

The City of
SAN DIEGO
MOBILITY BOARD

Meeting Notice and Agenda

Wednesday, June 4, 2025

4:00 PM – 5:30 PM

Civic Center Plaza, 1200 3rd Ave, 4th Floor Conference Room
San Diego, CA 92101

Please click the link below to join the webinar:

<https://sandiego.zoomgov.com/j/1619281857>

Members: Michael Donovan (Mayoral), Wayne Landon (Mayoral), Haylee Rea (Mayoral), Daniel Reeves (Mayoral), Harry Bubbins (D1), Stephan Vance (D2), Rosa Olascoaga Vidal (Chair, D4), Nicole Burgess (D5), Jeff Dosick (D6), Steve Gelb (D7), Anar Salayev (D9)

Agenda:

Item 1: Call to Order. Roll call.

Item 2: Approval of Meeting Minutes (Action)

Approval of the May 7, 2025, meeting minutes (Attachment 1).

Item 3: Non-Agenda Public Comment

Item 4: Revised Mobility Board Budget Letter (Discussion/ Possible Action)

Mobility Board members will discuss preparation of an updated budget letter to reinforce the Mobility Board's support for the items that are proposed for inclusion in the FY 2026 budget and to discuss additional recommendations, including the Vision Zero Subcommittee's recommendation on the Families for Safe Streets 2026 budget (Attachment 2). The Mobility Board's original letter is included as Attachment 3.

Item 5: Mobility Board Membership and Work Plan (Discussion/Possible Action)

The Mobility Board will discuss refinements to the Work Plan for the upcoming Fiscal Year, including the Vision Zero Subcommittee's recommendations regarding the Vision Zero Incident Counter. Updated Work Plan categories and status of current goals are included as Attachment 4.

Item 6: Subcommittee Updates

6.a. Vision Zero Subcommittee Activities (Information)

The Vision Zero subcommittee will provide an update on their May subcommittee meeting (Attachment 5).

Note: Subcommittee minutes and agenda request shall be submitted no later than 10 days prior to the next Mobility Board meeting.

Item 7: Staff Updates

Item 8: Updates from Members

Item 9: Schedule and Topics for Future Meetings

- August 6, 2025
- September 3, 2025
- October 1, 2025
- November 5, 2025

Mobility Board meeting agenda topic requests shall be submitted no later than 10 days prior to the next Mobility Board meeting.

Item 10: Adjournment

The next scheduled meeting of the Mobility Board is August 6, 2025

MEETING MATERIALS

This meeting agenda and any meeting materials can be found on the Mobility Board webpage as they become available. <https://www.sandiego.gov/mobility-board>

THE LINK TO JOIN THE WEBINAR BY COMPUTER, TABLET, OR SMARTPHONE IS:

<https://sandiego.zoomgov.com/j/1619281857>

Meeting ID: 161 928 1857

TO JOIN BY USING ONE-TAP MOBILE:

US (English): + 16692545252,, 1619281857#

US (Spanish): + 16692161590,, 1619281857#

TO JOIN BY TELEPHONE:

Dial (for higher quality, dial a number based on your current location):

(US West Coast): +1 669 254 5252 or +1 669 216 1590 or (US East Coast): +1 551 285 1373 or +1 646 828 7666 or (US Spanish): +1 415 449 4000 or +1 646 964 1167 or (US Toll Free) 833 568 8864

Meeting ID: 161 928 1857

Find your local number: <https://sandiego.zoomgov.com/u/aKT2VxCzG>

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

VIA VIRTUAL PLATFORM

When the Chair introduces the item you would like to comment on (or indicates it is time for Non-Agenda Public Comment), raise your hand by either tapping the “Raise Your Hand” button on your computer, tablet, or Smartphone, or by dialing *9 on your phone. You will be taken in the order in which you raised your hand. You may only speak once on a particular item. When the Chair indicates it is your turn to speak, click the unmute prompt that will appear on your computer, tablet or Smartphone, or dial *6 on your phone.

WRITTEN COMMENT

Comment on Agenda Items and Non-Agenda Public Comment may be submitted using the [webform](#) indicating the agenda item number for which you wish to submit your comment. If you submit more than one form per item, only one will be read into the record for that item. Comments received after 4:00 p.m. the day prior and before 8:00 a.m. the day of the meeting will be provided to the Board or Commission and posted online with the meeting materials. All comments are limited to 200 words. Comments received after 8:00 a.m. the day of the meeting but before the item is called will be submitted into the written record for the relevant item.

The City of
SAN DIEGO
MOBILITY BOARD

Wednesday, May 7, 2025

In Person Meeting: 4:00 – 5:30 PM

Civic Center Plaza, 1200 3rd Ave., 4th Floor Conf. Room
 San Diego, CA 92101

Members: Michael Donovan (Mayoral), Wayne Landon (Mayoral), Haylee Rea (Mayoral), Daniel Reeves (Mayoral), Harry Bubbins (D1), Stephan Vance (D2), Rosa Olascoaga Vidal (Chair, D4), Nicole Burgess (D5), Jeff Dosick (D6), Steve Gelb (D7), Anar Salayev (D9)

Agenda:

Item 1: Call to Order. Roll call.

Chair Rosa Olascoaga called the meeting to order at 4:03 p.m.

Mobility Board Member	Seat	Attendance
Wayne Landon	Mayoral	Yes
Daniel Reeves	Mayoral	Yes
Michael Donovan	Mayoral	Yes
Haylee Ann Rea	Mayoral	Yes
Harry Bubbins	D1	Yes
Stephan Vance	D2	No
Vacant	D3	No
Rosa Olascoaga Vidal	D4	Yes
Nicole Burgess	D5	No
Jeff Dosick	D6	Yes
Steve Gelb	D7	Yes
Vacant	D8	No
Anar Salayev	D9	Yes

Item 2: Approval of the Meeting Minutes (Action)

Chair Olascoaga asked the Mobility Board to review and approve the minutes from its March 19, 2025 and April 2, 2025 meetings.

There were no public comments on this item.

Action: The March 19, 2025, meeting minutes were approved upon a motion by Daniel Reeves and a second by Harry Bubbins. Anar Salayev abstained from the vote and all other members in attendance voted 'Yes'.

Action: Steve Gelb (virtual) noted that Item 6 needed to be corrected to include Wayne Landon as a member of the Vision Zero subcommittee. With that correction, the April 2, 2025 meeting minutes were approved upon a motion by Anar Salayev and a second by Jeff Dosick, with all members in attendance voting 'Yes'.

Item 3: Non-Agenda Public Comment

There were no public comments on this item.

Anar Salayev noted that on Monday, May 12 at 9am, Councilmember Whitburn's office, Uptown Community Planning Group, North Park Planning Committee, Bike SD, and Families for Safe Streets will host a press conference on the Fix the Fork Campaign regarding the El Cajon Blvd., Normal St, Park Blvd. intersection.

Item 4: Draft Budget for Fiscal Year 2026 (Information)

Philip Trom, Mobility Board liaison, provided an overview of the April 15, 2025 draft budget for FY 2026 (July 1, 2025 - June 30, 2026). The draft budget includes a number of proposed reductions to City services and City positions to address the anticipated reduction in budget revenue for the Fiscal Year.

There were no public comments on this item.

Daniel Reeves asked if there had been a detailed breakdown on the parking meter revenue that will be received by the City and the Community Parking Districts. Phil Trom, Mobility Board liaison, will follow-up on this request.

Harry Bubbins noted that there was a lot of skepticism at the City Council regarding a \$600,000 study for the Fix the Fork campaign and the Mobility Board may be able to advise on how to efficiently implement safety features.

Mobility Board members discussed how the Board should be involved in providing feedback during the budget process. The Board decided to review the memo outlining Board priorities from last September, compare it to the Council priority memos, and reinforce the Mobility Board's support for the items that are proposed for inclusion in the FY 2026 budget.

Item 5: Mobility Board Membership and Work Plan (Discussion/Possible Action)

Chair Rosa Olascoaga introduced the item and Phil Trom, Mobility Board liaison, provided an overview of the workplan structure including goals, objectives, and deliverables.

There were no public comments on this item.

Mobility Board members discussed why items were added to the workplan and reviewed potential changes to the document. It was noted that the Vision Zero Subcommittee will meet this month to discuss the Vision Zero item. The Board also discussed folding the Community Plan alignment item into future input on those Plans once they are heard by the Mobility Board.

Item 6: Subcommittee Updates

6.a. Vision Zero Subcommittee Activities

No meeting was held and there are no updates from the Vision Zero Subcommittee this month.

6.b. Budget Subcommittee Activities

No meeting was held and there are no updates from the Budget Subcommittee this month.

6.c. Parking Management Subcommittee

No meeting was held and there are no updates from the Parking Management Subcommittee this month.

Item 7: Staff Updates

Phil Trom, Mobility Board liaison, announced that a resource bar has been added to the Mobility Board webpage and additional meeting materials will be uploaded.

There were no public comments on this item.

Item 8: Updates from Members

Michael Donovan announced that Vibrant Uptown is looking at the streetcar proposal from SANDAG that would run around Balboa Park, through North Park, South Park, Uptown, downtown, and potentially Little Italy.

Item 9: Schedule for Future Meetings

- June 4, 2025
- July 2, 2025 – No Meeting

August 6, 2025
September 3, 2025

Item 10: Adjournment

3



FY26 Vision Zero Budget Recommendations

Getting Kids to School Safely



April 2025

A solid yellow horizontal bar.

AGENDA

1. Introductions
2. Getting Kids to School Safely budget recommendations
3. Discussion



Getting Kids to School Safely Requests

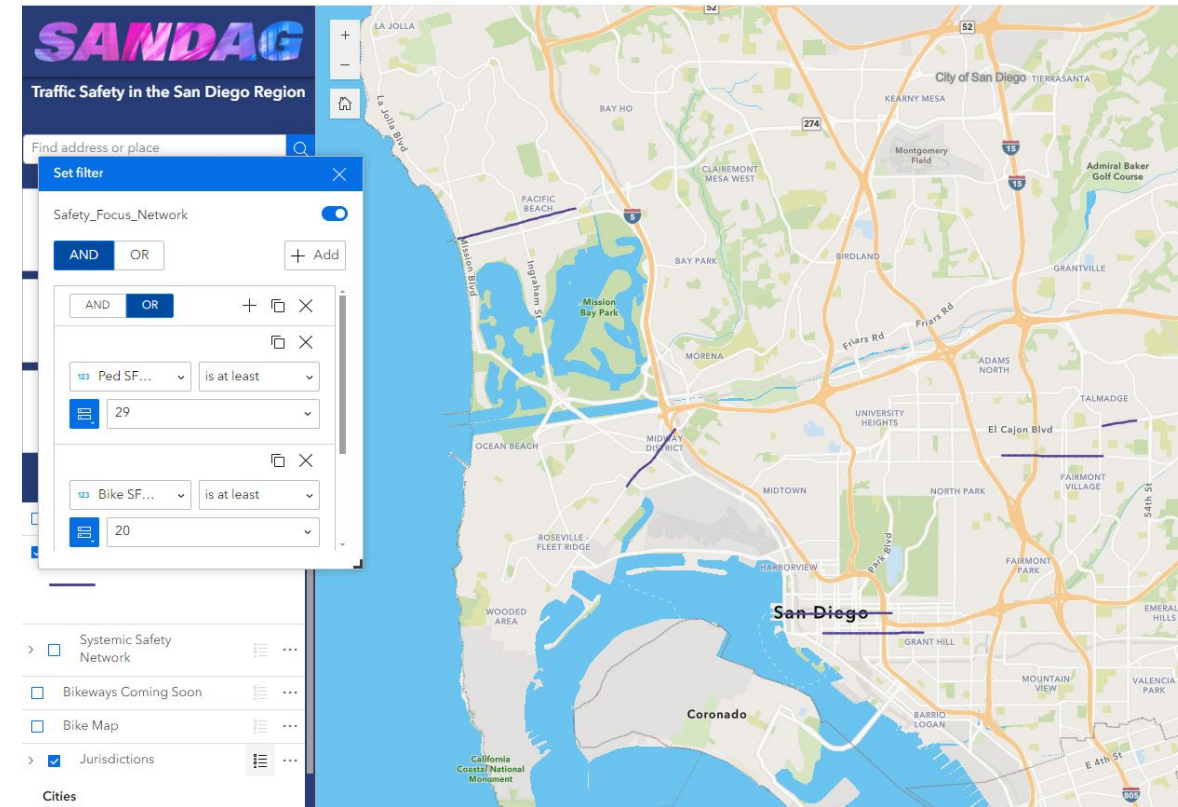
1. Invest Countermeasures along the 6 Critical Corridors along routes to school
2. Fix the Fatal 15 Most Dangerous Intersections
3. Reduce speeds in school zones using AB 43

Getting Kids to School Safely Requests

1. Invest Countermeasures along the **6 Critical Corridors** along routes to school:

These are the 6 most dangerous pedestrian streets in San Diego as identified by SANDAG's Regional Safety Focus Network – all along school routes. (\$1.725M)

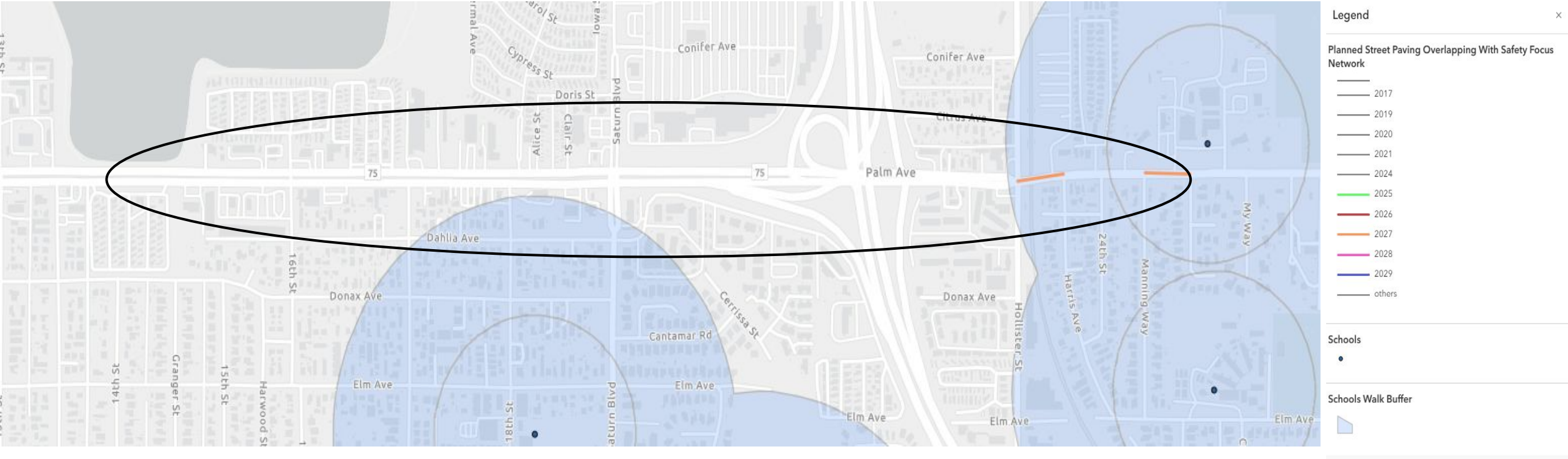
- District 1: Garnet from Mission Blvd. to Balboa Ave. (\$165K)
- District 3 & 8 : Broadway from North Harbor to 21st St. (\$345K)
- Districts 3 & 8: Market from 2nd to 26th St. (\$225K)
- District 8: Palm from Georgia Street to Manning Way (\$140K)
- District 9: El Cajon from 48th to Dawson (\$640K)
- District 9: University from 35th to 48th (\$210K)



- 6% of the region's roadways account for 54% of all crashes
- 6 Most dangerous pedestrian corridors in City of San Diego
- Factors Include:
 - Crash history
 - Speed limit
 - Level of traffic stress

District 8: Palm Avenue (Georgia St to Manning Way)

Planned Construction & Proximity to Schools



Very little construction planned and within 0.25 miles of at least 3 schools.

Palm & Saturn



- Curb extensions or Slow turn wedge x2
- Leading Pedestrian Intervals
- No Right on Red Blank Out Sign x2
(Turning onto Palm)

Palm & Thermal



Palm & 18th

- High Visibility Crosswalk



Palm & I-5S Off Ramp



- No Right on Red Blank Out Sign

Palm & Hollister

- High Visibility Crosswalks



District 8: Palm: Georgia St to Manning Way

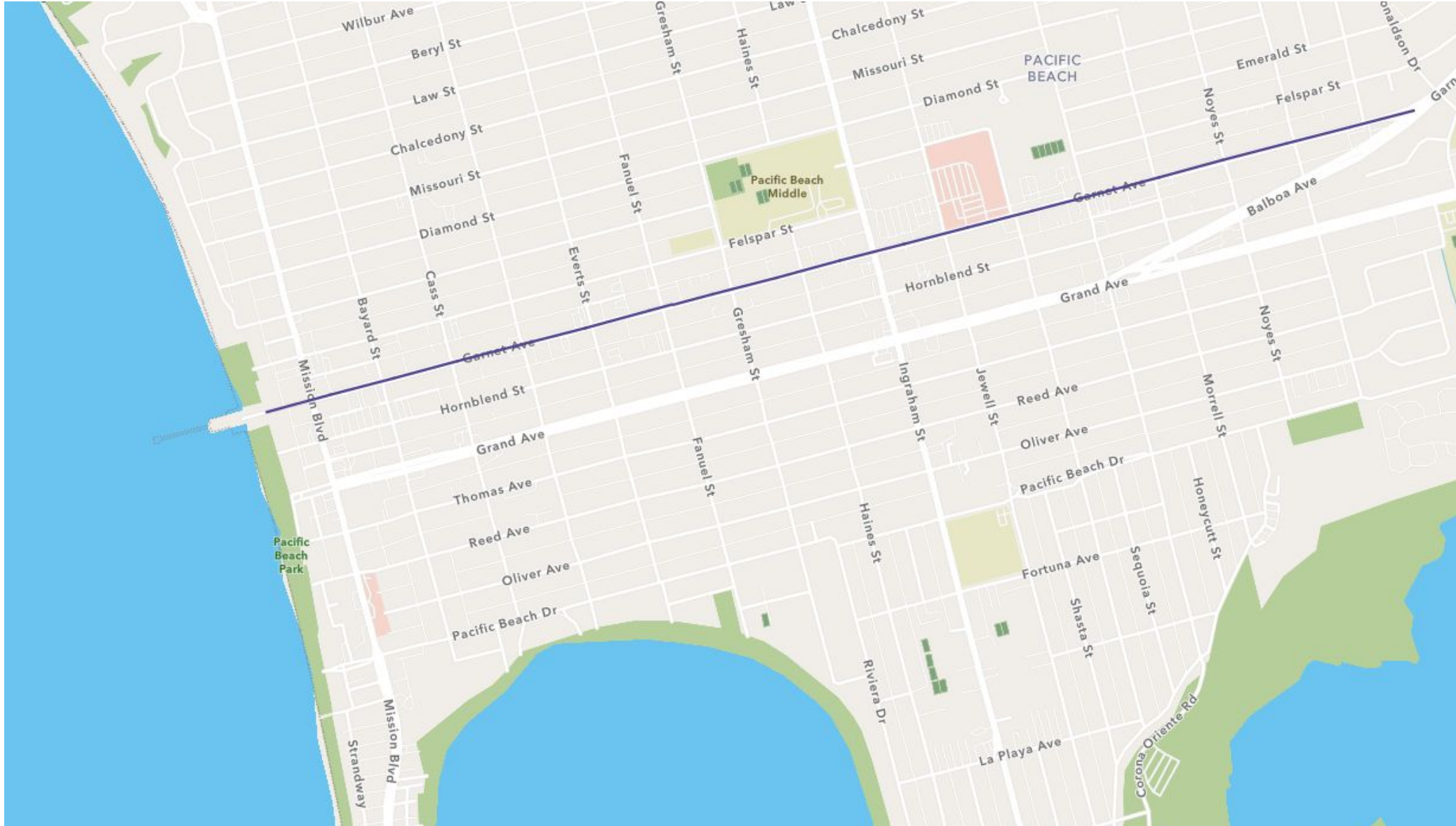


Final Totals:

\$140,000

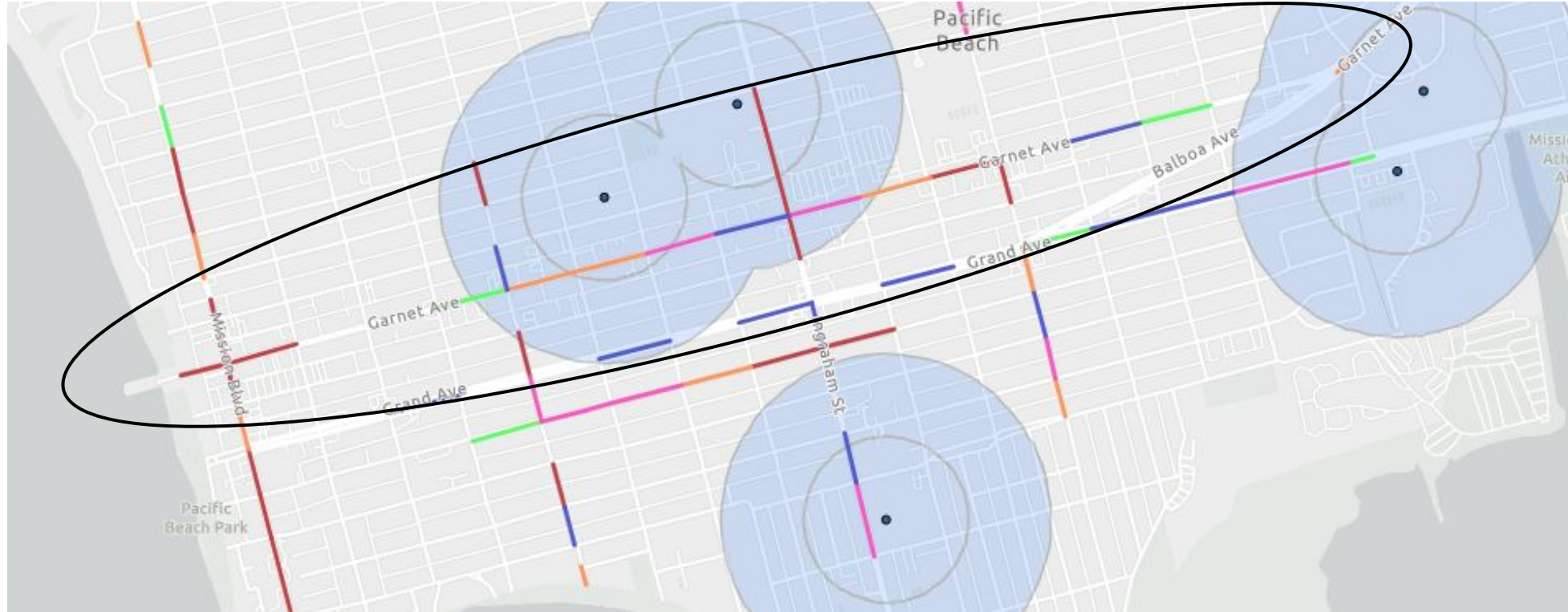
Includes:

- Curb Extensions at Saturn Blvd.
- Leading Pedestrian Interval at Saturn Blvd.
- No Right on Red Blank Out signs at Saturn Blvd (north/south directions) and the 5 Freeway South off-ramp, turning right to head west on Palm.
- Paint or restripe crosswalks at Hollister, 18th, and Thermal.



D1: Planned Construction & Proximity to Schools

- Garnet: Mission Blvd to Balboa Ave



Legend

Planned Street Paving Overlapping With Safety Focus Network



Schools



Schools Walk Buffer

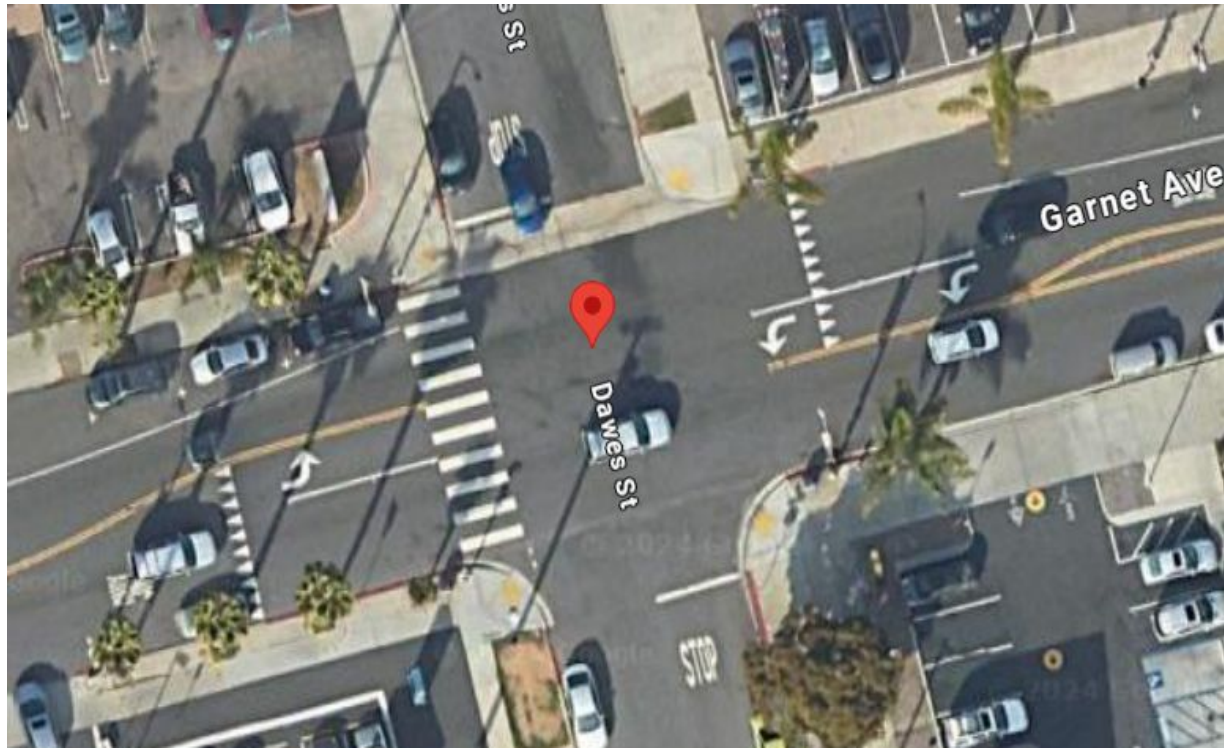


Construction planned, but over several years. Opportunity to:

- Add safety improvements during planned construction
- Streamline construction

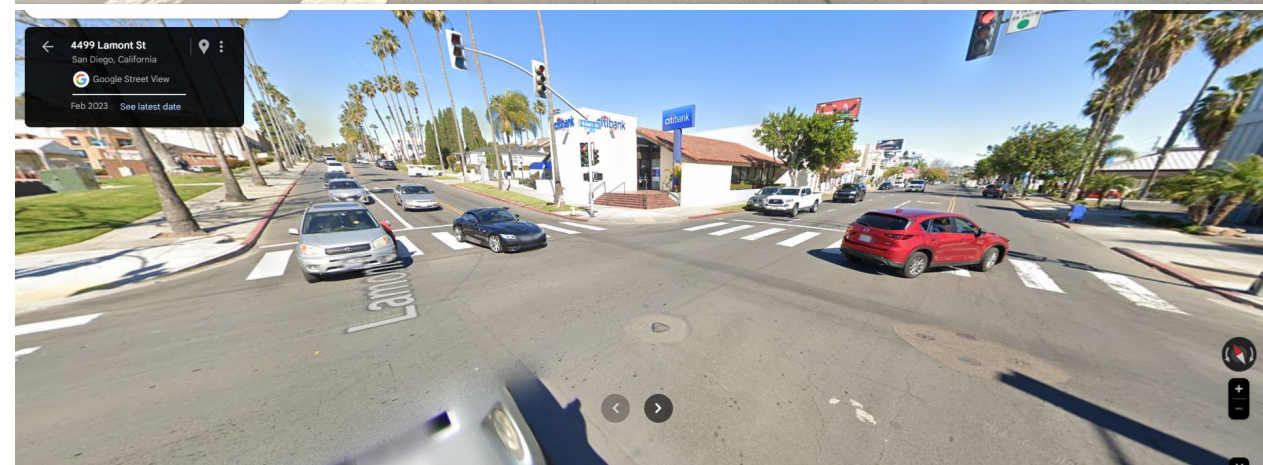
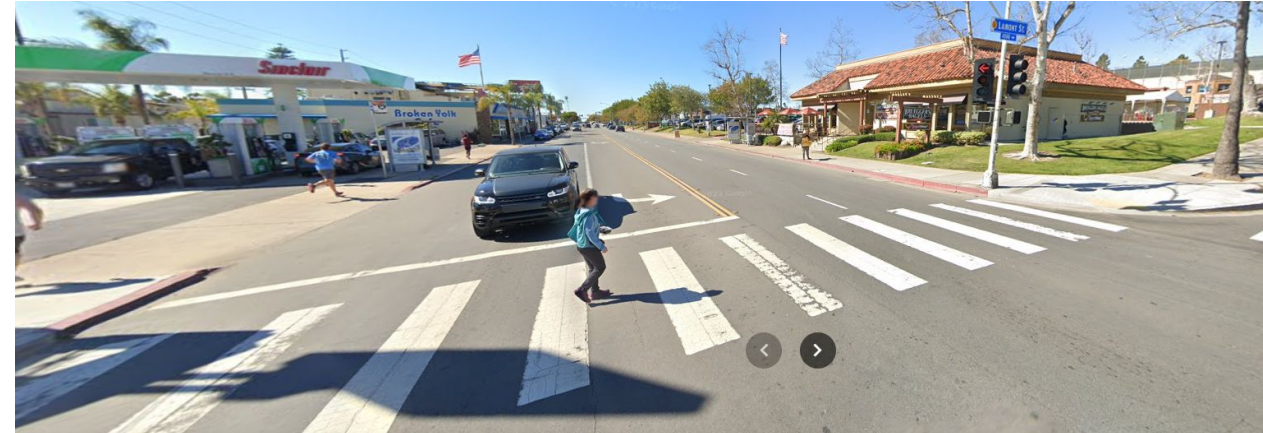
Garnet corridors is each within 0.25 miles of at least 4 schools and in 0.5 miles of more.

Garnet & Dawes



Curb extensions
Hi-Visibility Crosswalk

Garnet & Lamont



Curb extensions
Leading pedestrian interval

Garnet & Jewell



Leading Pedestrian Interval

Garnet & Gresham



High-visibility crosswalk

Garnet & Morrell St



High-visibility crosswalks running
east to west

Garnet & Noyes



High-visibility crosswalks running
east to west



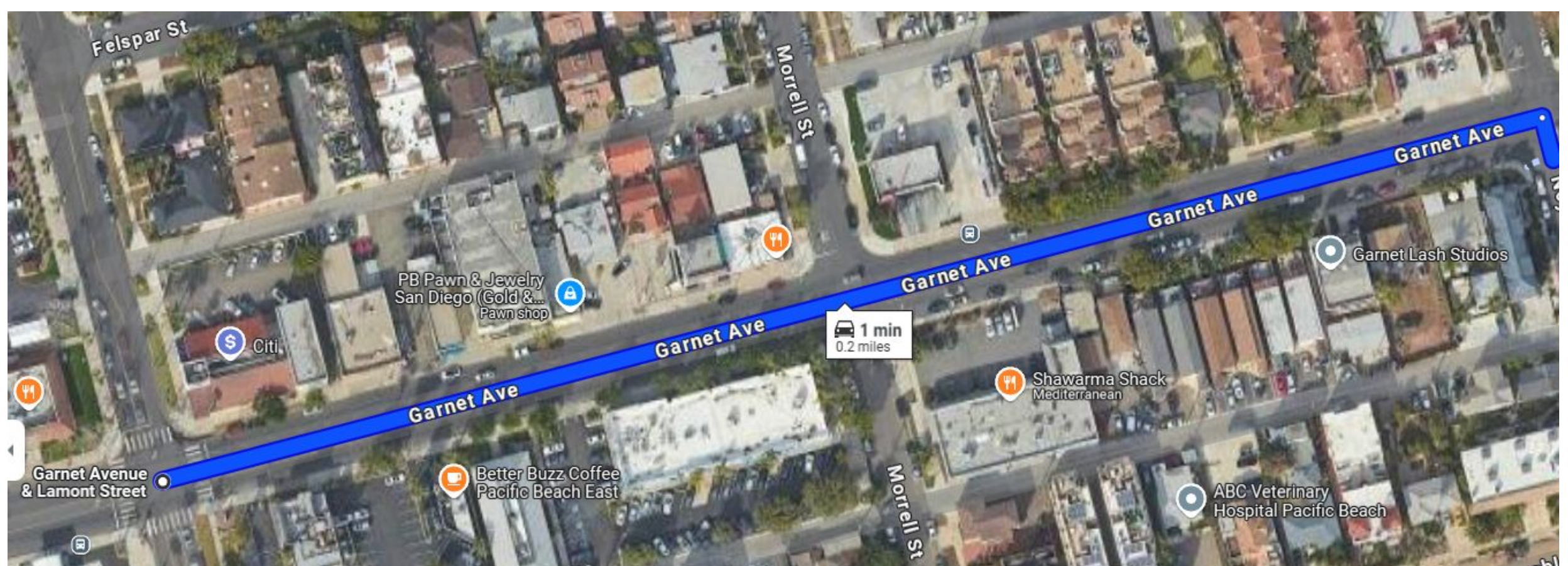
Garnet & Pendleton St



High-visibility crosswalks running
east to west



2 block stretch: Garnet: Lamont to Noyes



Speed limit signs

District 1:

Garnet: Mission Blvd to Balboa Ave



\$165,000

Includes:

- Curb Extensions at Dawes and Lamont.
- Leading Pedestrian Intervals at Jewell and Lamont.
- Paint or restripe crosswalks at Dawes, Gresham, Morrell, Noyes, and Pendleton.
- Speed limit signs and painted speed legend in the 2 block space between Lamont and Noyes street.



Getting Kids to School Safely Requests

2. **Fix the Fatal 15 Most Dangerous Intersections** with high-visibility crosswalks, countdown signals, sound and other lifesaving safety measures.*

Intersection	District
Clairemont Mesa Blvd & Doliva Dr	2
West Pt Loma Blvd & Nimitz Blvd.	2
G St & 14th St	3
Logan Ave & 45th St	4
Federal Blvd & Euclid Ave	4
Logan Ave & 49th St	4
Solola Ave & 47th St	4
Mira Mesa Blvd & Black Mountain Rd	6
Mira Mesa Blvd & Westview Ave	6
Aero Dr & Murphy Canyon Rd	7
National Ave & 31st St	8
Beyer Way & Del Sol Blvd	8
Imperial Av & 26th St	8
Market St & 19th St	8
University Ave & Cherokee Ave	9

Note: In several individual cases, the above improvements have not been sufficient to protect pedestrians, such as W. Point Loma Blvd & Nimitz Blvd

Getting Kids to School Safely Requests

3. Reduce speeds in school zones using AB 43:

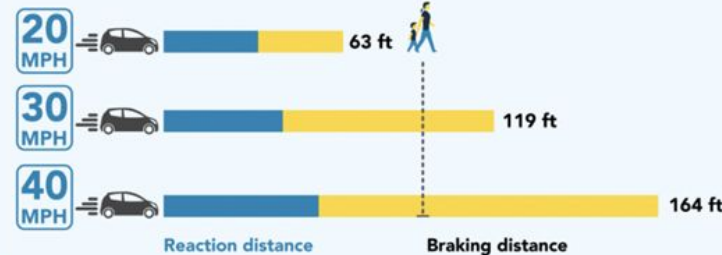
We know that speeding is a leading cause of crashes. AB43, allows local agencies to set school zone speed limits of 15 mph within 500 ft of a school and speed limits of 25 mph when 500-1,000 feet from a school.(\$150K)

Higher Speeds Reduce a Driver's Field of Vision



Source: NACTO Urban Street Design Guide (2013)

Higher Speeds Increase Braking Distances



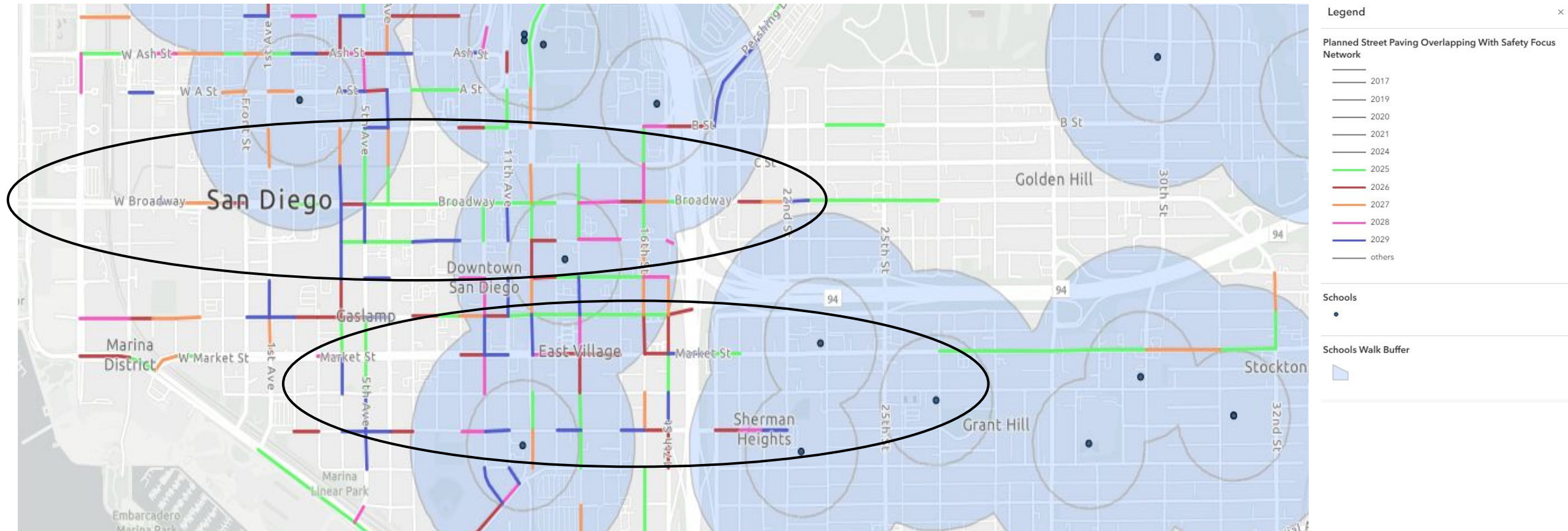
Likelihood of death for people walking if hit at these speeds

Source: AAA Foundation, Tefft, B.C. (2011)

Details on remaining 6 Critical Corridors

D8 & 3: Planned Construction & Proximity to Schools

- Broadway: N. Harbor to 21st
- Market: 2nd to 26th



Construction planned, but over several years. Opportunity to:

- Add safety improvements during planned construction
- Streamline construction

Broadway and Market Street corridors are each within 0.25 miles of 6 and 5 schools, respectively.

District 8 & 3: Broadway: N. Harbor to 21st



\$345,000

Includes:

- Speed hump at 17th to reduce speeds coming into downtown, including warning paint. Combined with crosswalk would make this a raised crosswalk.
- Restriping crosswalks at 1st, 4th, 8th, 9th, 10th, and 11th streets.
- Remove crossing prohibitions and introduce crosswalks at 17th and 20th streets to reduce space between crossing points.
- Painted crosswalks and Rapid Rectangular Flashing Beacons at 20th and 15th streets.

District 8 & 3: Market: 2nd to 26th



\$225,250

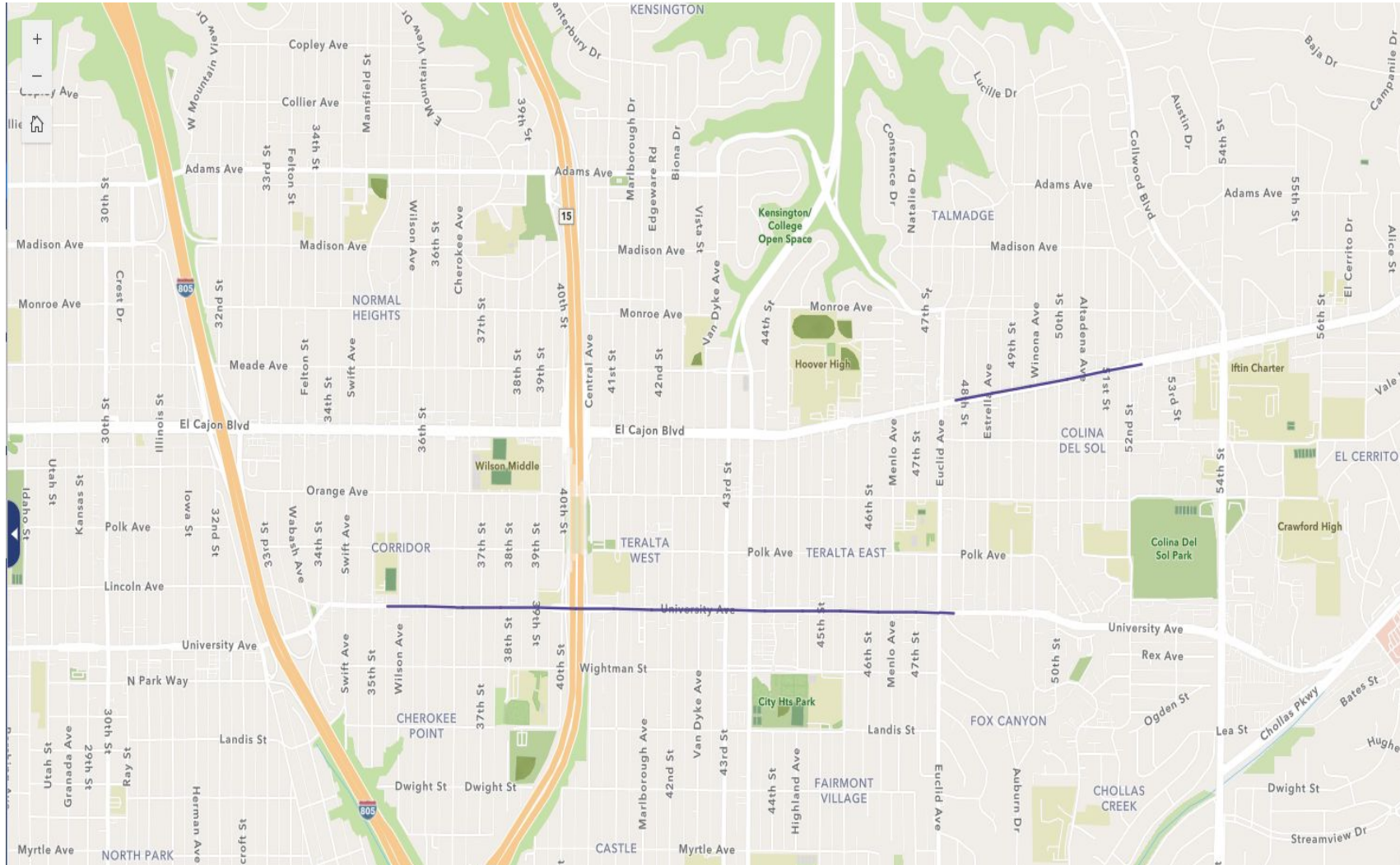
Includes:

- Centerline hardening at 15th, 17th, and 21st street medians to reduce speeds.
- Curb extensions at 22nd street.
- Lead Pedestrian Intervals at 22nd, Park, and all streets west of 10th.
- Restriping of crosswalks at 24th, 13th, 11th, and 7th streets.
- Speed hump at 17th to reduce speeds going into downtown, including warning paint.
- School Zone pavement paint at 20th and 25th street intersections.

District 9:

University: 35th to 48th

El Cajon: 48th to Dawson

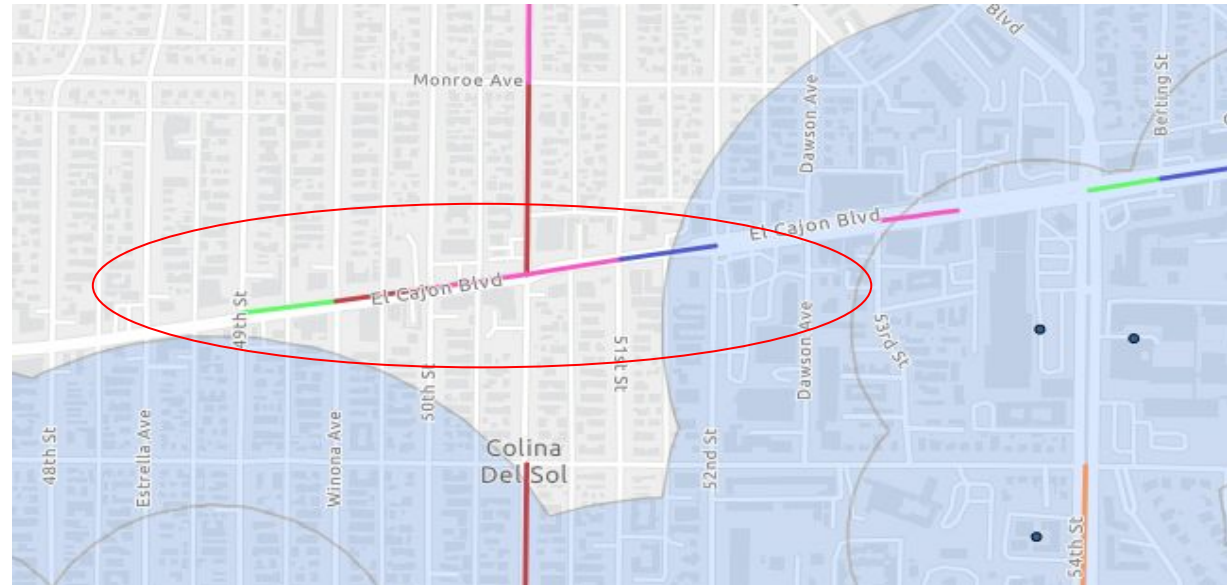


Example Countermeasures:

- **Improve pedestrian's ability to safely cross the street:**
 - Add additional hi-visibility crosswalks and restripe
 - Pedestrian grade lighting
 - Rectangular Rapid Flashing Beacon
 - Leading Pedestrian Intervals
- **Improve driver visibility & reduce speeds and likely crash points:**
 - Slow turn wedges/curb extensions
 - No Right Turn on Red

D9: Planned Construction & Proximity to Schools

El Cajon: 48th to Dawson

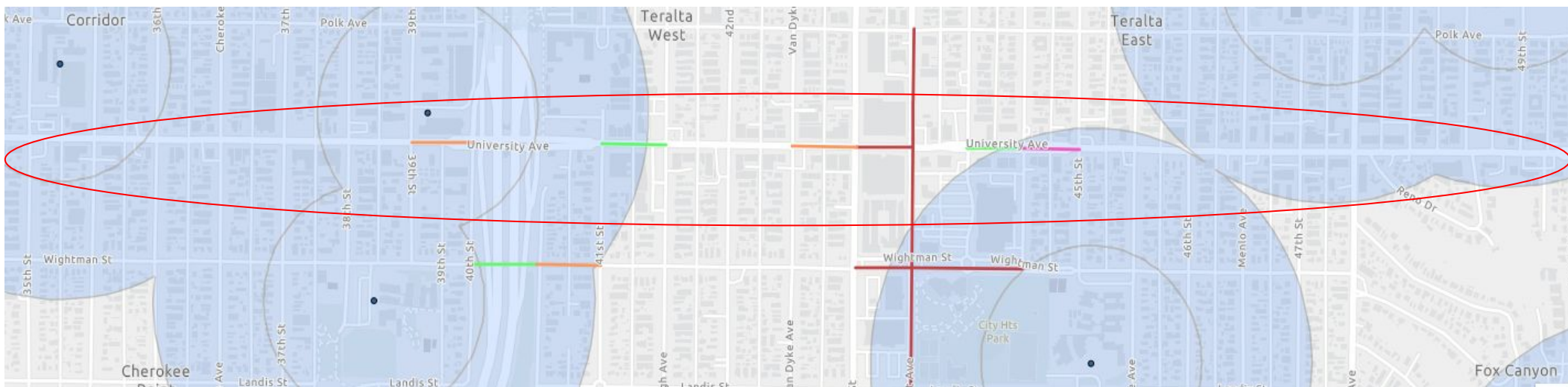


Construction planned, but over several years. Opportunity to:

- Add safety improvements during planned construction
- Streamline construction

El Cajon and University corridors are each within 0.25 miles of at least 4 schools

University: 35th to 48th



District 9: University: 35th to 48th



Euclid x University: Crosswalk needs restriped,
all directions.

Estimated Cost: \$28,500

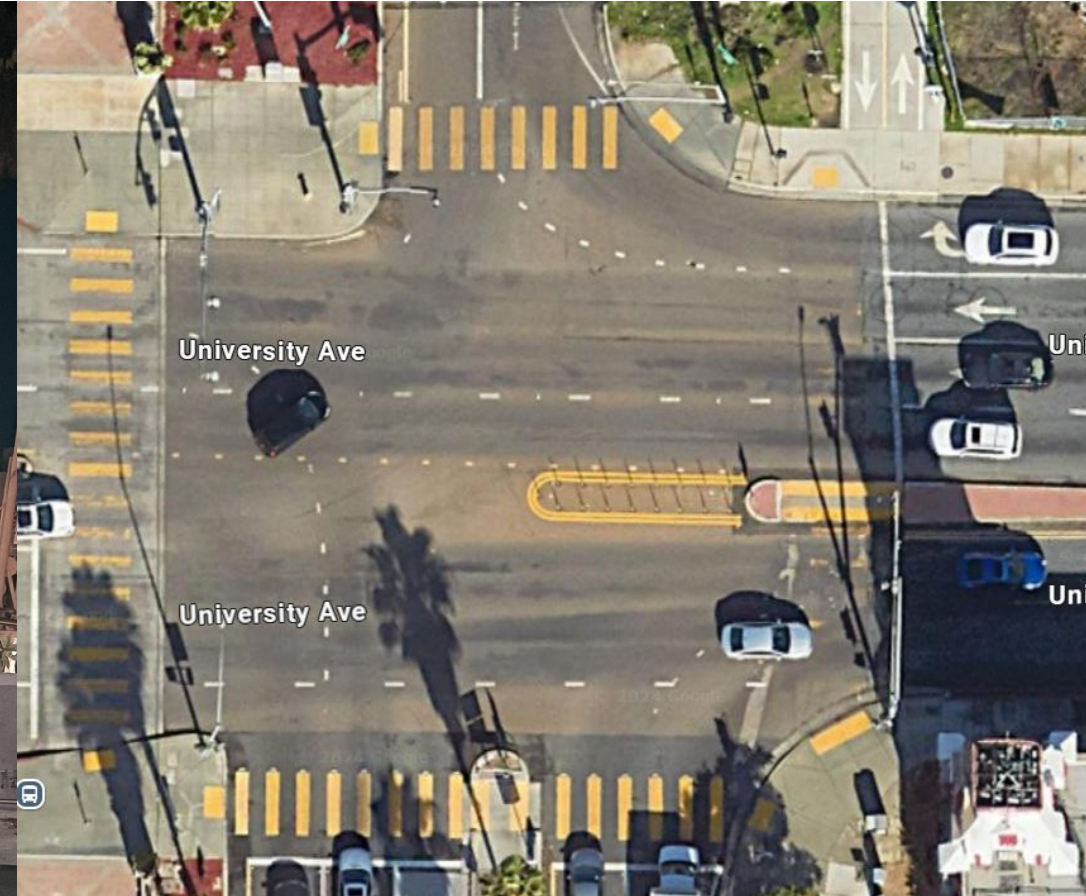
District 9: University: 35th to 48th



47th x University: Rectangular Rapid Flashing Beacon, painted crosswalk.

Estimated Cost: \$59,000

District 9: University: 35th to 48th



15 x University: No Right on Red Blank Out signs. 4 right turns. Also the eastern crosswalk of the 15N on ramp needs to be repainted.

Estimated Cost: \$36,000

District 9: University: 35th to 48th



Between 38th and 39th x University: Dangerous pedestrian crosswalk. Consider moving crossing to 38th.

District 9: University: 35th to 48th



38th x University: Better location for crosswalk.
Needs crosswalk sign and striping. Consider
RRFB for an additional \$50,000.

Estimated Cost: Low: \$25,000
High: \$75,000

District 9: University: 35th to 48th



36th x University: Crosswalk needs restriped.

Estimated Cost: \$7,500

District 9: University: 35th to 48th



\$210,000

Includes:

- Crosswalk at 38th and University, including a Rectangular Rapid Flashing Beacon
- Crosswalk and Rectangular Rapid Flashing Beacon at 47th and University
- Restriping of crosswalks at 36th, Euclid, and the 15N on ramp intersection.
- 4 Blank Out Right on Red Signs at the 15 Freeway on ramps.

District 9: El Cajon: 48th to Dawson



48th x El Cajon: Introduce Crosswalk, including Striping and Signs. PED crossing paint and signs. RRFB

Estimated Cost: \$80,000

District 9: El Cajon: 48th to Dawson

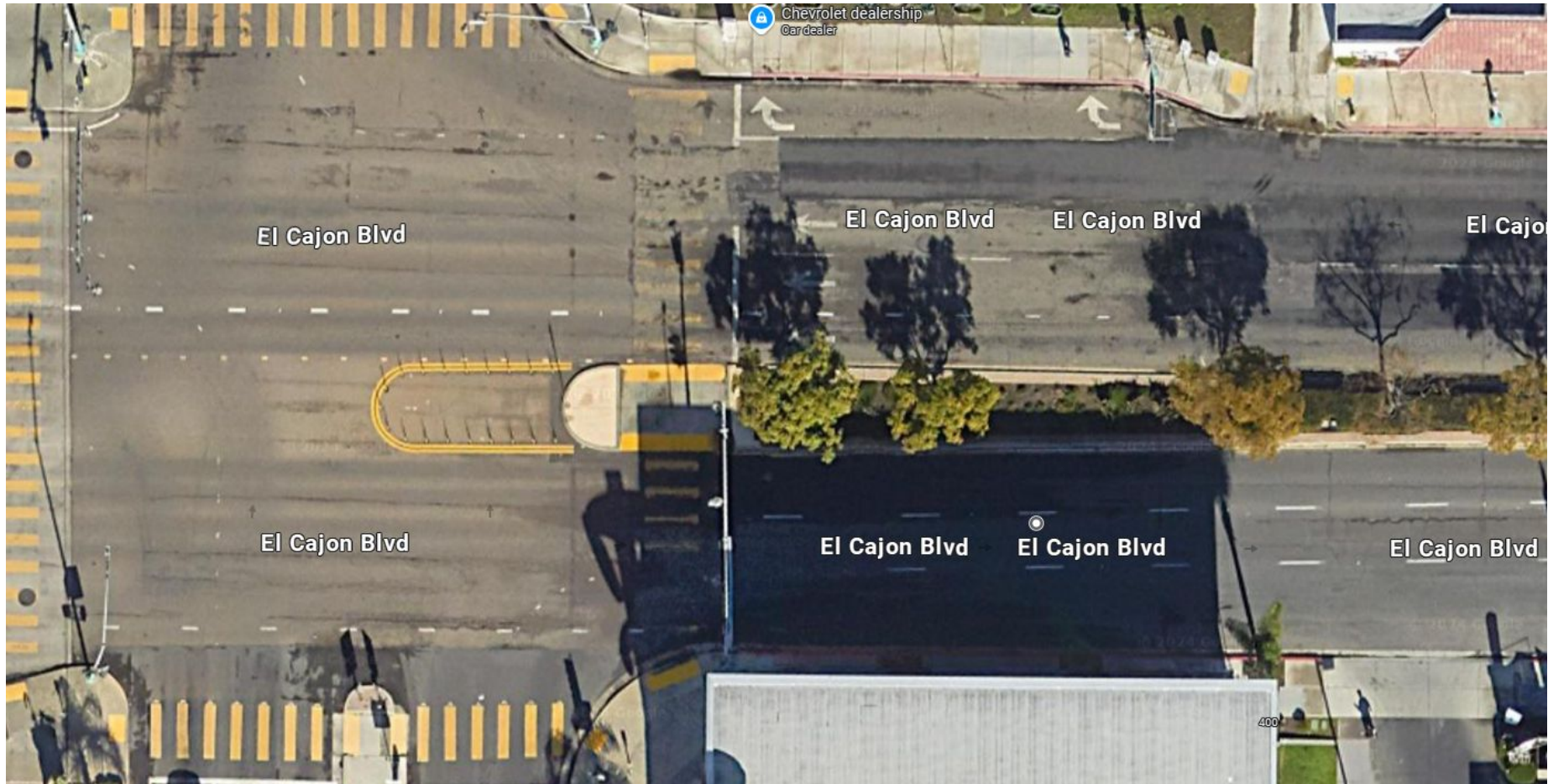


49th x El Cajon: Dangerous place to cross. Need to improve adjacent intersections or completely redesign this one. Major bus stops 1 block east. Improvements include: centerline hardening, refuge island, painted crosswalk.

Estimated Cost: \$160,000

District 9:

El Cajon: 48th to Dawson



Example of potential improvement: El Cajon and the 15 freeway

District 9: El Cajon: 48th to Dawson



50th x El Cajon, Altadena x El Cajon: Pedestrian Hybrid Beacons are a good starting point, but not there yet. These intersections need either curb extensions or slow turn wedges, also improved lighting.

Estimated Cost: Low: \$44,000
High: \$70,000

District 9: El Cajon: 48th to Dawson

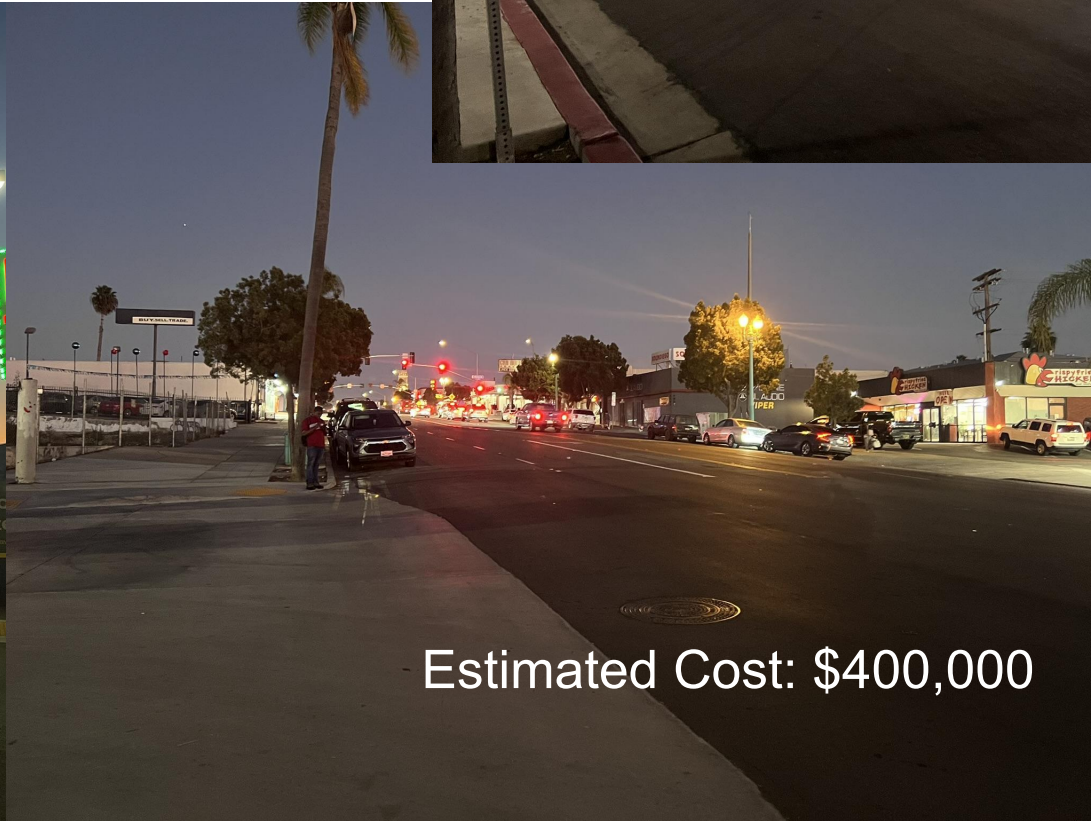


Winona x El Cajon: Pedestrian signal takes a whole cycle after pressing, even if you press right after the light turns green. Pedestrians go anyway. Leading Pedestrian Intervals on the intersections from 48th to Altadena would also help.

Estimate Cost: \$3,000

District 9: El Cajon: 48th to Dawson

The whole stretch: Lighting is generally poor on this stretch of road. Many of the old street lights need to be upgraded to increase visibility.



Estimated Cost: \$400,000

District 9: El Cajon: 48th to Dawson



\$640,000

Includes:

- 20 new streetlights.
- Full concrete curb extensions at 50th and Altadena.
- Centerline hardening, pedestrian refuge, and painted crosswalk at 49th Street.
- Leading Pedestrian Intervals at 6 intersections, from Altadena to 48th.



Getting Kids to School Safely Requests

- **Invest Countermeasures along the 6 Critical Corridors along routes to school:** These are the 6 most dangerous pedestrian streets in San Diego as identified by SANDAG's Regional Safety Focus Network¹ – all along school routes. (\$1.725M)
 - District 1: Garnet from Mission Blvd. to Balboa Ave. (\$165K)
 - District 3 & 8 : Broadway from North Harbor to 21st St. (\$345K)
 - Districts 3 & 8: Market from 2nd to 26th St. (\$225K)
 - District 8: Palm from Georgia Street to Manning Way (\$140K)
 - District 9: El Cajon from 48th to Dawson (\$640K)
 - District 9: University from 35th to 48th (\$210K)
- **Reduce speeds in school zones using AB 43:** We know that speeding is a leading cause of crashes. AB43, allows local agencies to set school zone speed limits of 15 mph within 500 ft of a school and speed limits of 25 mph when 500-1,000 feet from a school.(\$150K)

- **Fix the Fatal 15 Most Dangerous Intersections** with high-visibility crosswalks, countdown signals, sound and other lifesaving safety measures.

Intersection	District
Clairemont Mesa Blvd & Doliva Dr	2
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Mira Mesa Blvd & Westview Ave	6
Aero Dr & Murphy Canyon Rd	7
National Ave & 31st St	8
Beyer Way & Del Sol Blvd	8
Imperial Av & 26th St	8
Market St & 19th St	8
University Ave & Cherokee Ave	9

1) The Safety Focus Network identifies the most dangerous corridors. 54% of fatal and severe injury crashes occur in just 6% of our region's roadways.



City of San Diego Mobility Board

Mayor Todd Gloria
City of San Diego Councilmembers
City Administration Building
202 C Street
San Diego, CA 92101

Subject: Requests for Fiscal Year 2026 Budget

Dear Mayor Gloria and Councilmembers,

We are writing on behalf of the City of San Diego Mobility Board to propose recommendations for the FY 2026 budget cycle of the City of San Diego. We appreciate the leadership that you have shown in developing safe and sustainable mobility options. We emphasize the importance of prioritizing mobility investments for historically underserved communities of concern. We urge the City of San Diego to allocate funds for safety improvements aimed at addressing the Fatal 15 intersections during this budget cycle. We look forward to continuing to work together to build a truly multi-modal system in San Diego.

In alignment with our overarching objectives of equity, safety, and climate action, we are proposing a list of citywide mobility priorities for inclusion in the Fiscal Year 2026 budget cycle:

*Citywide General Priorities***Addressing the Deficiency of Pedestrian Infrastructure:**

Prioritize the enhancement of pedestrian infrastructure and safety in the Fiscal Year 2026 budget. This includes updating and fully implementing the Pedestrian Master Plan (2006), with a focus on areas lacking sidewalks. Well-maintained sidewalks are essential to Vision Zero goals, and the City should increase funding for sidewalk repairs and new installations. We propose the development of a policy framework for pedestrian boulevards and pedestrian-only corridors, emphasizing lighting, shade, and seating to ensure safety and comfort for pedestrians and public transit users. Additionally, funding should be allocated for new streetlights, replace old stop signs, and tree planting, supporting the 2022 Climate Action Plan goal of planting 40,000 new trees by 2030 in Communities of Concern. Investments in fixing the most dangerous intersections, as identified in the Systemic Safety Analysis Report Program, should focus on cost-effective safety measures like lead pedestrian intervals, countdown timers, high-visibility crosswalks, curb extensions, and roundabouts. Lastly, the City should establish a Healthy Commuter Incentive Program to promote sustainable and active commuting for City employees.

Addressing Missing Links in the Bike Network:

Prioritize off-cycle resurfacing to complete essential bike network connections on dangerous roads and allocate funding for full-build bikeways during resurfacing. This will improve the bikeway network efficiently in key areas of San Diego. Strengthen parking and code enforcement in bikeways, particularly in the urban core, by assigning two parking enforcement officers to curb illegal parking and parklet encroachments. Utilize the NACTO Urban Bikeway Design Guide as the standard for new bike facilities, aligning with the city's goals and the latest safety classifications. Restore funding for Vision Zero education programs and support active transportation campaigns. Continue funding the Safe and Sustainable Transportation for All Ages and Abilities Team (STAAT) to expedite quick-build and protected bikeways, supporting Climate Action Plan and Vision Zero goals.

Transit and Micro Mobility Improvements

Transit-only lanes have the potential to transform bus routes into the most efficient transportation options. The City should study and implement transit lanes on its most congested corridors. Prioritize funding for immediate and/or low-cost transit solutions benefiting low-income communities including flexible fleet programs, youth opportunity passes, and expanded bus routes and service frequency. Enhance connectivity to major transit stations and bridge transit deserts by investing in ways to connect people to the transit network. This includes enhancing pedestrian and bicycle infrastructure, standing up first and last-mile micro-transit solutions, and partnering with private-sector, transit-oriented developments to share in the cost and benefit of these solutions. Collaborate with SANDAG, MTS, NCTD, and local jurisdictions to improve connectivity by urging adoption and investment in transit-complimentary solutions such as bike-share, scooter programs, and EV shuttles, and accelerate the development of multi-modal mobility hubs that encourage mode shift.

District Specific Priorities

In addition to the broad priorities outlined above, the mobility board has identified several Capital Improvement Projects that we believe should be prioritized for funding in the coming fiscal year. For projects that are in the bid/award phase, inclusion in this list means that the Mobility Board believes that such projects should be prioritized for construction as soon as possible. For projects that are in a more preliminary phase, inclusion means that the Mobility Board believes such projects are ripe for the addition of enhancements that should be considered now when such modifications are most cost-effective and before they require significant, costly redesign. The projects to be prioritized are listed by Council District below:

Capital Improvement Program List Priorities:

District 1:

- Completion of the Coastal Rail Trail on Gilman Drive.
- Install additional traffic calming solutions at Beryl St and Lamont St intersection.
- Facilitate pedestrian and bicycle access on Garnet Ave, west of Ingraham Drive.

- Fund the completion of PB Pathways Phase 3.

District 2:

- Fund CPI Project B19212: Completion of Robb Field Gateway Path.
- Install Voltaire St. at Poinsettia Dr. roundabout.
- Install Class IV bikeway W. Point Loma Blvd. from Nimitz Blvd. to Adrian St originally a part of CPI Project B22115.
- Enhance the bicycle and pedestrian connection between Pacific Beach and the Balboa Ave. Trolley station.

District 3:

- Fund El Cajon & Kansas - Traffic Signal (B20140 - Transportation Asset).
- Completion of 6th Ave @ Juniper St Roundabout (B20142 - Transportation Asset).
- Fund Washington & Albatross HAWK (B24118 - Transportation Asset).
- Fund Golf Course Drive Improvements (S15040 - Parks Asset). This project would benefit from enhancement during the design phase to ensure sufficiently safe bicycle infrastructure is included.
- Create clear connections between the downtown Mobility Network and the Embarcadero, especially on J St. cycle track via the bike path along the railroad tracks.

District 4:

- Funding for Gompers Prep 47th St Safety Enhancements (B23146-Transportation Asset).
- Repaving and Resurfacing for Logan Avenue/ Encina Dr, from Euclid Avenue to Santa Isabella Dr.
- Prioritize funding for constructing sidewalks in District 4 where there is none of them example- Groveland Drive in Valencia Park.
- Install a safe, signalized pedestrian crossing on Euclid Avenue between Naranja Street and Imperial Ave.
- Prioritize pre-design funding for the Skatepark community project in Chollas Community near Gompers Park.
- Fund protected bikeways Federal Blvd from 47th to Euclid Protected bikeways.

District 5:

- Fund bike improvements for Pomerado Rd and foster collaboration with City of Poway.

District 6:

- Fund CIP Project # B22105: Governor Dr. West of Genesee.
- Fund bike lanes for Nobel Dr. currently a gap from Lebon Dr. to I5.
- Fund bike lanes for Regents Rd. currently a gap from Berino Ct. to Arriba.
- Restore bike lanes on Camino Santa Fe between Miramar and Carroll Rd.
- Buffered class II bike lane needed for North/South bike route in Mira Mesa.
- Restore bike lanes on Eastgate Mall.

- Restore bike lanes on Governor Dr. East of Genesee.

District 7:

- Fund CIP project: P18007 for Alvarado Canyon Road Realignment - Allied Gardens/Grantville.
- Fund CIP project: S24004 for West Valley River Crossing- Mission Valley.
- Fund CIP project: B23030 for Updated crosswalk signals Linda Vista Rd/Comstock St- Linda Vista.
- Fund CIP project: S15019 and B18104 for the Continental Crosswalk on Mission Gorge Rd/Mission Gorge Pl-Allied Gardens/Grantville.

District 8:

- Street Lighting Project for Logan Ave.

District 9:

- Fund the Rectangular Rapid Flashing Beacons at 45th & Landis (Transportation Unfunded Needs List #12512).
- Allocate funding to install stop signs at 49th & Orange near Ibarra Elementary School. Parents and residents have petitioned for stop signs to be installed at this location, citing concerns over frequent speeding and inadequate pedestrian crossings.
- Fund Pedestrian Enhancement and Safety Study for Home Ave.
- Fund Street Lights for the 805/15 Home Ave Exit.
- Activation of Transit Plaza Kiosk Stations.
- Fund Repaving of El Cajon Blvd and Orange Ave.

Conclusion

Thank you for considering our budget requests. We enthusiastically support the leadership your offices have shown in creating transportation options for our region. We look forward to working with you throughout the FY 2026 budget process to ensure the city's resources are being used efficiently to create a multi-modal system that is as safe and efficient as possible for all of our San Diego residents.

Sincerely,

City of San Diego Mobility Board Members

cc:

Mayor Gloria
 Council President LaCava
 Councilmembers Campbell, Whitburn, Foster III, von Wilpert, Lee, Campillo, Moreno,
 Elo-Rivera
 Chief Operating Officer, Eric Dargan
 Sustainability and Mobility Director, Heather Werner

Mobility Board: Draft Work Plan Goals

Lead	Goal	Objective(s)	Deliverable(s)	Related Plans/Strategies	Schedule
TBD	Community Plan, Specific Plan, and Focus Plan Update Integration	Ensure that community plan updates align with existing city mobility goals by integrating policy targets related to transportation, land use, and sustainability.	<ul style="list-style-type: none"> - Require coordination with city departments to inform projections of modal shift from proposed land use and transportation infrastructure updates - CPU includes baseline mode share data for walking, biking, public transit, vehicle trips - Sets specific mobility targets that are consistent with the City's Climate Action Plan mode share goals over time - Mobility, zoning, and program updates must prioritize expanding pedestrian, bicycle and public transit trips and reducing single occupancy vehicle trips - Require resurfacing projects meet Complete Street guidelines - Require minimum residential and commercial density thresholds and ped/bike friendly infrastructure near transit hubs - Require an implementation plan with short, mid- and long-term strategies for aligning with citywide goals - Require regular valuation and reporting on progress 	<ul style="list-style-type: none"> - Climate Action Plan - Mobility Master Plan - Complete Streets Policy - Street Design Manual - Bike Master Plan - Vision Zero Strategic Plan - AB 43 (speed limit) - AB 413 (daylighting) 	- As Community Plans are updated
Stephan Vance	Bike Parking Ordinance	Valet bike parking requirements could be instituted through an ordinance establishing a transportation demand management program for recurring events at permanent locations. For occasional events, the requirement could be included in obtaining a special use permit or other permit that would be required for using a municipal facility like a street or park.	The City of San Diego should establish, through an ordinance or event permitting process, a requirement for providing valet bike parking whenever it is reasonable to expect or prudent to encourage bicycle access to an event.	- Bike Master Plan	
Rosa Olascoaga Vidal	Data Transparency for Equitable Construction Duration	To enhance data transparency and accessibility regarding construction duration in San Diego, ensuring equitable information dissemination to all stakeholders, including residents, businesses, and policymakers.	<ol style="list-style-type: none"> 1. Data Inventory Report <ul style="list-style-type: none"> - Compile existing data sets related to construction duration - Identify gaps in data availability and quality. 2. Interactive Dashboard on the CPI webpage <ul style="list-style-type: none"> - Dashboard displaying real-time construction duration data, including historical trends and forecasts. - Ensure the dashboard is user-friendly and accessible to the general public. 3. Data Transparency Policy Framework <ul style="list-style-type: none"> - Recommendations should require proper notice and community engagement, outlining transparency regarding construction delays and the responsible parties. There should be clear oversight of contractors and adherence to project timelines. This promotes transparency in reporting construction durations. - Create a guide for stakeholders on navigating and utilizing data. 	San Diego Vision Zero Action Plan, San Diego Climate Action Plan, City of San Diego Open Data Policy, Mobility Master Plan, Community Plan Updates	
Steve Gelb	Vision Zero Annual Incident Counter	Collect and disseminate to the Council the monthly count of traffic deaths and injuries. These data should be broken out by the parties involved and the cause, and reported to the Mobility Board.	-Monthly count of traffic related injuries and deaths sent to Council and broken out by drivers, cyclists, pedestrians sent to Mobility Board	Vision Zero Strategic Plan	
Daniel Reeves	Community Parking District Oversight and Policy				
Nicole Burgess	Diverter Policy Alignment with Mobility Goals				
Anar Salayev	Track and provide recommendation on the Active Transportation Committee's workplan	Ensure community and SME input is provided to items as they're going through the City's internal pipelines	https://www.sandiego.gov/sites/default/files/2025-02/2025-ati-committee-work-plan.pdf <ul style="list-style-type: none"> * We should go through these items and prioritize 5 that we would like to focus on and ask that Staff present them to us shortly before or after it has gone to ATI * My recommendations: <ul style="list-style-type: none"> - Vision Zero Updates (including AB43 Work plan + expansion, AB413 implementation update, Speed Management Plan, IBA's Quick Build Recommendations, Fatal 15) - Complete Streets Design Manual Updates and Work Pipeline (including, Class I/Class IV bike lanes + transit improvements - bus only lanes, signal priority, etc) - Sidewalk Construction - Open Streets + Placemaking efforts 	https://www.sandiego.gov/sites/default/files/2025-02/2025-ati-committee-work-plan.pdf	
Michael Donovan	Develop and promote an end to end view of transportation options	Ensure San Diego has a complete view of the most effective (And ineffective) ways to travel between any 2 points in the city	Allow simple comparison of various mobility options between two points, identify gaps or excessive travel times comparing combinations of travel methodology, identify corrective action to ensure viable alternatives to auto centric travel across neighborhood, inter and intracity and regional transit destinations		



MOBILITY BOARD VISION ZERO SUBCOMMITTEE

Meeting Minutes

14 May 2025

4pm - 5pm

Meeting Link: meet.google.com/ceg-bwcr-goq

Members:

Present: Nicole Burgess, Steve Gelb (chair), Haylee Ann Rea, Michael Donovan, Wayne Landon

Agenda:

Item 1: Call to Order. Roll Call.

Item 2: Acceptance of Subcommittee Meeting Minutes (Accept)

The May, 2024 [subcommittee meeting minutes](#) were unanimously accepted

Item 3: 2025 Mobility Board Vision Zero plan

Steve Gelb moved, seconded by Wayne Landon, and unanimously approved, that the following work plan be placed on the June Mobility Board meeting agenda: *Vision Zero Incident Counter - Collect and disseminate to the Council the monthly count of traffic deaths and injuries. These data should be broken out by the parties involved and the cause, and reported to the Mobility Board.*

Item 4: Families for Safe Streets 2026 budget recommendations

Nicole Burgess moved and Wayne Landon seconded bringing forward the Families for Safe Streets FY26 Getting Kids to School Safely Recommendations (see attached PDF) to the Mobility Board for approval at its June meeting. The motion passed unanimously.

Item 5 Other 2026 priorities

Future agenda topics to include LPI policy, enforcement, right turn on red, as part of complete street design. Subcommittee to ask for a presentation from the City safety staff on their current strategies.

Item 6: Adjournment

The meeting was adjourned at 4:43pm. The next meeting is scheduled for June 11, 2025.