

The City of  
**SAN DIEGO**  
**MOBILITY BOARD**

**Meeting Notice and Agenda**

Wednesday, June 7, 2023  
In Person Meeting: 4:30PM – 6 PM  
Civic Center Plaza, 1200 3rd Ave, 4<sup>th</sup> Floor Conference Room  
San Diego, CA 92101

**Members:**

Daniel Reeves (Mayoral), Gary Smith (Mayoral), Michelle Krug (Mayoral), Barbarah Torres (Mayoral), Katie Crist (D1), Stephan Vance (D2), Rosa Olascoaga Vidal (D4) Chair, Nicole Burgess (D5), Steve Gelb (D7), Stephanie Hernandez (D9)

**Agenda:**

Item 1: Call to Order

Item 2: Roll Call

Item 3: Approval of Meeting Minutes

Approval of the May 3, 2023 meeting minutes.

Item 4: Non-agenda public comment

Item 5: Mobility Board Update (Information)

The Sustainability and Mobility Department will serve as the new staff liaisons for the Mobility Board. Staff will provide an overview of the City organization and mobility-focused departments.

Item 6: Fiscal Year 2024 May Revision (Discussion)

Staff will provide an overview of budget priorities in [the Fiscal Year 2024 Proposed Budget](#) (See the Mayor's [May Revision](#) to the Proposed Budget). A copy of the Mobility Board's FY24 Budget letter is attached below.

Item 7: Balboa Park & Surrounding Communities Mobility Summary (Discussion Continued)

This item is a continuation from the May 3, 2023, Mobility Board meeting. Due to time constraints, only public comments were heard at the May meeting.

Drawing approximately 14 million visitors each year, Balboa Park is a cultural and recreational regional destination for residents and visitors alike. Staff will share an

overview of projects to improve mobility and accessibility in Balboa Park and the surrounding communities and receive feedback on future multimodal opportunities and complimentary mobility enhancements.

- Item 8: Staff Updates
- Item 9: Subcommittee Updates
- Item 10: Updates from Members
- Item 11: Schedule for Future Meetings

Meetings for the duration of 2023:

- July 5
- August 2
- September 6
- October 4
- November 1
- December 6

- Item 12: Adjournment

**The next meeting is scheduled for July 5, 2023.**

**HOW TO SPEAK TO A PARTICULAR ITEM OR DURING NON-AGENDA PUBLIC COMMENT:**

**WRITTEN COMMENT**

**Non-Agenda and Comment on Agenda Items** may be submitted using the [webform](#) indicating the agenda item number for which you wish to submit your comment. Comments received by the start of the meeting will be distributed to the Board and posted online with the meeting materials. All webform comments are limited to 500 words. Comments received after the start of the meeting but before the item is called will be submitted into the written record for the relevant item.

<https://www.sandiego.gov/mobility-board>

**###**



## **MOBILITY ADVISORY BOARD**

### **Meeting Minutes**

WEDNESDAY, May 3, 2023

**In-Person** Meeting, 4:30 p.m. – 6:00 p.m.

**Location** San Diego Central Library: 9<sup>th</sup> Floor Commission Room  
330 Park Blvd, San Diego CA 92101

**Chair:** Rosa Olascoaga Vidal

**Members:** Daniel Reeves (Mayoral), Gary Smith (Mayoral), Michelle Krug (Mayoral), Barbarah Torres (Mayoral), Katie Crist (D1), Stephan Vance (D2), Rosa Olascoaga Vidal (D4) Chair, Nicole Burgess (D5), Steve Gelb (D7), Stephanie Hernandez (D9)

**Staff Liaison:** Everett Hauser

Item 1: Call to Order (Chair Olascoaga Vidal)

*Chair Olascoaga Vidal called the meeting to order at 4:34 PM.*

Item 2: Roll Call (Rosa Olascoaga Vidal)

*Chair Olascoaga Vidal called roll. (Danny Reeves (Mayoral), Nicole Burgess (D5), Katie Crist (D1), Stephan Vance (D2), Steve Gelb (D7) in attendance.*

Item 3: Non-Agenda Public Comment

One member of the public spoke regarding the University Community Plan.

Item 4: Parking District Updates (Information)

Krystal Ayala, Program Manager, provided an overview of community parking district initiatives including mobility projects underway, FY 2024 Annual Work Plans and Budgets, Convoy Parking Study, and prospective CPD formation.

Item 5: Mobility Master Plan Development (Discussion)

The Mobility Master Plan (MMP) is a comprehensive transportation planning effort to create a balanced, equitable, and sustainable transportation system for the City of San Diego. Phil Trom, Program Manager, provided an update on the Mobility Master Plan development, outline, and the preliminary analysis to establish high-needs areas and prioritization. Feedback was provided to Staff on the MMP by the Mobility Board.

Item 6: Balboa Park & Surrounding Communities Mobility Summary (Discussion)

Due to time constraints, staff were unable to share an overview of projects to improve mobility and accessibility in Balboa Park and the surrounding communities; however, public comment was taken on future multimodal opportunities and complimentary mobility enhancements.

Item 7: Subcommittee Updates

No updates.

Item 8: Updates from Members

No updates.

Item 9: Adjournment (Library closes at 6:00PM)

*Chair Olascoaga Vidal adjourned the meeting at 5:59pm.*

**NEXT SCHEDULED MEETING: June 7, 2023, at 4:30 PM**

<https://www.sandiego.gov/mobility-board>

City of San Diego Mobility Board  
San Diego, CA 92101

September 22, 2022

Mayor Todd Gloria  
City Administration Building  
202 C Street, 11th Floor  
San Diego, CA 92101

**Subject: Requests for Fiscal Year 2024 Budget**

Dear Mayor Gloria and Councilmembers:

We are writing on behalf of the City of San Diego Mobility Board to make recommendations for San Diego's FY 2024 Budget. We appreciate the leadership that you have already shown on developing safe, sustainable mobility options in your first two years in office, and we look forward to continuing to work together to build a truly multi-modal San Diego

Our overarching goal for the 2024 budget is to deliver infrastructure solutions that bring us closer to achieving the Vision Zero goal of zero traffic fatalities and serious injuries and the transportation mode shift targets set in San Diego's recently updated 2022 Climate Action Plan. We also want to emphasize that mobility investments should prioritize historically underserved communities.

We believe that building a safe and connected active transportation network should be one of San Diego's top priorities for Fiscal Year 2024. In 2021 alone, [forty-six people were killed while walking and seven were killed](#) while riding bikes in the City of San Diego. At the same time, while the updated Climate Action Plan sets a target of 35% active transportation mode share citywide by 2035, the city is currently sitting at [approximately 7%](#). **If San Diego is to meet this legally-binding climate goal and reduce the epidemic of injuries and deaths on its streets, it must radically increase the speed at which it is making streets safe.**

In pursuit of our equity, safety, and climate action goals, we are proposing a list of citywide priorities for the FY 2024 budget:

**1. Close Critical Bikeway Network Gaps with Out-of-Cycle Resurfacing**

San Diego's current system bundles bikeway installation with scheduled resurfacing projects. Problematically, this bundling strategy leaves essential bike network connections on dangerous roads incomplete for years, even as high-quality bikeways are built on both sides of them. Furthermore, if different sections of a roadway are

resurfaced on offset schedules, as often occurs, Transportation may never find an opportunity to implement a continuous bikeway on the full length of a corridor.

While the Safe and Sustainable Transportation for All Ages and Abilities Team (STAT) can fill some of these gaps with quick-build projects, higher volume roads with multiple lanes often cannot be converted to safe bikeways using only paint and posts, or other quick-build methods. More complex projects that require curb realignment, complex new restriping patterns, and physically protected bikeways can only be implemented as full-build projects during resurfacing.

Funding for off-cycle resurfacing would allow the Transportation Department to strategically select roads to resurface with full-build bikeways based on their role in the greater bikeway network. This approach would empower Transportation to complete fully functioning bikeway networks in key areas of San Diego with significantly greater efficiency.

The Transportation Department currently spends approximately \$200,000 per mile implementing Class IV bikeways during resurfacing. \$2 Million in funding would enable Transportation to build ten miles of critically needed safe bikeways per year in the locations where bikeways would be most impactful.

Like the STAT team, bikeway projects implemented through this program should prioritize essential network connections on roads where potential ridership is the highest, and injuries have been most common. These projects should also prioritize historically disinvested communities. For a sample list of proposed projects, see [this document](#).

Estimated Cost: \$2 Million

Council District(s) Impacted: All

## **2. Increase Mileage Targets for the STAT**

The FY 2023 budget included a line item for \$1.35 million in funding for the Safe and Sustainable Transportation for All Ages and Abilities Team (STAT). The STAT is responsible for constructing quick-build bikeways using cheap and impermanent materials like flexible bollards and striping. This funding should be doubled to \$2.7 million for FY 2024. The STAT team's current mandate to build nine miles of quick-build bikeways per year is insufficient to meet the city's Climate Action Plan and Vision Zero goals; with increased funding, this mandate should be doubled to at least eighteen miles. **This was the last item to be excluded from the FY 2023 budget; it should be prioritized for FY 2024.**

Estimated Cost: \$1.35 Million

Council District(s) Impacted: All

### **3. Fix San Diego's Most Dangerous Intersections**

The City should continue its work fixing the most dangerous intersections according to the Systemic Safety Analysis Report Program. These improvements should include effective, low-cost measures like lead pedestrian interval blank out signs, audible pedestrian signals, countdown timers, and high-visibility crosswalks. In FY 2023, the City of San Diego allocated \$3,910,850 to improving traffic signals. The City should increase that funding to \$6,000,000 and prioritize the most dangerous intersections. In FY 23, the City improved 10 intersections. With additional funding, the City should be able to improve at least 15 intersections. The City can improve the return on its investment by focusing on the effective, low-cost solutions mentioned above.

Estimated Cost: \$2.1 Million

Council District(s) Impacted: All

### **4. Complete an Updated Bicycle Master Plan**

San Diego's Bicycle Master Plan has not been updated since 2013, at which time the safest, Class IV classification of bikeways was not used. The new Mobility Master Plan will only include a new Bicycle Master Plan as an implementing action, meaning there are no immediate plans to begin an update. To set San Diego on the right track towards its CAP goals, this update should be funded and begun as soon as possible. This plan should follow the lead of SANDAG and adopt the [NACTO Urban Bikeway Design Guide](#) as the design standard for all new bike facilities.

Estimated Cost: \$500,000

Council District(s) Impacted: All

### **5. Study Lowering Speed Limits on Vision Zero Corridors using AB 43:**

[California Assembly Bill 43 \(AB 43\)](#) was signed into law on October 8, 2021. This bill gives cities throughout the state more control over deciding how speed limits should be set. Speed limits have historically been set using the 85th percentile speed, which typically did not give consideration into the surrounding land uses and context of the

roadway. The goal for this legislation is to allow cities to lower speed limits in areas that may be prone to safety concerns such as areas with high pedestrian or bicycle activity. While cities like Los Angeles, Oakland, and [San Francisco](#) have already taken advantage of this law to study lowering speed limits on hundreds of roads, San Diego has yet to begin any systematic studies. In FY 2024, the City should begin by funding a study of reducing speed limits on San Diego's Eight Vision Zero Corridors, as identified by [Circulate San Diego's 2015 report](#).

These corridors include:

- Fifth Avenue
- Broadway
- El Cajon Blvd.
- Euclid Avenue
- Garnet Avenue
- Imperial Avenue
- Market Street
- University Avenue

This study should also prioritize the following corridors that were not identified in the 2015 report, but present serious safety hazards:

- Morena Boulevard
- Genessee Avenue

Although AB 43 took effect on January 1, 2022, agencies will not be able to enforce lower speed limits under the new legislation until June 30, 2024. To prepare for this legislation, [Fehr & Peers](#), and likely other transportation firms, can proactively identify areas with concentrated speeding issues for potential speed management interventions that may be areas of opportunity under AB 43. The recommendations from this analysis would identify quick build or speed management opportunities for the City to consider or test, prior to the June 2024 enforcement date.

Estimated Cost: \$50,000

Council District(s) Impacted: 1, 2, 3, 4, 8, 9

## **6. Increase Funding for Sidewalk Repairs**

In FY 2023, the City of San Diego budgeted \$7.7 Million towards sidewalk repairs and reconstruction. Well-maintained sidewalks are an indispensable component of Vision Zero, and the city should increase funding to \$9 Million for the ambitious campaign of sidewalk repair it is already undertaking.

Estimated Cost: \$1.3 Million

Council District(s) Impacted: All



## **7. Increase Funding for New Streetlights**

In FY 2023, the City of San Diego budgeted \$3.65 Million for new streetlights. Adequate lighting is one of the most important factors in making people feel safe while walking, bicycling, or waiting for public transportation, and should be further prioritized in FY 2024. Providing \$4 Million in funding for new streetlights would allow the city to continue its ambitious path towards providing adequate street lighting citywide.

Estimated Cost: \$350,000

Council District(s) Impacted: All

## **8. Install Physical Protection for All New Full-build Class IV Bikeways:**

Almost all recent Class IV bikeway projects in San Diego have used flexible bollards to separate bikeways from travel lanes. While flexible bollards are useful for demarcating space for bicyclists, they do not have any stopping power to prevent drivers from hitting bicyclists. To support the City's "**Class IV First**" initiative, all new full-build Class IV bikeways should use physical protection such as concrete curbs or inflexible bollards to separate bikeways from traffic lanes. This item would require increasing the Transportation Department's budget for each new Class IV bikeway.

As the city currently spends approximately \$200,000 per mile when implementing Class IV bikeways during resurfacing, this budget request would require \$50,000 to \$200,000 in additional funding per mile, depending on the type of physical protection implemented. The funding needed for this request would depend on the miles of Class IV bikeway planned for FY 2024. Based on the 5.6 miles of Class IV bikeway that Transportation has planned for FY 2023, total cost would be approximately \$300,000-\$1.2 Million.

Estimated Cost: \$50,000 to \$200,000 per mile

Council District(s) Impacted: All

## **9. Invest in Dedicated Bike Signals for Class IV Bikeways**

While separated bikeways can cut injuries by over 80% compared to roads with no bike facilities, they present unique collision risks at intersections that must be mitigated with dedicated bike signals. San Diego should ensure that dedicated bike signals are installed at all major intersections along Class IV bikeways.

Estimated Cost: \$1,200 per intersection

Council District(s) Impacted: All

## **10. Invest in Education and Encouragement Campaigns for Active Transportation**

Under Mayor Kevin Faulconer, the FY 2020 budget allocated \$100,000 to Vision Zero education. The FY 24 budget should restore that funding. This campaign should consist of city-led education and encouragement programming for safe active transportation and public transportation, as well as grant funding for education programming provided by nonprofits and community-based organizations.

Estimated Cost: \$100,000

Council District(s) Impacted: All

## **11. Plant 4,000 New Streets Trees in FY 2024**

San Diego's recently adopted 2022 Climate Action Plan sets the ambitious goal of planting [40,000 new street trees in Communities of Concern by 2030](#). Starting in 2024, that would require the city to plant an average of 5,700 trees per year for the next seven years. Because it will take some time to scale up, we strongly recommend that the city show a commitment to this plan by setting a goal of planting 4,000 new street trees in FY 2024. That would be a dramatic increase from the goal of 1,000 trees that the city set for FY 2023, and would most likely require, at minimum, tripling the Transportation Department's current budget for two FTE arborists and one-time expenses from \$277,000 to \$831,000.

Estimated Cost: \$554,000

Council District(s) Impacted: All

## **12. Monitor Impact of Investments in Active Transportation**

San Diego's new Climate Action Plan has set high and ambitious goals for transportation mode shift by 2035: 35% active transportation, and 15% public transportation. To ensure that San Diego is making progress towards these goals, the city must fund a robust monitoring program that will provide annual reports on transportation mode share in San Diego. To establish which kinds of projects are most impactful, the city should also invest in studies that determine the safety and mode share effects of each major active transportation project that it implements.

Estimated Cost: \$100,000

Council District(s) Impacted: All

### **13. Implement New Transit-Only Lanes**

Transit-only lanes can transform bus routes from being the least efficient transportation options to the most. The city should study and implement new opportunities for transit-only lanes on the city's most congested corridors. Particular emphasis should be placed on completing the transit-only lane on El Cajon Boulevard such that the Rapid 215 bus route can connect the College Area to Downtown on a continuous dedicated bus lane.

Estimated Cost: \$500,000

Council District(s) Impacted: All

### **14. Deliver Improved Connectivity to Major Transit Stations**

San Diego invested \$2 Billion in the Blue Line Trolley expansion, yet several stations remain isolated from the communities they occupy. For instance, the Balboa Station lacks connectivity to the greater communities of Clairemont Mesa and Pacific Beach, with a complete lack of sidewalks and bicycle infrastructure on Morena Boulevard and Balboa Avenue, and dangerous walking and riding conditions along Mission Bay Drive and Garnet Avenue. The station is an island with severe lack of connectivity in any direction. The Clairemont Drive. and Tecolote stations also need significantly better connectivity to the surrounding communities. Generally, the city should seek to focus pedestrian and bicycle infrastructure investments around transit stations, and continue its construction of transit-oriented developments in these areas.

Estimated Cost: Unknown

Council District(s) Impacted: All

### **15. Prioritize Pedestrian Infrastructure and Safety Improvements**

As noted in the opening paragraph, in 2021 alone, [46 people were killed while walking and seven were killed](#) while riding bikes. The FY24 budget should prioritize allocation of funding to expand upon the current Pedestrian Master Plan, originally completed in 2006, and deliver on its implementation framework.

Estimated Cost: Unknown

Council District(s) Impacted: All

### **16. Increase Bikeway Maintenance:**

Potholes, poor pavement, and road debris pose a much greater threat to bicyclists than drivers. These hazards can seriously injure or kill bicyclists, while posing minimal risks to drivers. Transportation should dedicate a specific team of three staff members or contractors to conduct routine bikeway maintenance and respond to requests for service on bikeways. These staff members could be reassigned from existing staff, hired as contractors, or hired as new employees, depending on the city's needs.

Estimated Cost: \$0-150,000

Council District(s) Impacted: All

### **17. Begin Proactive Bike Rack Installation:**

Currently, businesses must request bike racks in the public right-of-way in front of their locations for racks to be installed. While there has been some progress under this system, there remains a persistent lack of safe bicycle parking throughout San Diego. Funding for bike racks should be doubled from \$50,000 to \$100,000, which would allow the Transportation Department to proactively install bike racks in high parking demand locations. The Transportation Department should use the 2013 bike propensity model to identify high-need areas for bike racks, and take special care that these racks are installed in historically underserved communities. Furthermore, we would like this additional funding to be used to provide matching funding to modular bike locker providers such as [Oonee](#) that can provide secure bike parking facilities to San Diegans at low cost to the city.

Estimated Cost: \$50,000

Council District(s) Impacted: All

### **18. Strengthen Parking and Code Enforcement in Bikeways:**

While the Transportation Department has made strides in building out San Diego's bicycle network in the last year, the ridership and safety benefits of many of these new bikeways have been decreased by chronic issues with illegal parking and parklet installation in bikeways, particularly in the urban core. The city should either hire two new parking enforcement officers (\$45,000 FTE), or specifically reassign two existing parking enforcement officers to enforcement of illegal parking in bikeways in the urban core.

Estimated Cost: \$0-90,000

Council District(s) Impacted: All

## **19. Expand Network of Scooter Corrals to Historically Disinvested Areas:**

San Diego's recent shared micro mobility device regulations have led to a dramatic reduction in the areas of San Diego that are accessible by shared micro mobility. As of this September, [scooter corrals remain only in Districts 1, 2, and 3](#), exclusively in the Downtown, Uptown, Ocean Beach, Mission Beach, Pacific Beach, and La Jolla communities. This contraction of parking locations limits access to this low-cost, low-emissions form of transportation for people living in most neighborhoods of the city, particularly historically underserved communities in Districts 4, 8, and 9. The Mobility Department must expand the network of scooter corrals into Districts 4, 8, and 9, targeting the areas with the highest bike propensity as identified in the [2013 Bicycle Master Plan](#).

Estimated Cost: \$20,000

Council District(s) Impacted: 4, 8, 9

### **Conclusion**

Thank you for considering our budget requests. We enthusiastically support the leadership your office has already shown on active transportation, and we look forward to working with you throughout the FY 2024 budget process to ensure the city's resources are being used efficiently to make bicycling as safe and convenient as possible for all of our city's residents.

Sincerely,

Andy Hanshaw  
Chair, City of San Diego Mobility Board