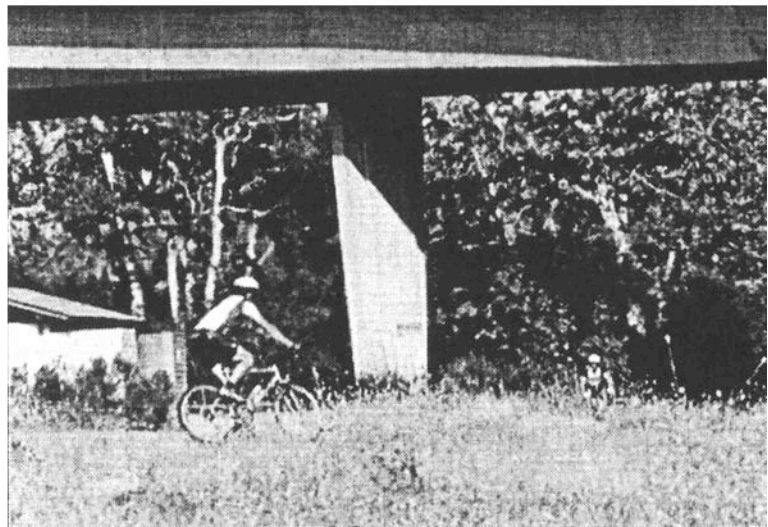


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## TRANSPORTATION SYSTEM

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### GOALS

- An efficient and environmentally sensitive transportation system.
- A transportation system that provides convenient linkages to the community's activity centers and to the rest of the metropolitan region.
- A transportation system that maximizes the opportunities for transit use.
- A system of bikeways and pedestrian facilities that will encourage bicycling and walking as means of transportation.

## INTRODUCTION

Mira Mesa has experienced traffic congestion on its major streets since construction activity boomed in the early 1970s. As in most recently developed communities, Mira Mesa's strictly segregated land use pattern reinforces our over-reliance on the automobile. Due primarily to noise impacts from NAS Miramar, industrial/business park uses have been concentrated in the area west of Camino Santa Fe and along Miramar Road and residential uses have been restricted to the east, limiting the opportunity for walking or biking to work.

The shortage of through streets in the community also contributes to traffic congestion. Winding street patterns with cul-de-sacs concentrate traffic on major streets and at key intersections. This often results in longer travel distances—again making walking, biking or transit use less attractive.

In addition, Los Peñasquitos Canyon Preserve, which is a sensitive resource of regional significance, restricts access to the north of the community. NAS Miramar has the same effect at the southern boundary of the community.

Bus service is provided by San Diego Transit Corporation. Four bus routes are now in operation in Mira Mesa (see **Figure 11**). Routes 20 and 210 provide express service via I-15 to downtown. Route 210 also provides connections to Sorrento Mesa in the western part of the community and to Kearny Mesa via I-805. Route 31 provides local service that connects eastern Mira Mesa with University Towne Center, and Route 30 connects eastern Mira Mesa with La Jolla, Pacific Beach and downtown. A park-and-ride facility is located at the northwest corner of I-15 and Mira Mesa Boulevard, which offers commuter parking for Route 20.

Additional transit service is provided by DART (Direct Access to Rapid Transit) under contract to San Diego Transit Corporation. Direct Access to Rapid Transit uses vans to transport members of the community from residential neighborhoods to a transfer point at Black Mountain Road and Mira Mesa Boulevard, where riders can then transfer to Route 20 or Route 30.

The Metropolitan Transit Development Board (MTDB), after studying the feasibility of a light rail transit (LRT) line that would provide east/west service in Mira Mesa, has selected a preferred route alignment that would connect to I-15 in the vicinity of Mira Mesa Boulevard, run south along Black Mountain Road, turn west along Carroll Canyon Road, turn south along the eastern side of I-805 north of La Jolla Village Drive and terminate in University City in the vicinity of Town Centre Drive and Executive Drive (**Figure 12**). If adopted, this line would link two other LRT lines which are also in the planning stages along the I-5 and I-15 corridors.

The North County Transit District is currently implementing a plan for a commuter rail line from Oceanside to downtown San Diego. Two stops will provide access to the western portion of Mira Mesa—one in Sorrento Valley and the other in Mira Mesa at the terminus of Camino Santa Fe, just south of Miramar Road.

## POLICIES

1. Transportation facilities shall be regarded as an integral part of the landscape in which they are sited.
2. New development should be based on a pattern of through streets. Multiple, direct routes allow traffic to be dispersed along many parallel routes, so a single street is not overburdened by excessive traffic.
3. New development along transit routes shall be required to provide turnouts for buses and passenger waiting areas in accordance with MTDB and City policies.
4. Private feeder transit service shall be encouraged, particularly for Sorrento Mesa and for future development in Carroll Canyon, to maximize use of the regional public transit system and reduce reliance on public funding.
5. Street widths should be the minimum necessary to provide safe travel.
6. Major streets shall be designed to include noncontiguous sidewalks and adequate space for future landscaped medians, ornamental lighting and transit facilities.
7. Driveways shall not be permitted on six-lane streets when access is available from adjacent streets.
8. Pedestrian overpasses should be provided where significant pedestrian/automobile conflicts are expected to occur.
9. Bicycle parking facilities shall be required at all commercial sites. Bicycle lockers shall be provided at all employment sites. Signs shall be posted to indicate the availability of these facilities (see **Development Criteria Element**).
10. Bikeways, pedestrian paths and pedestrian facilities should be provided with all new development projects and street improvement projects.



## PROPOSALS

### 1. Camino Ruiz

This Plan proposes that Camino Ruiz terminate just north of Calle Cristobal. The 1981 plan proposed that Camino Ruiz bridge Los Peñasquitos Canyon Preserve, continuing north into the Peñasquitos community. To provide access to the bridge, approximately 1,200 feet of Camino Ruiz would be constructed on fill of what is now a finger canyon leading into the preserve.

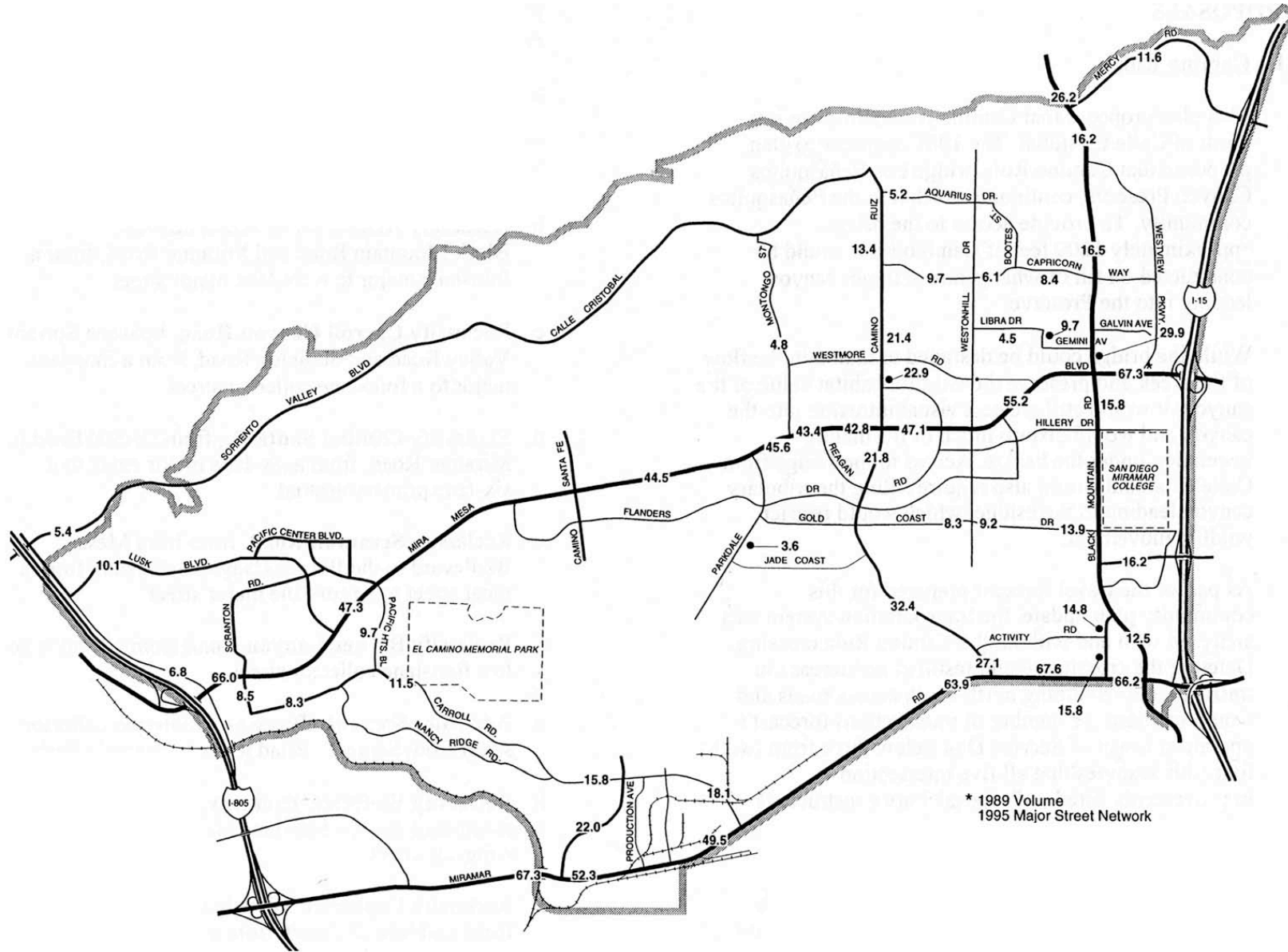
While the bridge could be designed to maintain the flow of the creek and preserve the wildlife habitat value of the canyon, it would still create a visual intrusion into the canyon and would disturb much of the mature vegetation under the bridge. Access to the bridge from Calle Cristobal would also require filling the tributary canyon leading to the bridge, which would restrict wildlife movement.

As part of the travel forecast prepared for this Plan update, the transportation system was analyzed with and without the Camino Ruiz crossing. Deleting the crossing would result in an increase in traffic on the remaining north-south access roads and would increase the number of intersections forecast to operate at Level of Service D or below three from two to four (this assumes that all five intersection improvements listed in Proposal 3 are constructed).

### 2. Street Classifications

Proposed street classifications and projected traffic levels (in average daily traffic or ADT) are shown on **Figure 10**. The following streets are proposed for reclassification from their classification in the 1981 plan.

- a. Reclassify Black Mountain Road, between Galvin Avenue and Kearny Villa Road, from a four-lane or six-lane major street and four-lane primary arterial to a six-lane primary arterial.
- b. Reclassify Kearny Villa Road, between Black Mountain Road and Miramar Road, from a four-lane major to a six-lane major street.
- c. Reclassify Carroll Canyon Road, between Sorrento Valley Road and Scranton Road, from a four-lane major to a four-lane collector street.
- d. Reclassify Camino Santa Fe, from Carroll Road to Miramar Road, from a six-lane major street to a six-lane primary arterial.
- e. Reclassify Scranton Road, from Mira Mesa Boulevard to the Barnes Canyon extension, from a local street to a four-lane major street.
- f. Reclassify Barnes Canyon Road from a local street to a four-lane collector street.
- g. Add Mira Sorrento Place as a four-lane collector street from Scranton Road to Vista Sorrento Parkway.



## 1990 Average Daily Traffic (in thousands)

Mira Mesa Community Plan

9

FIGURE





- h. Reclassify Westview Parkway, south of Mira Mesa Boulevard, from a four-lane major street to a four-lane collector street.
- i. Reclassify Capricorn Way, between Black Mountain Road and Bootes Street, from a four-lane collector street to a two-lane collector street.

### 3. Intersection Improvements

The intersection improvements described below are proposed to accommodate traffic levels that are projected to occur at buildout of the Plan. The intersection improvements are illustrated on **pages 50 and 51**.

- a. Camino Santa Fe and Miramar Road: Widen the north and east legs of this intersection from four to five lanes.
- b. Black Mountain Road and Mercy Road: Widen the north and south legs from four to five lanes.
- c. Black Mountain Road and Mira Mesa Boulevard: Widen the north and south legs from four to five lanes.
- d. Kearny Villa Road and Miramar Road: Widen the north and south legs from four to five lanes, the east leg from four to six lanes and the west leg from five to six lanes.
- e. Mira Mesa Boulevard and Scranton Road: Widen the north leg from four to five lanes and the west leg from five to six lanes.

### 4. Transit Service

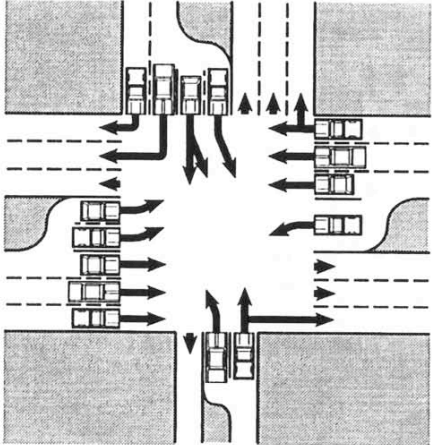
Proposed transit routes, including the recommendations from MTDB's I-15 Corridor Bus Study (July 1992), are shown in **Figure 12**. Access to the Mira Mesa park-and-ride lot at I-15 and Mira Mesa Boulevard from the north via Westview Parkway is an important part of future transit expansion in this area.

- a. Route 20 would be replaced by new Route 200 (see below) and the segment between Mira Mesa and Centre City San Diego would be renamed Route 21. Route 21 would penetrate more of Mira Mesa and connect to Kearny Mesa and Fashion Valley Transit Center.
- b. Route 24, a new peak period local route, would operate with funding support from the private sector. This route would operate from the Mira Mesa park-and-ride lot to University Towne Centre, with service to Sorrento Mesa and Campus Point.
- c. Route 30, between Mira Mesa and University Towne Centre, would be renamed Route 31. The segment between University Towne Centre and Centre City San Diego would remain as Route 30.
- d. Route 200, a more direct express service replacing the current Route 20, would operate along I-15 between Escondido and Centre City San Diego with transfer connections to the I-15 communities. The stop for Mira Mesa would be at I-15 and Mira Mesa Boulevard.

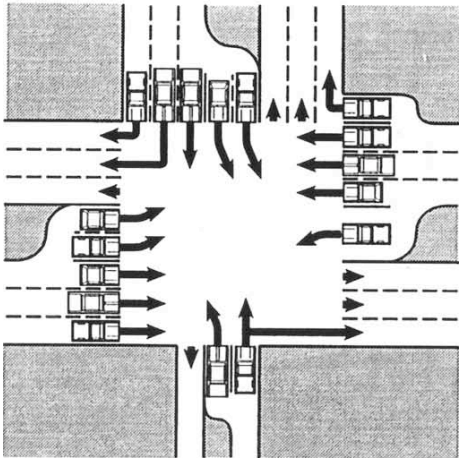
# Intersection Improvements

### Camino Santa Fe & Miramar Road

Existing

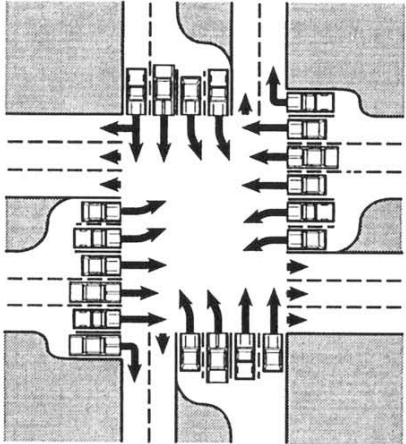


Recommended

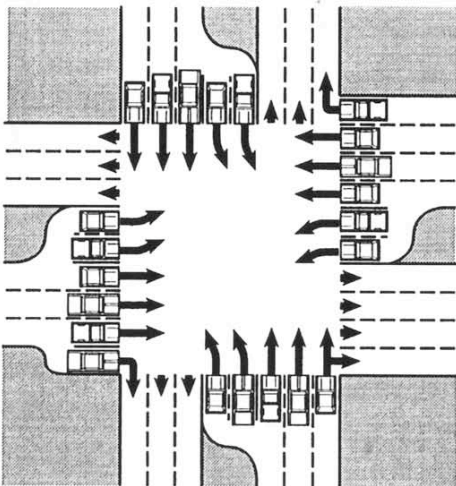


### Black Mountain Road & Mira Mesa Blvd

Existing

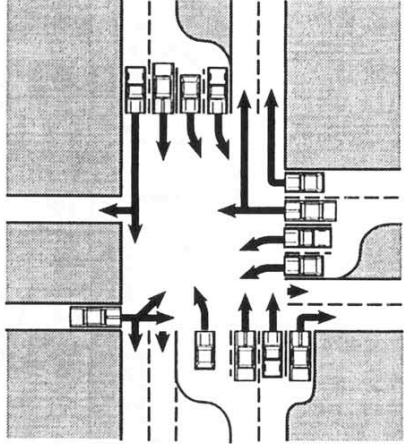


Recommended

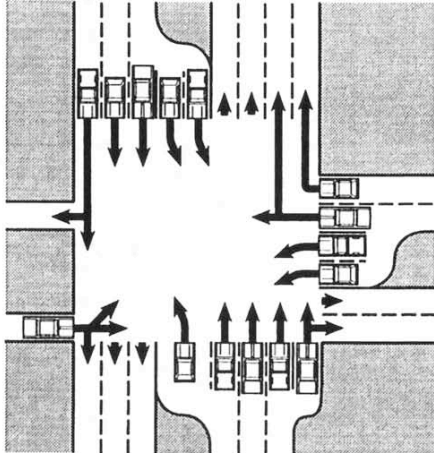


### Black Mountain Road & Mercy Road

Existing



Recommended

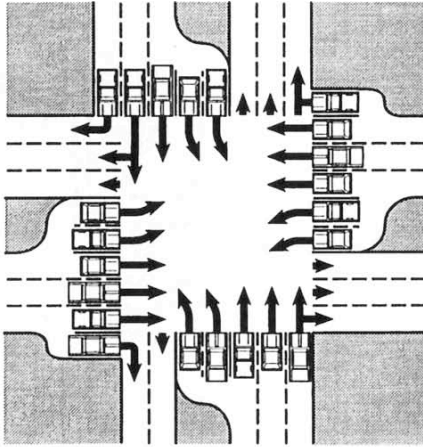




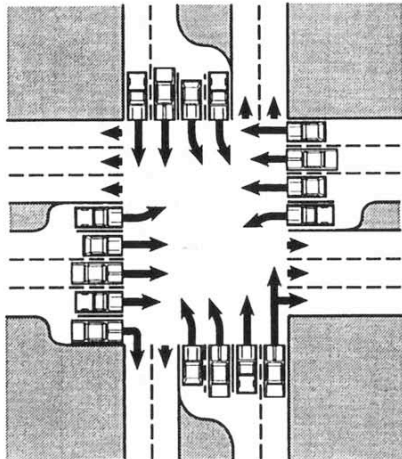
# Intersection Improvements

**Kearny Villa Road  
& Miramar Blvd**

Existing

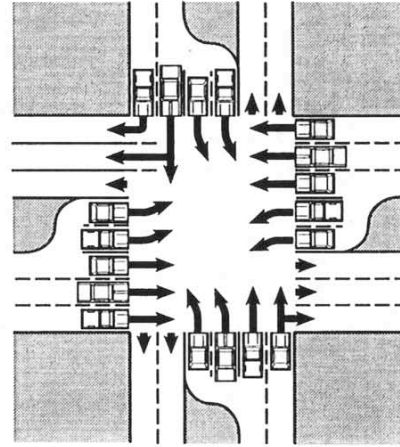


Recommended

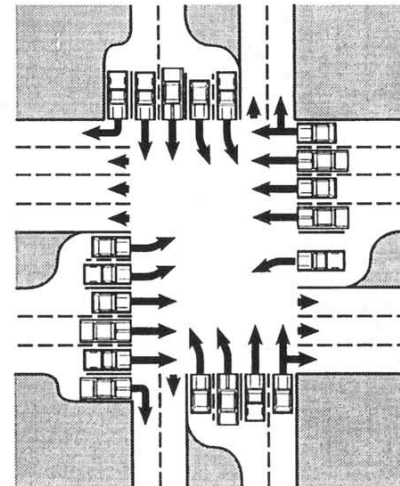


**Mira Mesa Blvd.  
& Scranton Road**

Existing



Recommended



- e. Route 210 would continue to operate peak period commuter service from Mira Mesa to Centre City San Diego. This route also provides reverse commute service from Kearny Mesa to Sorrento Mesa on a limited basis.

## 5. Future Transit Service in Carroll Canyon

A 1991 study by MTDB determined that an east-west LRT line in Mira Mesa is feasible, and selected a preferred alignment in the Carroll Canyon Corridor. Future development in this corridor should be designed to be consistent with provision of a possible future LRT line. Future studies by MTDB will address the cost-effectiveness of light rail compared to other modes of transit.

In order to achieve a reduction in auto trips through the encouragement of pedestrian travel and transit use, the land use pattern and circulation system for future development in the Carroll Canyon Master Plan area should be planned according to the Transit-Oriented Development (TOD) Design Guidelines which are part of the City's Land Guidance Program.

## 6. Pedestrian Facilities

In addition to sidewalks constructed in conjunction with City streets and private walkways constructed as part of planned development permits, two pedestrian bridges are proposed to provide access over Black Mountain Road. One of these is proposed near Capricorn Way or Galvin Avenue for access to Hage Elementary School and Park. The other will be located between Gold Coast Drive and Hillery Drive, providing access between Hourglass Field Community Park and Walker Elementary and Wagenheim Junior High Schools.

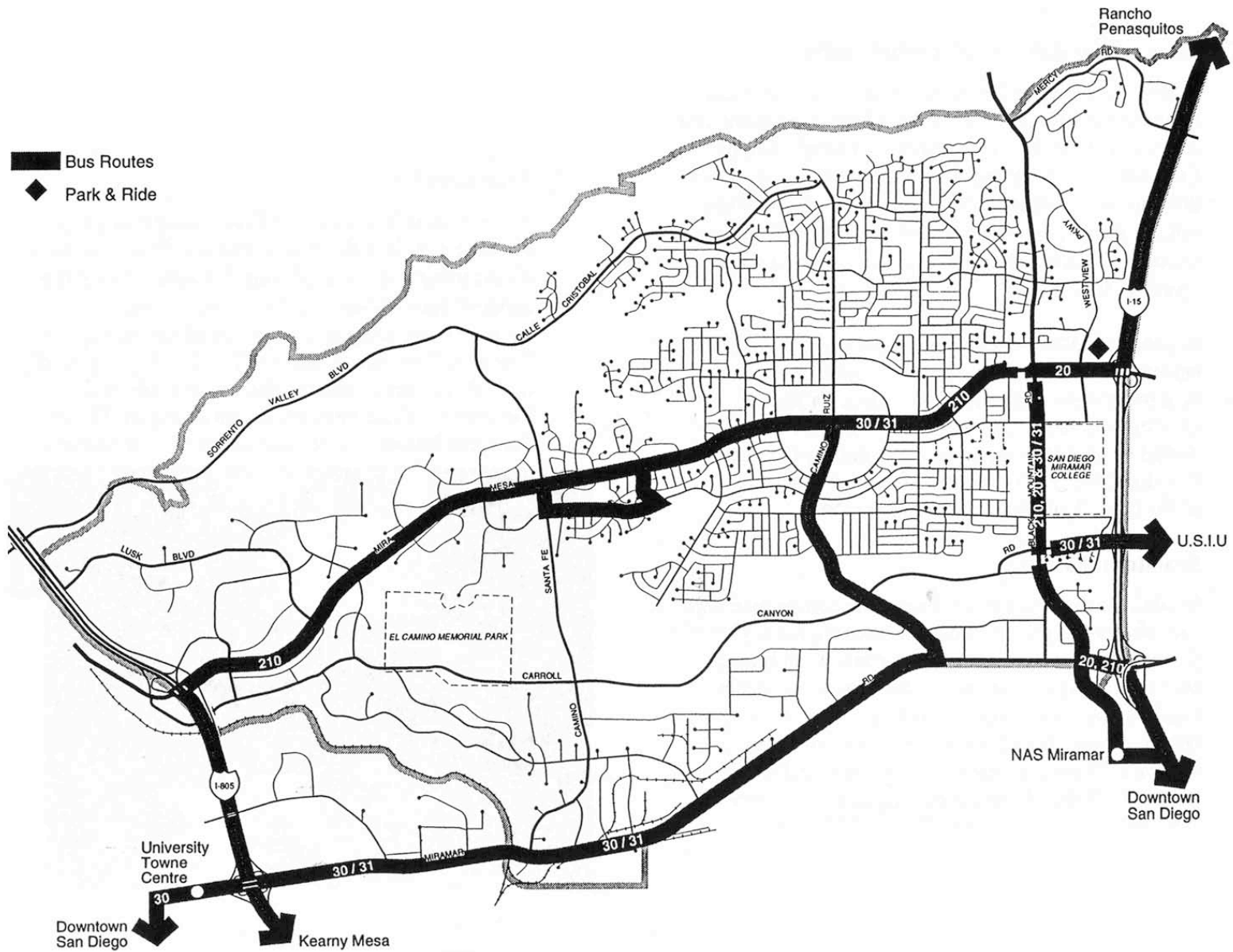
## 7. Bikeway System

Proposed bikeways are shown on **Figure 13**. Bikeway standards are described on **Figure 14**.

## 8. Trail System

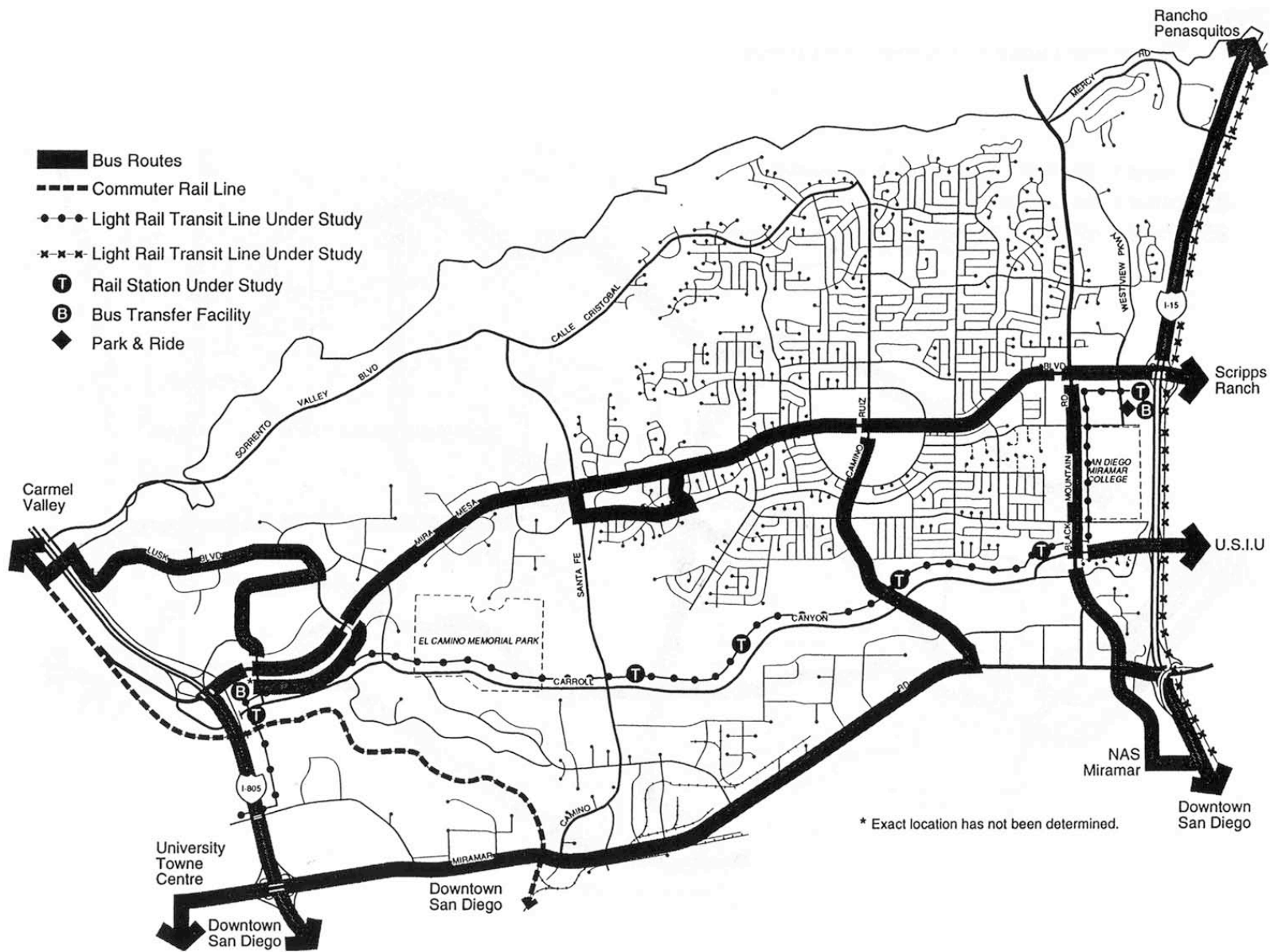
A trail system is proposed in Los Peñasquitos Canyon Preserve as part of the Preserve Master Plan to provide access to equestrians and hikers. This trail system is a concept plan only and will be refined during environmental analysis to avoid sensitive areas of the preserve. Future trails will also be identified as part of the Carroll Canyon master plan process. General locations for these trails are shown on **Figure 7** in the **Sensitive Resources and Open Space System Element**.








Existing Transit  
Mira Mesa Community Plan

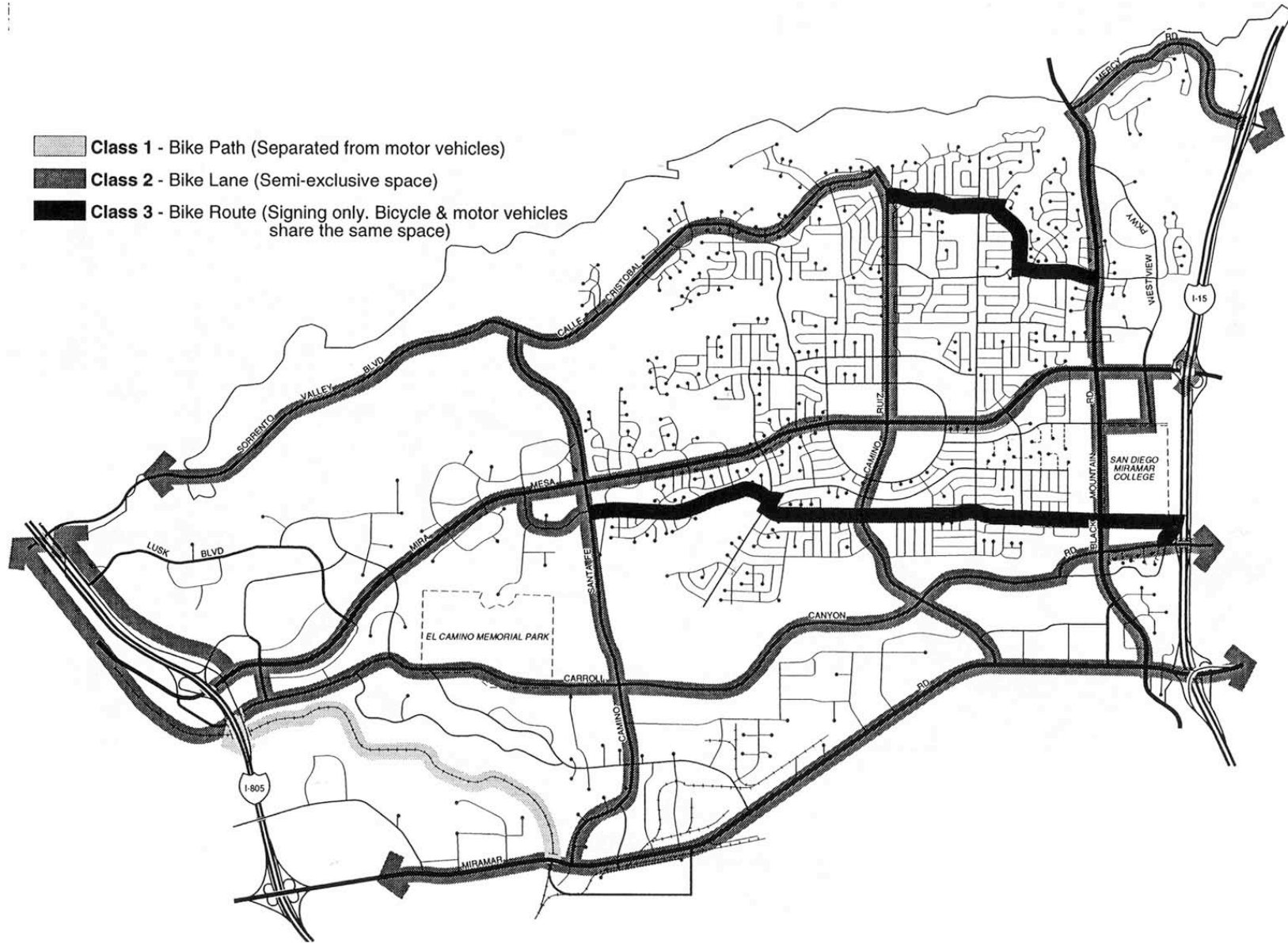
**11**  
FIGURE



**Recommended Transit**  
**Mira Mesa Community Plan**

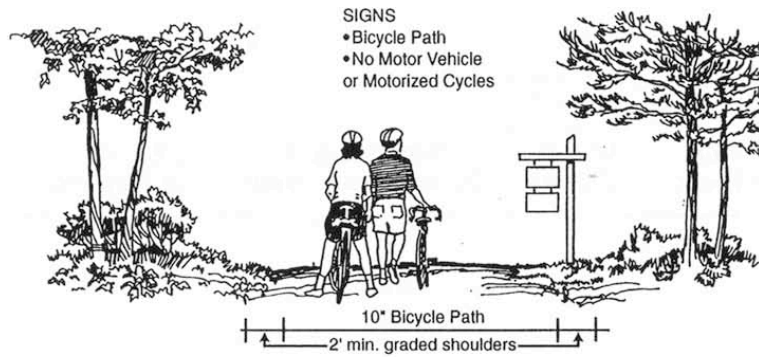
**12**  
**FIGURE**

-  **Class 1 - Bike Path** (Separated from motor vehicles)
-  **Class 2 - Bike Lane** (Semi-exclusive space)
-  **Class 3 - Bike Route** (Signing only. Bicycle & motor vehicles share the same space)



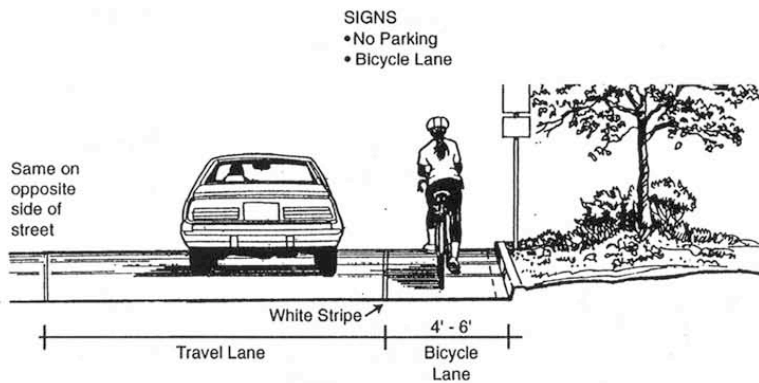
**Future Bikeways**  
**Mira Mesa Community Plan**

**13**  
 FIGURE



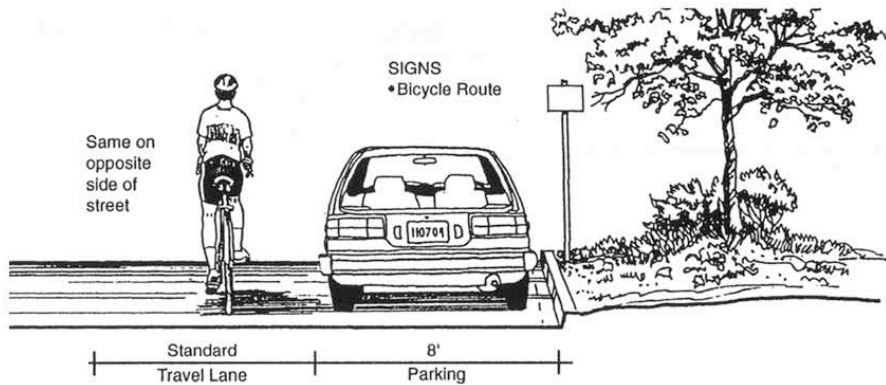
**CLASS I**  
 (Typical location - open space)

**Bicycle Path**  
 A completely separate right-of-way for the exclusive use of non-motorized vehicles.



**CLASS II**  
 (Typical location - major street)

**Bicycle Lane**  
 A restricted right-of-way located on the paved road surface alongside the traffic lane nearest the curb, and identified by special signs, lane striping, and other pavement marking.



**CLASS III**  
 (Typical location - neighborhood street)

**Bicycle Lane**  
 A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with motor vehicles.

*The dimensions illustrated on this page are subject to change.*

**Bicycle Facilities Classifications**  
 Mira Mesa Community Plan



## ACTION PLAN

Implementation Measures	Timing		Responsibility for Implementation	Source of Funding	See for More Detail
	Adopt With Plan	Within 10 Years			
Delete Camino Ruiz from the Plan and General Plan Circulation Element.	●		Planning Department	General Fund	Proposal 1
Adopt PFFP & FBA* to ensure funding for the street and intersection improvements recommended in this Plan.	●		Engineering and Development Department	General Fund	Proposals 2, 3 and 6
Require design of a project that will support transit use during the Carroll Canyon master plan process.		●	Planning Department	Private	Proposal 5
Require provision of bikeways during project review and street improvement process.		●	●	Planning, Engineering and Development Departments	FBA, Subdivision Agreement Proposal 7
Require provision of a trail system during the review process in Carroll Canyon and on Lopez Ridge.		●	●	Planning Department	Private Proposal 8

\* Public Facilities Financing Plan and Facilities Benefit Assessment