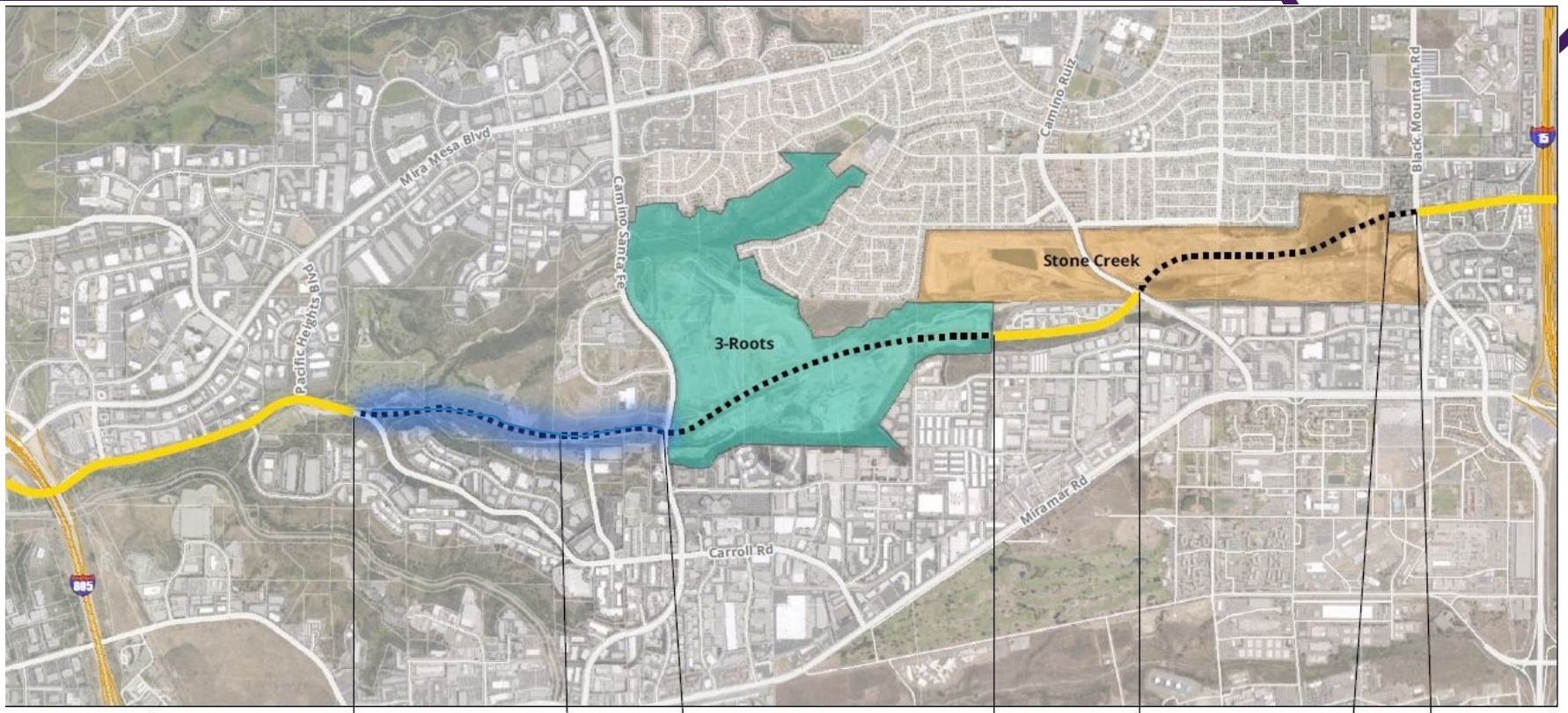
Proposed Roadway

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

Proposed Vehicle Modifications

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.

Takeaways

1. Densification requires mobility options
2. Collocation provides balanced commute patterns

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

<u>Opportunities to provide input on transportation in the region:</u>

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