Community Pedestrian and Bicycle Safety Training

Mira Mesa Neighborhood Summary and Recommendations Report

Summer 2024

California Walks
Stepping Up for Health, Equity, & Sustainability

OTS
CALIFORNIA OFFICE OF TRAFFIC SAFETY

Berkeley Safe Transportation Research and Education Center

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Acknowledgments

Thank you to the Planning Committee for inviting us into their community and partnering with us to make the Mira Mesa neighborhood in San Diego a safer place to walk and bike.

Our work took place on the ethnohistoric territory of the Kumeyaay/Kumiais people. We recognize that every community member of the Mira Mesa neighborhood has, and continues to benefit from, the use and occupation of Kumeyaay/Kumiais land.

Planning Committee

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This report was prepared in cooperation with the California Office of Traffic Safety (OTS). The opinions, findings, and conclusions expressed in this publication are those of the author(s) and not necessarily those of the OTS.

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Introduction

The Community Pedestrian and Bicycle Safety Training (CPBST) program is a statewide project of UC Berkeley Safe Transportation Research and Education Center (SafeTREC) and California Walks (Cal Walks). The program uses a modified Safe System Approach to engage residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities and to strengthen collaboration with local officials and agency staff. In alignment with the Safe System approach, the CPBST prioritizes the reduction of fatal and serious injury traffic crashes involving people walking, biking, and rolling.

Cal Walks and SafeTREC (Project Team) worked with the Planning Committee to develop workshop goals and tailor the curriculum to address the community's safety needs and priorities.

The San Diego County Bicycle Coalition requested a CPBST along Mira Mesa Boulevard to:

1. Elevate walking and biking safety as an issue of concern in the community and educate community members about safe street planning;
2. Coalesce diverse community energy around active transportation programs and improvements; and
3. Create a precedent for other communities with one of the 15 most fatal intersections in the county to follow.

The Mira Mesa neighborhood CPBST workshop in the City of San Diego convened the larger local community on August 17, 2024 at the Hourglass Community Field House. About eight participated in the workshop, including representatives from the Office of Councilmember Lee, Bike San Diego, Scripps La Jolla Hospital San Diego Trauma Center, Rady's Children Hospital and Safe Kids San Diego, and local residents.

The boundaries for the workshop focus area were: Zapata Avenue, Arcturus Way, and Compass Point Drive to the north, Camino Santa Fe to the west, Gold Coast Drive to the south, and Interstate 15 (I-15) to the east. The Planning Committee chose these boundaries to include key community destinations, including several schools, shopping centers, and roads with a high number of crashes, mainly Mira Mesa Boulevard.

The following report summarizes the outcomes of the workshop and provides community and Project Team recommendations for continued guidance in project and program implementation.

Safe System Approach

The impacts of traffic crashes extend beyond victims and their loved ones, and include substantial economic and societal impacts including medical costs, lost productivity, and quality of life. Preliminary Statewide Integrated Traffic Records System (SWITRS) data for 2022 indicate that traffic crashes caused nearly 4,500 preventable deaths and over 200,000 injuries statewide. People walking, biking, and rolling are especially vulnerable to death or serious injuries when a crash occurs. The Community Pedestrian and Bicycle Safety Program provides an opportunity to integrate the Safe System Approach into programs, policies, and design decisions related to active transportation in communities across California. Our strategies focus on infrastructure improvements, behavior change, and nurturing safety champions.

The Safe System Approach to road safety was developed in response to the Vision Zero goal of zero deaths or serious injuries on our roads (Johansson, 2009). It was founded on the principle that people make mistakes and the road system should be adapted to anticipate and accommodate human errors. With this framework, it is increasingly important to engage all stakeholders, from transportation engineers and city planners to vehicle manufacturers to law enforcement and everyday users, to design and operate a transportation system that minimizes serious consequences in the event of a crash. The US Department of Transportation, the California Office of Traffic Safety, and Caltrans have all adopted a Safe System Approach to road safety planning.

The CPBST Project Team adapted the Federal Highway Administration's (FHWA) Safe System Approach to make the framework more impactful for grassroots community engagement.

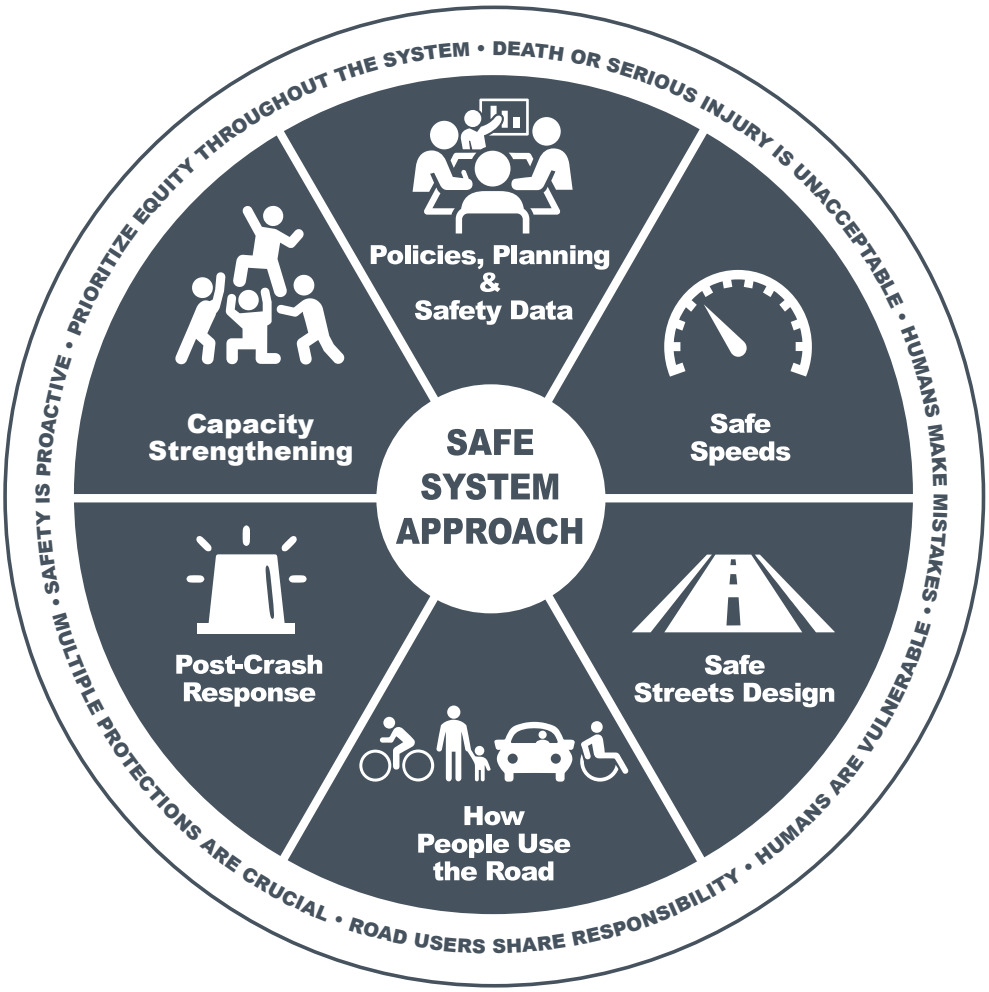
The FHWA identifies six key principles within their framework; we emphasize the need to prioritize equity throughout the system to address historic disinvestments and institutional biases. The seven principles of our adapted Safe System Approach are:

1. Death or serious injury is unacceptable.
2. Humans make mistakes.
3. Multiple protections are crucial.
4. All road users share responsibility.
5. Humans are vulnerable.
6. Safety is proactive.
7. Equity is a priority throughout the system.

We replaced the FHWA's safe vehicles element with two new elements, capacity strengthening and policies, planning, and safety data, to reflect the need to engage historically marginalized communities and invest in active transportation safety. Safe vehicles assume turnover of household vehicles for those with new technology; vehicle ownership itself is relatively low in communities where the CPBST works. Instead, we want to provide communities with active transportation safety data and language to advocate for safety improvements that promote multimodal transportation in their communities. The six elements of our adapted Safe System Approach are:

1. Safe speeds: Reduce driver speeds to reduce injury severity for all road users.
2. Safe streets design: Design roads that are people-focused and reduce conflict between users.
3. How people use the road: Create opportunities for and expand awareness of safe walking, biking, and rolling.
4. Post-crash response: Provide physical and emotional care to crash survivors and their families.
5. Capacity strengthening: Empower communities to claim ownership of safe streets and public spaces.
6. Policies, planning, and safety data: Create systems change at the local and statewide policy level.

For more information about the Safe System Approach, please review our policy brief. To learn more about Safe System strategies, please review our toolkit.



ABOVE: CPBSP The Safe System graphic.

Background

The Mira Mesa neighborhood is located in the City of San Diego, with a population of approximately 78,846. Of its residents, 53 percent identified as Asian or Pacific Islander, 23 percent identified as White, and 15 percent identified as Hispanic. The median household income in Mira Mesa in 2022 was $119,393,[1] above the City of San Diego median income of $98,657 and the statewide median household income of $91,551.[2]

Per 2023 Esri Community Analyst data, the Mira Mesa neighborhood workshop focus area has many households with one or more persons with a disability (22 percent) and seniors aged 65 or older (16 percent). Nearly ten percent of all households did not own a personal vehicle in Mira Mesa neighborhood.

The largest commute pattern outside of solo drives to work for Mira Mesa was carpooling, with nine percent of the population carpooling to work. The second most common commute option was public transportation with two percent. Only one percent of residents commuted via walking to work and another one percent of residents commuted via biking to work,[3] whereas three percent of San Diego County commutes via walking to work and 0.5 percent commutes via biking to work.[4] The full demographic report from Esri Community Analyst can be found in the appendix.

Local Policies and Plans

The Planning Committee and Project Team identified existing active transportation policies and plans to review to better understand how their potential impacts on pedestrian and bicycle safety improvements in the community. The policies and plans reviewed are not intended to be an exhaustive list, but rather a summary of current conditions.

Within the Mira Mesa Community Plan, the Mobility section (page 35) outlines the City's objective to expand personal mobility options for residents and to promote a safe and sustainable transportation system. The plan acknowledges Mira Mesa's existing topography constraints and development patterns that have historically limited the re-design of streets or construction of new streets. The Mira Mesa Community Plan details existing bike facilities as well as proposed improvements. Along the workshop's focal corridor of Mira Mesa Boulevard, the plan proposes a mix of Class I urban and shared bike paths, Class II shared bus bike lanes[5], and Class IV cycle tracks (one-way) (page 47).

The eastern section of the workshop focus area, which includes Mira Mesa Boulevard where it intersects with Westview Parkway and Black Mountain Road, the Miramar College Transit Station, and San Diego Miramar College, is Focus Area #9 of the City's Community Profiles as published in March 2024. This Focus Area document highlights several city projects in the area, including a mobility hub at the San Diego Miramar College Transit Station (Project B), a pedestrian/bicycle bridge to connect the Mira Mesa and Scripps Miramar Ranch communities along Hillery Drive (Project C), and a pedestrian/bicycle bridge directly east of the Mira Mesa Boulevard/Westview Parkway intersection (Project D).

1 SANDAG Population and Housing Estimate PDF Reports. San Diego Association of Governments. Retrieved from https://opendata.sandag.org/stories/s/SANDAG-Estimates-PDF-Reports/mire-zdsi/.
2 QuickFacts. United States Census Bureau. Retrieved from https://www.census.gov/quickfacts/fact/table/.
3 U.S. Census Bureau 2017-2021 American Community Survey (ACS) 5-year estimates, 2023 Esri Estimates.
4 Profiles. United States Census Bureau, accessed July 5, 2024 https://data.census.gov/profile/.
5 Transit Street Design Guide. National Association of City Transportation Officials. Retrieved September 12, 2024, from https://nacto.org/publication/transit-street-design-guide/transit-lanes-transitways/transit-lanes/shared-bus-bike-lane/.

The San Diego Pedestrian Master Plan, adopted in April 2015, developed a Pedestrian Priority Model (PPM) which determined areas within the city of San Diego where pedestrians are most likely to be, or where they would be if pedestrian improvements were added. The PPM has three basic components: pedestrian attractors, pedestrian generators, and pedestrian detractors. Mira Mesa was given a composite score of 113.6 (page 53), falling in the middle of all communities measured in San Diego when compared to the most walkable score of 230.0 in Centre City and the least walkable score of 37.6 in Rancho Encanada.

The most recent Bicycle Master Plan was published in December 2013, and proposed a Class II bike lane along Mira Mesa Boulevard between Parkdale Road and Reagan Road, and from Marbury Avenue to Interstate 15 (Project 20). The City of San Diego is currently updating the Bicycle Master plan, to be completed in 2024.

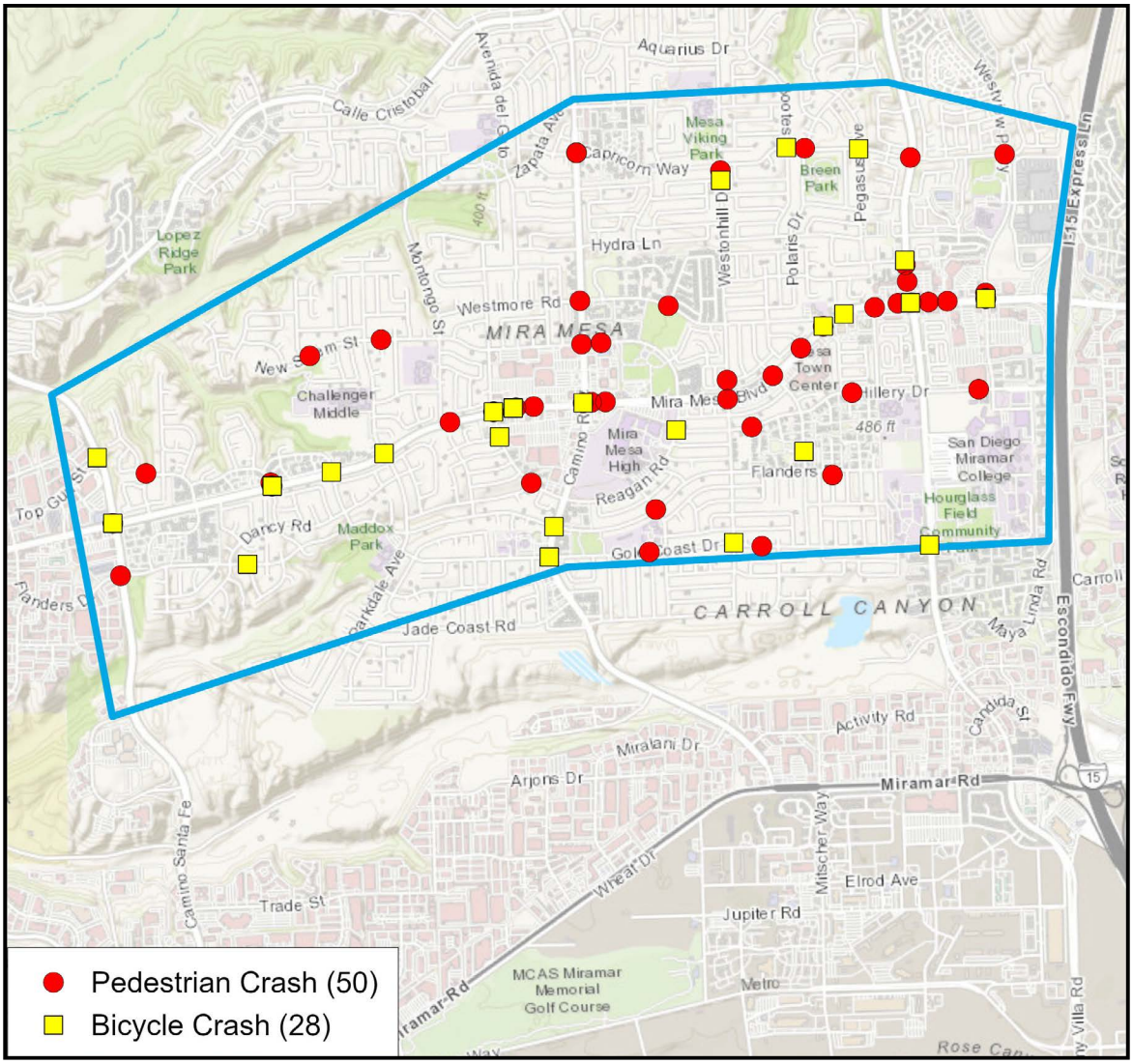
Vision Zero allies in San Diego, including Circulate San Diego, Families for Safe Streets, Bike San Diego, San Diego 350 Climate Action, Vibrant Uptown, Omen Consulting, and, our main applicant, the San Diego County Bicycle Coalition, have identified 15 intersections across the City of San Diego that have experienced the most fatal traffic injuries per the Transportation Injury Mapping System (TIMS) between 2018 and 2022. Despite the City of San Diego's pledge to eliminate traffic deaths by 2025 as part of its Vision Zero Plan adoption ten years ago, this group of local walking and biking safety advocates has highlighted the upward trend in traffic deaths in the past few years and repeatedly advocated for budget allocations for intersection improvements at the fatal 15 intersections. Seven of the fatal 15 intersections remain dangerous; San Diego City Council announced that they would be allocating funds in the fiscal year 2024-2025 budget to fix the remaining seven fatal intersections. Two of the remaining seven fatal intersections on this list are along Mira Mesa Boulevard, including the intersections of Mira Mesa Boulevard/Black Mountain Road and Mira Mesa Boulevard/Westview Parkway. Both of these intersections were included in the crash data analysis for this report and as stops for the walking assessment routes during the Mira Mesa Neighborhood CPBST workshop.

Pedestrian and Bicycle Crash History

Per the California Office of Traffic Safety's Crash Rankings, in 2021, San Diego ranked 10th out of 15 cities of similar population size for people killed or injured in a traffic crash (with a ranking of "one" indicating the worst crash rate). San Diego ranked 6th out of 15 cities for people killed or injured in a bicycle crash and 7th out of 15 cities for pedestrians killed or injured in a crash. Notably, San Diego ranked 3rd out of 15 cities for people killed or injured in a motorcycle crash.

Similar to the above Crash Rankings, the following data is based on police-reported pedestrian and bicycle crashes in the workshop focus area in the Mira Mesa neighborhood in San Diego. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2014 to 2023. Crash data for 2022 to 2023 is provisional as of July 2024. A full discussion of the pedestrian and bicycle crash data can be found in the appendix.

The map below shows crashes involving a pedestrian or bicycle within the workshop boundaries in which a person was injured from 2019 to 2023.



ABOVE: Pedestrian and Bicycle Crash Map for Workshop Focus Area in the Mira Mesa neighborhood of San Diego, 2019-2023. Source: Statewide Integrated Traffic Records System (SWITRS), 2019-2023; 2022 and 2023 data is provisional as of June 2024.

Pedestrian Crashes

Over the 10-year period between 2014 and 2022, pedestrian crashes appear to be steadily decreasing since 2015. In 2020, pedestrian crashes appear to have a large drop across all types of crashes, likely due to the COVID-19 shelter-in-place orders.[6] In the most recent five years of data available, 2019 to 2023, there were 50 pedestrian crashes, which includes eight pedestrian fatalities. Pedestrian crashes were concentrated on Mira Mesa Boulevard (32 crashes), followed by Camino Ruiz and Black Mountain Road with five crashes each. There were four crashes at the Mira Mesa Boulevard/Black Mountain Road intersection, and three crashes each at the intersections of Mira Mesa Boulevard/Aderman Road, Mira Mesa Boulevard/Camino Ruiz, and Mira Mesa Boulevard/Westview Parkway. Of the 50 pedestrian crashes, 24 percent occurred between 6 a.m. and 9 a.m. and another 24 percent occurred between 3 p.m. and 6 p.m. Tuesday, Wednesday, Thursday, and Friday saw the most crashes, with 34 of the 50 crashes occurring on weekdays. The primary crash factor for most of these pedestrian crashes was a driver not yielding the right-of-way to a pedestrian at a marked or unmarked crosswalk, which was associated with 19 crashes.

Among the 52 victims of these 50 pedestrian crashes, there were eight fatalities and five serious injuries, with minor injuries (39 victims) comprising the largest number of total injured victims. Adults aged 19 to 59 made up 33 percent of all pedestrian crash victims. Most of the adult victims were male (59 percent). Seniors, victims aged 60 or older, comprised 25 percent of all victims. Of the senior victims, 54 percent were female. School-aged children, victims between the ages of five and 18, comprised 23 percent of all victims, and most were male (58 percent).

Bicycle Crashes

Over the 10-year period between 2014 and 2023, bicycle crashes appear to be decreasing since 2017, with a slight rise in 2021 and 2023. In the most recent five years of data available, 2019 to 2023, there were 28 bicycle crashes in the focus area, with zero fatalities. Bicycle crashes were concentrated on Mira Mesa Boulevard (10 crashes). Of the 28 crashes, six crashes occurred on a Monday and five crashes occurred on a Saturday. Six of the 28 crashes occurred between 3 p.m. and 6 p.m. and another five crashes occurred between 9 a.m. and 12 p.m. The most common primary crash factor for bicycle crashes included failure to drive/ride on the right half of the roadway (six crashes).

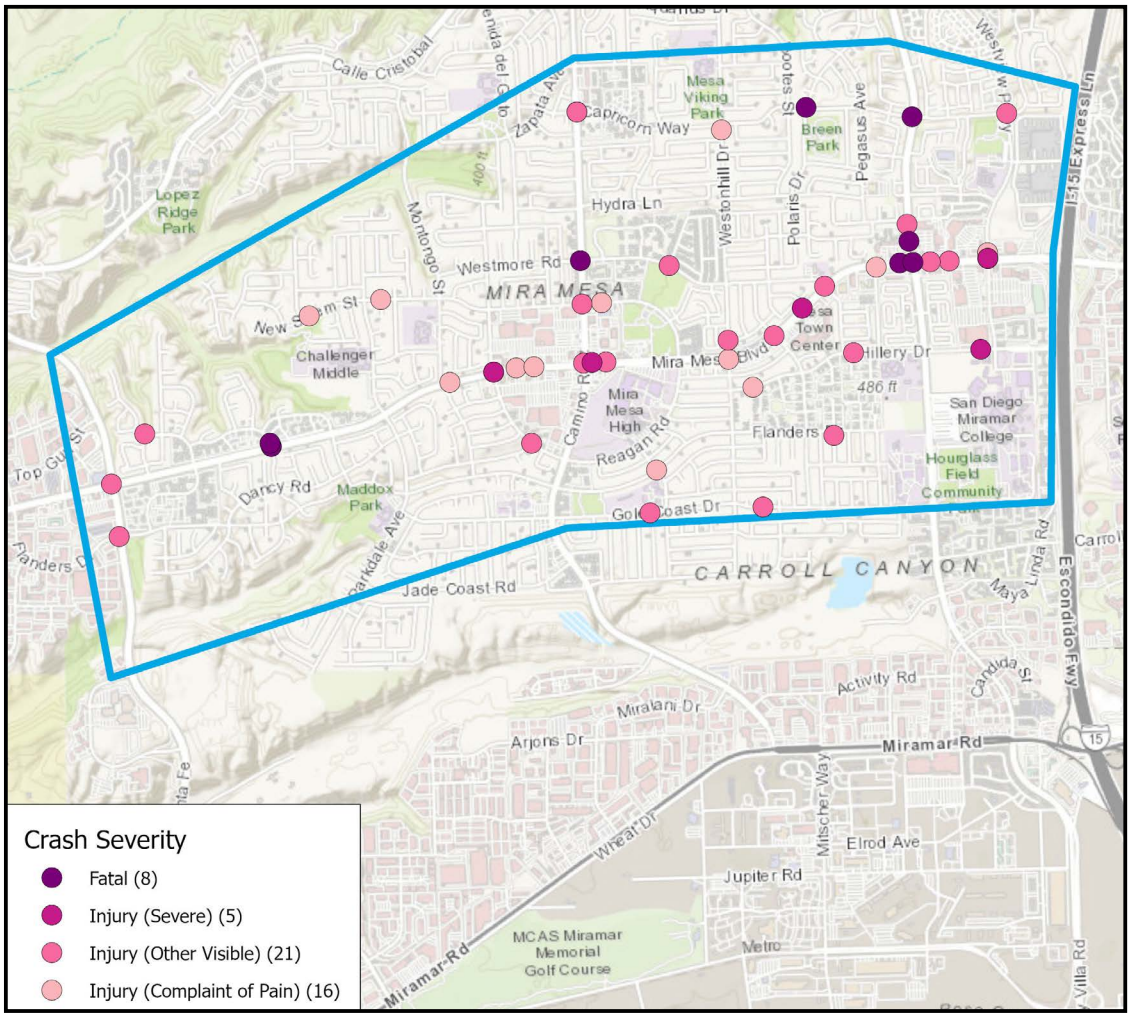
Among the 28 bicyclists injured in these 28 bicycle crashes, there were zero fatalities and two serious injuries. Most bicycle crash victims suffered minor injuries, comprising 93 percent of victims. A majority of crash victims, 64 percent, were adults, including anyone between the ages of 19 and 59. A majority of the adult victims were male (83 percent). Seniors, victims aged 60 or older, comprised 21 percent of all victims and all were male. School-aged children, victims between the ages of five and 18, comprised 14 percent of all crashes, and all were male as well.

6 However, this decline is not lasting. Nationally, preliminary 2021 data shows an increase in fatal crashes of 10.7%. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813283

Fatal and Serious Injury Crashes

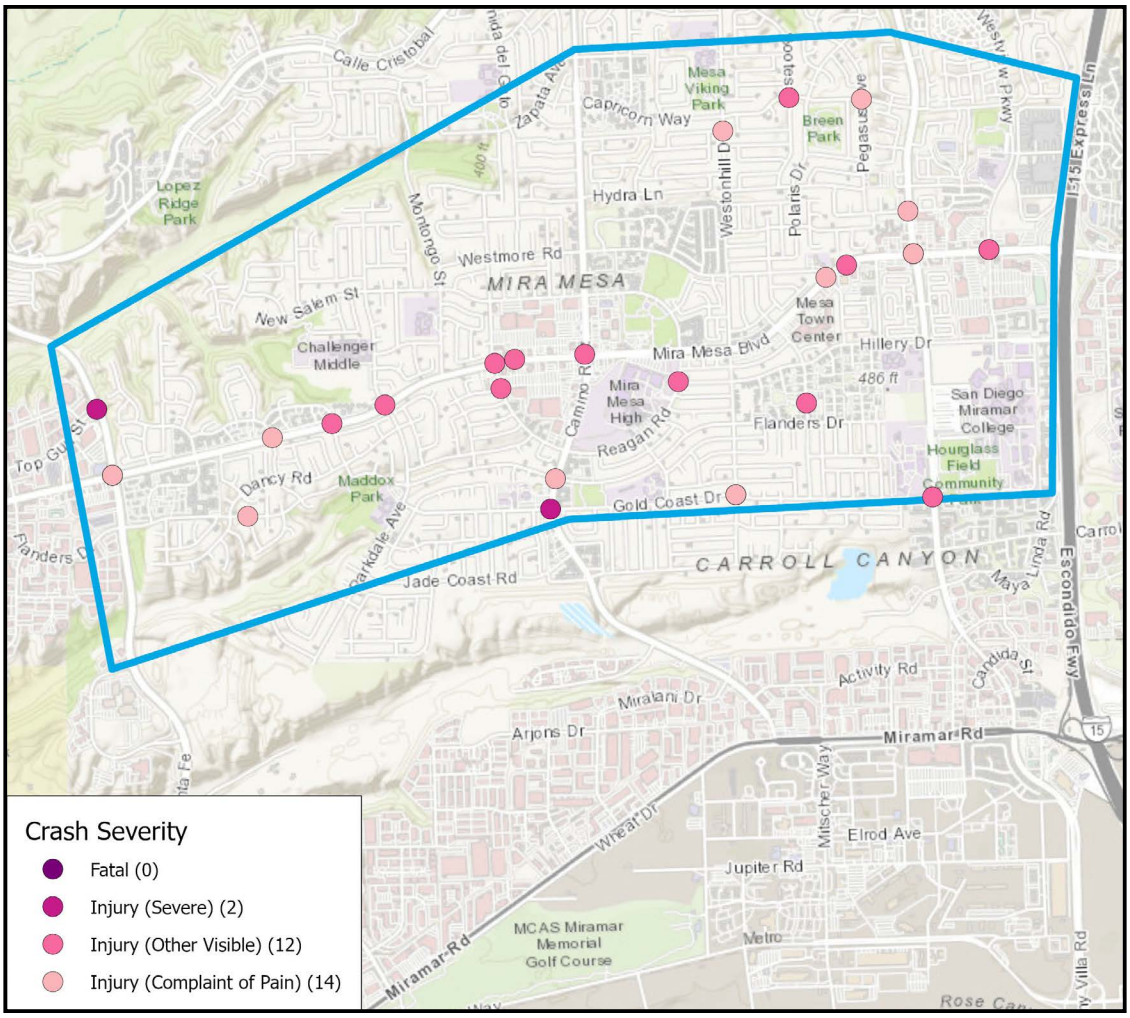
Because our work is rooted in the Safe System Approach, we want to prioritize locations with a history of fatal and serious injury crashes when reviewing crash history. Here are the fatal and serious injury crashes involving a pedestrian or bicyclist in the workshop focus area.

Of the 13 fatal and serious injury pedestrian crashes, the highest number occurred on Mira Mesa Boulevard, followed by Black Mountain Road. Three fatal crashes and four serious injury crashes were on Mira Mesa Boulevard and two fatal crashes were on Black Mountain Road. Other locations of fatal and serious injury crashes include Aderman Drive, Camino Ruiz, and Capricorn Way, each with one fatal crash, and Hilery Drive, with one serious injury crash. Of the 13 fatal and serious injury crashes, 46 percent happened in daylight and another 38 percent happened in the dark in areas with street lights. Six of 13 crashes were attributed to driver violations. Of these six violations, five were attributed to a driver's failure to yield the right-of-way to pedestrians at a marked or unmarked crosswalk, and one was attributed to a driver's failure to yield right-of-way to pedestrians on sidewalks. The majority of victims (six) were seniors above the age of 60.



ABOVE: Map showing crash severity of pedestrian crashes in the workshop focus area in the Mira Mesa neighborhood of San Diego, 2019-2023. Source: Statewide Integrated Traffic Records System (SWITRS), 2019-2023; 2022 and 2023 data is provisional as of June 2024.

Of the two serious injury bicycle crashes, one was at Gold Coast Drive/Camino Ruiz and the other was at Camino Santa Fe/Top Gun Street. One serious injury crash was attributed to a u-turn violation and the reason for the other crash was unknown. One crash occurred in daylight, the other crash occurred in the dark in an area with street lights. Of the two victims, one victim was 35 years of age and the other victim was 70 years of age.



ABOVE: Map showing crash severity of bicycle crashes in the workshop focus area in the Mira Mesa neighboorhood of San Diego, 2019-2023. Source: Statewide Integrated Traffic Records System (SWITRS), 2019-2023; 2022 and 2023 data is provisional as of June 2024.

Scripps Trauma Injury Data

During the workshop, trauma injury data from Scripps Memorial Hospital Trauma Center was provided to the Project Team by a Planning Committee member. Mira Mesa is within the Scripps Memorial Hospital La Jolla (SMHLJ) trauma catchment system, one of six trauma catchment areas in San Diego's Trauma Care System. The trauma catchment system eliminates competition between hospitals and allows patients to be transported to the nearest trauma center, improving survival outcomes. The trauma injury data is from a preliminary report on injuries seen in the Scripps Memorial Hospital Trauma Center between October 2023 and June 2024. This intake data only includes patients seen in the trauma center, and does not include patients seen in the emergency room or urgent care. Until the 2023 and 2024 SWITRS database is finalized by the California Highway Patrol (CHP), it is unclear if this data overlaps with police-reported SWITRS data.

The trauma injury data includes pedestrian and bicycle crashes along with motor vehicle and motorcycle crashes for a total of 23 trauma transport injuries. Of the trauma transport injuries, three victims were involved in a bicycle crash, three victims were pedestrians, and one victim was an e-scooter rider. The majority of the trauma transport injuries, 87 percent, occurred on local streets. Of the remaining trauma transport injuries, nine occurred on an interstate highway and four occurred at a bus stop. Of the 19 victims that reported a crash location, 27 percent occurred along Mira Mesa Boulevard, 18 percent occurred along Black Mountain Road, and nine percent occurred along Camino Ruiz. Of the 22 crashes with victim age reported, two crash victims were under the age of 21, another 18 crash victims were adults between the ages of 21 and 64, and two crash victims were over the age of 65.

Free SafeTREC Data Resources

The Transportation Injury Mapping System (TIMS) is a web-based tool that allows users to analyze and map California crash data from the Statewide Integrated Traffic Records System (SWITRS). TIMS provides quick, easy, and free access to geocoded crash data. Visit: https://tims.berkeley.edu.

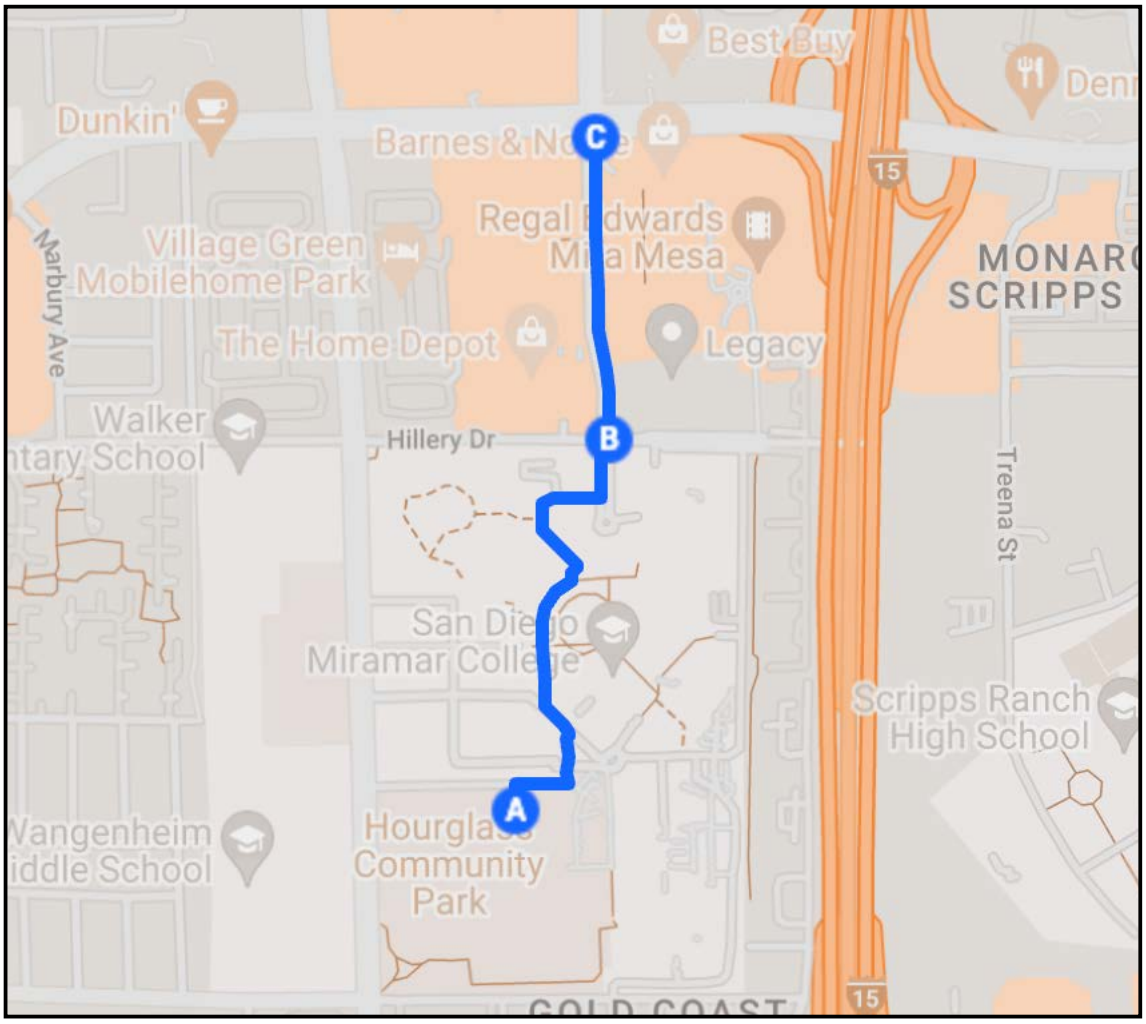
Street Story is a web-based community engagement tool that allows residents and community organizations to gather information that is important to transportation safety, including crashes, near-misses, general hazards and safe locations to travel. To promote access to the tool, SafeTREC offers technical assistance to communities and organizations interested in using Street Story. The platform and the information collected is free to use and publically available in English and Spanish. Visit: https://streetstory.berkeley.edu.

Walking and Biking Assessments

During the workshop, the Project Team and participants participated in walking and biking safety assessments along three routes frequently traveled by community residents. Participants were asked to identify community assets, assess infrastructure conditions, and share how road users engage with the built environment. The following is a summary of the walking and biking assessment.

Route 1: Westview Parkway

The Westview Parkway/Mira Mesa Boulevard intersection is listed on the “Fatal 15” list. This intersection is adjacent to I-15, falling just west of the major interstate highway. As such, this intersection receives high vehicle traffic volumes, with up to four travel lanes each for east-west traffic. Major commercial centers are adjacent to all four corners of this intersection, making this a major trip destination for community members and visitors. Immediately south of this intersection is Hillery Drive/Westview Parkway, which funnels residents, transit users, and college students to the Miramar College Transit Station entrance and the I-15 carpool on and off ramps.



ABOVE: Walking and biking assessment route along Westview Parkway with stops at the intersections of Hillery Drive/Westview Parkway and Westview Parkway/Mira Mesa Boulevard.

Strengths

1. Street lighting is available at both major intersections along this route: Westview Parkway/Mira Mesa Boulevard and Hillery Drive/Westview Parkway. In addition, Westview Parkway between Mira Mesa Boulevard and Hillery Drive boasts enhanced lighting amenities because of the commercial centers on either side. Several parking lot utility lights and staggered street lights along the sidewalks create a well-lit streetscape for people walking.
2. The sidewalk network along this route is well-connected with smooth even surfaces and comfortable sidewalk widths for groups of people to travel on safely.
3. Participants noted many young trees planted on either side of the sidewalks along this segment of Westview Parkway. Although they are small and currently do not provide shade, the quantity and frequency of these planted trees will potentially create a cooling tree canopy network for people walking and biking in the next few decades.
4. Westview Parkway is a major thoroughfare that provides Mira Mesa residents and visitors access to the San Diego Ice Arena and the natural spaces of the Los Peñasquitos Canyon County Preserve and the Canyon Hills Open Space Preserve, which boasts of a handful of biking trails. As such, Westview Parkway serves as a bridge between these natural amenities and local restaurants and shopping.
5. The Miramar College Transit Station located on the southeastern corner of the Hillery Drive/Westview Parkway intersection provides shade, benches, bike parking, vehicle parking, and is a great benefit to commuters, students, and transit users alike.
6. Participants noted wayfinding signage along Westview Parkway, between Mira Mesa Boulevard and Hillery Drive, that signals the transit station for southbound travelers. They would like to see more wayfinding signage to indicate community assets to encourage more biking, walking, and transit use.

ABOVE: A wayfinding sign directing road users to the Miramar College Transit Station along Westview Parkway.

ABOVE: Participants walking between two young trees planted on either sidewalk along Westview Parkway.

ABOVE: Bike parking boxes available for use at the Miramar College Transit Station.

Concerns

1. Participants shared that there is a desperate need for signage as there are many commercial center entrances where drivers are not visually signaled to be wary of pedestrians. The notably high speeds of drivers entering and exiting the parking lots caused an increase in safety concerns for participants as they crossed the commercial center entrances along Westview Parkway.
2. Turning drivers commonly stop within the crosswalks with urgency and at high speeds, which may create the potential for near misses. At both intersections along this route, participants observed apex concrete curb ramps[7] that lead pedestrians diagonally into the middle of the intersection. These older style curb ramps also lack truncated domes and high-visibility materials. Participants would like directional curb ramps made from high-visibility materials to clearly designate the curb space for people waiting to cross. This improvement may ensure accessibility and increase visibility of pedestrians to drivers.
3. A participant shared that one of the most appealing factors for their move to the Mira Mesa neighborhood was the proximity of the Miramar College Transit Station. However, after living in the community, they no longer attempt to access the station via bike because of the high driver speeds and lack of clearly marked bike lanes when crossing Mira Mesa Boulevard. She shared that her family avoids crossing Mira Mesa Boulevard when biking altogether.
4. The Class II conventional bike lanes along Westview Parkway are narrow and faded, with uneven surfaces and few signs to warn drivers of people walking and biking. Drivers traveling at high speeds further augment safety concerns because there is minimal separation from drivers when riding a bike. Participants shared that the lack of clearly designated spaces for bicyclists is a major deterrent to biking in the community.
5. The northbound conventional bike lane north of the Westview Parkway/Hillery Drive intersection is faded and uneven where the shoulder transitions into the roadway, which creates a tripping hazard for people biking. Additionally, drivers exiting the I-15 carpool off-ramp often come to a rolling stop, stopping in the crosswalk and rushing to turn onto Westview Parkway. These conditions and behaviors create potential dangerous points of conflict among all road users at this intersection because of the frequency of near misses. Further, participants shared that these conditions deter active modes of transportation among community members accessing the transit station.
6. Participants identified multiple safety concerns at the Hillery Drive/Westview Parkway intersection.
    a. The crosswalks at the Hillery Drive/Westview Parkway intersection have a mix of continental and conventional crosswalk striping that is faded and inconsistent. Participants would like to see continental striping on all legs of the intersection to increase pedestrian visibility for drivers, especially the crosswalk on the eastern side of the intersection as it is the most faded of all the crosswalks at this intersection. Additionally, drivers exiting the I-15 carpool off-ramp often roll into this crosswalk at high speeds to turn on Westview Parkway.
    b. During observation, the Project Team noted two elderly community members crossing at the Hillery Drive/Westview Parkway intersection to access the Miramar College Transit Station and campus. On both occasions, each person ran out of time before clearing the crosswalk. This signal allots an estimated 20 to 25 seconds for people to cross. Participants would like this timing to be reevaluated because older adults make up a large proportion of active pedestrians in the community and participants would like crossing times to accommodate these vulnerable road users.
7. Along Mira Mesa Boulevard, between Westview Parkway and Black Mountain Road, there is only one high-visibility pedestrian sign alerting drivers of people walking in the area. The lack of signage, coupled with high driver speeds and high vehicle traffic, may create visibility issues and near misses between people driving, walking, and biking. The need for signage is especially pressing where sidewalks intersect with the many commercial center entrances because speeding drivers may overlook pedestrians crossing the unmarked entrances which disrupt the sidewalk network.

7 An apex curb ramp is located at the center of a corner and is often aligned to direct users into the middle of an intersection. Department of Justice (n.d.). ADA Best Practices Tool Kit for State and Local Governments. American Disabilities Act Archive. Retrieved September 12, 2024, from https://archive.ada.gov/pcatoolkit/app1curbramps.htm

ABOVE: The sidewalk on the northern side of the road just west of the Westview Parkway/Mira Mesa Boulevard intersection.

ABOVE: People walking across the commercial center entrance without a marked crosswalk on the northern sidewalk between Black Mountain Road and Westview Parkway along Mira Mesa Boulevard.

ABOVE: A bicylist traveling southbound between Westview Parkway and Hillery Drive. The bike lane markings are faded and difficult to see.

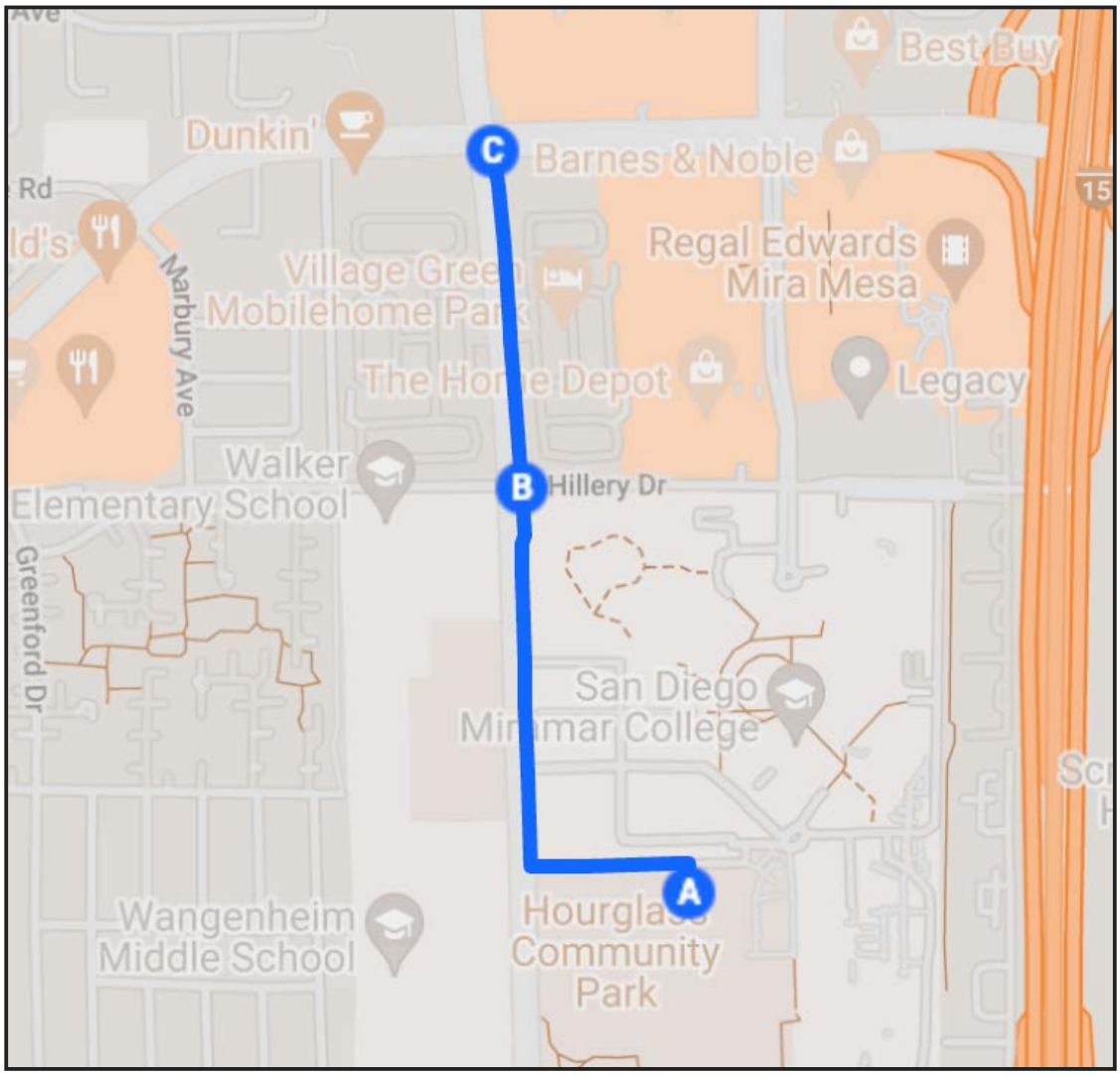
ABOVE: A driver stopping within the marked crosswalks on the southern leg of the Westview Parkway/Mira Mesa intersection.

ABOVE: The cracked, uneven pavement within the Class I bike lane markings near the northeastern corner of the Hillery Drive/Westview Parkways which poses a tripping hazard to bicyclists.

ABOVE: An overwhelming quantity of drivers traveling eastbound across Westview Parkway/Mira Mesa Boulevard.

Route 2: Black Mountain Road

The Black Mountain Road/Mira Mesa Boulevard intersection is listed on the “Fatal 15” list. Similar to the previous route, this intersection receives high volumes of vehicle traffic, with three travel lanes each for east-west traffic. There are commercial centers adjacent to all four points of this intersection, making it a major trip destination for community members, students, older adults, and interstate travelers. Just south of this intersection is Hillery Drive/Black Mountain Road intersection, another focal point along this route because of its proximity to two age-restricted (55+) community mobile home parks. The mobile home parks are located north of Hillery Drive, with San Diego Miramar College on the southeastern corner, Walker Elementary School on the southwestern corner, the Wangenheim Middle School campus adjacent to Walker Elementary School, and Hourglass Community Park located on the southeast corner of the Black Mountain Road/Gold Coast Drive intersection.



ABOVE: Walking and biking assessment route along Black Mountain Road with stops at the intersections of Hillery Drive/Black Mountain Road and Black Mountain Road/Mira Mesa Boulevard.

Strengths

1. The Project Team observed many elderly adults using mixed modes to travel to the commercial centers near the Black Mountain Road/Mira Mesa Boulevard intersection. They walked with their shopping bag carts, rode bikes, and waited at bus stops. The Planning Committee confirmed that the older adult community forms a notable portion of pedestrians and transit users in Mira Mesa. Future programming and infrastructure improvements must consider these vulnerable road users to ensure safe streets for everyone.
2. The Project Team observed yellow apex curb ramps with truncated domes at all four legs of the Black Mountain Road/Mira Mesa Boulevard intersection. While apex curb ramps are an older design, these conditions are better than most other intersections assessed in the community because the yellow curb ramps call driver attention to the curb, thereby increasing pedestrian visibility and decreasing potential points of conflict between the two types of road users. In addition, the truncated domes provide an added safety benefit for people using rolling devices such as strollers or shopping bag carts because it slows them down as they approach the roadway.
3. The Project Team spoke to a monolingual Spanish-speaker waiting at the bus stop west of the Black Bear Mountain Road/Mira Mesa Boulevard intersection on the northern sidewalk. They shared that the bus service is generally very reliable with delays rarely happening. This particular stop is very comfortable with a shelter, ample tree shade, a bench, trash bins, and large route map available. They shared that while this bus stop is very comfortable and well-shaded, many others in the community are not.
4. Hourglass Field Community Park serves as a gathering space for community events like the Mira Mesa Independence Day Celebration, and hosts regular children and adult sports activities. The park is accessible by Metropolitan Transit System (MTS) and community members of all ages were observed walking, biking and utilizing the open green space. It is equipped with picnic tables, barbecues, playground equipment, benches, parking, and electric vehicle charging stations.
5. There are utility box murals along Black Mountain Road, an initiative of the Public Art Committee of the Mira Mesa Town Council. Public art humanizes the built environment and adds beautification to reinforce a community identity.

ABOVE: A sign at the southeast corner of Black Mountain Road/Gold Coast Drive.

ABOVE: An elderly man biking westbound on the sidewalk as they approach Black Mountain Road/ Mira Mesa Boulevard.

ABOVE: A Metropolitan Transportation Service (MTS) bus stop with a shelter, a bench, and trash bins.

ABOVE: Yellow, single curb ramps available at the Black Mountain Road/ Mira Mesa Boulevard intersection.

ABOVE: A utility box with art painted by a local artist through an initiative of the Public Art Committee of the Mira Mesa Town Council.

Concerns

1. The Black Mountain Road/Mira Mesa Boulevard intersection experiences high traffic volumes and driver speeds although it has fewer travel lanes available to drivers as compared to the Westview Parkway/ Mira Mesa Boulevard intersection directly to the east. There are two northbound and two southbound travel lanes on Black Mountain Road. The Project Team observed many drivers speeding to catch the green and yellow traffic signals. Participants shared that because of the high levels of traffic, drivers often become impatient and do not make complete stops, resulting in drivers maneuvering dangerously around pedestrians, bicyclists, and other drivers. A community member shared that while crossing the western leg of this intersection to access a bus stop, they experienced drivers abruptly stopping within the marked crosswalk as they raced to catch green traffic signals.
2. Participants highlighted safety concerns about road markings, roadway conditions, and sidewalks at the Black Mountain Road/Mira Mesa Boulevard intersection.
    a. The white standard crosswalk paint at this intersection is intermittently cracked and faded to a severe degree, which poses a danger to bicyclists and pedestrians. The lack of visible road markings may impact drivers who may not see or anticipate the designated crosswalk to yield to pedestrians.
    b. Participants highlighted that the road is cracked and has many potholes at this intersection. The poorly paved roadway poses a danger to drivers, bicyclists, and pedestrians as they have to maneuver around the potholes to avoid damage to their vehicles and tripping while traveling.
    c. The sidewalks become narrow when traveling away from this intersection both east and westbound. Due to the traffic and lack of adequate bike lanes, bicyclists maneuver onto the sidewalk at various points at this intersection. The narrow sidewalks discourage walking for groups of three or more people. They are especially uncomfortable for vulnerable users like parents with young children in strollers, older adults with their shopping bag carts, and people using assistive mobility devices.
3. The posted speed limit between Black Mountain Road/Mira Mesa Boulevard and Hillery Drive/Black Mountain Road intersections is 40 MPH which participants feel is too fast for comfort.

ABOVE: Traffic congestion at the Black Mountain Road/ Mira Mesa Boulevard intersection.

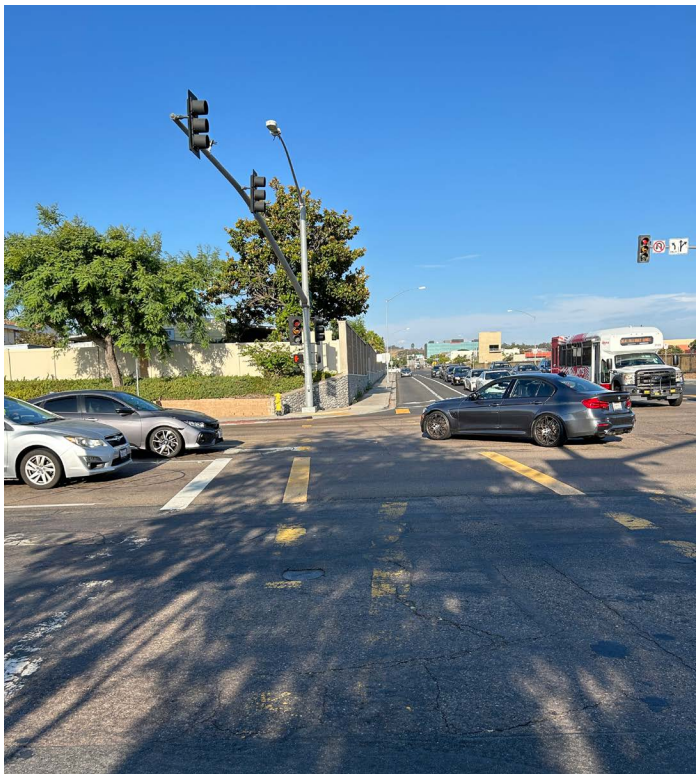
ABOVE: Warning posts alerting community members of an underground pipeline.

4. Participants shared concerns about bike lanes and crosswalks at the Black Mountain Road/Hillery Drive intersection.
    a. There is a yellow, high-visibility continental crosswalk on the western and eastern crossings at this intersection. Meanwhile, the north and southern crosswalks are faded, cracked, and worn. The lack of clear road markings create hazardous conditions for students, pedestrians, and bicyclists traveling across this intersection as there are no clear indications for drivers to yield to people walking and biking.
    b. Participants identified the westbound bike lanes on Hillery Drive near Black Mountain Road as especially unsafe for bicyclists because the road narrows and there are no bike lane markings. From the I-15 to Westview Parkway, Hillery Drive has two travel lanes and a Class II conventional bike lane. However, from Westview Parkway to Black Mountain Road, these travel lanes become two dedicated turn lanes, a bike lane, and a single through lane. The merging lanes create an unsafe feeling of rushing traffic for people biking, as drivers cross the bike lane to enter the dedicated turn lane during high traffic hours. As bicyclists enter the school zone west of the Black Mountain Road/Hillery Drive intersection, the bike lane markings disappear and the path narrows, which forces people biking onto the narrow sidewalks, which in turn creates potential points of conflict between people biking and people walking on the sidewalk.
5. Participants shared that people walking and biking along Black Mountain Road frequently cross mid-block between Hillery Drive and Mira Mesa Boulevard because the crosswalks are too far apart. Within this same segment of road, there are older adult (55+) mobile home park communities on both sides: Woods Mobile Home Park and Village Green Mobile Home Park. Entrances to the mobile home parks from Black Mountain Road north-south have turning lanes and stop lines, giving the impression that there is a crossing. Participants shared that many older adults in the area frequently walk to the many community assets along Black Mountain Road.
6. While there is a strong walking, running, and biking culture in the community, there is a lack of street lighting which limits activity to the daylight hours. In particular, participants shared that there is low visibility around the Hourglass Field Community Park and along Black Mountain Road between Mira Mesa Boulevard and Gold Coast Drive.

ABOVE: A child travels eastbound on their bike in the roadway, passing the faded marked crosswalk at the Black Mountain Road/Mira Mesa Boulevard intersection.

ABOVE: A large pothole at the Black Mountain Road/ Mira Mesa Boulevard crosswalk poses a danger to pedestrians, bicyclists, and drivers.

ABOVE: A bicyclist navigates a narrow sidewalk on Black Mountain Road/Mira Mesa Boulevard.

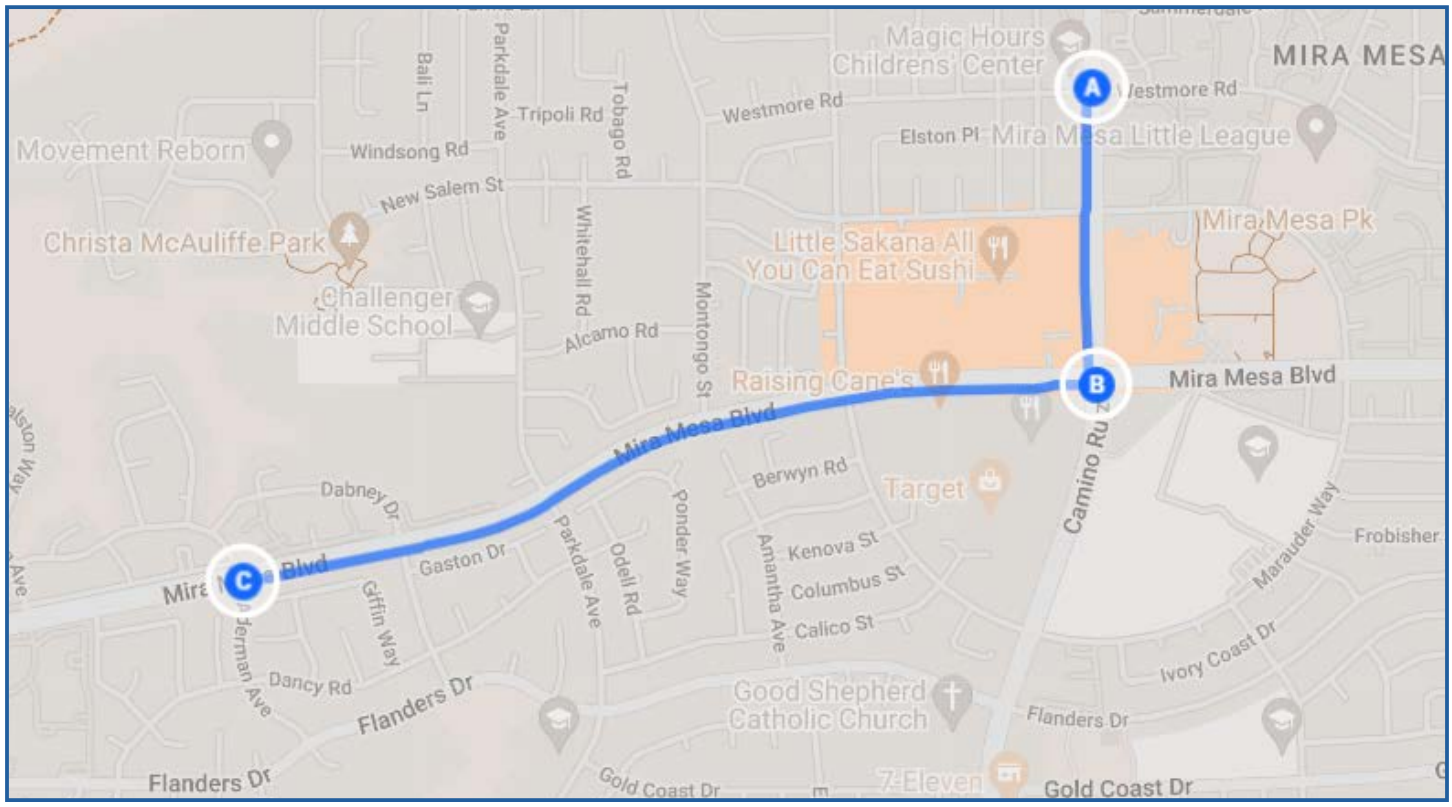


ABOVE: The crosswalks at Black Mountain Road/Hillery Drive are faded yellow.

ABOVE: A person on a scooter waits for the traffic light to change at the Hillery Drive/Black Mountain Road intersection.

Route 3: Camino Ruiz, Aderman Avenue, and Westmore Road

This route focused on Camino Ruiz, a north-south corridor that directly connects community members to the Los Peñasquitos Canyon County Preserve, to the north, which hosts an extensive bike trail. The Camino Ruiz/ Mira Mesa Boulevard intersection is less than 0.4 miles from the Mira Mesa High School entrance, the local library branch, and Mira Mesa Community Park North. In addition, there are commercial centers on all corners of the intersection, which makes it a major trip destination for shoppers, students, and families. Also included is the Aderman Avenue/Mira Mesa Boulevard intersection which is on the “Fatal 15” list as well. Aderman Avenue runs north-south and connects to residential neighborhoods on each side of Mira Mesa Boulevard. Lastly, this route focuses on the Westmore Road/Camino Ruiz intersection which is located between the major commercial centers to the south at Camino Ruiz/Mira Mesa Boulevard and the residential neighborhood to the north.



ABOVE: Walking and biking assessment route along Mira Mesa Boulevard and Camino Ruiz, with stops at the intersections of Mira Mesa Boulevard/Aderman Avenue, Mira Mesa Boulevard/Camino Ruiz, and Camino Ruiz/ Westmore Road.

Strengths

1. Sidewalks at the Camino Ruiz/Mira Mesa Boulevard, Camino Ruiz/Westmore Road, and Mira Mesa Boulevard/Aderman Avenue intersections are well maintained, an adequate width, and have apex curb ramps with truncated domes for accessibility. Curbs at the Westmore Road/Camino Ruiz intersection are kept clear of parked cars through daylighting, which increases the visibility of pedestrians at the intersection. North-south crosswalks at the intersection of Mira Mesa Boulevard/Aderman Avenue are freshly painted and visible to all road users, which may increase the visibility of people crossing the street for those driving.
2. There is clear signage to encourage drivers to yield to pedestrians at the Mira Mesa/Aderman Avenue crosswalks and to deter drivers from parking in the bike lane on Mira Mesa Boulevard. On Mira Mesa Boulevard, to the east of the Mira Mesa Boulevard/Camino Ruiz intersection, there are 25 MPH school speed limit signs.

Strengths, continued

3. The San Diego Metropolitan Transportation System (MTS) provides covered bus shelters at the intersection of Camino Ruiz/Mira Mesa Boulevard and uncovered bus benches at the intersections of Camino Ruiz/Westmore Road and Mira Mesa Boulevard/Aderman Avenue. The covered bus shelters include additional rider amenities such as trash cans, route information, and bus maps. Some bus benches across Mira Mesa are shaded from tree cover, many are not. Mira Mesa Boulevard is served by routes 921 and 110, Camino Ruiz is served by route 964. A participant shared how city traffic slows down bus speeds significantly.
4. Westmore Road is a narrow residential street with only two lanes, well maintained sidewalks, and street parking. Drivers appear to travel at or below the posted speed limit of 30 MPH on Westmore Road which makes the road feel safer for those walking or biking.
5. Mira Mesa Community Park North is located on Westmore Road, east of the Camino Ruiz/Westmore Road intersection. The park has multiple amenities for the community including the Gil Johnson Recreation Center, Verne Goodwin Senior Center, children's play areas, outdoor chess tables, multi-sport fields and basketball courts, and public restrooms.
6. Mira Mesa Library is located south of Westmore Road, at the intersection of Camino Ruiz/New Salem Street. The library offers community amenities such as a teen center, children's programming, chess club, homework assistance, study rooms, public computers, and outdoor space.
7. There are many businesses, including box stores, restaurants, banks, and a car wash at the intersection of Camino Ruiz/Mira Mesa Boulevard. These shopping centers are major trip generators for drivers, pedestrians, and bicyclists.
8. There are colorful banners strung on utility poles along this route that read "Welcome to Mira Mesa." Near the intersection of Mira Mesa Boulevard/Camino Ruiz, these colorful banners advertise the Mira Mesa Street Fair which is held annually on the first Saturday in October on Camino Ruiz, between Mira Mesa Boulevard and New Salem Street. The fair features live music, activities for children and teenagers, a food court, and local vendors. There are also many utility boxes along the boulevard with art on them. Participants shared that they enjoy these placemaking strategies in their community, as it creates a sense of place and encourages them to walk more in these beautiful spaces.

ABOVE: At the intersection of Mira Mesa Boulevard/ Aderman Avenue, the sidewalks are well maintained and have truncated domes for accessibility and the north-south crosswalks are freshly painted.

ABOVE: On Aderman Avenue at the intersection of Mira Mesa Boulevard/Aderman Avenue, there is a yield to pedestrians sign for turning vehicles.

ABOVE: Banners are strung on utility poles alongside a 25 MPH school speed limit sign on Mira Mesa Boulevard near the Mira Mesa Boulevard/Camino Ruiz intersection.

ABOVE: Two Planning Committee members comfortably walking side-by-side along the wide sidewalk on the southern side of the road just west of Camino Ruiz/Mira Mesa Boulevard.

ABOVE: On Westmore Road, there is clear speed limit signage for 30 MPH speeds and to alert drivers of crossing pedestrians.

ABOVE: A covered bus shelter at the intersection of Mira Mesa Boulevard/Camino Ruiz with rider amenities including a bench, a trash can, and route maps and times.

ABOVE: A woman waiting for her bus to arrive under the comfortable shade of trees at the bus stop east of Aderman Avenue/Mira Mesa Boulevard intersection.

Concerns

1. Participants shared concerns about bike safety on Mira Mesa Boulevard.
    a. The painted Class II conventional bike lanes on Mira Mesa Boulevard are very narrow and provide no physical protection from fast moving vehicle traffic. At the time of the workshop, the Project Team observed road work signage in the bike lane near the Mira Mesa Boulevard/ Aderman Avenue intersection, obstructing the right of way for bicyclists. No alternate route was provided, forcing bicyclists into fast moving vehicular traffic. The Project Team observed many people biking on the sidewalk, suggesting that some bicyclists feel unsafe in the bike lanes. Because bicyclists ride on both the sidewalk and the road, this creates confusion among road users who do not know where to expect people biking.
    b. From Aderman Avenue to Camino Ruiz, the Class II conventional bike lanes intermittently disappear into sharrows creating confusion for drivers and bicyclists alike. Participants shared that they do not know who has the right of way in the sharrow segments of the road.
2. Participants shared concerns about intersections, including driver turning speeds, crossing signal times, and crosswalk visibility.
    a. Participants shared that drivers seem to travel above the posted 40 MPH speed limit on Mira Mesa Boulevard. The Project Team observed this same behavior along with drivers running red lights at high speeds at the Camino Ruiz/Mira Mesa Boulevard, the Camino Ruiz/Westmore Road, and the Mira Mesa Boulevard/Aderman Avenue intersections. The Project Team made these observations during school dismissal hours.
    b. The Project Team noticed how difficult it was to have a conversation with community members because of the sound walls near the Aderman Avenue/Mira Mesa Boulevard intersection, which are designed to protect the adjacent residential communities from high-speed traffic. However, the fast-moving traffic creates a loud environment for people walking along Mira Mesa Boulevard which further reduces the appeal to walk along the corridor. The wall also limits the line of sight for drivers and pedestrians, which may explain the high frequency of near misses between drivers turning and people walking at this intersection.
    c. An elderly woman shared how she has witnessed many near misses while waiting for the bus at the Mira Mesa Boulevard/Aderman Avenue intersection, including her concerns that eastbound drivers turning onto Aderman Avenue from Mira Mesa Boulevard drive too quickly, often engaging in rolling stop behaviors within the crosswalk. She stated how this behavior coupled with the low-visibility of pedestrians on the southern leg of this intersection creates points of conflict for road users.
    d. Participants were nearly struck by a driver in a turning car while crossing on the northern leg of the Camino Ruiz/Mira Mesa Boulevard intersection. The pedestrian crossing signal was active and participants were wearing high-visibility vests. Participants shared that this is a common experience as many drivers hurriedly stop within the crosswalk area and turn at high speeds, often not considering people walking.
    e. The crossing times at the Camino Ruiz/Mira Mesa Boulevard and the Aderman Avenue/Mira Mesa Boulevard intersections do not allow enough time for those moving at a slower pace, like those with strollers or assistive mobility devices, to cross the wide road safely.

f. Workshop participants noted youth safety concerns.

   i. The Mira Mesa Boulevard/Camino Ruiz intersection is extremely busy, with high vehicle traffic volumes and many youth pedestrians. Youth are especially vulnerable because they may lack the cognitive ability to cross safely and their smaller stature increases their risk of severe injury in the event of a crash. Children walk and bike to and from Mira Mesa High School and Mason Elementary School and to access the nearby amenities. Due to the lack of clearly marked bike lanes, many students ride their bikes on the sidewalks in this area to avoid conflict with oncoming drivers.

   ii. There are also two preschools located on Westmore Road, just west of the Camino Ruiz/Westmore Road intersection. Due to high vehicle speeds and a history of pedestrian crashes at this intersection, one workshop participant expressed safety concerns for children and parents walking in the area.

g. All crosswalks at the Mira Mesa Boulevard/Camino Ruiz and Camino Ruiz/Westmore Road intersections are faded and have deteriorated transverse lines, which make them difficult for approaching drivers to see. The poor crosswalk conditions at this intersection lowers pedestrian visibility, making the intersection especially hazardous for school children crossing the street. Workshop participants noted dips in the road for storm water drainage at the east-west crosswalks at the Mira Mesa Boulevard/Camino Ruiz intersection which act as unintentional traffic-calming measures for drivers traveling at high speeds. The Project Team also noted similar dips are located in the east-west crosswalks at the Camino Ruiz/Westmore Road intersection.

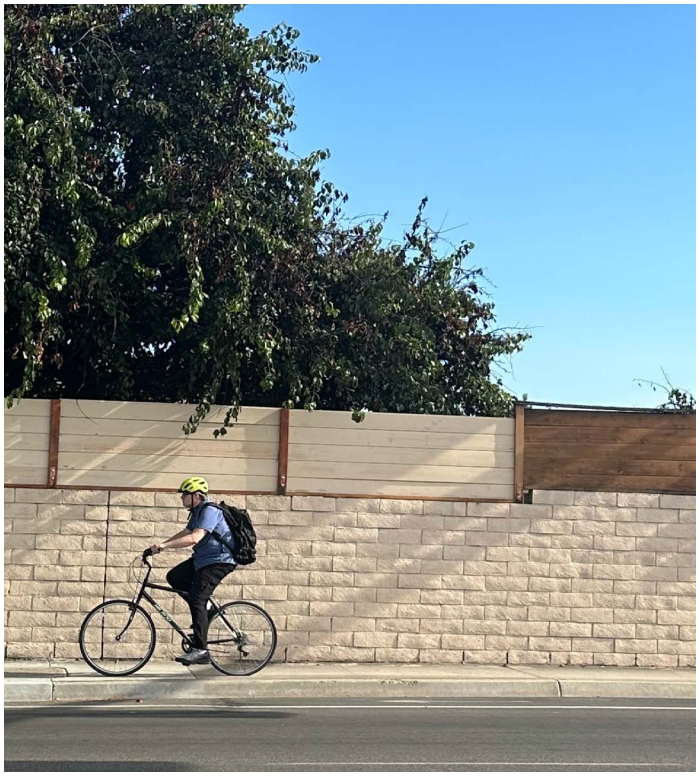
3. Participants shared concerns about pedestrian-scale lighting and shade at sidewalks and bus stops.
   a. Along Mira Mesa Boulevard, there is no pedestrian-scale lighting and little shade. The lack of pedestrian-scale lighting along Mira Mesa Boulevard ultimately reduces the sense of safety and appeal for walking in the neighborhood. Participants shared that they would like to see more shade trees to provide refuge for pedestrians as they endure the heat. Many trees along this route are short and ornamental, so they don't provide shade for people walking on sidewalks.
   b. Many bus benches at focal intersections do not provide any shade or tree cover. This makes the experience of waiting for a bus uncomfortable in hot weather and may potentially deter transit use altogether for those who have alternative modes of transportation. However, those who do not have alternatives must endure the conditions. For example, an elderly woman at the Aderman Avenue/Mira Mesa Boulevard intersection shared that she does not drive and frequently rides MTS buses to access her place of work and amenities around Mira Mesa.
4. A member of the Planning Committee noted that Mira Mesa Boulevard floods every year during winter rains due to its inadequate stormwater infrastructure. This flooding creates numerous safety concerns for residents' travel patterns and the nearby communities.

ABOVE: Road work signage in the bike lane obstructing the right of way on Mira Mesa Boulevard near the Mira Mesa Boulevard/Aderman Avenue intersection.

ABOVE: Planning Committee members walking in a single file line around a fire hydrant on an already narrow sidewalk. This is located on the eastern sidewalk just north of Camino Ruiz/Mira Mesa Boulevard.

ABOVE: A driver on Camino Ruiz makes a high-speed right turn onto Mira Mesa Boulevard. On the pavement are tire marks, indicating that high turning speeds are common.

ABOVE: A child walks a bicycle across a faded north-south crosswalk on Mira Mesa Boulevard at the intersection of Mira Mesa Boulevard/Camino Ruiz. Many children ride bicycles on the sidewalks in this area.



ABOVE: A person bikes on the sidewalk on Mira Mesa Boulevard, near the intersection of Mira Mesa Boulevard/Aderman Avenue. The lack of protected bike lanes on Mira Mesa Boulevard encourages sidewalk riding.

ABOVE: A young child taking hold of the 40 MPH speed limit signage just north of the Camino Ruiz/Mira Mesa Boulevard intersection.

ABOVE: Faded and deteriorated crosswalk lines in the north-south direction on Camino Ruiz, at the intersection of Camino Ruiz/Westmore Road.

Recommendations

The recommendations in this report are based on observed pedestrian and bicycle safety concerns, Safe System strategies, and workshop participants' priorities. The CPBST prioritizes strategies focused on infrastructure improvements, behavior change, and nurturing safety champions. The suggested timelines and resources needed for implementation are estimated based on general pedestrian and bicycle safety best practices and may need to be further tailored by the community.

Community Recommendations

Participants offered the following programmatic and infrastructure recommendations to create a safer environment for walking and biking. General priorities included:

- Manage vehicle congestion at heavy traffic intersections;
- Install bus lanes on major arterial roads to improve service times;
- Reduce driver speeds, particularly on the main arterials of Mira Mesa Boulevard, Black Mountain Road, and Camino Ruiz through a reduction in speed limits;
- Ban right turns on red across Mira Mesa Neighborhood to reduce points of conflicts between road users;
- Improve and enhance city walkability by installing high-visibility crosswalks and pedestrian refuge islands at key intersections like Mira Mesa Boulevard/Camino Ruiz, which are known for heavy driver traffic and frequent pedestrian crashes;
- Improve the safety of people biking by installing protected bike lanes to reduce conflict between people biking and driving, installing bike boxes, reducing speeds at intersections, and developing and engaging with bicycle education programs to promote safer riding for adults and children;
- Improve bike wayfinding and citywide placemaking through designing and installing citywide bike maps along popular bicycle routes;
- Allocate city funding for a Safe Routes to School program and coordinator;
- Increase nighttime visibility for all by installing vehicle and pedestrian-scale lighting on Mira Mesa Boulevard, Black Mountain Road, and Camino Ruiz;
- Enhance student safety by addressing high driver speeds and improving major arterial crossings with the installation of traffic calming infrastructure;
- Improve road conditions through upgrading pavement quality, filling potholes, flattening dips in the road, and refreshing road paint and crosswalk striping at intersections;
- Green streets by increasing tree cover and improving stormwater infrastructure to prevent Mira Mesa Boulevard from flooding;
- Achieve bicycle and pedestrian safety on Mira Mesa Boulevard, Black Mountain Road, and Camino Ruiz through road reconfiguration projects; and
- Organize community-building events such as bike buses, community bike rides, open streets, walking tours, and a citywide "don't drive day," to encourage residents to experience the Mira Mesa neighborhood outside a vehicle, shift perspectives on the importance of safe streets, and garner support for bicycle and pedestrian safety improvements.

Open Streets Mira Mesa

Workshop participants discussed organizing a recurring open streets event in the Mira Mesa neighborhood which encourages residents to walk and bike on a neighborhood street that is designed mainly for vehicles. The event could promote active transportation options and create a culture change where alternative forms of transportation and other social activities are encouraged, to provide a safe, more comfortable place for people walking and biking. To encourage attendance and community engagement, the Planning Committee can invite local vendors to the event as a way to bolster local businesses. Open Streets Mira Mesa will be located on Camino Ruiz between Mira Mesa Boulevard and New Salem Street, the location of Mira Mesa Street Fair. After the program's launch, the event can be expanded to include other focal streets and areas in the community. Open Streets Mira Mesa would also encourage coalition building throughout the planning process by reinforcing the newfound connections between the Planning Committee and neighborhood groups, advocates, businesses, San Diego City councilmembers, the Mira Mesa Town Council, and other relevant parties. By building momentum, the event would strengthen the Planning Committee's capacity to advance long-term project implementation, such as pedestrian and bicycle safety infrastructure improvements, Safe Routes to School, bicycle safety education programs, and other community recommendations highlighted by the Planning Committee.

Project Goals:

1. Organize opportunities for walking and biking in Mira Mesa where residents and visitors can interact with the community;
2. Develop the awareness of and shift resident perspectives around active transportation and the importance of safe spaces to walk and bike; and
3. Build strong partnerships and a coalition with stakeholders to gain momentum for long-term bike and pedestrian safety improvement projects.

The following groups can be engaged: the Planning Committee, Mira Mesa Street Fair, Mira Mesa Town Council, Mira Mesa Chamber of Commerce, Councilmember Kent Lee's office, District 3 County Supervisor Terra Lawson-Remer's office, San Diego Metropolitan Transportation System (MTS), San Diego Transportation Department, San Diego Department of Public Works, local businesses in and around the project location, and Mira Mesa neighborhood groups including nearby homeowners associations.

Portions of the event development including organizing a committee to plan the event, developing a plan and timeline for implementation, and engaging relevant groups and community members can take 6-12 months. Applying and receiving permitting for the event could take up to one year, or longer. As many of these timelines can vary, the first Open Streets Mira Mesa could be one or two years from the start of the event planning process.

Potential Safe System Strategies to use: Open Streets, Slow Streets, Participatory Campaign, Placemaking, Safety Messaging Campaign

Action Steps:

1. The Planning Committee recruits members for an Open Streets Mira Mesa Neighborhood Committee to plan the event. The committee may include Planning Committee members, business owners, residents, and other relevant stakeholders interested in leading the planning process. The group can consider scheduling a regular meeting time as needed.
2. Committee members attend the Mira Mesa Street Fair and connect with event organizers to better understand the process of leading such an event, and to further clarify the project timeline and steps.
3. Schedule meetings with the Mira Mesa Town Council, San Diego Transportation Department, MTS, and other necessary agencies to discuss the feasibility of closing Camino Ruiz for Open Streets Mira Mesa.
4. Open Streets Mira Mesa Neighborhood Committee continues to plan the event by acquiring all necessary permits, inviting vendors and community members, and promoting the event.

Notes/Resources:

Open Streets Toolkit: Open Streets Project

Open Streets Guide: League of American Bicyclists

Open Streets: California Bicycle Coalition

CicloSDias: San Diego County Bicycle Coalition

Open Streets: New York City Department of Transportation

Open Streets Santa Cruz County: Bike Santa Cruz County

Pedestrian and Bike Safety Infrastructure Improvement Coalition

The Pedestrian and Bicycle Safety Improvements Project aims to reduce fatal and serious injury crashes involving pedestrians and bicyclists at high-injury intersections through the installation of infrastructure improvements. In order to achieve these improvements, a neighborhood coalition can be convened as a forum to discuss, plan, and advocate for this project. Infrastructure improvements should aim to slow driver speeds, slow driver turning speeds, increase pedestrian and bicyclist visibility, and decrease crossing distance and time, among other Safe System Strategies. To start, the project will focus on the Mira Mesa Boulevard/Camino Ruiz, Mira Mesa Boulevard/Black Mountain Road, Mira Mesa Boulevard/Aderman Avenue, and Mira Mesa Boulevard/Westview Street intersections.

Later, additional intersections can be identified and added to the scope of the Pedestrian and Bicycle Safety Improvements Project. The coalition would expand the scope of this project after improvements at the specified intersections have been installed and evaluated. Additional intersections to consider include other intersections with a history of crashes, intersections within a certain proximity of schools and community amenities, intersections with high pedestrian activity, or other intersections of interest to the community and project stakeholders. This community-led initiative aims to improve and create more walkable streets for Mira Mesa.

Project Goals:

1. Eliminate pedestrian and bicycle fatal and serious injuries at high-risk intersections by slowing driver speeds and increasing visibility for those outside of a vehicle;
2. Improve walkability and bikeability across Mira Mesa to promote community interest in utilizing active transportation modes; and
3. Develop and strengthen rapport with the San Diego Transportation Department including the Streets Division, and the Engineering and Capital Projects Department to promote future community-led initiatives.

The following groups can be engaged: the Planning Committee, Mira Mesa Town Council, Mira Mesa Chamber of Commerce, Councilmember Kent Lee's office, District 3 County Supervisor Terra Lawson-Remer's office, Active Transportation and Infrastructure Committee, San Diego Metropolitan Transportation System (MTS), San Diego Transportation Department, San Diego Department of Public Works, local businesses in and around the project location, and Mira Mesa neighborhood groups including nearby homeowners associations.

Portions of the project include three months of developing a project committee and engaging with stakeholders, and two or more years of the project planning process and implementation.

Potential Safe System Strategies to use: Curb Extensions, Daylighting, Pedestrian Refuge Islands, Hybrid Beacons and Rectangular Rapid Flashing Beacons, Bike Boxes, Bike Sensors and Signals, Protected Intersections, and Raised Crosswalks

Action Steps:

1. The Planning Committee will build a project coalition by reaching out to additional parties to gauge interest and engage with existing relevant city commissions, including the San Diego Active Transportation and Infrastructure Committee, policymakers, and advocacy groups including Bike San Diego and the San Diego County Bicycle Coalition.
2. The project coalition plans a recurring meeting time, considering the group's capacity. The meetings can be biweekly, monthly, or even quarterly and can be in-person, virtual, or hybrid, depending on the coalition's flexibility. These meetings can help develop a more specific timeline for the project, including time-sensitive goals of the coalition to ensure the project finds and maintains momentum.

3. The project coalition will review relevant bike and pedestrian plans in Mira Mesa including the Mira Mesa Community Plan and the City of San Diego Pedestrian Master Plan to inform advocacy efforts with policies and plans that have already been outlined. Understanding these plans will strengthen the coalition's capacity to advocate for pedestrian and bike safety improvements in the Mira Mesa neighborhood. Further, an understanding of these plans can also help the coalition become familiar with historical trends in pedestrian and bicycle safety in the Mira Mesa neighborhood.
4. Inquire about city and county funds available for project improvements, and explore regional, statewide, federal, and outside funding sources. Project stakeholders can refer to SafeTREC's California Active Transportation Safety Information Pages (CATSIP) for relevant information about funding and programming opportunities.
5. Initiate the Pedestrian and Bicycle Safety Intersection Improvements Project with the City of San Diego and the Mira Mesa Town Council and remain engaged in the planning, outreach, and implementation processes.

Notes/Resources:

Improving Intersections for Pedestrians and Bicyclists: Federal Highway Administration

Unsignalized Intersection Improvement Guide: Institute of Transportation Engineers

Broadway Safety Improvement Project: San Francisco Municipal Transportation Agency

Funding and Programming Opportunities: California Active Transportation Safety Information Pages (CATSIP)

Protected Bike Lanes Project

This project would advocate for the installation of protected bike lanes along Mira Mesa Boulevard in both directions, from Camino Santa Fe to Interstate 15 (I-15). Since infrastructure improvements can be lengthy endeavors, other activities in the interim may support community education around bike infrastructure improvements, facilitate community discussions, and garner buy-in for future protected bike lane improvements. In particular, this project would work to plan and execute a temporary protected bike lane demonstration, collect data, and write letters to decision makers.

Project Goals:

1. Educate community members about potential infrastructure improvements aimed to enhance bike safety in Mira Mesa;
2. Elevate the desire for protected bike lanes along Mira Mesa Boulevard and facilitate discussions about bike safety; and
3. Garner buy-in from local community members, businesses, organizations, and decision makers for protected bike lanes.

The following groups can be engaged:The Planning Committee, workshop participants, local businesses, Councilmember Kent Lee's Office, District 3 County Supervisor Terra Lawson-Remer's Office, Mira Mesa High School, and other local stakeholders.

Different aspects of this project will have varying timelines. Organizing a group or committee to plan and implement next steps, developing a plan and timeline for implementation, and engaging relevant groups and community members to be involved can take 3-12 months. In addition, seeking funding and approval for protected bike lanes can be a multi-year process. As such, the timeline for this project can vary from one to ten years.

Potential Safe System Strategies to use: Bike Education, Bike Lane, Community Coalitions, Temporary Demonstration Project, Complete Streets, Engaged Elected Officials, Evaluation of Projects, Funding Opportunities that Prioritize Safety, Pedestrian/Bike Count

Action Steps:

1. The Planning Committee will identify stakeholders, community members, and grassroots organizations that would be interested in supporting the project and invite them to the group.
2. The planning group will designate a regularly scheduled meeting time befitting the group's capacity and schedule. This could be biweekly, monthly, or even quarterly. Consider virtual meeting spaces and in-person meeting spaces alike.
3. Collaborate with local biking advocacy groups like Bike San Diego and the San Diego County Bicycle Coalition to develop a timeline and capacity, learn about implementation strategies, and identify external program opportunities that would align with this project's goals.
4. The planning group would organize a temporary protected bike lane demonstration on a road segment close to Mira Mesa Boulevard but not directly on the boulevard. High levels of driver traffic would make permitting for such an event on Mira Mesa Boulevard extremely difficult.
    a. Identify a location and date at least 4 months in advance.
    b. Contact the City of San Diego's Development Services Department to apply for a Temporary Use Permit and/or other appropriate permitting for the demonstration dependent on the location (i.e. on the road, in a parking lot, on the sidewalk, etc.).
    c. Develop a survey to collect feedback from community members as they experience the temporary protected bike lane.
    d. Conduct a pedestrian or bike count to collect data on how many people experienced the demonstration.

5. The planning group will use the survey results to develop a template “Letter to Your Councilmember” and host a meeting for community members to send emails and letters elevating relevant outcomes from the temporary demonstration event and further advocate for permanent installation of protected bike lanes.

Notes/Resources:

How to Obtain a Temporary Use Permit

The Pop-Up Placemaking Tool Kit

Bicycle and Pedestrian Count Programs: Summary of Practice and Key Resources

Bike Education Online

SCAG Go Human Active Transportation Safety & Encouragement Campaign and Kit of Parts

Tactical Urbanist’s Guide to Materials & Design

Costs for Pedestrian & Bicyclist Infrastructure Improvements

Funding and Programming Opportunities: California Active Transportation Safety Information Pages (CATSIP)

Power Mapping: A Tool for Strategy & Influence

Petition and Letter Writing Best Practices

Bike Encouragement Events - Community Bike Rides and Bike Valet Services

Project Description: This project seeks to encourage more biking in the community by organizing community bike ride events. These community bike rides will create a sense of security among participants by riding in groups rather than alone. Additionally, these community bike rides present opportunities to strengthen knowledge of bike riding safety among participants and create a stronger sense of community. Engaged participants can also further support a stronger biking culture in Mira Mesa by volunteering in a bike valet program. This project will leverage existing community events to organize bike rides and provide bike valets. The intent is to encourage more biking to these events rather than driving by providing safe spaces to park bikes. The project would take place along Camino Ruiz between Mira Mesa Boulevard and the Los Penasquitos Canyon County Preserve bike trails. In addition, this project will identify local events in Mira Mesa such as the annual Street Festival on October 05, 2024 to plan bike rides and bike valets.

Project Goals:

1. Encourage more biking in Mira Mesa and create a more robust biking culture in the community;
2. Foster more connections between like-minded individuals in Mira Mesa who would like more comfortable and safe biking opportunities in the community; and
3. Increase knowledge of safe bike riding practices while riding in a group setting.

The following groups can be engaged: The Planning Committee, workshop participants, local businesses, Councilmember Kent Lee's office, District 3 County Supervisor Terra Lawson-Remer's office, Mira Mesa High School, and other local stakeholders. This project will take 6 months to a year to initiate and complete. Although, the community bike ride component can extend past this estimated time frame.

Potential Safe System Strategies to use: Bike Parking, Community Bike Rides/Walks, Community Coalition, Engaged Elected Officials, Photo and Video Voice

Action Steps:

1. The Planning Committee will create a Facebook Group page to serve as the centralized communication channel for walking and biking discussions and events in Mira Mesa.
2. The Planning Committee will identify dates, times, locations, and frequency of community bike ride events.
3. The Planning Committee will connect with local businesses and organizations to create incentive opportunities if possible. For example, community bike rides could include a scavenger hunt component, a fun activity at the bike ride destination, or highlight art or historical locations in the community.
4. The Planning Committee will leverage local biking advocacy groups to learn how to implement a simple bike valet system using low-budget materials. In particular, the San Diego County Bicycle Coalition has experience implementing bike valet programs.
5. The Planning Committee will identify community events that would be good opportunities to implement bike valets and develop a network of volunteers to support its implementation.

Notes/Resources:

How to Create an Outreach Work Plan

Bike Valet Guide to Getting Started

The Bicycle Valet: A Toolkit for Starting Your Own Bike Valet

Family Biking Guide

Smart Cycling Quick Guide

The Community Bike Event Toolkit

Project Team Recommendations

The Project Team recommends the following for local stakeholder consideration.

Traffic Calming

The Project Team recommends several traffic calming measures to address driver speeds and enhance the safety of those walking and biking. These measures include installing speed humps and tables, speed radar trailers, speed cushions, and adding asphalt art on low visibility corridors like Mira Mesa Boulevard to visually narrow the roadway, which can help reduce driver speeds. Adding asphalt art to key intersections like Mira Mesa Boulevard/Camino Ruiz and Mira Mesa Boulevard/Black Mountain Road can build community and bring people together around a shared neighborhood identity. SafeTREC recently released a California Safe Speeds Toolkit which supports jurisdictions interested in exploring speed limit setting flexibilities.

City planners can apply for funding to install traffic calming measures. Given the high traffic volumes on Mira Mesa Boulevard, removing lanes may not be feasible. Other strategies, such as bulb-outs, which force drivers to make turns more slowly, can be employed to reduce driver speeds. Funding for such traffic calming infrastructure is critical for the installation and maintenance of these improvements.

Resources:

Office of Traffic Safety Grants Program for non-infrastructure projects

Active Transportation Program (ATP)

AARP Community Challenge

U.S. Department of Transportation's Safe Streets for All (SS4A) program

Restriping Project

At almost every intersection assessed during this project, the bike lanes, sharrows, and marked crosswalks were in poor condition. The Project Team found faded, cracked, or missing road markings in heavily trafficked intersections like Mira Mesa Boulevard/Black Mountain Road and Mira Mesa Boulevard/Camino Ruiz. The Project Team recommends local stakeholders and city planners work together on a restriping project to correct these poor conditions. Road striping is a pivotal road improvement that creates clearly marked areas for each road user. Clear markings create more awareness of spaces for pedestrians and bicyclists which may decrease potential points of conflict among all road users. In addition, they increase the sense of safety for those walking and biking, encouraging community members to participate in active modes of transportation more frequently.

Resources:

Funding and Programming Opportunities: California Active Transportation Safety Information Pages (CATSIP)

Improving Intersections for Pedestrians and Bicyclists: Federal Highway Administration

Pedestrian Refuge Islands

As an added layer of protection, the Project Team recommends local stakeholders and city planners consider the installation of pedestrian refuge islands at pertinent crossings along Mira Mesa Boulevard including Camino Ruiz and Black Mountain Road. Given that the Project Team observed many vulnerable pedestrians having trouble clearing crossings before the pedestrian signal ended, pedestrian refuge islands are a fitting improvement for the Mira Mesa Neighborhood. These pedestrian refuge islands designate a safe space in the built environment for vulnerable pedestrians to stop and wait for another signal interval to safely cross an intersection. Pedestrian refuge islands can be installed as quick-build improvements which are lower-cost improvements with semi-permanent materials like bollards and paint. The islands can also be installed with more permanent materials like concrete and landscaping. Funding for such infrastructure is critical for the installation and maintenance of these improvements.

Resources:

Office of Traffic Safety Grants Program for non-infrastructure projects

Active Transportation Program (ATP)

AARP Community Challenge

U.S. Department of Transportation's Safe Streets for All (SS4A) program

Tactical Urbanist's Guide to Materials & Design

Quick Builds for Better Streets

Traffic Signal Study

The Project Team recommends local stakeholders and city planners work together to conduct a traffic signal study of the street crossings assessed in this report. The crossing times felt comfortable for staff and participants as everyone is able-bodied. However, the Project Team witnessed multiple vulnerable users, specifically older adults, having trouble clearing intersections before the pedestrian signal ended. In one instance, the Project Team witnessed an older adult with a walker in the middle of a crosswalk when the pedestrian signal ended. A driver exited their vehicle and helped the pedestrian finish crossing. As they crossed, the waiting vehicles with a green signal rushed past them. This pattern is very concerning, and the Project Team urges those with capacity to consider pedestrian lead intervals as part of this traffic signal study.

Resources:

Funding and Programming Opportunities: California Active Transportation Safety Information Pages (CATSIP)

Improving Intersections for Pedestrians and Bicyclists: Federal Highway Administration

Lighting Survey

The Project Team recommends local stakeholders and city planners work together to identify key areas in the Mira Mesa neighborhood that need pedestrian-scale lighting. Currently, lighting along Mira Mesa Boulevard is oriented towards the street for drivers. This means the existing lighting is high off the ground and located primarily near signalized intersections. Pedestrian-scale lighting, on the other hand, consists of shorter light posts installed more frequently to better illuminate sidewalks and bike lanes. The lack of pedestrian-scale lighting at night poses visibility issues between pedestrians, bicyclists, and drivers traveling through the corridor. In addition, the lack of adequate lighting oriented towards the sidewalks, increases the sense of unsafe conditions in the neighborhood which may deter walking and biking especially in the Fall when there are less daylight hours.

Resources:

Strategies to Improve Pedestrian Safety

US Federal Highway Administration's Pedestrian Lighting Primer

Safety Messaging Campaign

The Project Team recommends local stakeholders launch a safety messaging campaign to inform the general public of a safety message or call to action. Since speeding driver behavior is one of the primary concerns we heard throughout this process, the Project Team recommends focusing the campaign as a traffic calming measure. This campaign can include community events, public service announcements, pamphlets, billboards, commercials, youth art competitions, or utility pole banners. Typically, these campaigns employ visuals with text urging drivers to slow down, to respect the speed limit, or to watch for young pedestrians. A safety messaging campaign will also work to build awareness and foster a culture of lower-speed driving behaviors to keep all road users safe.

Resources:

Heads Up - a Pedestrian Safety Campaign – City of Eureka

"Go Human" safety campaign – Southern California Association of Governments (SCAG)

Use Street Story as a Tool for Community Engagement

The Project Team recommends the Planning Committee partner with UC Berkeley SafeTREC to use Street Story as a community engagement tool and to create an inventory of safety concerns. SafeTREC also provides the Transportation Injury Mapping System (TIMS), which alongside qualitative data collected through Street Story, can help community members and planners make the case for infrastructure improvements in Mira Mesa. Street Story is a resource for collecting experiences of people walking and biking in the community, including information about crashes, near-misses, general hazards, and safe routes. The Planning Committee can use Street Story as a data collection tool for pedestrians and bicyclists to report their experiences and safety concerns in one central place. Street Story may provide a way for the Planning Committee to make connections directly with those impacted by traffic violence and can bolster community outreach efforts for the above projects and other City-led projects.

Resources:

Street Story

TIMS

Engage Parent Teacher Associations at Local Schools on Walking and Biking Safety

There is a need for Safe Routes to School programming in the Mira Mesa neighborhood as there is no current programming and many students from K-12 walk and bike to school. The Project Team recommends that parents engage their Parent Teacher Associations or Organizations (PTA or PTO) on walking and biking safety to discuss concerns, brainstorm potential solutions, and advocate to their school site administration and the school district for Safe Routes to School programming and funding opportunities. Safe Routes to School programs can include walking school buses, bike trains, bike rodeos, volunteer crossing guards, walk and bike to school days/week, safe route maps, and educational assembly events.

Resources:

Building Momentum for Safe Routes to School

The Basics of SRTS

Defining Roles and Partnerships for Safe Routes to School

Let's Walk to School Together: A Walking School Bus Training Manual

Steps to Creating a Safe Routes to School Program

Pedestrian and Bicycle Safety in Work Zones

During the site visit and workshop, the Project Team noticed road work impeding upon the bike lanes. Specifically, road work signage used to alert those driving of the road work were placed directly in the bike lane, obstructing the path and forcing those using the bike lane into the travel lane instead. This can put those biking at higher risk of conflict with vehicles, especially on roads where those driving are traveling above the posted speed limit. The Project Team recommends that the Planning Committee work with the City of San Diego to create a protocol for temporary bike and pedestrian infrastructure and detours when construction work must impede upon the bike lanes and sidewalks. This may include creating alternate routes or detours for those walking and biking that provide a similarly safe passage to and from their destinations or taking over one vehicle lane to repurpose into a bike lane, sidewalk, or multi-use path dependent on the needs of the temporary infrastructure.

Resources:

FHWA's California Manual on Uniform Traffic Control Devices, Chapter 6: Temporary Traffic Control Elements

FHWA's Pedestrian and Bicycle Facilities in Work Zones

University of Wisconsin-Madison's Guideline for Work Zone Designers: Pedestrian and Bicycle Accommodation

Appendix

- **Appendix A:** CPBST Site Visit Data Presentation
- **Appendix B**: Esri community analyst report

Community Pedestrian and Bicycle Safety Training Program

Site Visit

San Diego

Friday, July 19, 2024

Berkeley SafeTREC California Walks OTS California Office of Traffic Safety

1

Agenda

1. Check-in
2. Safe System Approach Introduction and Strategies
3. Crash Data Presentation
4. Workshop Outreach and Logistics
5. Next Steps
6. Optional: Walk/Bike Assessment

2

The Safe System Approach

3

The Safe System approach is *human-centered* and *proactive*.

Center vulnerable populations experiencing a disproportionate rate of injuries and fatalities.

4

The Safe System Approach: *Elements*

1. Commits to zero traffic deaths and serious injuries;
2. Creates a holistic approach with layers of protection for road users; and
3. Prioritizes safety in road system investments.

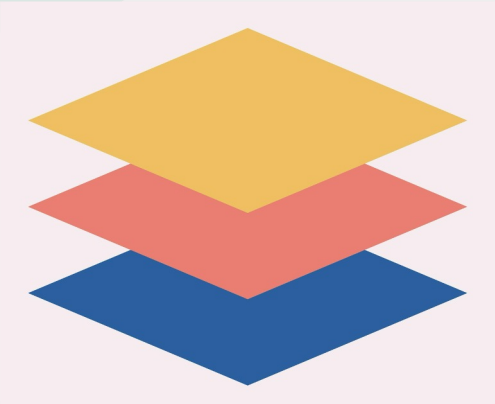
5

Safe System Approach: *Key Principles*

1. Deaths and serious injuries are unacceptable
2. Humans make mistakes
3. Humans are vulnerable
4. Responsibility is shared
5. Safety is proactive
6. Redundancy is crucial

6

Layers of Protection



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The Traditional Approach vs. Safe System Approach

Prevent crashes	Prevent death and serious injuries
Improve human behavior	Design for human mistakes
Control speeding	Reduce system kinetic energy
Individuals are responsible	Share responsibility
React based on crash history	Proactively identify and address risks

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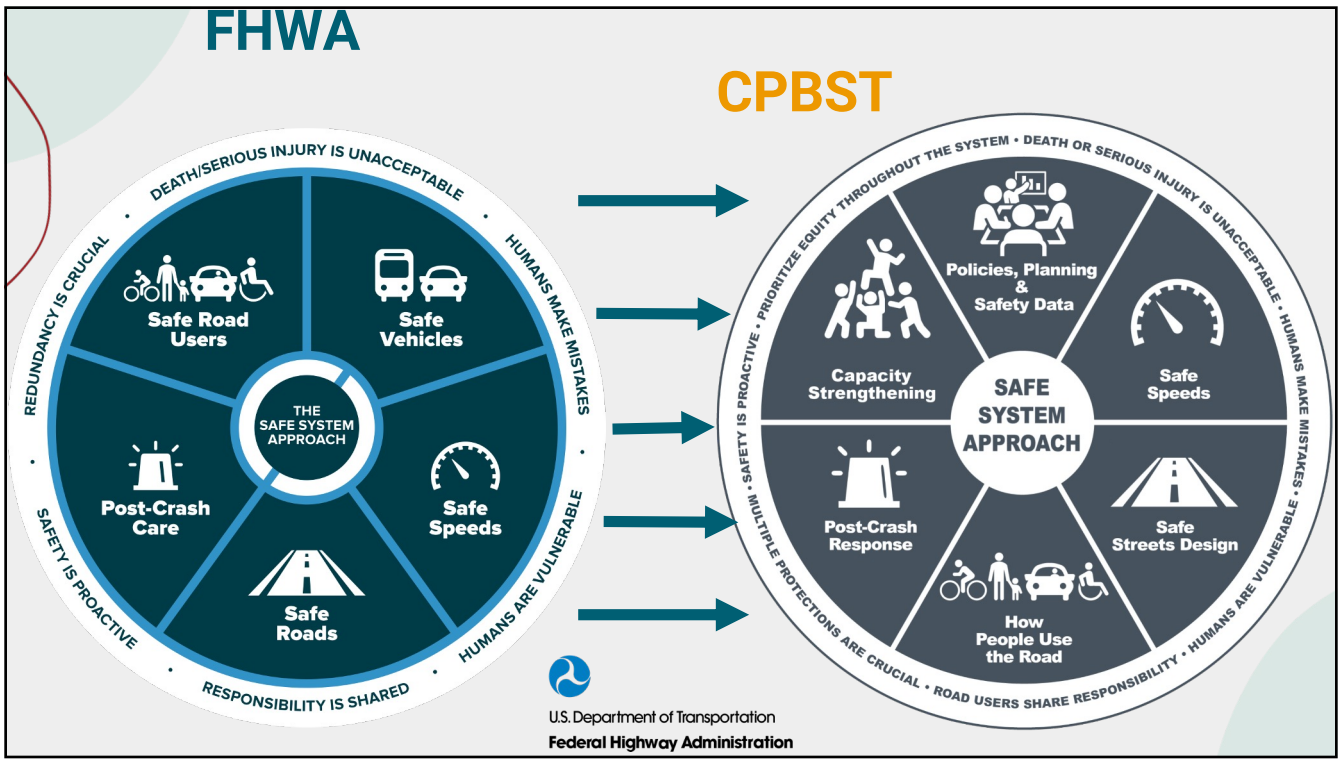

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Our Adapted Elements

1. Safe Speeds
2. Safe Streets Design
3. How People Use the Road
4. Post-Crash Response
5. Capacity Strengthening
6. Policies, Planning, and Safety Data

10

CPBST Safe System Elements

1. Safe speeds: Reduce driver speeds to reduce injury severity for all road users.
2. Safe streets design: Design roads that are people-focused and reduce conflict between users.
3. How people use the road: Create opportunities for and expand awareness of safe walking, biking, and rolling.

CPBST Safe System Elements: *cont'd*

4. Post-crash response: Provide physical and emotional care to crash survivors and their families.
5. Capacity building and empowerment: Empower communities to claim ownership of safe streets and public spaces.
6. Policies, planning, and safety data: Create systems change at the local and statewide policy level.

Safe System Strategies

Mira Mesa Neighborhood, California

13

#1: Temporary Demonstration Projects

Data + Encouragement and Education + Infrastructure + Speed Management

A project that installs short-term safety enhancements that allow community residents to experience and give feedback on a project before it is permanently installed.

UC Berkeley Safe TREC

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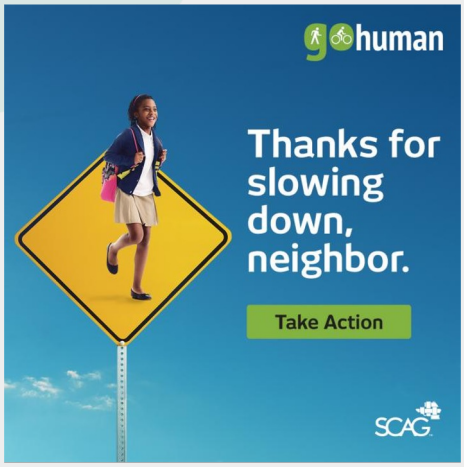
#2: Safety Messaging Campaign



Southern California Association of Governments

Community Engagement/Partnerships + Data + Encouragement and Education + Speed Management

A campaign that informs the general public of a safety message or call to action. They can include community events, public service announcements, pamphlets, billboards, commercials and art.

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#3: Safe Routes to School (SRTS) Community Program

Encouragement and Education + Infrastructure + Safe Routes to School (SRTS) + Speed Management

A program that consists of a broad partnership of community stakeholders working together to promote walking and biking to school through education, incentives, and infrastructure improvements. When to Use: To create opportunities to promote walking and biking for school children, as well as create safer streets at and surrounding the campus.

Safe Routes PARTNERSHIP

Safe Routes Partnership

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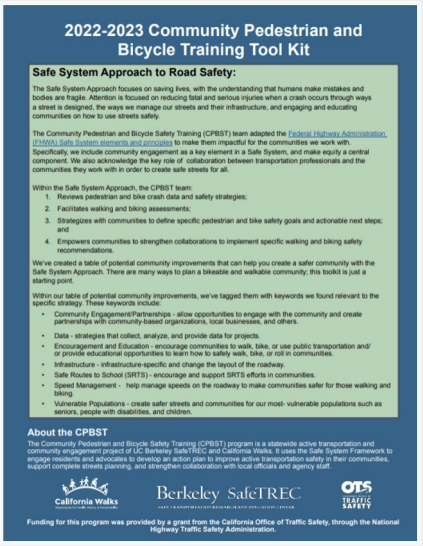
Safe System Toolkit



2022-2023 Community Pedestrian and Bicycle Training Tool Kit

Safe System Approach to Road Safety:

The Safe System Approach focuses on saving lives, with the understanding that humans make mistakes and bodies are fragile. Attention is focused on reducing fatal and serious injuries when a crash occurs through ways a street is designed, the ways we manage our streets and their infrastructure, and engaging and educating communities on how to use streets safely.

The Community Pedestrian and Bicycle Safety Training (CPBST) team adapted the Federal Highway Administration (FHWA) Safe System elements and principles to make them impactful for the communities we work with. Specifically, we include community engagement as a key element in a Safe System, and make equity a central component. We also acknowledge the key role of collaboration between transportation professionals and the communities they work with in order to create safe streets for all.

Within the Safe System Approach, the CPBST team:

1. Reviews pedestrian and bike crash data and safety strategies;
2. Facilitates walking and biking assessments;
3. Strategizes with communities to define specific pedestrian and bike safety goals and actionable next steps; and
4. Empowers communities to strengthen collaborations to implement specific walking and biking safety recommendations.

We've created a table of potential community improvements that can help you create a safer community with the Safe System Approach. There are many ways to plan a bikeable and walkable community; this toolkit is just a starting point.

Within our table of potential community improvements, we've tagged them with keywords we found relevant to the specific strategy. These keywords include:

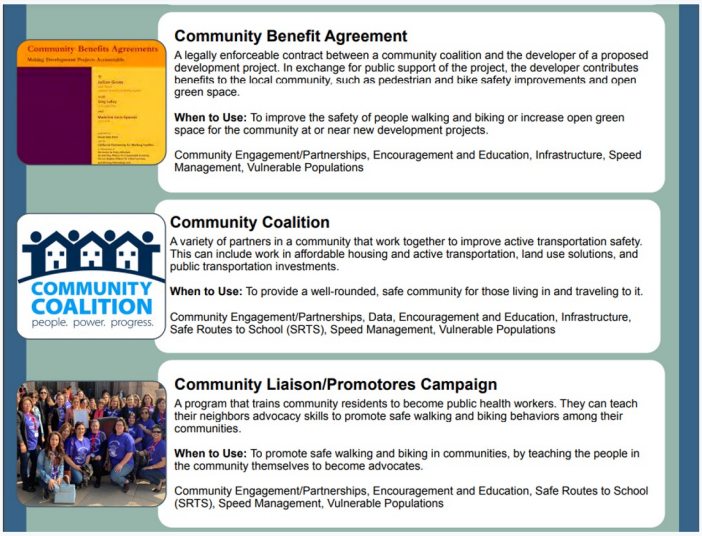
- Community Engagement/Partnerships - allow opportunities to engage with the community and create partnerships with community-based organizations, local businesses, and others.
- Data - strategies that collect, analyze, and provide data for projects.
- Encouragement and Education - encourage communities to walk, bike, or use public transportation and/or provide educational opportunities to learn how to safely walk, bike, or roll in communities.
- Infrastructure - infrastructure-specific and change the layout of the roadway.
- Safe Routes to School (SRTS) - encourage and support SRTS efforts in communities.
- Speed Management - help manage speeds on the roadway to make communities safer for those walking and biking.
- Vulnerable Populations - create safer streets and communities for our most- vulnerable populations such as seniors, people with disabilities, and children.

About the CPBST

The Community Pedestrian and Bicycle Safety Training (CPBST) program is a statewide active transportation and community engagement project of UC Berkeley SafeTREC and California Walks. It uses the Safe System Framework to engage residents and advocates to develop an action plan to improve active transportation safety in their communities, support complete streets planning, and strengthen collaboration with local officials and agency staff.

California Walks | Berkeley SafeTREC | OTS Traffic Safety

Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.



Community Benefit Agreement

A legally enforceable contract between a community coalition and the developer of a proposed development project. In exchange for public support of the project, the developer contributes benefits to the local community, such as pedestrian and bike safety improvements and open green space.

When to Use: To improve the safety of people walking and biking or increase open green space for the community at or near new development projects.

Community Engagement/Partnerships, Encouragement and Education, Infrastructure, Speed Management, Vulnerable Populations

Community Coalition

A variety of partners in a community that work together to improve active transportation safety. This can include work in affordable housing and active transportation, land use solutions, and public transportation investments.

When to Use: To provide a well-rounded, safe community for those living in and traveling to it.

Community Engagement/Partnerships, Data, Encouragement and Education, Infrastructure, Safe Routes to School (SRTS), Speed Management, Vulnerable Populations

Community Liaison/Promotores Campaign

A program that trains community residents to become public health workers. They can teach their neighbors advocacy skills to promote safe walking and biking behaviors among their communities.

When to Use: To promote safe walking and biking in communities, by teaching the people in the community themselves to become advocates.

Community Engagement/Partnerships, Encouragement and Education, Safe Routes to School (SRTS), Speed Management, Vulnerable Populations

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Pedestrian and Bicycle Crash History

Mira Mesa Neighborhood, 2019-2023

18

What is a pedestrian crash?

Pedestrian-motor vehicle crash

- Includes a person afoot, on a skateboard, stroller, wheelchair, electric assistive mobility device

One crash may result in multiple pedestrian victims.

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What is a bicycle crash?

Bicycle-motor vehicle crash

- Bicycles are considered vehicles and therefore violations committed by a “driver” could have been committed by a motor vehicle driver or bicyclist.

20

Overview of crashes in focus area, 2019-2023

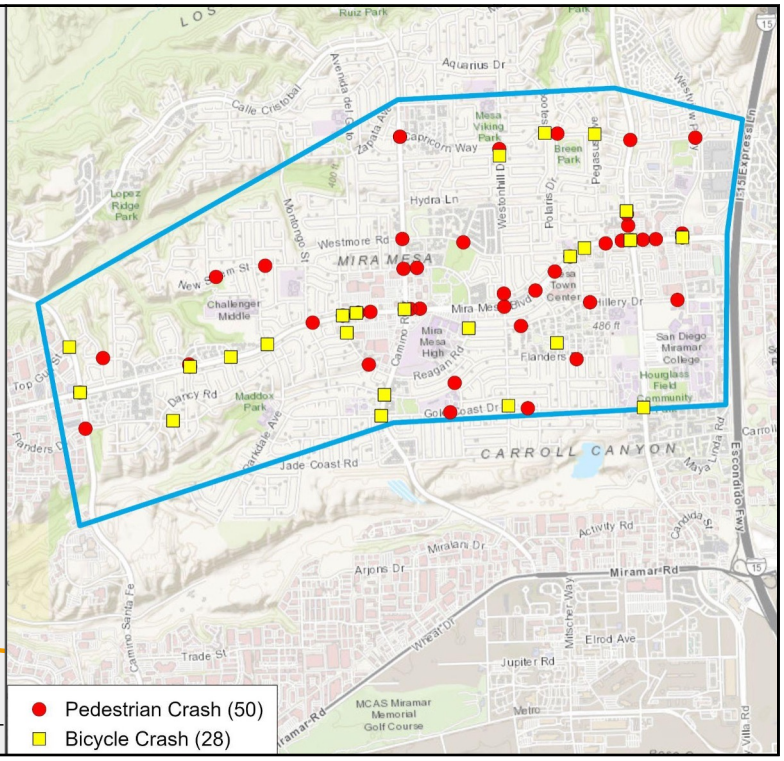
78 crashes in the workshop focus area, including:

- 50 pedestrian crashes
- 28 bicycle crashes

Crashes concentrated on several main corridors:

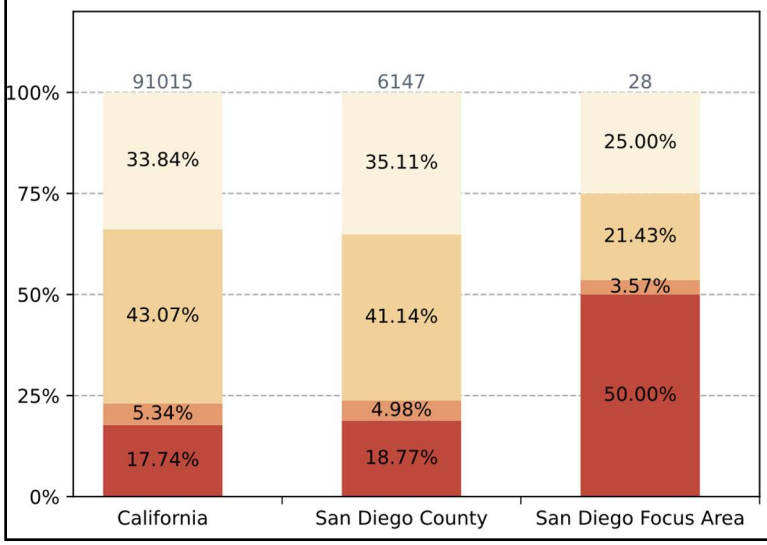
- Mira Mesa Boulevard (32 crashes)
- Camino Ruiz (5 crashes)
- Black Mountain Road (5 crashes)

Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of June 2024.



How does our focus area compare to other areas?

Fatal and Serious Injury Crashes by Involvement 2019-2023

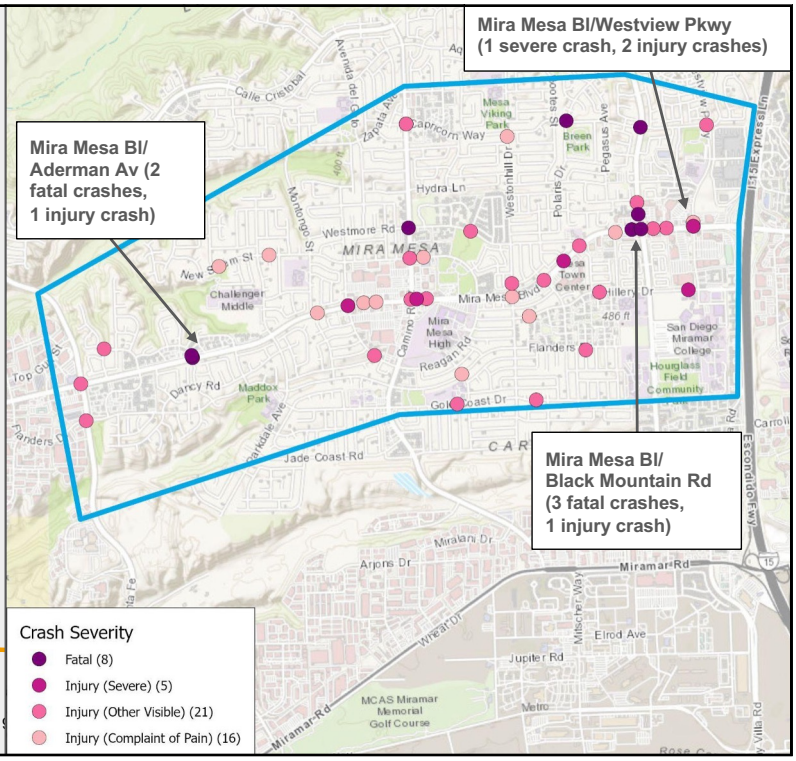


Our focus area sees more fatal or serious injury pedestrian crashes than both the state of California and San Diego County.

Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of June 2024.

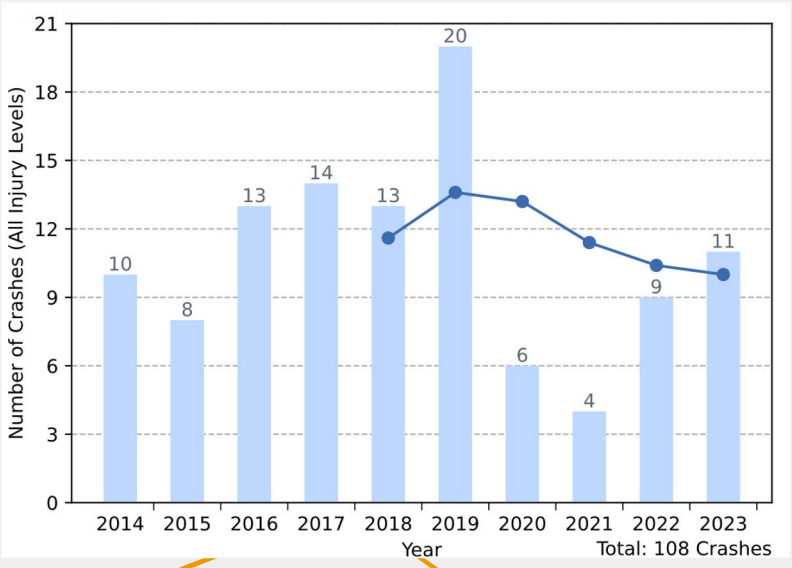
Pedestrian Crashes, 2019-2023

- Most pedestrian crashes were concentrated on the roads and intersections of Mira Mesa Boulevard, Camino Ruiz, and Black Mountain Road
- There were 8 fatal pedestrian crashes:
  - Mira Mesa Boulevard & Black Mountain Road (3 crashes)
  - Mira Mesa Boulevard and Aderman Avenue (2 crashes)
  - Camino Ruiz and Westmore Drive (1 crash)
  - Capricorn Way and Polaris Road (1 crash)
  - Black Mountain Road & Capricorn Way (1 crash)



Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of June 2024.

Pedestrian Crashes, 2014-2023



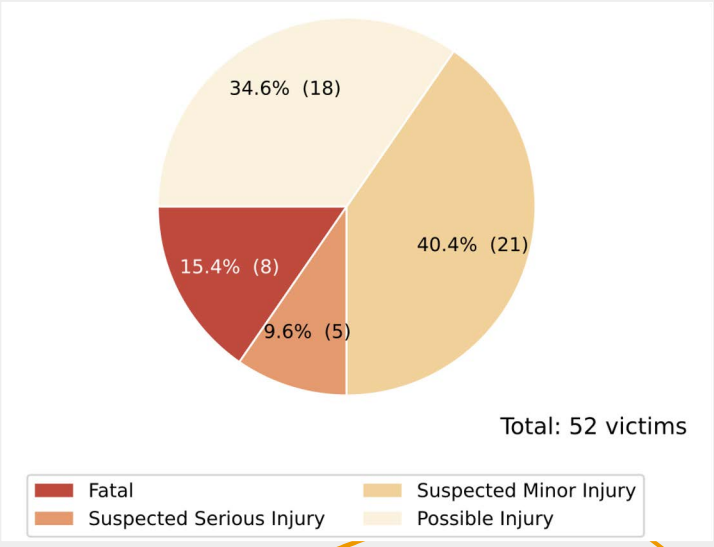
Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of May 2024.

Pedestrian Crashes, 2019-2023
By time of day and week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM	0	0	1	0	0	0	2	3
06:00PM-08:59PM	1	0	2	1	0	1	1	6
03:00PM-05:59PM	1	1	1	4	3	2	0	12
Noon-02:59PM	0	4	0	1	1	2	0	8
09:00AM-11:59AM	1	1	3	0	2	0	0	7
06:00AM-08:59AM	2	1	1	2	4	0	2	12
03:00AM-05:59AM	0	1	0	0	0	0	0	1
Midnight-02:59AM	0	0	0	0	0	0	0	0
Total	5	8	8	8	10	5	5	49

Data source: Statewide Integrated Traffic Record System (SWITRS) 20
2023. 2022 and 2023 data are provisional as of June 2024.

Pedestrian Crashes, 2019-2023
By injury severity



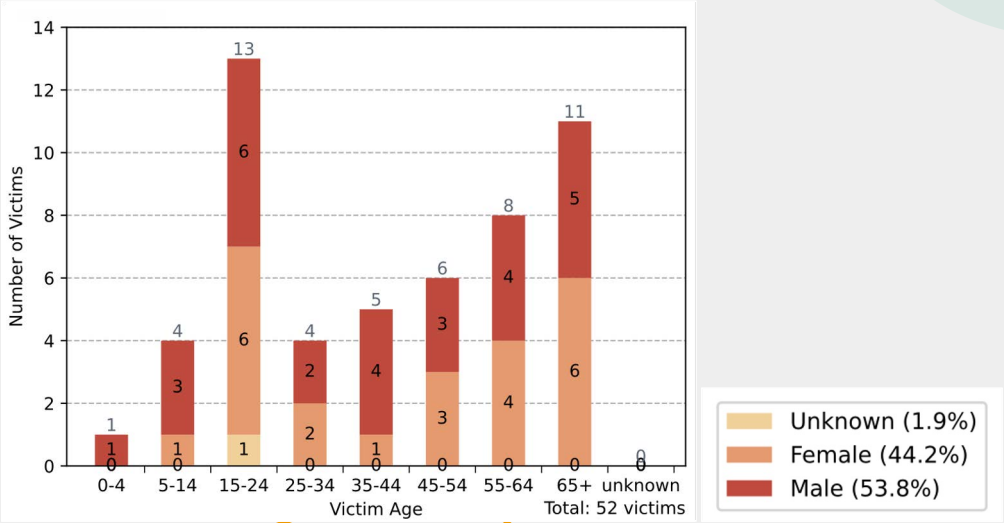
52 victims were injured in 50 pedestrian crashes.

8 of those victims were killed.

25% of pedestrian crash victims were killed or seriously injured.

Data source: Statewide Integrated Traffic Record System (SWITRS) 20
2023. 2022 and 2023 data are provisional as of June 2024.

Pedestrian Crashes, 2019-2023
By age and gender



Data source: Statewide Integrated Traffic Record System (SWITRS) 20
2023. 2022 and 2023 data are provisional as of June 2024.

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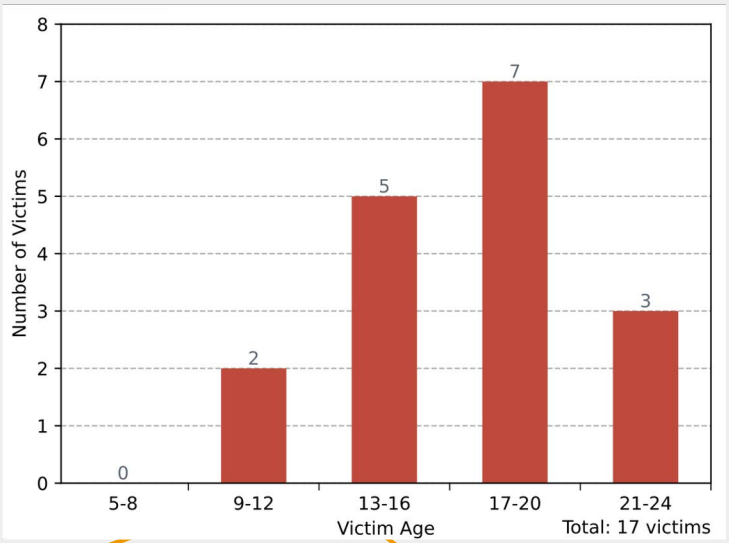
Pedestrian Crashes, 2019-2023
School-aged children



Data source: Statewide Integrated Traffic Record System (SWITRS) 2
2023. 2022 and 2023 data are provisional as of June 2024.

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Pedestrian Crashes, 2019-2023

Most frequently cited violations in injury crashes

19 crashes — **21950** Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk

7 crashes — **21954** Pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk

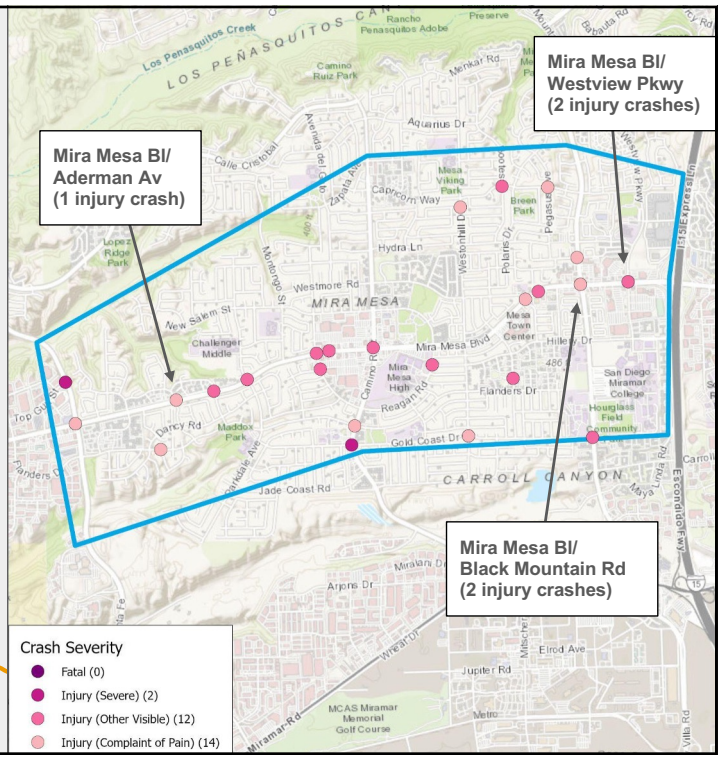
5 crashes — **22107** Unsafe turning or moving right or left at a roadway, turning without signaling

3 crashes — **22350** Pedestrian failure to cross at crosswalks between adjacent traffic signal controlled intersections

Data source: Statewide Integrated Traffic Record System (SWITRS) 2
2023. 2022 and 2023 data are provisional as of June 2024.

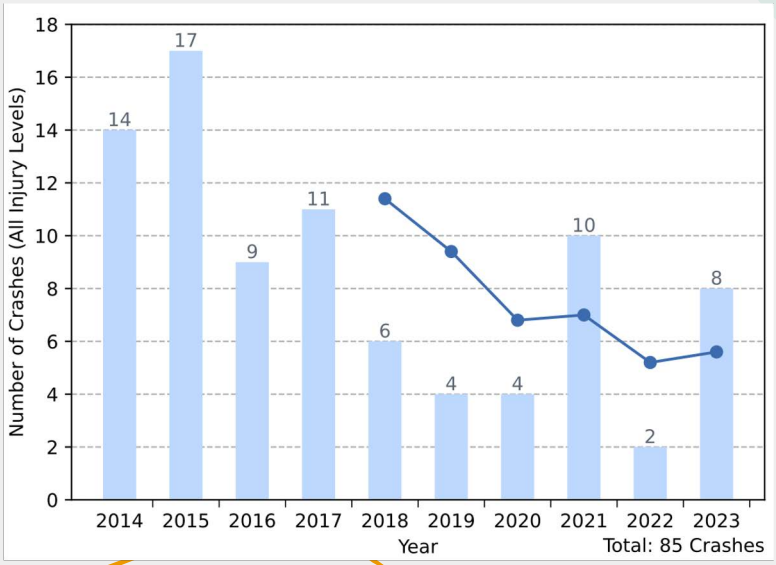
Bicycle Crashes, 2019-2023

- Most pedestrian crashes were concentrated on the roads of Mira Mesa Boulevard, Camino Ruiz, and Black Mountain Road
- There were 2 serious injury crashes:
  - 1 at Gold Coast Drive & Camino Ruiz
  - 1 at Camino Santa Fe & Top Gun Street



Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of June 2024.

Bicycle Crashes, 2014-2023



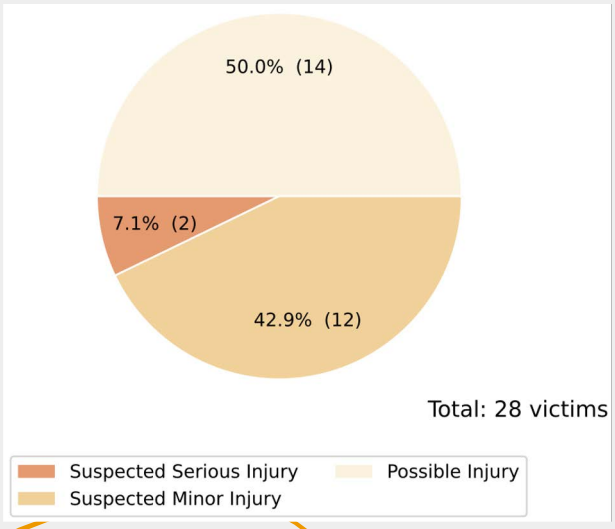
Data source: Statewide Integrated Traffic Record System (SWITRS) 20
2023. 2022 and 2023 data are provisional as of June 2024.

Bicycle Crashes, 2019-2023
By time of day and week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM	2	1	0	0	0	1	1	5
06:00PM-08:59PM	0	0	0	0	1	0	0	1
03:00PM-05:59PM	1	0	2	1	1	1	0	6
Noon-02:59PM	1	1	1	0	0	1	0	4
09:00AM-11:59AM	1	0	0	0	1	1	1	4
06:00AM-08:59AM	1	2	0	0	1	0	0	4
03:00AM-05:59AM	0	0	0	1	0	1	0	2
Midnight-02:59AM	0	0	1	0	0	0	0	1
Total	6	4	4	2	4	5	2	27

Data source: Statewide Integrated Traffic Record System (SWITRS) 20
2023. 2022 and 2023 data are provisional as of June 2024.

Bicycle Crashes, 2019-2023
By injury severity



Data source: Statewide Integrated Traffic Record System (SWITRS) 20
2023. 2022 and 2023 data are provisional as of June 2024.

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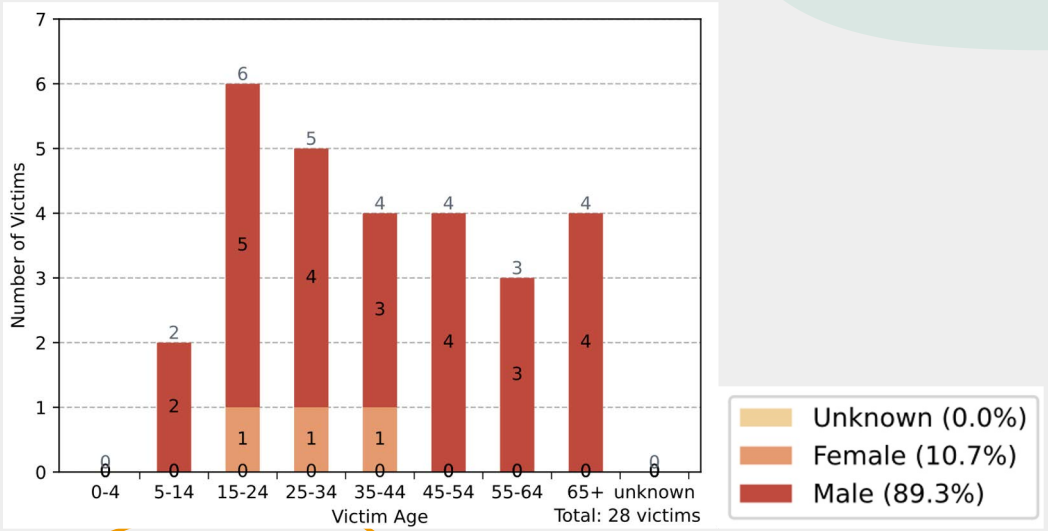
Bicycle Crashes, 2019-2023
By age and gender



Data source: Statewide Integrated Traffic Record System (SWITRS) 20
2023. 2022 and 2023 data are provisional as of June 2024.

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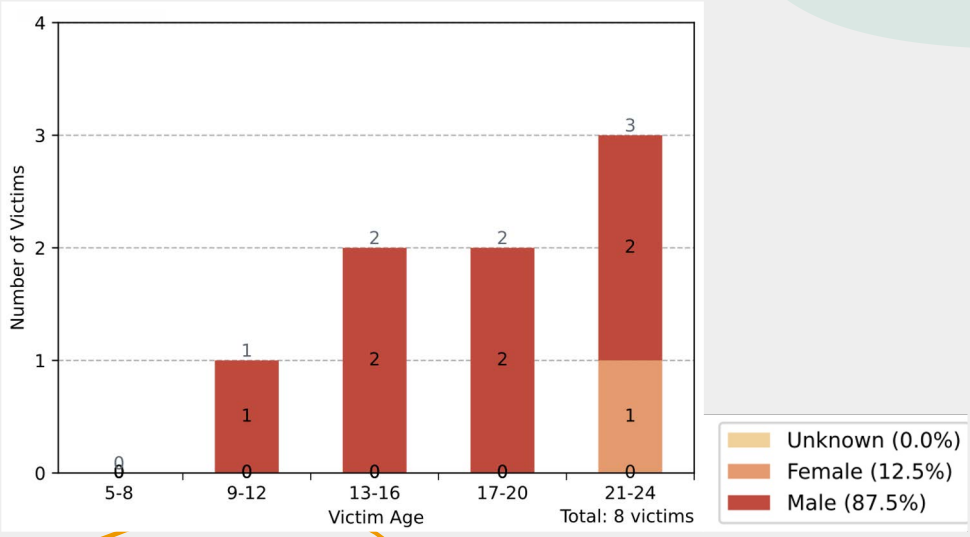
Bicycle Crashes, 2019-2023
School-aged children



Data source: Statewide Integrated Traffic Record System (SWITRS) 20
2023. 2022 and 2023 data are provisional as of June 2024.

Bicycle Crashes, 2019-2023
Most frequently cited violations in injury crashes

6 crashes	**21650** Failure to drive/ride on the right half of the roadway (with some exceptions)
4 crashes	**21950** Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk
4 crashes	**22107** Unsafe turning or moving right or left on a roadway. Turning without signaling
3 crashes	**22453** Failure to stop at a limit line or crosswalk at a stop sign. Driver failure, to stop at a stop sign before a limit line; a crosswalk or intersection entrance

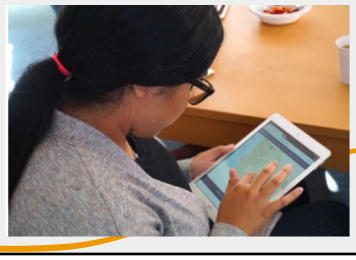
Data source: Statewide Integrated Traffic Record System (SWITRS) 20
2023. 2022 and 2023 data are provisional as of June 2024.

Additional Resources

Street Story

Street Story is a tool for collecting community feedback on transportation safety issues, including where you've been in a crash or near miss, or where you feel safe or unsafe traveling.

streetstory.berkeley.edu



Transportation Injury Mapping System (TIMS)

TIMS is a web-based tool that allows users to analyze and map data from California's Statewide Integrated Traffic Records System (SWITRS). Register for a free account to access the tools and resources on TIMS.

tims.berkeley.edu

Workshop: *Logistics*

Date: August 12 - August 23

Time: What 3 to 3.5 hour window works best for the community?

Location:

- What spaces are available in the community that have access to seats, tables, restrooms, and internet access?
- What space is next to or closest to the routes we'll conduct our walking and biking assessments on?
- Who can reserve the space for our workshop?
- Is there a need for interpretation? Who can hire an interpreter?

Workshop: *Outreach*

1. Let's start first by reviewing our Workshop Outreach document.
2. What community members, institutions, organizations, etc. would we like to attend our workshop?
3. Who has connections to each identified individual or organization?
4. What support do you need from the Project Team in order to conduct outreach?

Next Steps

1. Prepare for Planning Meeting #3 (virtual) to debrief the Site Visit and prepare for the workshop
2. Prepare the flyer to assist with outreach for the workshop. (CW)
3. Add any changes or modifications to the Route Maps or data.

Walking and Biking Assessments

Mira Mesa Neighborhood, California

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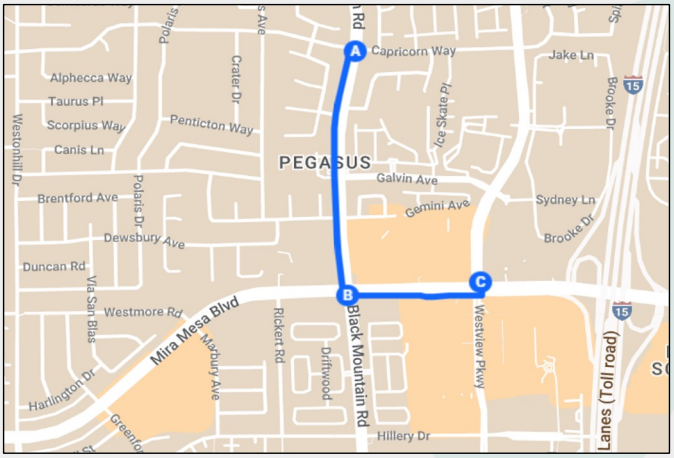
Route 1: *East Mira Mesa Boulevard*

Route 1:
Mira Mesa Boulevard at Black Mountain Road and Westview Parkway

Length: 0.7 mi each way



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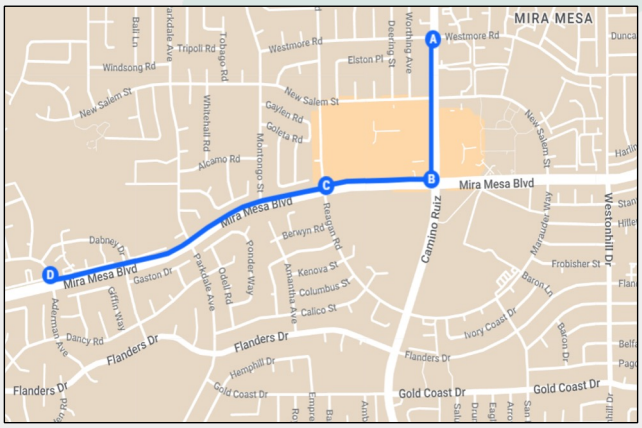
Route 2: *Aderman Avenue*

Route 2:
Aderman Avenue, Mira Mesa Blvd, Reagan Road

Length: 0.65 mi each way



Thank you, Mira Mesa!

Questions?

For more information, email Jacq with
CalWalks at jacq@calwalks.org or
Noelani with SafeTREC at noelani@berkeley.edu

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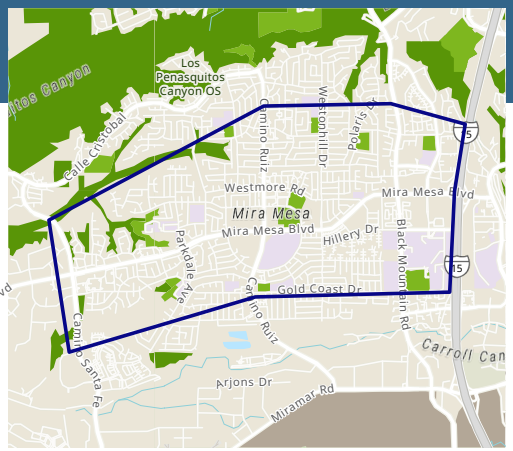
Berkeley SafeTREC

California Walks

OTS TRAFFIC SAFETY

Mira Mesa Community

Community Pedestrian and Bicycle Safety Program



Key Facts

Vulnerable Population

22% Households with 1+ Persons with a Disability

16% Population 65+

10% Households without a vehicle

8% Households Below the Poverty Level

Commute Profile

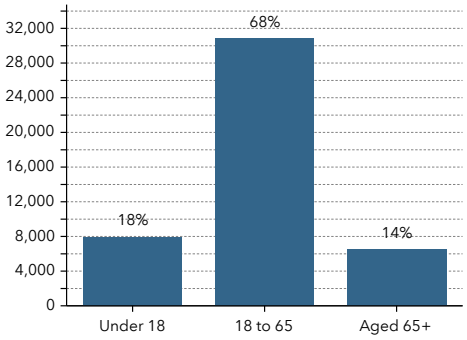
2% Took Public Transportation

9% Carpooled

1% Walked to Work

1% Bike to Work

Population by Age



2024 Race and ethnicity (Esri)

The largest group: Asian Alone (54.31)

The smallest group: Pacific Islander Alone (0.49)

Indicator ▲	Value	Diff
White Alone	23.73	-23.93
Black Alone	3.46	-1.25
American Indian/Alaska Native Alone	0.62	-0.65
Asian Alone	54.31	+41.27
Pacific Islander Alone	0.49	+0.03
Other Race	6.15	-10.31
Two or More Races	11.25	-5.15
Hispanic Origin (Any Race)	14.15	-21.02

Bars show deviation from San Diego County

Household Income (2021)		
Median Household Income	$115,364	
Median Household Income < $10,000	439	3%
Median Household Income $10,000 - $14,999	160	1%
Median Household Income $15,000 - $19,999	193	1%
Median Household Income $20,000 - $24,999	359	2%
Median Household Income $25,000 - $29,999	167	1%
Median Household Income $30,000 - $34,999	496	3%
Median Household Income $35,000 - $39,999	462	3%
Median Household Income $40,000 - $44,999	98	1%
Median Household Income $45,000 - $49,999	292	2%
Median Household Income $50,000 - $59,999	834	6%
Median Household Income $60,000 - $74,999	1,010	7%
Median Household Income $75,000 - $99,999	1,673	11%
Median Household Income $100,000 - $124,999	1,982	13%
Median Household Income $125,000 - $149,999	1,566	10%
Median Household Income $150,000 - $199,999	2,294	15%
Median Household Income $200,000+	2,994	20%

Thank you for your interest in the Community Pedestrian and Bicycle Safety Program.

For more information, please visit:
http://bit.ly/CPBSP.

For questions, please email safetrec@berkeley.edu.

Visit SafeTREC on the Web at
https://safetrec.berkeley.edu/.

California Walks
Stepping Up for Health, Equity, & Sustainability

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