



MOBILITY BOARD

Meeting Notice and Agenda

Wednesday, January 7, 2026

Hybrid Meeting, 4:00-5:30PM

Location: Civic Center Plaza

1200 3rd Ave, 4th Floor Conference Room

San Diego, CA 92101

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

Chair: Daniel Reeves (Chair, Mayoral)

Board Members: Michael Donovan (Mayoral), Wayne Landon (Mayoral), Haylee Rea (Mayoral), Harry Bubbins (D1), Stephan Vance (D2), Adrian Baker-Kang (D3), Dr. Lima Saft (D5), Jeff Dosick (D6), Steve Gelb (D7), Anar Salayev (Vice Chair, D9)

Staff Liaisons: Philip Trom, Program Manager and Sarah Pierce, Senior Planner

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): +1 669 254 5252,, 1619281857#

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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

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Public Comment

Public Comment on an Agenda Item: If you wish to address the Board on an item for today's agenda, please complete and submit a speaker form before the Board hears the agenda item. You will be called at the time the item is heard.

Written Comment through Webform: In lieu of in-person attendance, members of the public may submit their comments using a [web form](#). If using the web form, indicate the agenda item number you wish to submit a comment for. Instructions for word limitations and deadlines are noted on the web form. On the web form, members of the public should select Mobility Board.

Virtual Public Comment: 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.

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Item 1: Call to Order. Roll Call

Item 2: Approval of Meeting Minutes (Action)

Approval of the December 3, 2025, meeting minutes (Attachment 1).

Item 3: Non-Agenda Public Comment

Item 4: Speed Management Plan (Action)

City of San Diego staff will present the draft findings of the Safe Streets for All supplemental planning action "Speed Management Plan" and the associated next steps for City approval for modification of speed limits City wide in accordance with AB 43.

Item 5: Subcommittee Updates (Discussion/ Possible Action)

5.a. ATI Workplan Subcommittee Activities

ATI Workplan Subcommittee members will share updates from their recent subcommittee meeting and ask the Board to approve recommended revisions to Council Policy 200-07 (Attachment 2).

5.b. Budget Subcommittee Activities

Budget Subcommittee members will share updates from their recent subcommittee meeting including draft budget recommendations for the FY 2027 fiscal year (Attachment 3).

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

Item 6: Staff Updates

Item 7: Updates from Members

Item 8: Schedule and Topics for Future Meetings

- February 4, 2026
- April 1, 2026
- March 4, 2026
- May 6, 2026

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

Item 9: Adjournment

The next scheduled meeting of the Mobility Board is February 4, 2026.

The City of
SAN DIEGO
MOBILITY BOARD

Wednesday, December 3, 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 (Chair, Mayoral), Harry Bubbins (D1), Stephan Vance (D2), Adrian Baker-Kang (D3), Dr. Lima Saft (D5), Jeff Dosick (D6), Steve Gelb (D7), Anar Salayev (Vice Chair, D9)

Agenda:

Item 1: Call to Order. Roll call.

Vice Chair Anar Salayev called the meeting to order at 4:10 p.m.

Mobility Board Member	Seat	Attendance
Wayne Landon	Mayoral	Y
Daniel Reeves*	Mayoral	Y
Michael Donovan	Mayoral	N
Haylee Ann Rea	Mayoral	Y
Harry Bubbins	D1	Y
Stephan Vance	D2	Y
Adrian Baker-Kang*	D3	Y
Vacant	D4	N
Lima Saft	D5	N
Jeff Dosick	D6	Y
Steve Gelb	D7	Y
Vacant	D8	N
Anar Salayev	D9	Y

*These individuals were not present for roll call but arrived later.

Item 2: Approval of the Meeting Minutes (Action)

Vice Chair Salayev asked the Mobility Board to review and approve the minutes from its November 5, 2025 meeting.

There were no public comments on this item.

Action: Upon a motion by Stephan Vance and a second by Wayne Landon, the Mobility Board voted to approve the November 5, 2025 meeting minutes with all members in attendance voting “yes” to approve the meeting minutes.

Item 3: Non-Agenda Public Comment

One member of the public who works with the Pacific Safety Center addressed the Board regarding the California Motorcycle Safety Program, which provides licensing curriculum to new motorcycle riders. The speaker was interested in working with the Real Estate and Airport Management division of the Economic Development Department to identify and lease an area for safety training. They requested to

be added as an agenda item to discuss this item with the Board further and relay how it relates to the City's Vision Zero efforts.

Item 4: Mobility Project Process (Information)

City of San Diego staff shared the project development process from vision through concept completion, along with the associated budgeting process.

There were no public comments on this item.

Board members asked how the Mobility Master Plan (MMP) is included in the decision-making process along with where public input is best placed. Staff noted that given the City's current budget constraints, funds are likely going to be budgeted toward existing/ in-process projects rather than new projects (in addition to maintenance projects). However, the MMP will serve as a resource and will help guide which new projects should be funded. In terms of the Mobility Board role and opportunities, staff suggested developing letters to Council District offices is a good way for the Mobility Board to highlight the importance of mobility planning in the budgeting process. Staff also suggested making sure that project suggestions were captured on the Infrastructure Priorities Survey to ensure that individual departments also become aware of project priorities from the community. The Board discussed "the Fatal 15 Intersections" work and how this relates to public safety criteria for prioritizing capital projects. Staff noted that this list would certainly help inform the identification of mobility projects as would the identification of unsafe conditions and collision data collected to inform the City's Vision Zero efforts. The Board discussed how bike lane segments are missing on certain streets in District 6 (Camino Santa Fe between Carroll Rd. to Miramar Rd.; Eastgate Mall west to Genesee; and Governor Dr. east of Genesee to I-805) and suggested these areas be updated. Staff noted the role the Bicycle Master Plan may play in addressing some of these needed improvements.

Item 5: Subcommittee Updates (Discussion/ Possible Action)

There were no public comments on this item.

5.a. ATI Workplan Subcommittee Activities

There were no updates from the ATI Workplan Subcommittee.

5.b. Budget Subcommittee Activities

The Board reinitiated the Budget Subcommittee with Daniel Reeves to Chair and Adrian Baker-Kang, Jeff Dosick, and Anar Salayev as members.

Item 6: Staff Updates

Philip Trom, Mobility Board Liaison, shared information on the reorganization of the Deputy Chief Operating Officer roles and positions.

There were no public comments on this item.

Item 7: Updates from Members

There were no updates from Board member.

There were no public comments on this item.

Item 8: Schedule for Future Meetings

While previously noted that the January 7, 2026 meeting would be adjourned, the Board discussed keeping the meeting scheduled for that date since most members could attend and there was a desire to discuss and review the recommendations from the Budget Subcommittee.

There were no public comments on this item.

Future Meeting Dates:

- | | |
|--------------------|---------------|
| • January 7, 2026 | March 4, 2026 |
| • February 4, 2026 | April 1, 2026 |

Item 9: Adjournment

Chair Reeves adjourned the meeting at 5:24 pm. The next Mobility Board meeting is scheduled for January 7, 2026.

January 7, 2026

To: City of San Diego Council Offices and Transportation Department
From: Mobility Board

This memo provides a concise summary of recommended revisions to Council Policy 200-07 (Marked Crosswalk Criteria at Uncontrolled AND Controlled Locations) to align the policy with **Vision Zero**, the **Climate Action Plan**, the **Mobility Master Plan (2025)**, and the **IBA's Safety-Focused Report (May 12, 2025)**.

Background

Council Policy 200-07 was last updated in 2015 and establishes warrants and point-based criteria for installing marked crosswalks at uncontrolled locations. The policy is **reactive**, requiring minimum pedestrian volumes, existing lighting, adequate sight distance, specific spacing from other crossings, and other conditions before a crosswalk may be installed. These constraints often **delay or prevent safety improvements**, particularly in communities with high injury rates, lower pedestrian activity due to unsafe conditions, or limited transit access.

Recent analysis identifies several areas where the policy is inconsistent with current city priorities, especially Vision Zero's proactive, risk-based safety approach and the IBA's recommendation to modernize outdated council policies.

Summary of Recommended Policy Changes

1. Remove Pedestrian Volume Minimums and Prioritize Latent Demand

Issue: Current ≥ 10 pedestrians/hour threshold prevents improvements where unsafe conditions suppress walking.

Recommendation:

- **Eliminate all minimum pedestrian volume requirements.**
- Treat latent demand (schools, transit, parks, dense housing) as **primary justification**, not secondary.
- Adopt the Proposed Amendment (2025) direction: *any non-zero pedestrian activity warrants a crossing* (including crosswalks where a NO PED CROSSING sign exists)

2. Replace Speed-Based Disqualification With Required Speed Management

Issue: Current policy denies crossings on roads where the 85th percentile speed exceeds 40 mph unless costly overhead devices are installed.

Recommendation:

- **Install crossings even on high-speed roads**, with required speed-reduction measures (road diets, raised crossings, curb extensions).
- Adopt Proposed Amendment (2025): if 85th percentile >30 mph, **speed management is mandatory** before or with crosswalk installation.

3. Shift From Rigid Distance Warrant to Proactive Crossing Spacing

Issue: Current 250–300 ft spacing requirement blocks installations near transit or pedestrian generators.

Recommendation:

- Remove minimum separation criteria.
- Establish proactive spacing:
 - **200–300 ft** in urban/transit-oriented areas.
 - **≤600 ft** on arterials.
- Ensure transit stops, bike routes, and pedestrian networks are directly supported.

4. Update Point System to Prioritize Safety and Equity

Issue: Current point system heavily weights pedestrian volume, not risk.

Recommendation:

- Greatly increase points for:

- Vision Zero High-Injury Network (HIN) locations.
- Communities of Concern (Climate Equity Index).
- Schools, parks, major transit stations.
- Reduce or eliminate points tied to pedestrian volume.
- De-emphasize the 16-point threshold and proceed if risk factors are present.

5. Add Collision History as a Mandatory Warrant

Issue: Current policy does not include crash data in warrants.

Recommendation:

- Any pedestrian collision in the past 5 years or clear pattern of near-misses **automatically triggers crosswalk installation or upgrade.**
- No point scoring required.

6. Constrain “Engineering Judgment” to Expand, not Deny, Safety

Issue: Broad use of engineering judgment has historically limited installations.

Recommendation:

- Policy must state: **Engineering judgment may expand eligibility but cannot be used to deny a crossing** if safety or equity factors exist.
- Must align with Mobility Master Plan and Vision Zero safety principles.

7. Formalize the Use of Rapid, Low-Cost Interim Safety Treatments

IBA Recommendation: Allow quick-build safety improvements in priority zones.

Recommendation:

- Authorize daylighting, flex-post curb extensions, temporary pedestrian refuges, advance yield markings, lead pedestrian intervals, and hardened centerlines as **immediate interventions**.
- Use these treatments while permanent capital improvements are designed and funded.

8. Require Vision Zero Safety Audits Before Crosswalk Removal

IBA Recommendation: No crosswalk removal without a safety analysis.

Recommendation:

- Expand removal criteria beyond state law.
- Require a **Vision Zero Safety Audit** and community consultation before any removal.

9. Integrate Bicycle, Micromobility, and Transit Needs

Issue: Current policy treats crossings as pedestrian-only facilities.

Recommendation:

- Crosswalk design must consider:
 - Bicycle crossings (e.g., crossbikes, refuge islands, green paint).
 - First/last-mile connections to transit.
 - Access for micromobility users (scooters, wheelchairs).
 - Removal of pedestrian push buttons where appropriate
- All transit stop locations should have an accessible, protected crossing.

10. Transition From a Warrant-Based Approach to a Network-Based Implementation Program

Issue: Current policy addresses crossings site-by-site and does not create a connected pedestrian network.

Recommendation:

- Use the Mobility Master Plan and Vision Zero HIN to establish a **citywide crossing network**, pre-justifying crossings in priority corridors.
- Commit to annual installation targets.
- Use warrants only to refine treatment level, *not* to determine whether a crossing should exist.

Conclusion

Updating Council Policy 200-07 is critical to achieving the City's goals around **Vision Zero**, **mobility equity**, **climate action**, and **mode shift**. The proposed revisions modernize the policy by removing outdated warrants, enabling rapid safety treatments, prioritizing high-injury and high-need communities, and shifting the city toward a **proactive, risk-based, safety-first framework**.

These changes will ensure that safe crossings are treated as **essential infrastructure**, not optional amenities, and will significantly improve walkability, transit access, and safety across the city.

The Mobility Board recommends that Council direct the development of an updated policy consistent with the changes outlined in this memo and return with draft language for adoption.

January 7, 2026

Mayor Todd Gloria
& Honorable City Councilmembers
202 C Street
San Diego, CA 92101

Subject: FY 2027 Draft Budget – San Diego Mobility Board Priorities

Dear Mayor Gloria and Honorable Councilmembers,

On behalf of the City of San Diego Mobility Board and in furtherance of its mission to provide guidance and advice to City of San Diego decision makers on policies and issues related to the City's transportation network, I respectfully submit this letter. In reviewing, you will find the Mobility Board's stated budget priorities for the coming 2026/2027 fiscal year, reflecting a well-rounded, city-wide list of policy priorities and CIP projects that will facilitate the ongoing achievement of the City's adopted priorities including Vision Zero, Climate Action Plan, equity, and accessibility goals.

The Mobility Board recognizes the current fiscal challenges the City is addressing and, as such, has limited this list of priorities to low-cost policy changes, low-cost planning efforts, projects with dedicated funding streams, and unfunded projects with critical life/safety implications.

Thank you, Mayor Gloria and honorable City Councilmembers, for your continued leadership in advancing access to safe, equitable, and sustainable transportation options throughout our city. The Mobility Board urges you to include the priorities stated below in the coming fiscal year budget as a down payment on current and future efforts that will greatly advance our city's connectivity and vitality in the years to come.

Previous Budget Priorities

The Mobility Board is encouraged that several priority mobility investments outlined in last year's budget letter ultimately were funded in the FY 2026 budget or have been included in the FY 2027 draft budget. It is essential that this body recognize and express appreciation for leadership that aligns with the guidance and priorities the Mobility Board has been charged by

you to advance. The Mobility Board commends you for making the following high-impact investments in our City's safety and connectivity.

- Gompers Prep 47th Street Safety Enhancements (B23146; \$2,035,570)
- Street Lighting Project on Logan Avenue (B17050/17051)
- Market Street (47th to Euclid) Complete Street Project (\$11,689,018)
- Feasibility study for Park Blvd / Normal Street / El Cajon Blvd (the Fork) intersection (P26001; \$600,000)

These investments reflect meaningful progress toward Vision Zero goals, safe routes to school, and multimodal access for some of our most underserved communities.

Critical Safety Improvements

While the progress the City has made by funding the Mobility Board's stated priorities listed above is laudable, several urgent safety priorities remain unfunded. The Mobility Board respectfully urges you to consider including the following critical safety projects in the coming fiscal year's budget.

1. Fund Improvements Addressing the 6 Most Dangerous Corridors (\$1.725M)

These corridors fall within SANDAG's Regional Safety Focus Network and are known to be the most dangerous in the city. They are also essential walking routes to school:

- Garnet Avenue (Mission Blvd to Balboa Ave) – District 1
- Broadway (North Harbor to 21st Street) – District 3
- Market Street (2nd to 26th) – Districts 3 and 8
- Palm Avenue (Georgia St to Manning Way) – District 8
- El Cajon Boulevard (48th to Dawson) – District 9
- University Avenue (35th to 48th) – District 9

Each of these corridors should receive cost-effective and proven countermeasures, such as Rectangular Rapid Flashing Beacons (RRFB), curb extensions, crosswalk striping, and prohibiting right turns on red where viable.

2. Complete Safety Improvements at the "Fatal 15" Intersections

Some of the most dangerous intersections in San Diego, known as the "Fatal 15," remain glaring threats to life and safety despite previous years' commitments to funding improvements at all fifteen locations. Intersections such as W. Point Loma Boulevard and Nimitz Boulevard, University Avenue and Cherokee Avenue, and Federal Boulevard and Euclid Avenue remain unfixed. These locations must receive high-visibility striping, countdown and audible signals, and where needed, traffic calming strategies to address recurring fatal crashes.

3. Implement AB43 School Zone Speed Reductions (\$150K)

Assembly Bill 43 empowers cities to reduce school zone speed limits to 15 to 25 miles per hour to preserve safety in these critically important spaces for children. With speeding still a top factor in pedestrian deaths, this low-cost strategy would immediately improve safety for children and families walking to and from schools.

4. Continue Investing in Daylighting

Assembly Bill 413 makes it illegal for vehicles to park 20 feet from a crosswalk. The City of San Diego must continue to prioritize marking these no-parking zones and enforcing them. This low-cost measure improves visibility at intersections for pedestrians and vehicles alike, reducing collisions and helping to advance the City's Vision Zero goals.

Policy and Planning Efforts

The remaining items the Mobility Board has identified for prioritization in the coming fiscal year's budget are largely policy changes and low-cost planning efforts meant to provide the City with a strong foundation upon which to build future advancements in safety and mobility in future, more abundant fiscal times.

5. Position the City to Receive Streetcar Planning

Streetcars are extremely effective at connecting communities and commuters to the transit network, helping to bridge a gap impeding greater transit adoption. To pull the streetcar project in the SANDAG Regional Plan forward from 2050 to 2035 and better align with neighborhood growth, \$500,000 is needed to perform initial planning for the project. This concept has been endorsed by all affected Community Planning Groups, Councilmember Whitburn and Mayor Gloria. Funding this initial planning effort would accelerate a visionary project to reduce traffic congestion and contribute to reduced greenhouse gas emissions in the City's urban neighborhoods while bringing demand for parking in Balboa Park into equilibrium with parking supply.

6. Add Traffic Enforcement Officers for Bikeway & Moving Violations

Illegal parking and driving in protected bikeways undermine the protective nature of these investments, while speeding and disregarding traffic lights, stop signs, transit-only lanes and pedestrian crossings is a rampant problem in our urban communities and compromises safety and undercuts the City's investment in these interventions. Even just two additional officers dedicated to enforcement of these issues in the urban core would have a significant deterrent effect.

7. Invest In Flexible Fleets Planning and Pilots

San Diegans, especially in underserved communities, deserve and rely on dependable mobility services. Faster transit can be achieved with investments in transit-only lanes

and corridors, but communities still need access to these corridors to make them effective. Flexible Fleet projects identified in SANDAG's Regional Plan serve as critical connection points to traditional transit, and encourage mode shift away from single occupancy vehicles. This advances the City's equity and accessibility goals, as well as Climate Action Plan and Vision Zero goals, not to mention facilitating economic development in underserved communities. The Mobility Board urges the City to find ways to bring flexible fleet services back to San Diego communities through public/private partnerships, state and philanthropic funding, and creative partnerships. Bikeshare, scootershare and NEV programs can and have succeeded in San Diego in the past and will again given the proper policy approach and creative alignments. As a first, low-cost step, the Mobility Board encourages the City to issue a Request For Proposals for the provision of these services, including concepts for how to fund and sustain them long term.

8. AB 289 State Highway Work Zone Speed Safety Program

The City should take advantage of State of California policies by providing modest funding for staff coordination, data analysis, and interagency engagement to pursue San Diego's inclusion in the AB 289 State Highway Work Zone Speed Safety Program¹ administered by Caltrans. This effort would support the deployment of automated speed safety systems in active state highway work zones within San Diego to reduce speeding, improve road safety, and protect construction and maintenance workers.

9. Support Off-Cycle Resurfacing to Close Bikeway Gaps

The City has invested millions of dollars in modernizing the bikeway network to improve safety and mobility for our communities. However, these investments will only start to pay dividends by encouraging mode shift once the bikeway network is more comprehensive. Each year more dedicated bicycle infrastructure is built, and the Mobility Board recognizes and applauds this achievement, yet significant gaps in the network remain, and in some cases materialize due to construction in the right of way. To more quickly address this incomplete network, and make good on past investments, the City must prioritize low-cost, quick-build bike network connectivity by enabling full-build bikeways during repaving. This includes prioritizing this work outside of normal resurfacing cycles.

10. Prioritize Parking Revenue for Mobility and Access

The City has made significant changes to parking policy in the last year and will very likely realize significant revenue generation as a result. While addressing the backlog of deferred maintenance of City infrastructure is a worthy effort, this work has and should be funded by the City's tax revenue, not the fees paid by parkers. Understanding that

¹ https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB289

there is a loose nexus between sidewalk and streetlight repair and the reduction of demand for parking, making the use of parking fees to pay for these repairs appear to be appropriate, the Mobility Board urges the City to invest this newly augmented stream of revenue into projects that improve the parking ecosystem and mobility of the communities where the revenue is generated. Putting parking revenue to work by funding innovative solutions both facilitates the achievement of many of the City's stated policy priorities, and allows the public impacted by parking challenges to recognize where these fees are being invested to improve their experience.

11. Residential Parking Permit Program

San Diego benefits unmeasurably from our City of Villages layout, however, this hub and spoke model creates uneven parking and access impacts for certain communities. The Mobility Board encourages the City to allocate staff time and modest planning funds to evaluate the feasibility of a low-cost residential parking permit program in high-demand neighborhoods. The effort should assess impacts on parking availability, equity, enforcement, and revenue generation, and draw on proven residential permit models used in major California cities including San Francisco, Los Angeles, and Berkeley. This effort will not only improve curb management and facilitate better access for residents, but could create a revenue stream to invest in further transportation safety and mobility improvements.

District-Specific Priorities

In addition to the above list of critical safety improvements and policy and planning priorities, the Mobility Board continues to believe in the value of calling out specific capital improvement projects that, given available resources, should be prioritized for funding in the coming fiscal year. Following is a list of such projects by Council District provided by district representatives and community groups.

District 1

- Traffic calming at Beryl St & Lamont St
- Improve pedestrian/bicycle access on Garnet Ave west of Ingraham
- Fund PB Pathways Phase 3
- Neptune Place – Repave entire street at Windansea
- La Jolla Shores Drive – Install 3 roundabouts
- Fay Ave Bike Path – Resurface areas, including Via del Norte
- Pedestrian safety improvements (crosswalks, signals, stop signs, upgrades throughout La Jolla)
 - Crosswalks for sidewalk on west side of La Jolla Shores Dr
 - Pedestrian crosswalk at El Paseo Grande and Camino del Oro triangle

- Install stop signs at all corners from La Jolla Shores Drive west to the ocean
- Install a pedestrian-activated signal at La Jolla Shores Drive and Vallecitos
- Add and upgrade pedestrian signals on La Jolla Blvd between Palomar and Colima
- Install automated traffic enforcement systems throughout La Jolla
- Conduct comprehensive traffic study for “The Throat” at La Jolla Parkway and Torrey Pines Road
- Widen and rebuild sidewalk in Scripps Park adjacent to Coast Blvd
- Install automated traffic enforcement systems throughout La Jolla

District 2

- Fund Robb Field Gateway Path (B19212)
- Install roundabout at Voltaire St & Poinsettia Dr
- Build Class IV bikeway on W. Point Loma Blvd
- Improve connection between PB & Balboa Trolley Station

District 3

- Redesign the El Cajon Blvd / Park Blvd / Normal Street “fork” following completion of the feasibility study.
- Improve Golf Course Dr. design for bike safety (S15040)
- Connect Downtown Mobility Network to Embarcadero via J St
- Implement targeted pedestrian safety improvements on the Polk Avenue Corridor in North Park between 30th street and Idaho Street

District 4

- Repave Logan Ave/Encina Dr
- Fund new sidewalks on Groveland Dr
- Signalized crossing on Euclid between Naranja & Imperial
- Pre-design for Chollas Skatepark near Gompers Park
- Protected bikeways on Federal Blvd (47th–Euclid)

District 5

- Fund bike improvements on Pomerado Rd
- Collaborate with City of Poway

District 6

- Fund Governor Dr (B22105)

- Add bike lanes to Nobel Dr (Lebon to I-5), and Regents Rd (Berino to Arriba)
- Restore Class II bike lanes on Camino Santa Fe, Eastgate Mall, and Governor Dr (East of Genesee)

District 7

- Fund CIP project: P18007 for Alvarado Canyon Road Realignment - Allied Gardens/Grantville
- Fund CIP project: S15019 and B18104 for the Continental Crosswalk on Mission Gorge Rd/Mission Gorge PI-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

District 8

- (No items provided)

District 9

- Extend the dedicated bus-only lanes on El Cajon Blvd from Fairmount Ave to San Diego State University to improve transit reliability and safety along this regional corridor.
- Pedestrian improvements at Euclid and Monroe Avenue
- Fund RRFB at 45th & Landis (#12512)
- Install stop signs at 49th & Orange (near Ibarra Elem.)
- Fund Home Ave Pedestrian Safety Study
- Fund streetlights near 805/15 Home Ave exit
- Activate Transit Plaza Kiosk Stations
- Repave El Cajon Blvd

The Mobility Board sincerely appreciates and applauds the City for the continued progress on mobility priorities as reflected in the FY 2026 investments. However, with traffic deaths still rising and Vision Zero goals looming, urgent safety priorities must be addressed in the FY 2027 budget. Further, in lean fiscal times, it is essential that modest investments be made through policy and planning efforts to position the City to quickly, effectively, and efficiently implement projects that further the City's stated goals when funding becomes available.

With that in mind, the Mobility Board strongly urges you, our elected city leaders, to continue acting boldly in lean times as well as abundant times, to make San Diego safer, more connected, and more accessible for all San Diegans.

Sincerely,

Daniel Reeves
Chair
City of San Diego Mobility Board