MARINE CORPS AIR STATION MIRAMAR

Base Overview

Marine Corps Air Station Miramar (Miramar) is located in northeast San Diego, roughly 13 miles north of downtown San Diego and 4 miles east of the Pacific Ocean (Figure 1). The 23,000-acre base accommodates 200 fighter and attack jets, helicopters, and cargo aircraft while serving many unique military purposes including Marine air training and coordination with other nearby military installations such as Marine Corps Base Camp Pendleton (Camp Pendleton). Miramar offers the diversity and flexibility to train Marine units for the challenges they may face in combat and help the Marine Corps prepare for its mission.

Miramar is the workplace for over 12,000 military personnel (Table 1). The facility has roughly 3,830 housing units for single military personnel (barracks) and 524 housing units for military families on-site. The barracks are managed by Miramar S-4 while on and off-base family housing is managed by Lincoln Military Housing.

Land Uses

Miramar is about 12 miles long from east to west and about 4 miles from north to south. The base is bordered by Interstate 805 (I-805) to the west and State Route 52 (SR-52) to the south. I-15, SR-163, and Kearny Villa Road bisect the base and divide it into two areas – West and East Miramar (Figure 2). East Miramar is made up of coastal foothills and canyons with moderate to steep slopes. This area is primarily undeveloped and is used for military training, operational exercises, and warehousing. This area supports encroachment and access control for the base’s flight paths. The East Miramar Gate is the only gate that provides access to East Miramar.

West Miramar is relatively flat with deeply incised canyons. West Miramar area can be divided into two general geographic and functional sectors: Main Station and South/West Miramar. The Main Station is largely developed and includes military land-uses such as the airfield, aircraft operation areas and maintenance, supply, community support, recreation, and residential facilities. The Main Station is the main

Table 1. MCAS Miramar population

<table>
<thead>
<tr>
<th>Military Personnel</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Civilians</td>
<td>319</td>
</tr>
<tr>
<td>Active Duty</td>
<td>11,202</td>
</tr>
<tr>
<td>Reserve</td>
<td>918</td>
</tr>
<tr>
<td><strong>Total Employees</strong></td>
<td><strong>12,439</strong></td>
</tr>
</tbody>
</table>

Miramar is located within the City of San Diego and is surrounded by several communities and local jurisdictions (Figure 2). Mira Mesa, immediately north of the base, is one of the largest growing communities in the City of San Diego. This community is characterized by a mix of residential, industrial, and commercial land-uses. University City to the west and Kearny Mesa to the south are growing employment destinations with heavy industrial and commercial land-use. Scripps Ranch to the north, City of Santee to the east, and Tierrasanta to the south are predominantly growing residential areas.
activity area of Miramar. South/West Miramar includes non-military and non-operational developments such as the Miramar landfill, a nursery, a bulk fuel storage facility, and reclaimed water program facilities. Three military gates can be used to enter and exit West Miramar.

For military personnel to travel between West and East Miramar, they can either exit an access gate and enter another one using local jurisdiction roads or travel using the internal road network. There is no shuttle service that connects West and East Miramar; consequently, the majority of military personnel use personal vehicles, military-provided passenger vehicles, or operational vehicles for training.

**Existing Connectivity**

**Freeway/Road Network**

There are several corridors and major arterials that provide access to Miramar. I-15, I-805, and SR 163 are three major north-south corridors, and SR 52 is a major west-east corridor (Figure 3). There are several Park & Ride lots along I-15 and I-805 where commuters can meet to carpool, vanpool, or access transit services (see Appendix A). Black Mountain Road, Kearny Villa Road, Caminito Santa Fe, Carroll Road, and Miramar Road are important local roads for base access. I-15, Kearny Villa Road, and Miramar Road serve as the main corridors to and from the base.

**Transit**

Metropolitan Transit Systems (MTS) Route 31 is the only transit route that has stops adjacent to the base. This bus route stops along Miramar Road between I-805 and I-15 near the West and North Gates. MTS Route 31 connects the communities of University City and Mira Mesa to West Miramar. The route also stops at the UTC Transit Center and Miramar College Transit Station where riders can transfer to additional bus routes. There are no bus routes that provide direct service into and out of Miramar.

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor runs through the northwestern portion of the base, which is used by passenger rail services (Amtrak, Metrolink, and COASTER) and freight services (Figure 3). There are no stops for passenger rail service along the section of rail running through the base. The closest Amtrak or COASTER stop is at Sorrento Valley Station, which is over two miles north of Miramar.

**Active Transportation**

Bike facilities exist in most of the communities surrounding the base (Figure 3). There is a combination of Class II buffered bike lanes and Class III sharrows running east-west along Miramar Road, with a posted speed limit of 50 mph, and Pomerado Road, with a posted speed limit of 45 mph, and sidewalks along each side of the street. Miramar Road, a bidirectional six lane road, borders Miramar to the north and connects people to a variety of businesses, restaurants, and craft breweries along the corridor.
Kearny Villa Road bisects the base and runs north-south with a posted speed limit of 65 mph and no sidewalks. There are existing buffered bike lanes with bike friendly intersections along the two-lane road running in each direction. Bike friendly intersections use green pavement markings to indicate the intended path for people riding bikes and provides clear boundaries for both people riding bikes and vehicles, which reduces potential conflict. These bike facilities help connect Miramar to destinations and bus routes in the surrounding areas.

There is very little pedestrian activity on the surrounding local roads and within the base. Miramar Road and Kearny Villa Road have minimal pedestrian activity due to heavy vehicle use, lack of pedestrian amenities, and large blocks. Pedestrian activity is limited to the Main Station in West Miramar as it is the only developed area.

**Mobility Programs**

SANDAG iCommute works closely with Miramar to encourage alternative commute options and leverage the mobility programs available in the region.

In addition to the Waze pilot discussed in the Regional Framework, Miramar is participating in a 13-month bikeshare pilot program with Lime5. This pilot aims to provide a different and potentially more cost-effective transportation option for military personnel at Miramar. The Lime mobile app allows users to locate, rent, and drop bikes off at any location.

There are no pilot programs to streamline TNCs’ ability to serve Miramar such as the one implemented at Camp Pendleton. Currently, TNC drivers can drop riders off within the base as long as the rider presents an acceptable security clearance at the gate. However, MCAS Miramar policy prohibits TNCs from obtaining pickup requests from within the base. Consequently, riders must request a TNC from the local streets outside the facility. There are is no designated or convenient pickup and drop-off curb space on the surrounding local streets, further hindering the ability of rideshare programs to facilitate connections from the base to the community.

There is substantial parking within the base in the Main Station Sector.

A mobility report card identifying programs and complementing infrastructure projects that support access to Miramar has been developed (see Appendix B). Some programs have policy restrictions or contractual agreements to allow services in a military installation or City; those programs are outlined to the respective jurisdictions in the mobility report card.
Military Personnel Commuting Patterns

Miramar has more than 3,500 service members living in on-base housing and barracks. These on-base housing options are primarily located in the Main Station where nearly all activity for workspace, office buildings, and retail stores are located. The majority of people living on base use their personal vehicles to complete trips within the base.6

About 7,500 service members, civilian employees, and government contractors commute to the base daily. A majority of military personnel who live off-base commute to work by driving alone. There are only a few affordable housing and military housing developments for Marines near the base, so most seek housing in Riverside and southern San Diego County.

There are very limited transportation options on the base other than personally owned vehicles. There are roughly 110 passenger non-tactical vehicles (NTVs) on Miramar that military personnel can access. In addition, the base has extensive free parking options available on site. The limited transportation options and ample parking on base create an environment where personal vehicles are convenient for internal circulation.

Based on available iCommute data (January 2018), Miramar personnel are registered in 25 vanpools, which come primarily from areas of Riverside County and the City of Chula Vista. Miramar is the fourth highest military vanpool destination in the region.

With a significant number of military and civilian employees commuting by driving alone from locations across the region and in other counties, the base contributes to congestion on surrounding arterials and freeways. Specifically, Miramar Road and Black Mountain Road experience queuing during peak commuting hours; Miramar Road is congested with commuters heading toward I-15; and north of the base, the I-805/I-5 split is a bottleneck, choking traffic in both directions.

Gate Access

There are four base access gates. The West, North, and East/Main gates are available for both public and military access and provide entrance into West Miramar. The East Miramar Gate is open to military personnel only and provides access to East Miramar. The West, North, and East/Main provide direct access to the base’s main activity area and are discussed further below.

West Gate

The West Gate is located along Miramar Way near the intersection of Miramar Way and Miramar Road (Figure 4). The West Gate provides access into the Main Station sector of West Miramar and other locations on base via internal roads. Land uses outside of the gate in Mira Mesa are primarily industrial and commercial.

The gate has one inbound and one outbound lane. It provides access to people driving and biking. Additionally, MTS Route 31 stops near the intersection of Miramar Road and Miramar Way. There are no sidewalks or
pedestrian paths leading up to the gate in either direction, making the gate unsuitable for pedestrian access. The gate is open Monday to Friday from 6:00 am to 8:00 am and 4:00 pm to 7:00 pm.\footnote{7}

During morning peak commute hours, traffic to the base via the West Gate backs up along Miramar Road mainly from Carroll Road to I-805. In the afternoon peak hours, the West Gate experiences heavy congestion along Miramar Road where the traffic backs up from I-15 to Carroll Road. I-805 experiences heavy traffic heading south during the afternoon peak hours and causes queuing on Miramar Road. I-15 experiences moderate to heavy traffic during the afternoon commute hours.

**North Gate**

The North Gate is located along Mitscher Way near the intersection of Miramar Road and Mitscher Way (Figure 5). It provides direct access into the Main Station sector of West Miramar and other locations on base via internal roads. Land uses of Mira Mesa immediately adjacent to the North Gate are primarily industrial with pockets of commercial and shopping land uses.

The gate has two inbound and two outbound lanes for people driving, biking, or walking to enter and exit the base. It also is accessible by MTS Route 31, which stops near the intersection of Miramar Road and Mitscher Way. The gate is open 24/7 daily\footnote{5}.

During morning peak commuting hours, queueing at the North Gate contributes to heavy congestion on Miramar Road in the westbound direction between I-15 and Camino Ruiz on the I-15 at the Miramar Road off-ramp. During the afternoon commuting hours, Miramar Road experiences heavier congestion on the eastbound direction between I-15 to Cabot Drive, and I-15 experiences moderate traffic northbound and heavy traffic on the Miramar on-ramp to enter I-15 north (see Appendix D).

**East/Main Gate**

The East/Main gate is located to the west of Kearny Villa Road along Miramar Way (Figure 5). The gate provides direct access to Main Station and other locations on base via internal roads. The East/Main Gate is within a mile of Mira Mesa. The area of Mira Mesa closest to the gate is primarily industrial with pockets of commercial land uses.

The gate has two inbound and two outbound lanes that allow people driving and biking to enter. The gate does not have sidewalks in the westbound direction of Miramar Way, making it unsafe for pedestrians. Stops for MTS Bus Route 31 are about half-a-mile from the gate, near the intersection of Miramar Road and Black Mountain Road. The gate is open 24/7 daily\footnote{5}. 
Upon exiting the gate, people can travel north on Kearny Villa Road to access Mira Mesa or south on Kearny Villa Road to access Clairemont, Kearny Mesa, and Tierrasanta. People can also travel east on Miramar Way to access the I-15, which can connect them to other areas of the San Diego region or Riverside County.

During morning peak hours, westbound Miramar Way experiences moderate and slightly heavy traffic as commuters exit I-15 and head towards the East/Main Gate. There also is a slight buildup of vehicles turning onto Miramar Way from Kearny Villa Road. During afternoon peak hours, eastbound Miramar Way experience buildup as people exit the gate and head towards I-15 (see Appendix D)

**Goods Movement**

I-15, I-805, and Miramar Road serve as major freight and goods movement corridors for the base and the region. Goods transported to the facility and between the facility and other bases use these corridors.

A BNSF Railway Company (BNSF) rail line runs partially east-west of the base and provides freight services only but does not stop at the facility.

Due to the high volume of vehicles, Miramar Road and the on and off ramps of I-15 on Miramar Road see moderate levels of traffic congestion and vehicle queuing, especially during peak afternoon commuting hours. This congestion not only causes poor access to Miramar, but also impedes trucks trying to access I-15 and I-805 as Miramar Road is the main road to these freeways.
Summary of Challenges for MCAS Miramar

Traffic and Regional Connectivity

- Congestion on nearby roadways and interstates during peak hours delays commuters travelling to and from base.
- Most off-base housing is not within a reasonable (one-mile) walking distance.

Mobility

- Limited public transit connections to base.
- Travel is limited outside of roadway facilities on-base due to unexploded ordinance in certain areas.

Other

- Military personnel often transport heavy equipment which limits the types of vehicles that are usable.
- Staff work hours vary making schedule-based transportation difficult.
- Privacy policies restrict commuter data sharing with SANDAG’s iCommute program.
- TNCs can drop-off riders on base but cannot pick-up new passengers on base. TNC apps do not recognize or accept requests from passengers within the base due to security clearance requirements.
- High traffic speeds deter bicyclists from using the bikeway that provides access to the base on Kearny Villa road.
- Potential for Miramar to become a civilian airport due to base’s ideal location.
- Alignment of proposed high-speed rail running through Miramar.
# Relevant Projects & Programs

## Existing Planned Projects & Programs Relevant to MCAS Miramar

<table>
<thead>
<tr>
<th>Facility</th>
<th>Project Extents</th>
<th>Improvement Type</th>
<th>Subcategory</th>
<th>Project Improvement</th>
<th>Source</th>
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</thead>
<tbody>
<tr>
<td>I-15</td>
<td>I-8 to SR 163</td>
<td>Freeway</td>
<td>Lanes</td>
<td>Add two managed lanes (8F to 8F + 2ML)</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>I-805</td>
<td>SR 163 to SR 52</td>
<td>Freeway</td>
<td>Lanes</td>
<td>Phase I: Add two managed lanes (8F to 8F + 2ML)</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>I-805</td>
<td>SR 52 to Carroll Canyon Rd</td>
<td>Freeway</td>
<td>Lanes</td>
<td>Phase I: Add two managed lanes (8F to 8F + 2ML)</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>SR 52</td>
<td>I-805 to I-15</td>
<td>Freeway</td>
<td>Lanes</td>
<td>Add two managed lanes (6F to 6F + 2ML)</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>SR 52</td>
<td>I-15 to SR 125</td>
<td>Freeway</td>
<td>Lanes</td>
<td>Add two, reversible managed lanes (4F/6F to 4F/6F + 2ML (R))</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>Miramar Road</td>
<td>I-805 Easterly Off Ramps to 300' east of Eastgate Mall</td>
<td>Roadway</td>
<td>Lanes</td>
<td>Widen Miramar Road to 8 lanes from I-805 easterly on and off-ramps to 300 feet east of Eastgate Mall. Includes dual left-turn lanes at Eastgate Mall.</td>
<td>City of San Diego Capital Improvement Program (CIP GIS Shapefile) (2017)</td>
</tr>
<tr>
<td>Route 398</td>
<td>Oceanside Transit Center to Downtown San Diego</td>
<td>Transit</td>
<td>COASTER</td>
<td>Double tracking (20-minute peak frequencies and 120-minute off-peak frequencies)</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>Route 398</td>
<td>Oceanside Transit Center to Downtown San Diego</td>
<td>Transit</td>
<td>COASTER</td>
<td>Double tracking (20-minute off-peak frequencies, grade separations at Leucadia Blvd, stations/platforms at Convention Center/Gaslamp Quarter and Del Mar Fairgrounds, and extension to Camp Pendleton)</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>Route 398</td>
<td>Oceanside Transit Center to Downtown San Diego</td>
<td>Transit</td>
<td>COASTER</td>
<td>Double tracking (completes double tracking; includes Del Mar Tunnel) plus 2 grade separations)</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>Route 650</td>
<td>Chula Vista to Palomar Airport Rd Business Park</td>
<td>Transit</td>
<td>Rapid</td>
<td>Connection from Chula Vista to Palomar Airport Rd Business Park via I-805/I-5 (peak only)</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>Route 653</td>
<td>Mid-City to Palomar Airport Rd</td>
<td>Transit</td>
<td>Rapid</td>
<td>Connection from Mid-City to Palomar Airport Rd via Kearny Mesa/I-805/I-5</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>Facility</td>
<td>Project Extenets</td>
<td>Improvement Type</td>
<td>Subcategory</td>
<td>Project Improvement</td>
<td>Source</td>
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<tr>
<td>Route 870</td>
<td>El Cajon to UTC via Santee, SR 52, I-805</td>
<td>Transit</td>
<td>Rapid</td>
<td>Connection from El Cajon to UTC via Santee, SR 52, I-805</td>
<td>SANDAG Regional Plan (2015)</td>
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<tr>
<td>Route 890</td>
<td>El Cajon to Sorrento Mesa</td>
<td>Transit</td>
<td>Rapid</td>
<td>Connection from El Cajon to Sorrento Mesa via SR 52, Kearny Mesa</td>
<td>SANDAG Regional Plan (2015)</td>
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<tr>
<td>Routes 688/689/690</td>
<td>San Ysidro to Sorrento Mesa</td>
<td>Transit</td>
<td>Rapid</td>
<td>Route 688: San Ysidro to Sorrento Mesa via I-805/I-15SR 52 Corridors (peak only); Route 689: Otay Mesa Port of Entry to UTC/Torrey Pines via Otay Ranch/Millennia, I-805 Corridor (peak only); Route 690: Mid-City to Sorrento Mesa via I-805 Corridor (peak only)</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>Route 28</td>
<td>Point Loma to Kearny Mesa via Old Town, Linda Vista</td>
<td>Transit</td>
<td>Rapid</td>
<td>Connection from Point Loma to Kearny Mesa via Old Town, Linda Vista</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>Route 120</td>
<td>Kearny Mesa to Downtown San Diego</td>
<td>Transit</td>
<td>Rapid</td>
<td>Connection from Kearny Mesa to Downtown San Diego via Mission Valley</td>
<td>SANDAG Regional Plan (2015)</td>
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<tr>
<td>Route 235</td>
<td>Escondido to Downtown Rapid (formerly Route 610)</td>
<td>Transit</td>
<td>Rapid</td>
<td>Temecula (peak only) Extension of Escondido to Downtown Rapid (formerly Route 610)</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>Route 510</td>
<td>Palomar St to 12th &amp; Imperial</td>
<td>Transit</td>
<td>Trolley</td>
<td>Phase I - Blue Line Frequency Enhancements and rail grade separations at 28th St, 32nd St, E St, H St Palomar St, and Blue/Orange Track Connection at 12th/Imperial</td>
<td>SANDAG Regional Plan (2015)</td>
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<tr>
<td>Route 510</td>
<td>UTC to COASTER Connection</td>
<td>Transit</td>
<td>Trolley</td>
<td>UTC COASTER Connection (extension of Route 510)</td>
<td>SANDAG Regional Plan (2015)</td>
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<tr>
<td>Route 510</td>
<td></td>
<td>Transit</td>
<td>Trolley</td>
<td>Blue Line Rail Grade Separation</td>
<td>SANDAG Regional Plan (2015)</td>
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<tr>
<td>Route 562</td>
<td>Kearny Mesa to Carmel Valley</td>
<td>Transit</td>
<td>Trolley</td>
<td>Phase II - Connection from Kearny Mesa to Carmel Valley</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
</tbody>
</table>

C= Conventional Highway  F= Freeway  ML = Managed Lanes  T = Toll Road  R = Reversible Lanes  OPS = Operational Improvements
References

2. Information from Major Brandon Newell (RFI Response, Nov 2018)
5. Interview with Major Brandon Newell (2018)
6. Interview with Major Brandon Newell (2018)

Appendix

Appendix A. Park & Ride Lots Map
Appendix B. Marine Corps Air Station Miramar Mobility Report Card
Appendix C. Google Traffic Maps
Appendix A.
iCommute Park & Ride Map
With Guaranteed Ride Home (GRH), commuters who carpool, vanpool, take transit, walk, or bike to work in San Diego County have a built-in safety net. In case of emergency or unscheduled overtime, the GRH program will get you home for free. To find out more, visit 511sd.com/iCommute.

iCommute
More information about Park & Ride lots is available through the San Diego Association of Governments (SANDAG) iCommute program. iCommute assists commuters by providing carpool and ridematching services, a subsidized vanpool program, transit solutions, the Guaranteed Ride Home program, regional support for biking, and bike and pedestrian safety program support for schools. Visit 511sd.com/iCommute or call 511 and say “iCommute” for more information.

511
511 is a free phone and web service that consolidates the San Diego region’s transportation information into a one-stop resource. 511 provides current information on: traffic conditions, incidents, and driving times; schedule, route, and fare information for San Diego public transportation services; commuter services; and biking information. The 511 service is available 24 hours a day, seven days a week at 511sd.com, by calling 511, or by downloading the 511 San Diego mobile app, available for iOS and Android.

vanpool
A vanpool brings five or more people together to share the costs of getting to work in a van or SUV. It’s like a carpool, only bigger! Vanpool participants generally pay less than $100 per month to get to work, and multiple vehicle options are available. Visit RedesignYourCommute.com to learn more.

san diego regional park & ride map
PARK & RIDE LOCATIONS
- North San Diego Region
- Southern Riverside
- Direct Access Ramp (DAR)

LEGEND
- North San Diego Region Park & Ride Location
- Southern Riverside Park & Ride Location
- Direct Access Ramp (DAR)

my favorite morning meeting
park and go
Park & Ride
Park & Ride lots are free, conveniently located throughout the region, and offer a great place to meet carpool or vanpool partners. This map provides a locator tool for approximately 90 Park & Ride lots in the San Diego region and in southern Riverside County. The map also has information about each lot’s features, including the number of parking spaces, bike lockers, and transit connections. Leave your solo commute behind and find an alternative way to get to work and to many other destinations around San Diego County.

511 mobile app
The 511 San Diego mobile app is available for iOS and Android. It provides current information on: traffic conditions, incidents, and driving times; schedule, route, and fare information for San Diego public transportation services; commuter services; and biking information. The 511 service is available 24 hours a day, seven days a week at 511sd.com.

511 san diego mobile app
511 Mobile App
511 mobile app is available on iOS and Android.

511 mobile app
511 Mobile App
511 mobile app is available on iOS and Android.

Riverside County Park & Ride lots are maintained by the Riverside County Transportation Commission (RCTC), unless otherwise noted. For more information visit 511sd.org.
Taking public transportation helps you beat traffic, save money on gas, and ease the stress of your daily commute. Park at a transit station or Park & Ride lot and get on the bus, Rapid, Trolley, COASTER, or SPRINTER. Your transit ride is even easier with Compass Card — the smart card for transit passes. Get your Compass Card at Albertsons and select Vons stores in San Diego County or visit 511sd.com/compass for more information.
Appendix B.
Marine Corps Air Station Miramar Mobility Report Card
<table>
<thead>
<tr>
<th>MOBILITY OPTIONS</th>
<th>How is it supported in the following areas:</th>
<th>What infrastructure projects are related?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>On Base</td>
<td>City of San Diego</td>
</tr>
<tr>
<td>Walking/Biking</td>
<td>• Walkable within Main Station Sector on West Miramar; not between sectors or between East and West Miramar</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Moderate to steep terrain</td>
<td>• Mix of Class II bike lanes and Class III bike route (sharrows) on Miramar Road (50mph), Pomerado Road (45mph), and Kearny Villa Road (65mph)</td>
</tr>
<tr>
<td>Public Transit</td>
<td>• No transit services on base</td>
<td>• MTS Route 31</td>
</tr>
<tr>
<td></td>
<td>• No passenger rail access on base</td>
<td>• Multiple MTS routes serve transit centers near the base (UTC and Miramar College)</td>
</tr>
<tr>
<td>Microtransit</td>
<td>• No current services</td>
<td>• No current services</td>
</tr>
<tr>
<td>Carpool &amp; Vanpool</td>
<td>• Vanpool subsidy with TIPS</td>
<td>• High Occupancy Vehicle lanes on I-15</td>
</tr>
<tr>
<td></td>
<td>• SANDAG iCommute Vanpool Program</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Greencommuter Pilot</td>
<td></td>
</tr>
</tbody>
</table>
| Carshare         | • Over 100 non-tactical government fleet vehicles
|                  | • Greencommuter Pilot                     | • Zipcar                                | Parking |
| On-Demand Rideshare| • Waze Carpool Pilot           | • Waze Carpool                           | Local Roads |
|                  | • Restricted Uber, Lyft access            | • Uber, Lyft                             | Curbside Designation |
| Bikeshare        | • Lime pilot                              | • Lime, Discover Bike                    | Active Transportation | Local Roads |
| Electric Bike & Scootershare | • No current programs          | • Electric bike: Lime, JUMP
|                  |                                          | • Electric scooter: Lime, Bird, Razor, Wheels, Wind | Active Transportation | Local Roads |
| Neighborhood Electric Vehicle (NEV) | • No current programs | • No current programs | Active Transportation | Local Roads |
| Other            | • High supply of parking on base          | • Limited street parking close to base,
|                  |                                          | • Smart Growth Opportunity Areas: University City and Mira Mesa | Parking |
|                  |                                          |                                           | Transit Infrastructure |
Appendix C.
Google Maps Expected Traffic