

The City of
SAN DIEGO
MOBILITY BOARD

Meeting Notice and Agenda

Wednesday, December 6, 2023

In Person Meeting: 4:30 PM – 6 PM

Civic Center Plaza, 1200 3rd Ave, 4th 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), Jeff Dosick (D6), Steve Gelb (D7), Stephanie Hernandez (D9)

Agenda:

Item 1: Call to Order. Roll call.

Item 2: Approval of Meeting Minutes (Action)

Approval of the November 1, 2023, meeting minutes.

Item 3: Non-Agenda Public Comment

Item 4: Legislative Update (Information)

The City of San Diego's [Department of Government Affairs](#) publishes an annual [Legislative Platform](#) that details the City's policy and legislative priorities. An overview of the 2024 Legislative Platform, which includes the City's priority infrastructure, housing, transportation, and public safety projects, will be provided.

Item 5: Draft Mobility Master Plan (Discussion)

The [Mobility Master Plan \(MMP\)](#) is a comprehensive effort that combines community, mode, and objective-specific transportation planning in a single comprehensive document to identify and prioritize the mobility projects and programs that will have the largest benefit to our communities and the environment for the City of San Diego. The Draft MMP has been released for public review and staff is soliciting [input](#) from the Mobility Board.

Item 6: Staff Updates

Item 7: Subcommittee Updates

- Bylaws Subcommittee

Item 8: Updates from Members

Item 9: Schedule for Future Meetings

- January 10, 2024
- February 7, 2024
- March 6, 2024
- April 3, 2024

Item 10: Adjournment

The next meeting is scheduled for January 10, 2024.

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>

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The City of
SAN DIEGO
MOBILITY BOARD

Meeting Minutes

Wednesday, November 1, 2023
In Person Meeting: 4:30 – 6 PM
Civic Center Plaza, 1200 3rd Ave, 4th Floor Conf. 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), Jeff Dosick (D6), Steve Gelb (D7), Stephanie Hernandez (D9)

Agenda:

Item 1: Call to Order. Roll call.

Chair Rosa Olascoaga called the meeting to order at 4:30 p.m.

Chair Olascoaga (D4) called roll: Daniel Reeves (Mayoral), Gary Smith (Mayoral), Barbarah Torres (Mayoral) (Vice Chair), Katie Christ (D1), Stephan Vance (D2), Jeff Dosick (D6), Steve Gelb (D7), and Stephanie Hernandez (D9).

Item 2: Approval of Meeting Minutes (Action)

Chair Olascoaga asked the Mobility Board to review and approve the minutes from its October 4, 2023, meeting.

There were no public comments on this item.

Steve Gelb noted a misspelling and typo for correction.

Action: Upon a motion by Gary Smith, and a second by Steven Gelb, the Mobility Board voted to approve the corrected meeting minutes. The motion passed unanimously with all members in attendance voting ‘Yes’.

Item 3: Non-Agenda Public Comment

- Jason Vance, Bike SD and Chloe Lauer, San Diego Bike Coalition, provided a presentation on Bike Boulevards.

Item 5: Bike Report (Information)

Everett Hauser, Transportation Department, provided an overview of bikeways around the City that have recently completed design or implementation.

There were no public comments on this item.

The Mobility Board discussed bike counter installation criteria, locations of interest, and where data is and will be published.

Item 4: Establishment of New Parking Districts (Information)

Krystal Ayala, Sustainability and Mobility Department, provided an overview of the Convoy and San Ysidro Parking Studies. She also shared information about two proposals to form new Community Parking Districts in Kearny Mesa and San Ysidro.

There were no public comments on this item.

The Mobility Board discussed how each of the communities have been and will continue to be involved in the process and the purview of a CPD if established.

Item 6: Staff Updates

- Krystal Ayala – Active Transportation and Infrastructure Committee meeting scheduled for November 8, 2023, includes an update on the development of the Complete Streets Council Policy.
- Krystal Ayala – The City is soliciting public comment on the [Mobility Master Plan Discussion Draft](#). The Mobility Master Plan is anticipated for completion in Spring/Early Summer 2024.
- Krystal Ayala – A Beach Bug fare of \$2.50 was added in October.
- Krystal Ayala - ‘FRED’ or Free Ride Everywhere Downtown is going to be revamped since its launch in 2016. A Survey and engagement process will be initiated to identify opportunities for improvement.

Item 7: Subcommittee Updates

There were no Subcommittee updates.

Item 8: Updates from Members

- Jeff Dosick provided an update on the Eastgate Mall and Genesee Avenue bike lane after meeting with staff from SANDAG and the City’s Transportation Department. They will be issuing a work order evaluation because of the inquiry. Jeff inquired on best method to report transportation engineering inquiries.
- Stephanie Hernandez provided an update on the development of a sports complex in City Heights off 40th and Mountain View Park and inquired about the transportation improvements being implemented in conjunction with that project.

Item 9: Schedule for Future Meetings

Chair Olascoaga reminded the Mobility Board that the January meeting is scheduled for January 10, 2024 due to the holiday schedule.

Krystal Ayala shared the Mobility Board lookahead through February 2024.

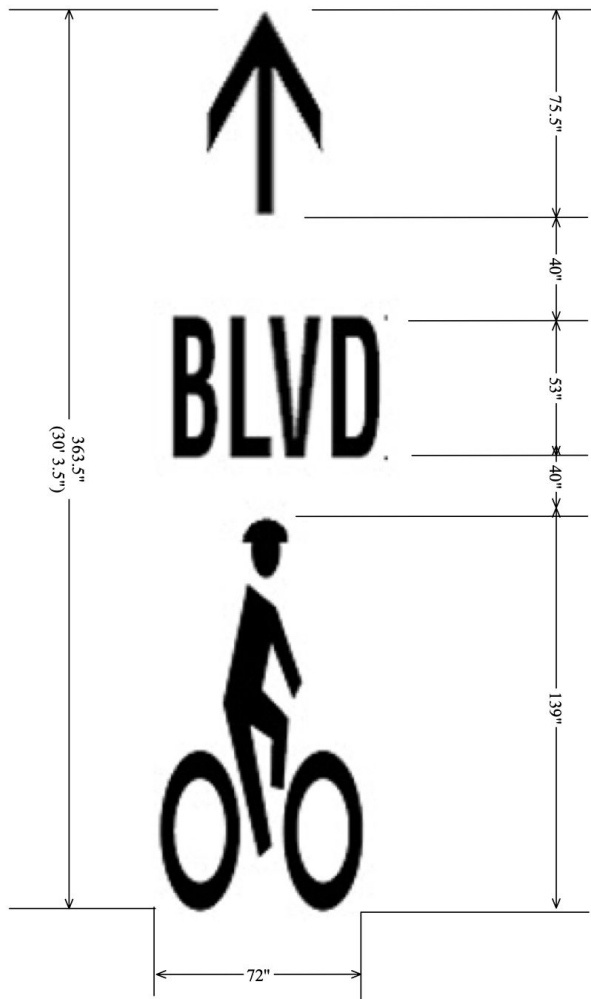
Item 10: Adjournment – Next meeting is scheduled for December 6, 2023

Chair Olascoaga adjourned the meeting at 6:02 p.m.



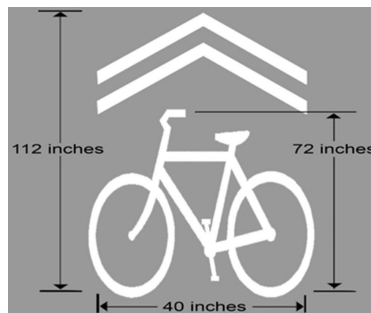
Effective Bike Boulevards are easily identifiable





The graphic stands tall at **30' x 6'**
(the standard sharrow is 9.3' x 3.3')

The total footprint is **6x** larger than a
sharrow, making it impossible to miss



Bike Boulevards are *extremely* cost effective

Table ES-3: Summary of Project Recommendations and Cost Estimates

TYPE	MILEAGE	COST ESTIMATE	Cost Per Mile
Class 1A: Paved Path	1.5 miles	\$5,285,700	\$3,523,800
Class 2A: Standard Bike Lane	0.1 miles	\$10,700	\$107,000
Class 2B: Upgraded Bike Lane	3.0 miles	\$541,500	\$180,500
Class 3C: Sharrows	13.9 miles	\$71,600	\$5,151
Class 3E: Bicycle Boulevard	12.4 miles	\$621,900	\$50,153
Class 4B: Two-Way Cycletrack	18.4 miles	\$9,980,000	\$542,391
Complete Street Corridor Interim Treatments	17.0 miles	\$1,181,400	
Intersection and Traffic Calming Improvements	-	\$16,855,000	
Total	66.3 miles	\$34,471,100	

NEIGHBORHOOD GREENWAYS

- » Are quiet, slow streets
- » Prioritize walking, biking, and rolling
- » Connect people to parks, schools, businesses, and other neighborhoods

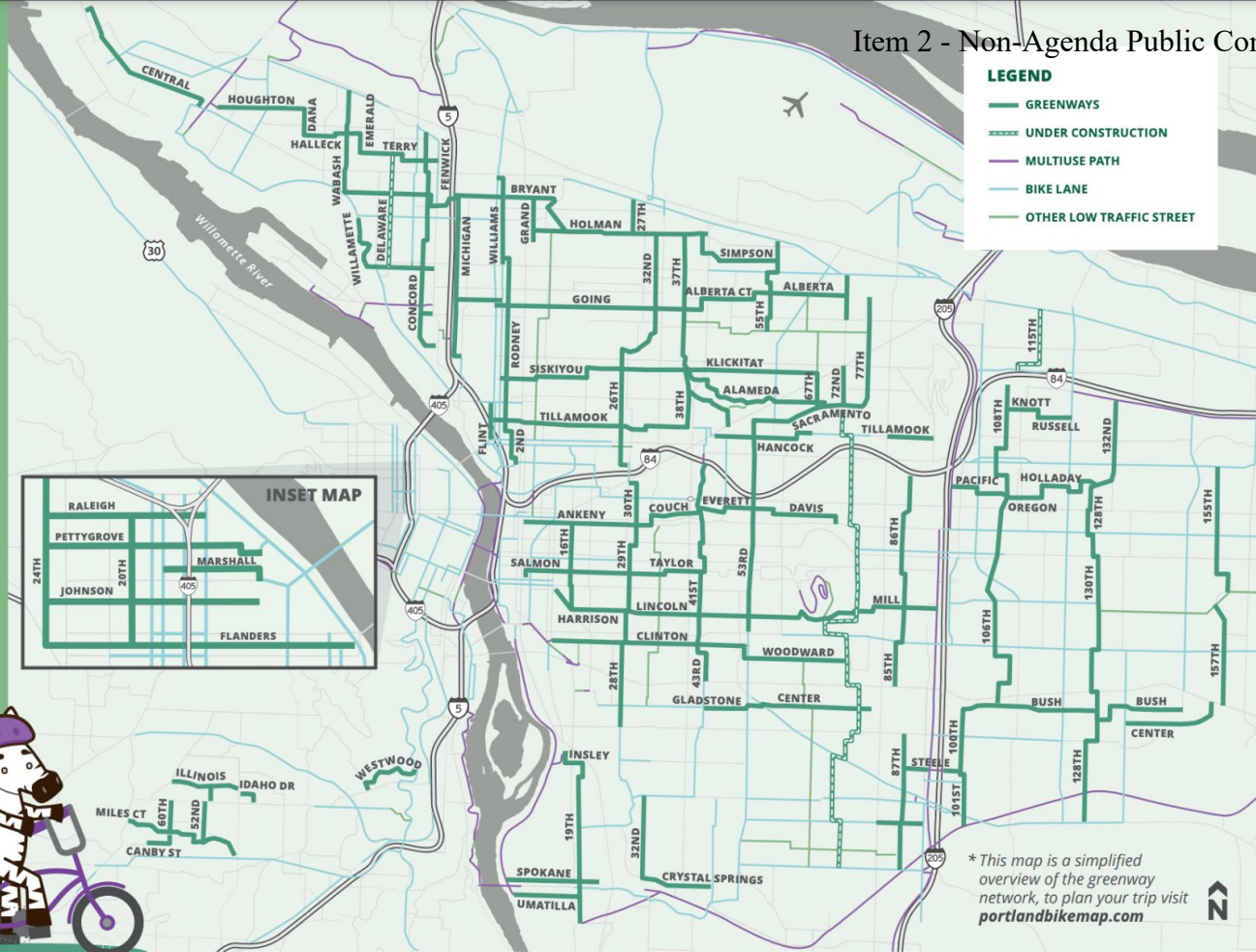
Look for:



"SHARROW" STREET MARKINGS



WAYFINDING SIGNS



LEGEND

- GREENWAYS
- UNDER CONSTRUCTION
- MULTIUSE PATH
- BIKE LANE
- OTHER LOW TRAFFIC STREET

* This map is a simplified overview of the greenway network, to plan your trip visit portlandbikemap.com

KEY FEATURES

- Safer crossings where the greenway crosses busy streets
- Speed bumps
- Sidewalks and curb ramps
- Trees

Item 2 - Non-Agenda Public Comment



Quick build bulb-outs slow traffic to n'hood greenway limits of 15 mph



Portland, OR



**NEIGHBORHOOD
GREENWAY**



PBOT
PORTLAND BUREAU OF TRANSPORTATION



neighborhoodgreenways.org

**15
MPH**



**NEIGHBORHOOD
GREENWAY**



PBOT
PORTLAND BUREAU OF TRANSPORTATION

neighborhoodgreenways.org

Greenways are essential for creating safe routes to school



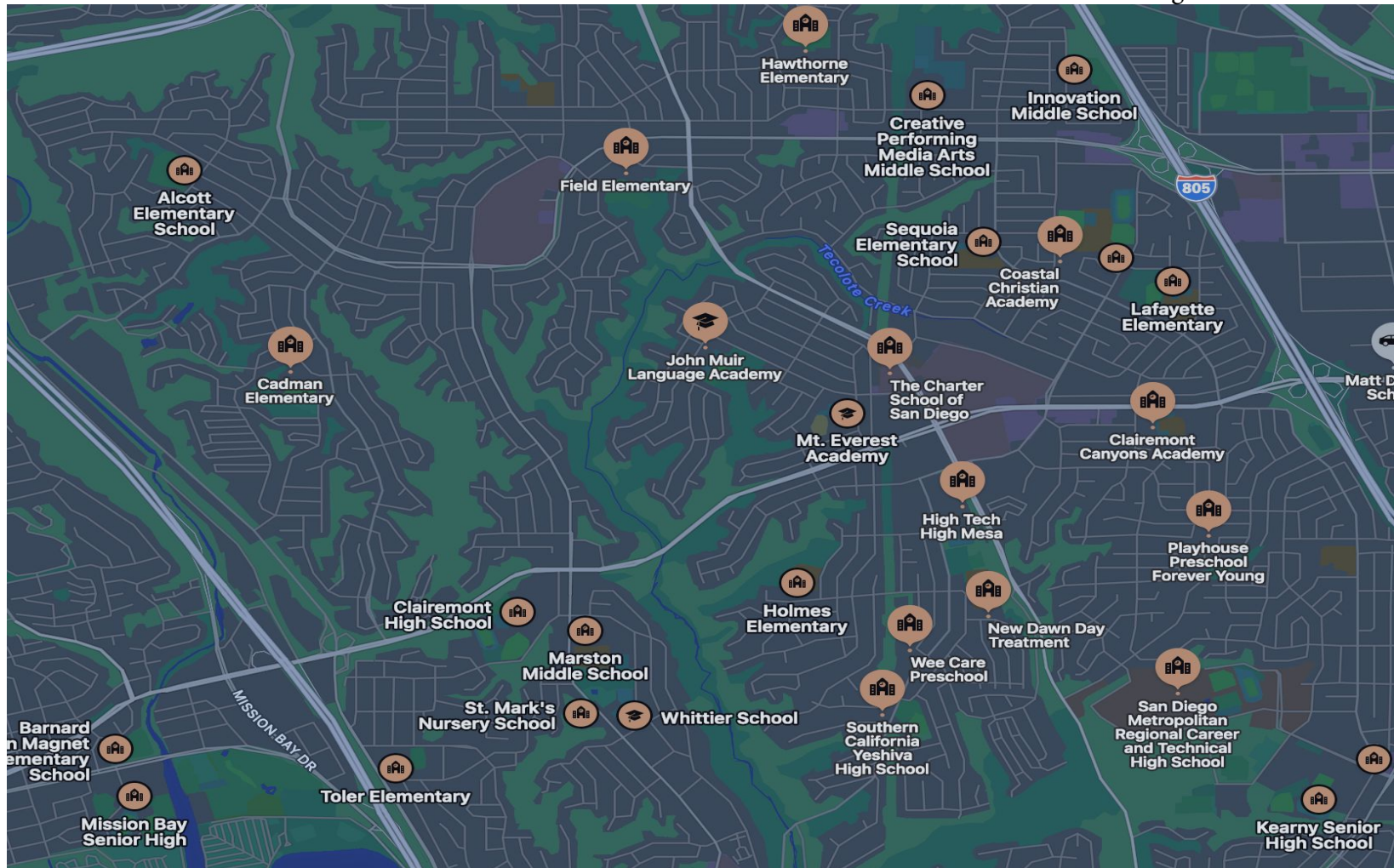
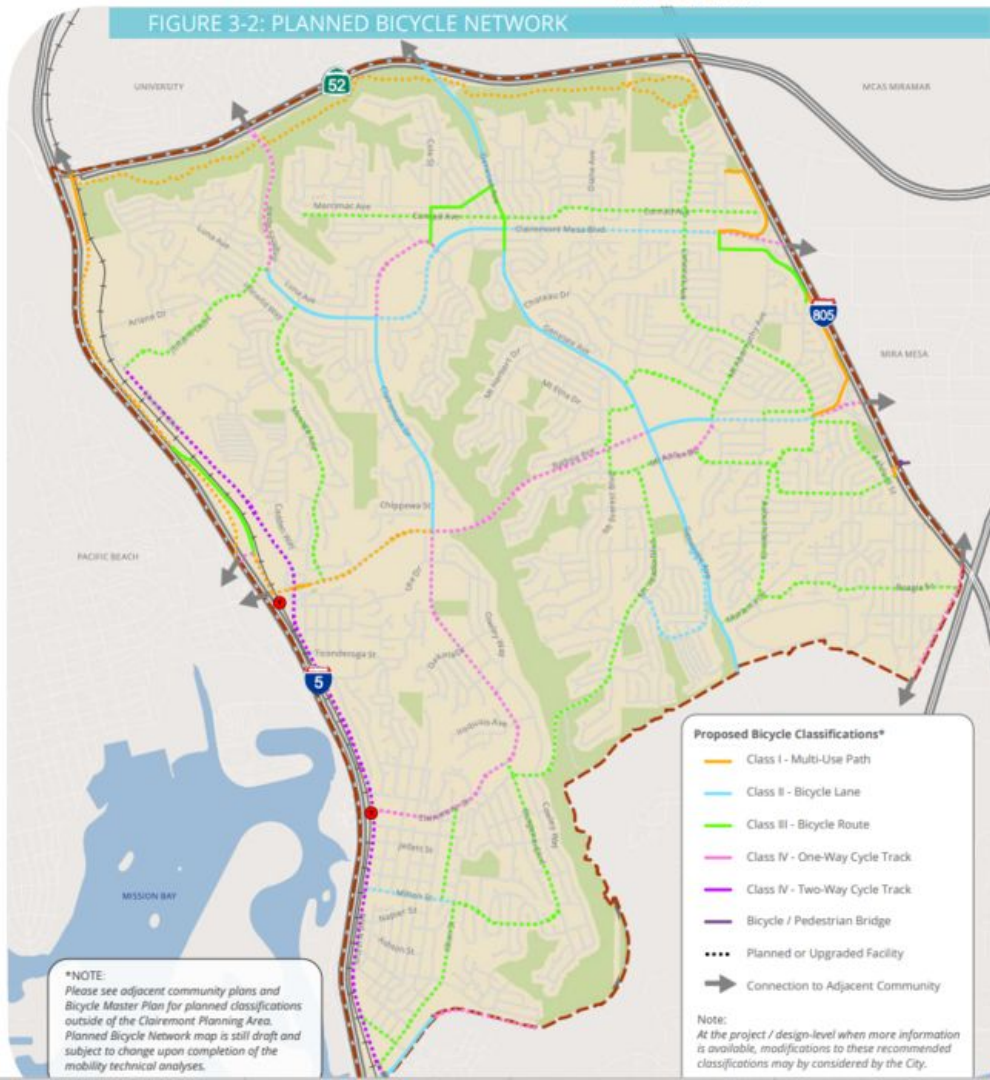


FIGURE 3-2: PLANNED BICYCLE NETWORK



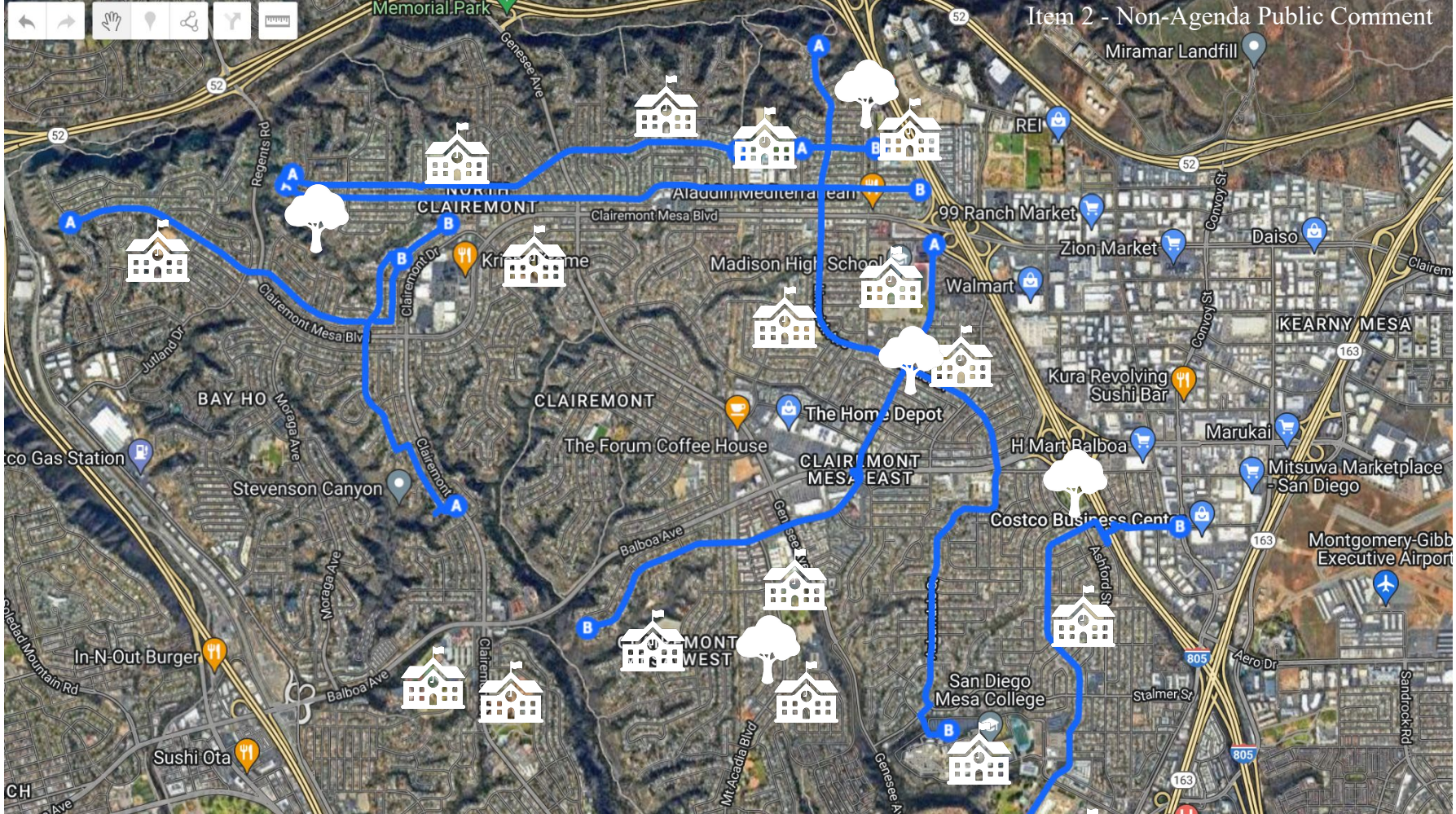
BICYCLE BOULEVARDS

Bicycle boulevards are local roads or residential streets that have been enhanced with signs, pavement markings, speed and volume management treatments, and other traffic calming measures to facilitate safe, convenient bicycle travel. Typically bicyclists and motorists share the same travel lane without specific vehicle or bicycle lane delineation. Bike boulevard design elements heighten motorists' awareness of bicyclists and slow vehicle traffic, which creates a more comfortable environment for bicyclists and pedestrians. Bicycle boulevards have also been referred to and branded as bicycle friendly streets/corridors, bicycle priority streets, neighborhood greenways/connectors, or slow streets.

ME-1 Improve active transportation access to transit, parks, schools, villages and nodes, which includes providing visible, convenient, and comfortable bicycle and pedestrian connections and treatments.

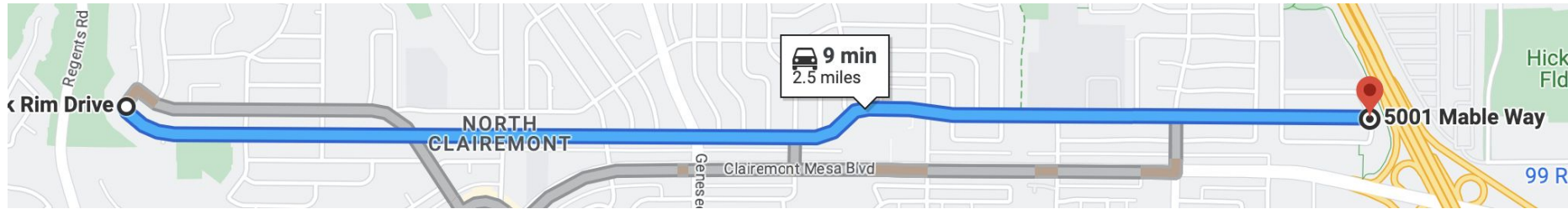
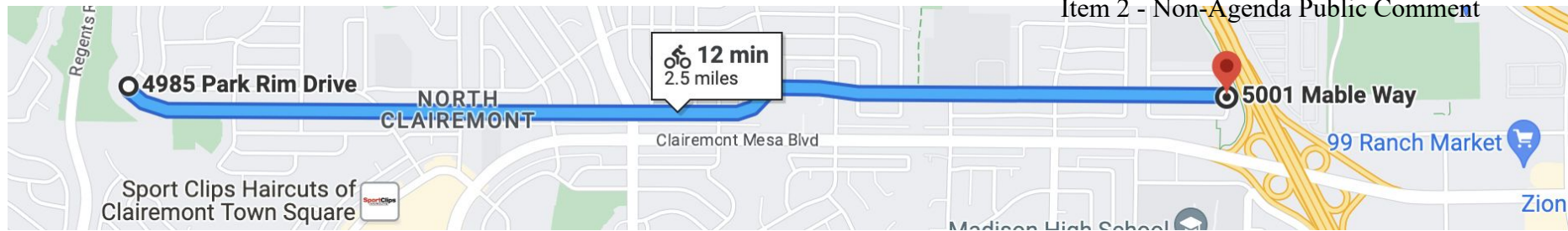
ME-2 Incorporate a community-wide wayfinding signage program that guides pedestrians, bicyclists as well as motorists to mobility hubs, transit stations, parks and focused development areas within the community. The wayfinding program should also provide directions to key destinations within adjacent communities.

- ME-9** Maintain or enhance existing bicycle facilities.
- ME-10** Eliminate gaps in bicycle network wherever feasible.
- ME-11** Enhance safety, comfort, and accessibility for all levels of bicycle riders with improvements such as wayfinding and markings, bicycle signals, bike boxes, buffered bike lanes, protected bicycle facilities, and protected intersections, where feasible and applicable.
- ME-12** Support opportunities to identify bicycle facilities, such as Bike Boulevards or enhanced bike routes, along residential and local streets within and around neighborhoods. These ancillary facilities would support the bicycle network along circulation roadways.
- ME-13** Introduce traffic calming measures to improve pedestrian and bicyclist safety and comfort, and to reduce speeding and traffic diversion from arterial streets onto residential streets, local streets, and alleyways. Traffic calming measures should be implemented, as appropriate, along roadways with designated Class III Bicycle Routes and/or other roadways intended to become Bicycle Boulevards.
- ME-14** Provide and support a continuous network of safe, convenient, and attractive bicycle facilities that connect Clairmont with other communities and to the regional bicycle network, with the minimum recommended classifications in Figure 3-2: Planned Bicycle Network Map (to be provided) and as roadways are resurfaced or required property becomes available.



CONCEPTUAL NEIGHBORHOOD GREENWAYS NETWORK IN CLAIREMONT





BENEFITS OF NEIGHBORHOOD GREENWAYS IN CLAIREMONT: EXAMPLE -- CONRAD STREET - E/W

- Gets cars off the road
- Reduces VMT, GHG Emissions
- Increase safety - helping to reach VZ goals
- Walking to / from car + parking will make trip LONGER than on a bike -- greenway creates convenient, efficient, safe, beautiful way to get around by bike
- Residents get exercise & breathe fresh air
- Not restricting traffic: cars are still welcome to use the street

Armstrong St Greenway & Othello Bridge Bike Route

Item 2 - Non-Agenda Public Comment Driving Route

The image displays a Google Maps interface showing a driving route from Mesa College to The Original Pancake House. The route is highlighted in blue and orange. A central pop-up window shows travel options: Best, 6 min (1.6 miles), 12 min, 28 min, and 8 min. A photograph of a ramp on Armstrong St is overlaid on the map. The map includes labels for landmarks like Mesa College, Ross Elementary, and various streets.

Map Labels: Islamic Center of San Diego (ICSD), H Mart Balboa, Mitsuwa Marketplace - San Diego, In-N-Out, Lindbergh Pk, Pet Zone Tropical Fish, Paw Commons Pet, The Original Pancake House, Evans Tire, Ross Elementary, Mesa College, California Army National Guard, Kearny Mesa Recreation Center, Kearny Mesa Pk, Sharp Memorial Hospital, Frost St, Mesa College, California Army National Guard, Kearny Mesa Recreation Center, Ross Elementary, Evans Tire, The Original Pancake House, Pet Zone Tropical Fish, Paw Commons Pet, Mitsuwa Marketplace - San Diego, In-N-Out, Lindbergh Pk, H Mart Balboa, Islamic Center of San Diego (ICSD).

Route Details:

- Start: Mesa College, 7250 Mesa College Dr, San Diego
- End: The Original Pancake House, 3906 Convo
- Options: Best, 6 min (1.6 miles), 12 min, 28 min, 8 min

Photo Description: A photograph showing a ramp on Armstrong St, likely part of the greenway or bike route. The ramp is paved and has a metal railing. A car is visible on the road to the left.



OUR RECOMMENDATION

- Prototype **Conrad Street in Clairemont** as San Diego's first Neighborhood Greenway
- Install the following:
 - 30' bike with person graphic at every intersection
 - Temporary signage using the Bike Clairemont Logo on corrugated plastic
- Who? **City's STAT Team** By when? **12/31/23**
- Test for 6 months
- Measure mode share and sentiment before and after

Shift city-wide priorities to adding **Bicycle Boulevards** or **Neighborhood Greenways**, since they can be added fast and are cost effective

From the 2013 BMP: “The recommended bicycle network consists of 878 miles of proposed Bike Lanes and Bike Routes, 40 miles of Bicycle Boulevards, and 7 miles of Cycle Tracks.”

From the 2023 MMP: Citywide System Management Project: “**Slow Streets**”

BB, NG, or SS can comprise the most new miles of path, since they can be quickly and affordably added to many low-traffic neighborhood streets.