



# Mid-City Communities Plan Update



**PLAN  
MID-CITY**  
*Communities Plan Update*

**City Planning Department**  
Mobility Board – March 4, 2026





# Introduction



# MID-CITY PLANNING AREA & NEIGHBORHOODS

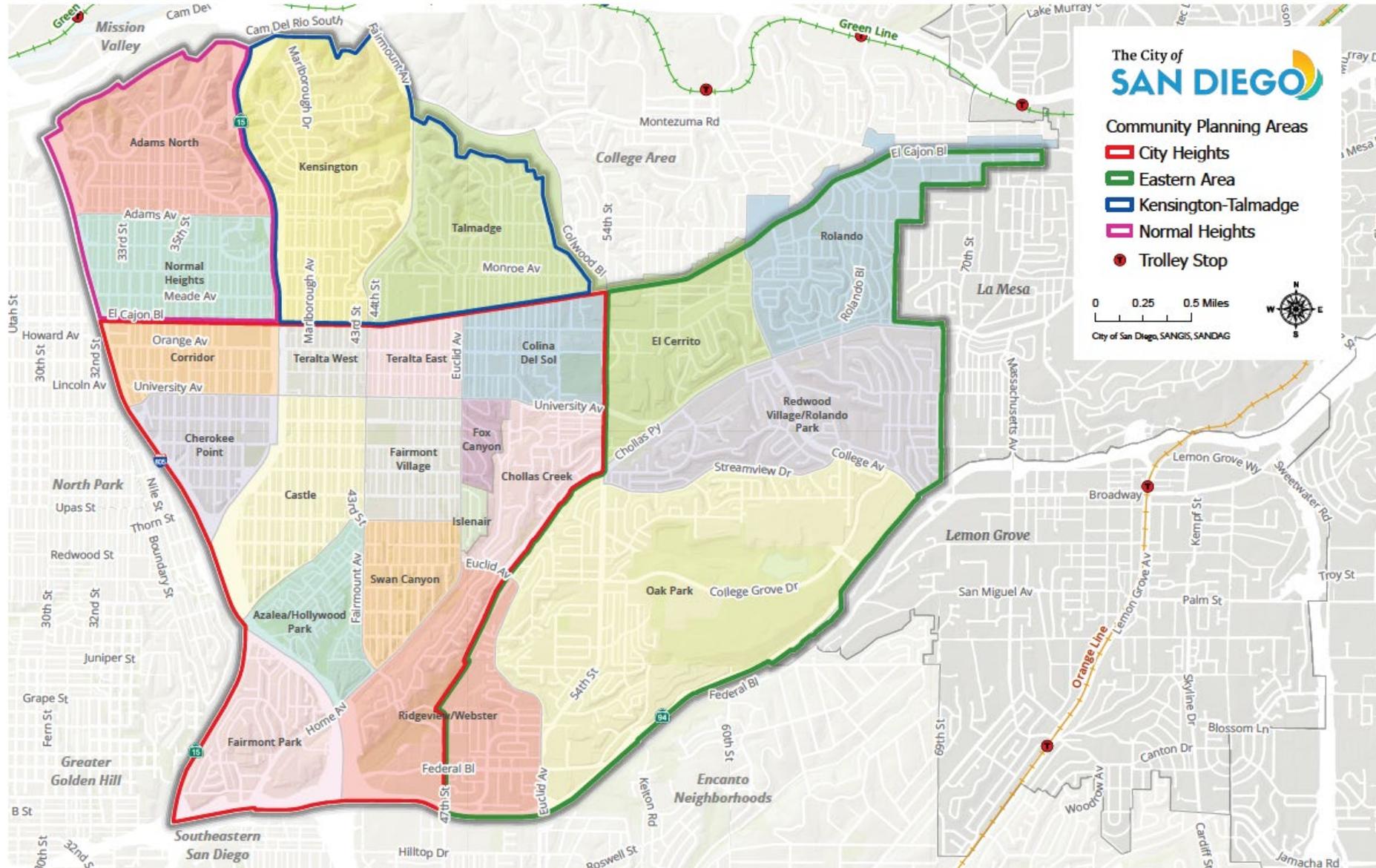
## Mid-City Communities

- City Heights
- Eastern Area
- Kensington-Talmadge
- Normal Heights

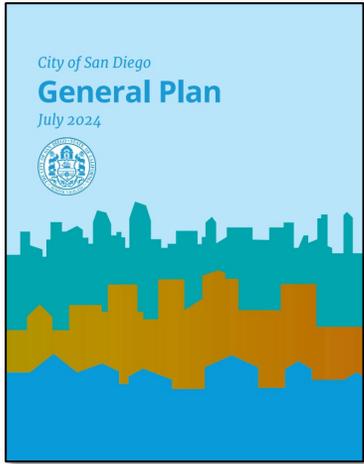
## Mid-City Snapshot\*

- 8,052 acres
- 135,172 people
- 53,279 homes
- 21,000 jobs
- 24,500 parcels
- 10% of the city population resides in Mid-City

\*SANDAG Estimate 2024; LEHD 2022; City of San Diego



The City is updating the Community Plan to help shape the future of Mid-City area for the next 20 to 30 years. The current plan was last adopted in 1998.



- The Mid-City Communities Plan is part of General Plan – the City’s guide to long-term growth – and consistent with the City’s Climate Action Plan.
- The update is a 30-year vision for land use, mobility, urban design, public facilities and services, natural resources, historic and cultural resources, and economic development.

1

Address Regional Growth & Housing Needs

2

Understand Community Needs & Enhance Quality of Life

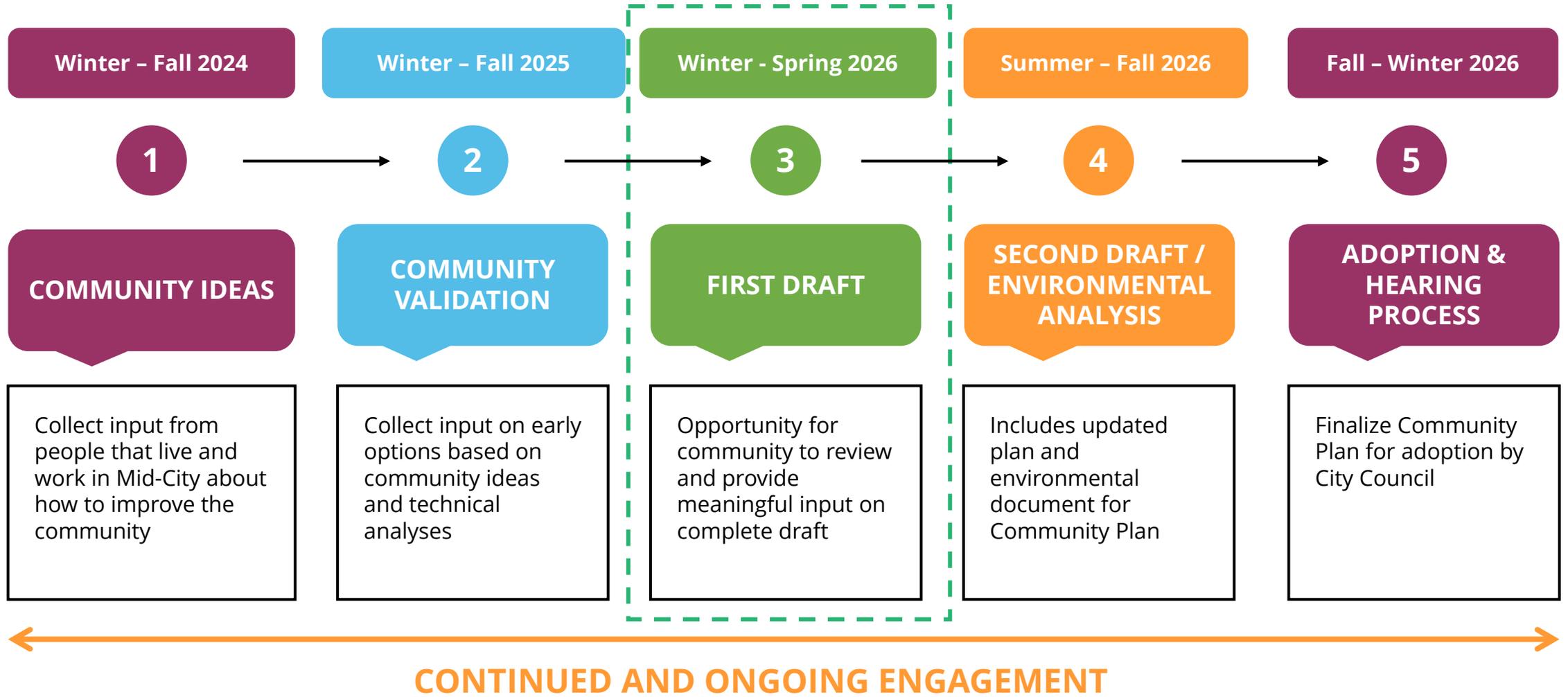
3

Evaluate Infrastructure Demand

4

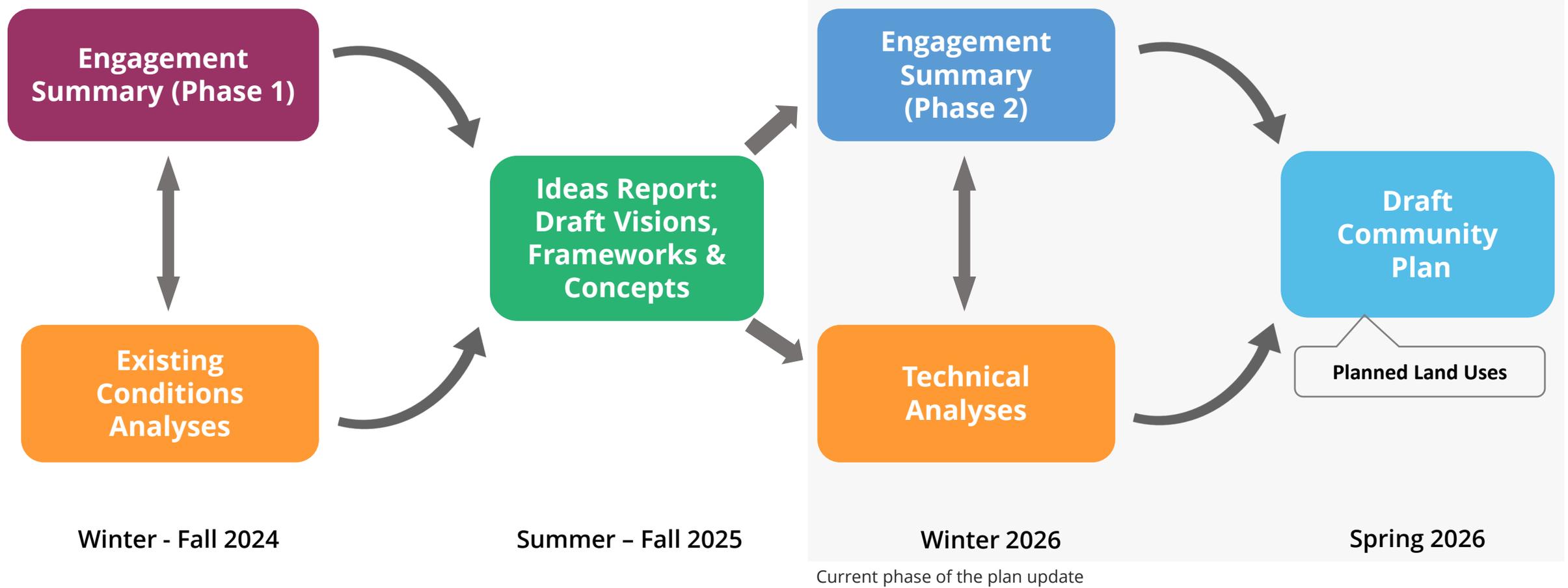
Reduce Environmental Impact

# PROCESS & TIMELINE



# PROCESS & TIMELINE

How community feedback and analysis help inform the draft community plan.



**FURTHER OPPORTUNITY TO PROVIDE INPUT**

# Key Engagement Activities So Far

Over 3,000 people provided 9,300+ comments through 102 events and two online surveys.

**2** Online Surveys

**5** Community Forums

**7** Workshops

**7** Mid-City  
Communities  
Plan Update  
Working Group  
Meetings

**11** Office Hours

**11** Community Interviews

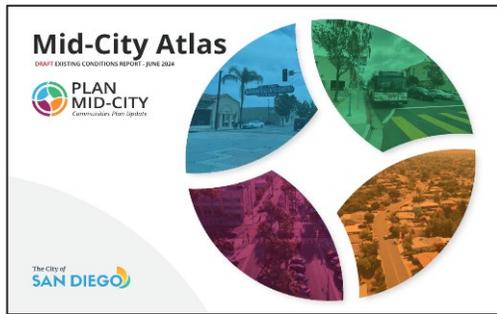
**17** Planning Group Meetings

**17** Pop-Up Stations

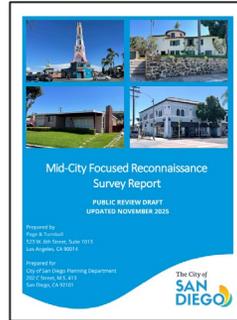
**27** Youth Engagement Sessions

# Plan Update Documents

Community feedback and technical analyses are integral to better understanding the past, present and future to inform the draft community plan.



**Mid-City Atlas: Existing Conditions Report**



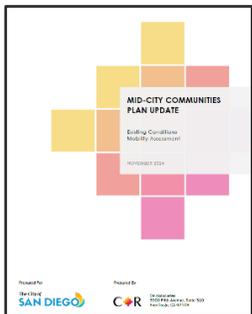
**Focused Historic Reconnaissance Survey**



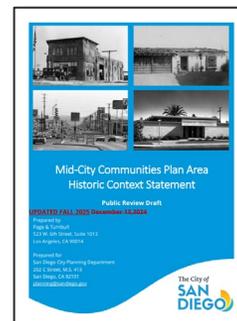
**Phase 1 Engagement Summary**



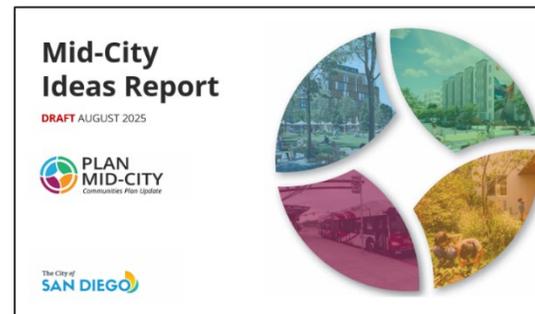
**Phase 2 Engagement Summary**



**Existing Conditions Mobility Assessment**



**Historic Context Statement**



**Draft Ideas Report**

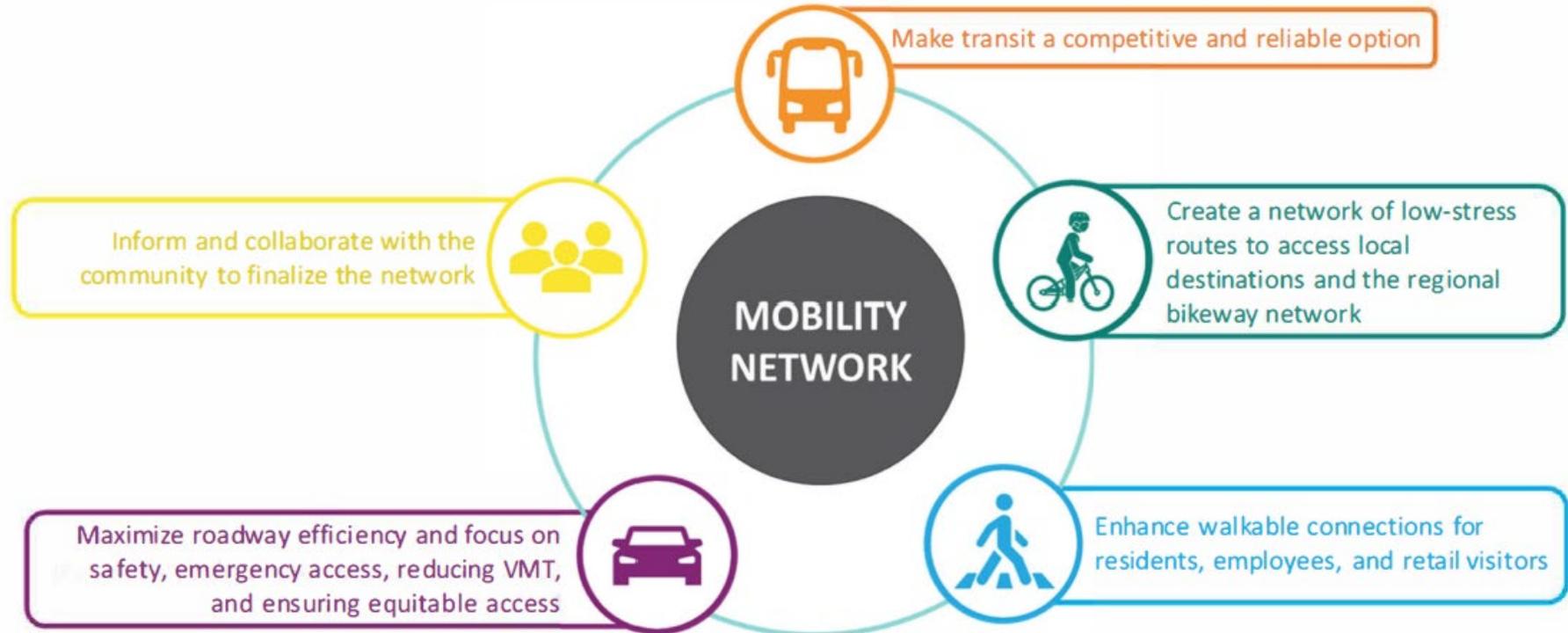
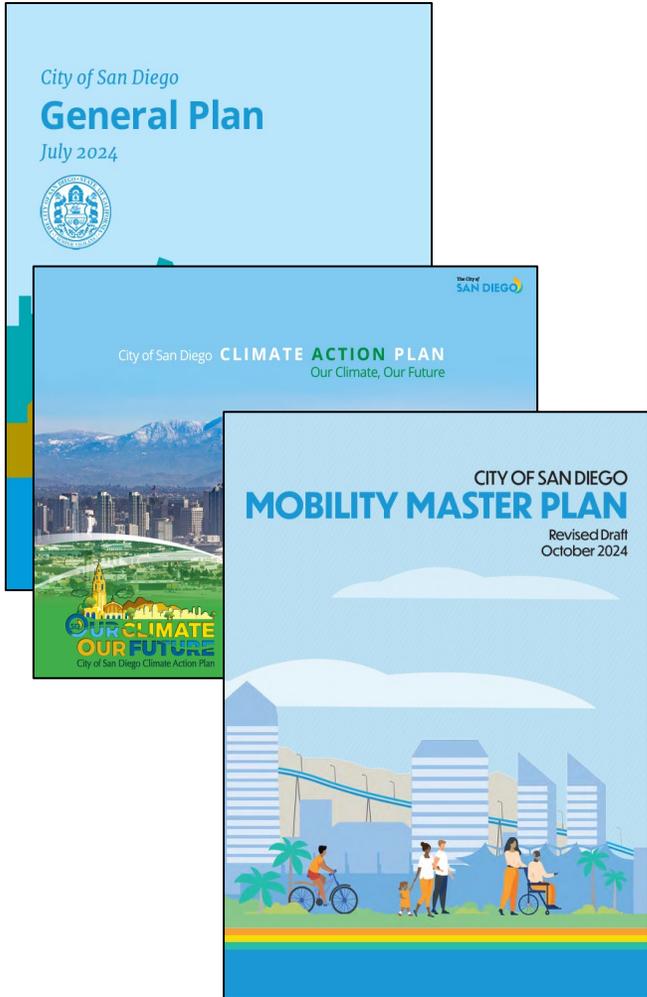


**Additional Technical Analyses**

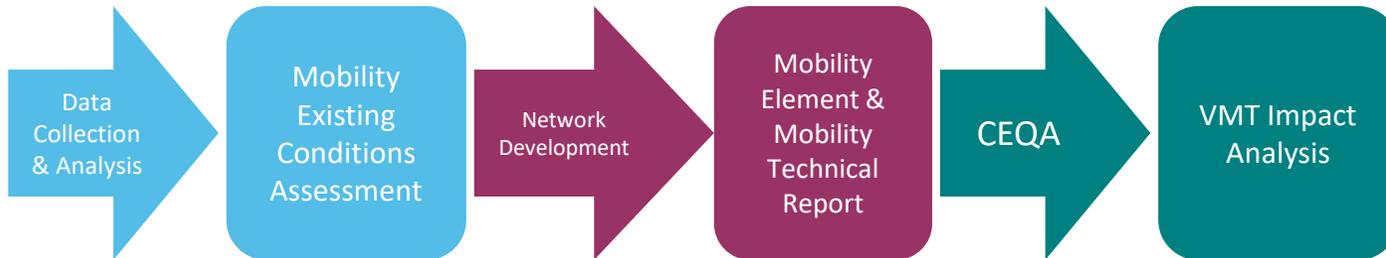
**FURTHER OPPORTUNITY TO PROVIDE INPUT**



# Existing Conditions Mobility Assessment



- Describes current state of mobility
- Quantitative and qualitative analyses for each mode of travel
- Understand opportunities and constraints
- Identify mobility needs





# METHODOLOGY OF EXISTING MOBILITY ASSESSMENT

## Evaluation Categories

- Demand/Priority
- Quality
- Connectivity
- Safety

**City Mobility Loading Prioritization**

- WALKING & ROLLING**
- BIKING & MICROMOBILITY**
- PUBLIC TRANSIT**
- SHARED VEHICLES**
- ELECTRIC VEHICLES**

Existing Conditions: Study Area (Fig. 1.2)





# EXISTING MOBILITY ASSESSMENT – PEDESTRIAN NEEDS

## Data & Analysis

Intersection Counts

5 -Year Collision History

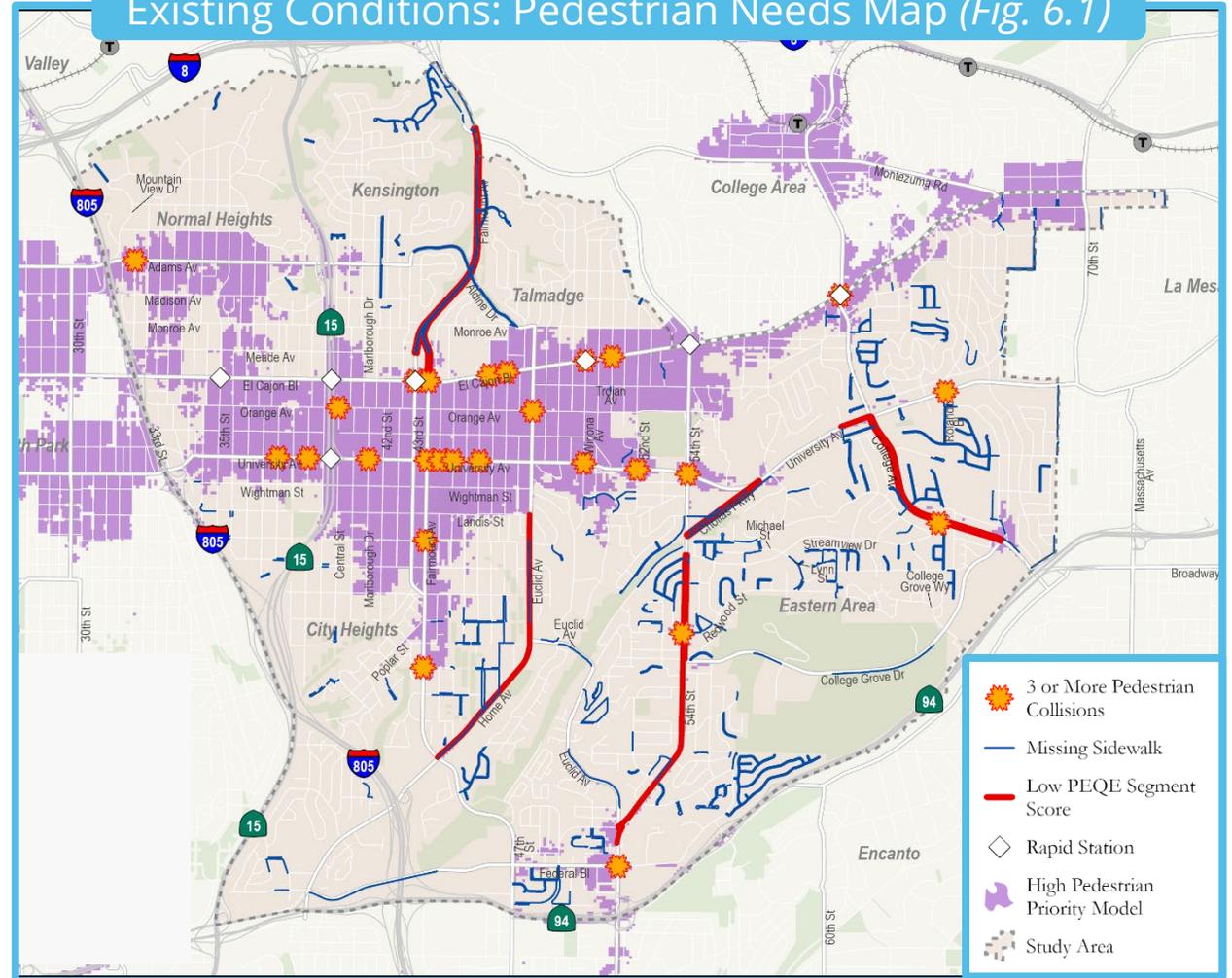
Missing Sidewalks

Pedestrian Priority Model

Pedestrian Connectivity

Pedestrian Environment Quality Evaluation

Existing Conditions: Pedestrian Needs Map (Fig. 6.1)





# EXISTING MOBILITY ASSESSMENT – PEDESTRIAN NEEDS

## Data & Analysis

Intersection Counts

5 –Year Collision History

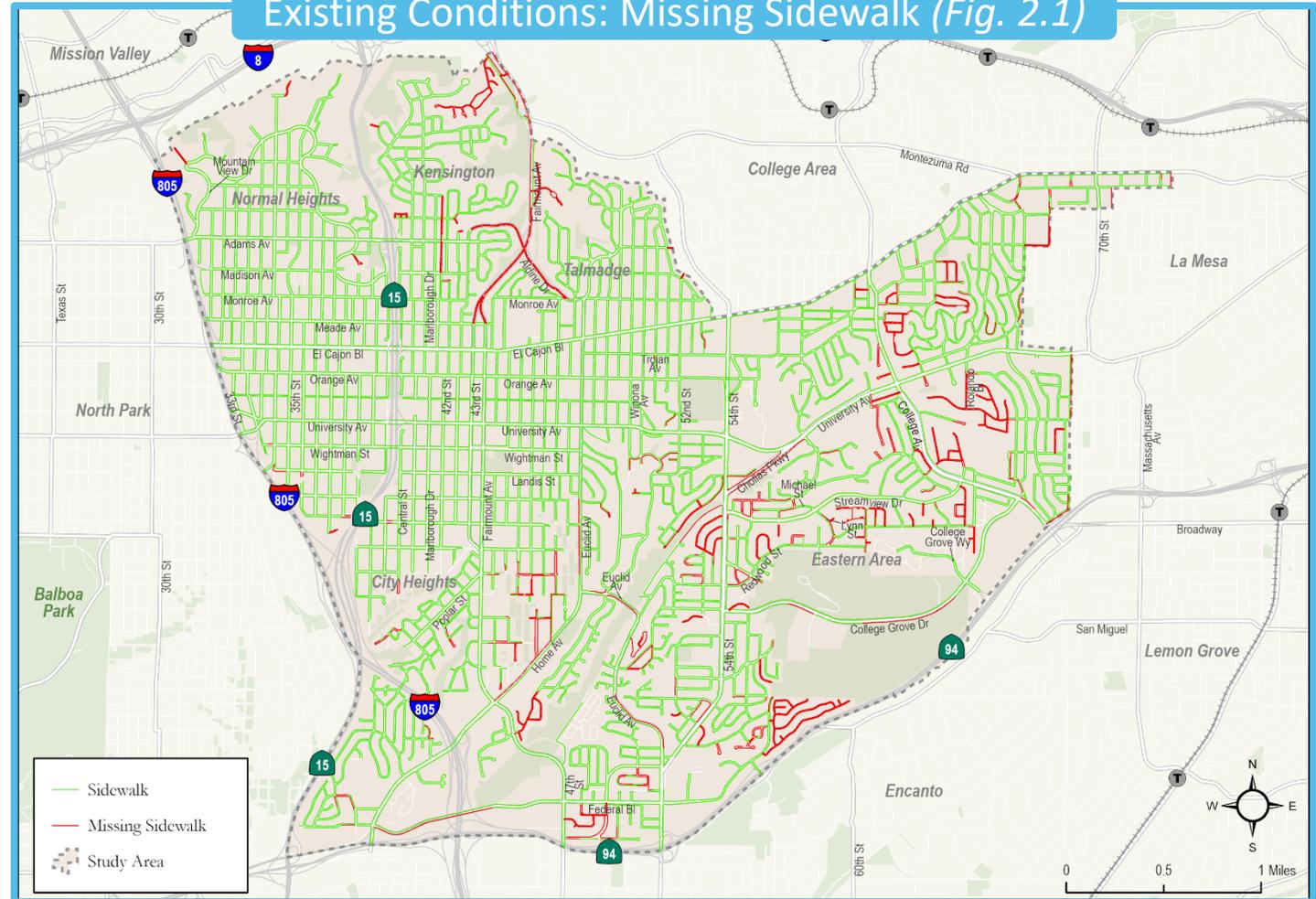
Missing Sidewalks

Pedestrian Priority Model

Pedestrian Connectivity

Pedestrian Environment Quality Evaluation (PEQE)

Existing Conditions: Missing Sidewalk (Fig. 2.1)



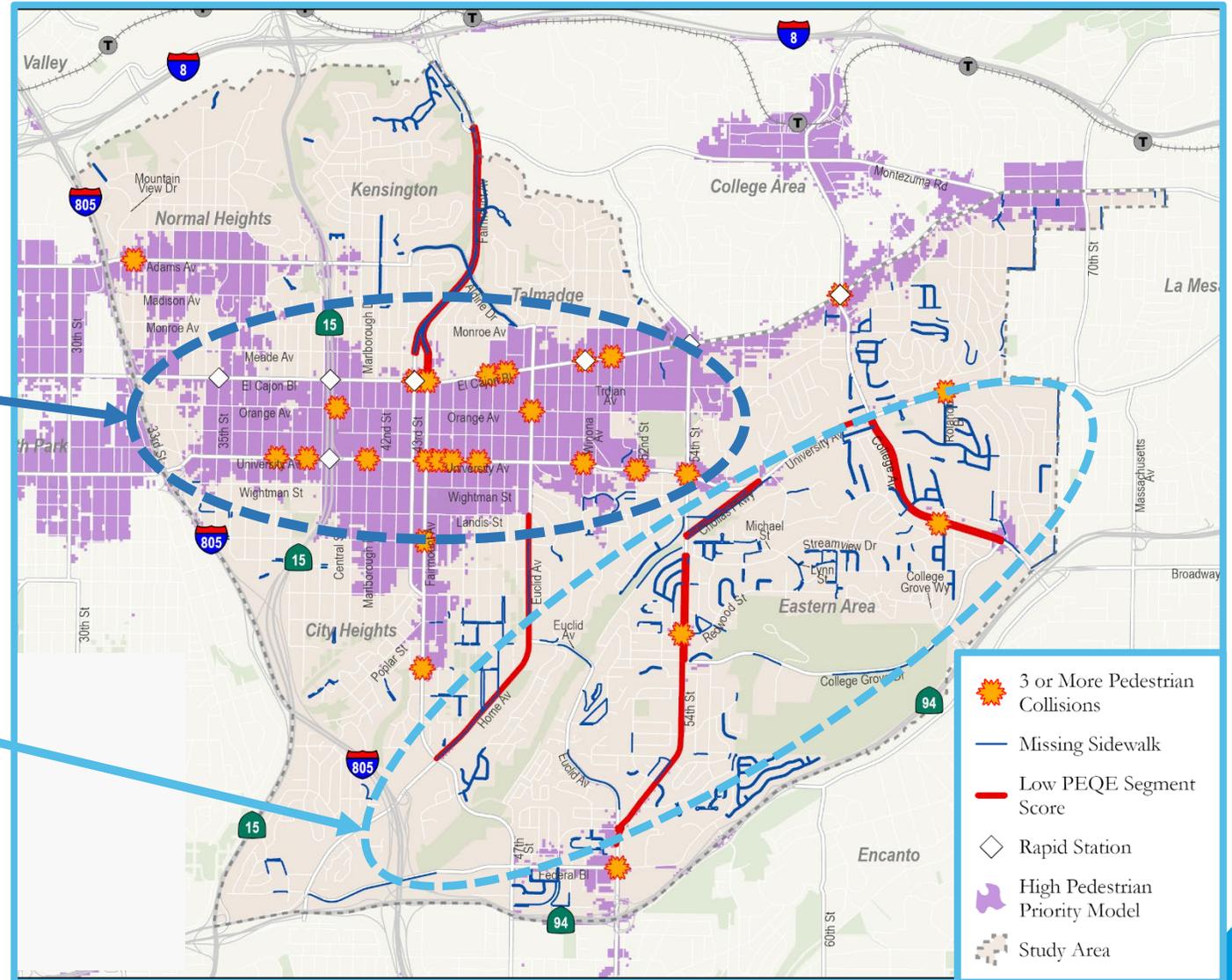


# EXISTING MOBILITY ASSESSMENT – PEDESTRIAN NEEDS

## Existing Conditions: Pedestrian Needs Map (Fig. 6.1)

High Priority/Demand with  
3 or more pedestrian  
involved collisions in a 5-  
year period.

Missing sidewalks and low  
scoring pedestrian facilities.





# EXISTING MOBILITY ASSESSMENT – BICYCLE NEEDS

## Data & Analysis

Intersection Counts

5 -Year Collision History

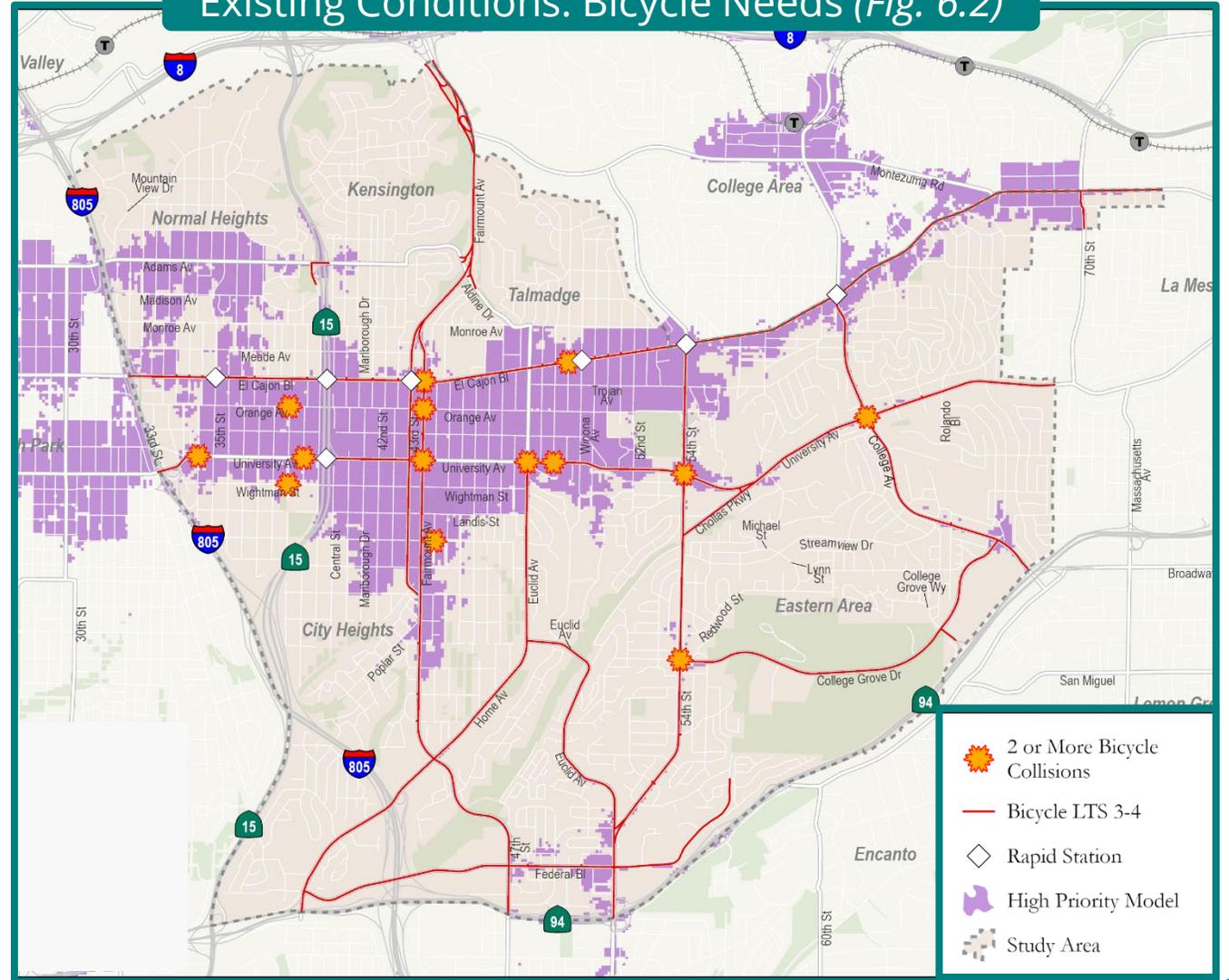
Existing Facilities Inventory

Bicycle Demand Model

Bicycle Connectivity

Bicycle Level of Traffic Stress

Existing Conditions: Bicycle Needs (Fig. 6.2)



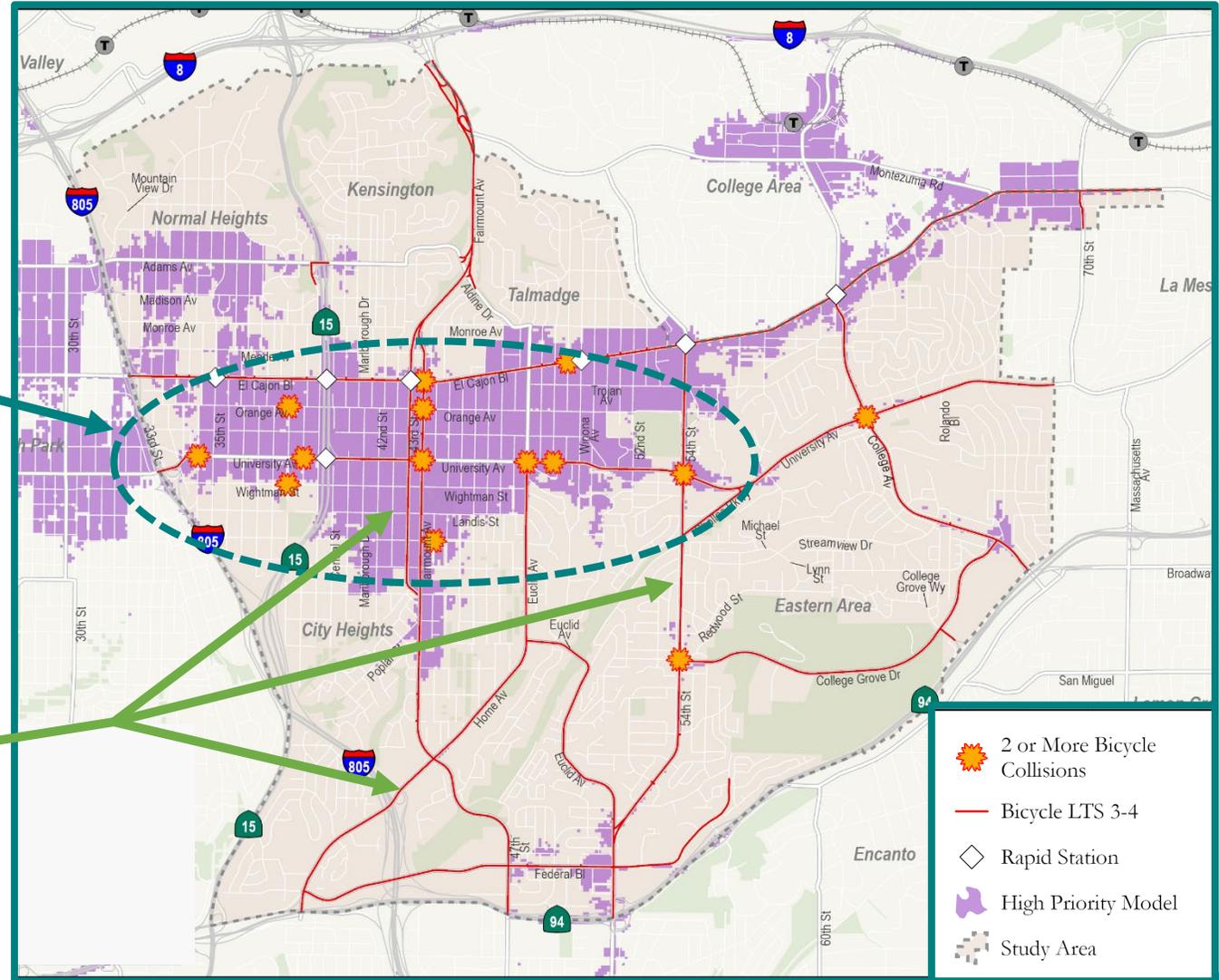


# EXISTING MOBILITY ASSESSMENT – BICYCLE NEEDS

## Existing Conditions: Bicycle Needs (Fig. 6.2)

High demand/priority with 2 or more cyclist involved collisions over a 5-year period.

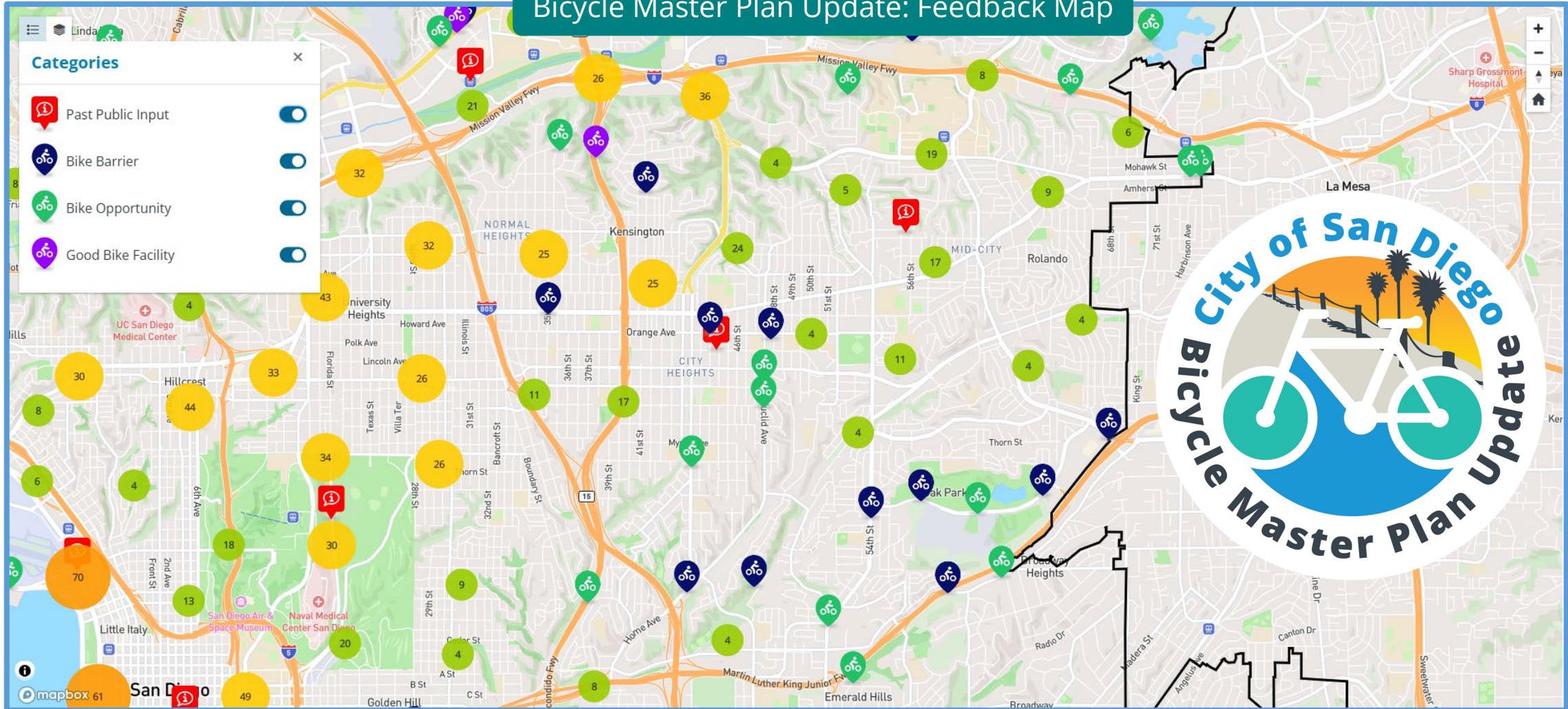
High Bicycle Level of Traffic Stress on most major corridors throughout the Mid-City Communities.





# EXISTING MOBILITY ASSESSMENT – BICYCLE NEEDS

Bicycle Master Plan Update: Feedback Map

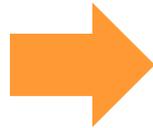




# EXISTING MOBILITY ASSESSMENT – TRANSIT NEEDS

## Data & Analysis

Intersection Counts



Roadway Segment Counts



5 -Year Collision History



Travel Time/Performance



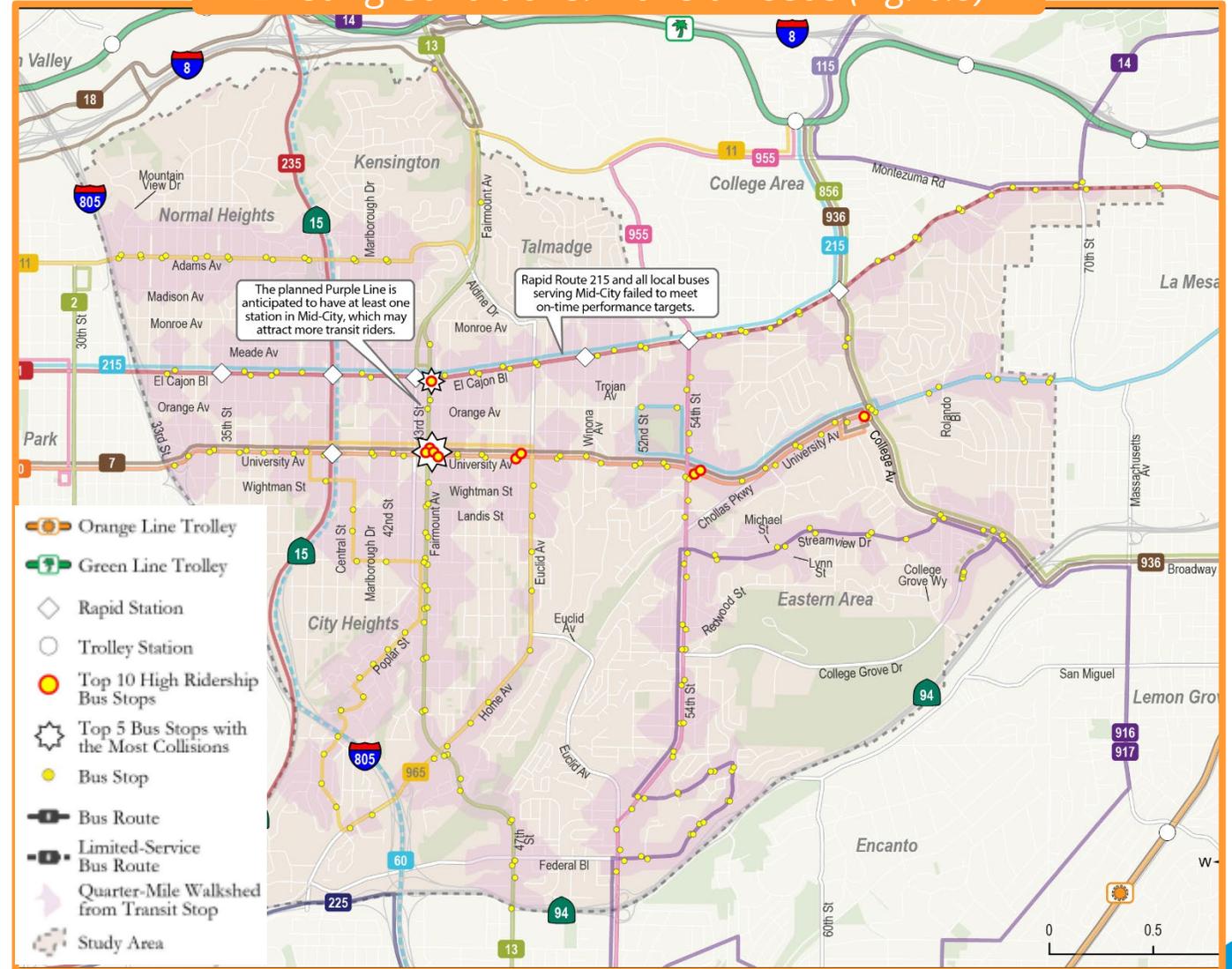
MTS Ridership Data



Travel Speed Ratio



Existing Conditions: Transit Needs (Fig. 6.3)





# EXISTING MOBILITY ASSESSMENT – TRANSIT NEEDS

## Data & Analysis

Intersection Counts

Roadway Segment Counts

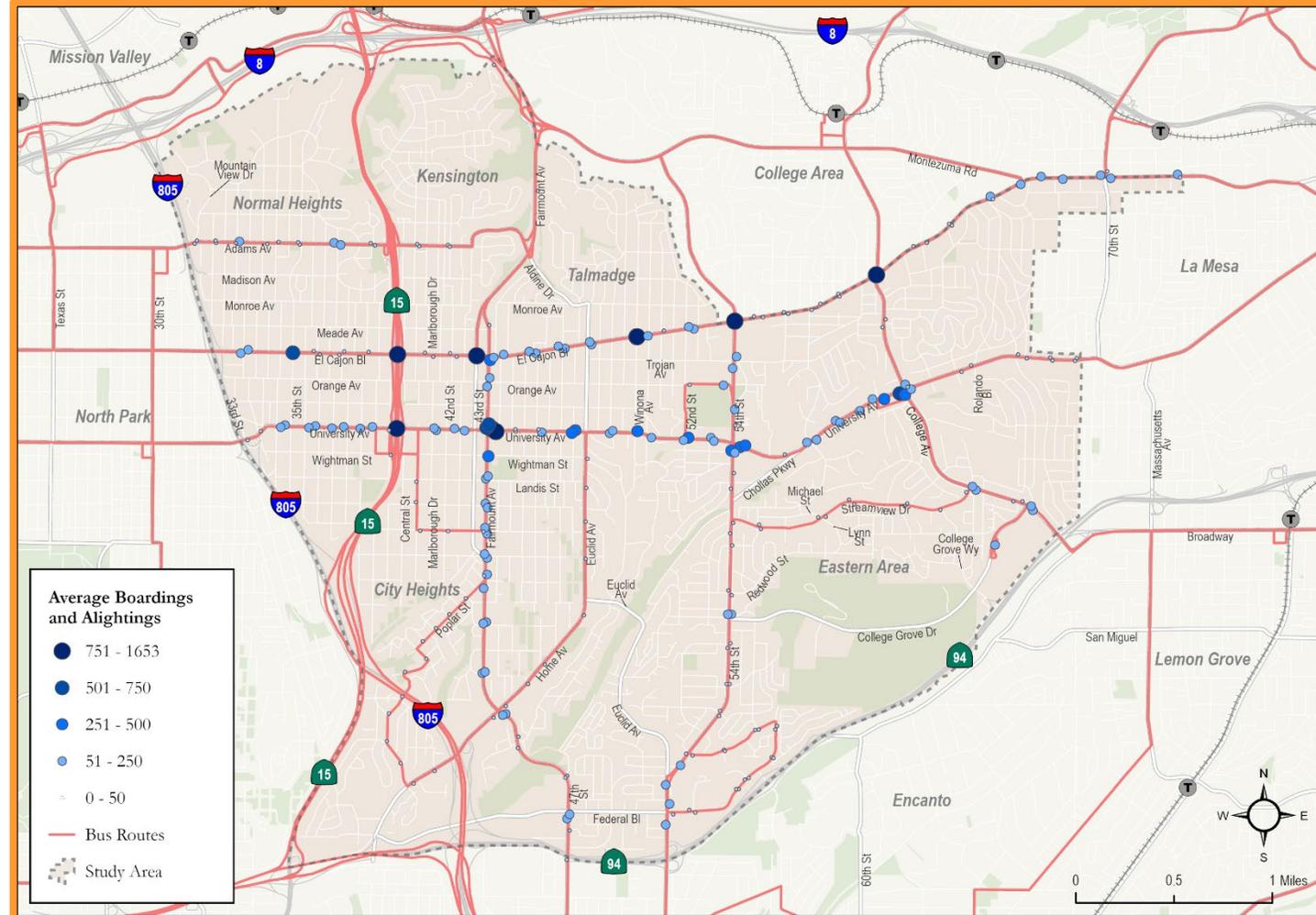
5 –Year Collision History

Travel Time/Performance

MTS Ridership Data

Travel Speed Ratio

Existing Conditions: 2023 Boardings and Alightings (Fig. 4.3)





# EXISTING MOBILITY ASSESSMENT – TRANSIT NEEDS

## Existing Conditions: Transit Needs (Fig. 6.3)

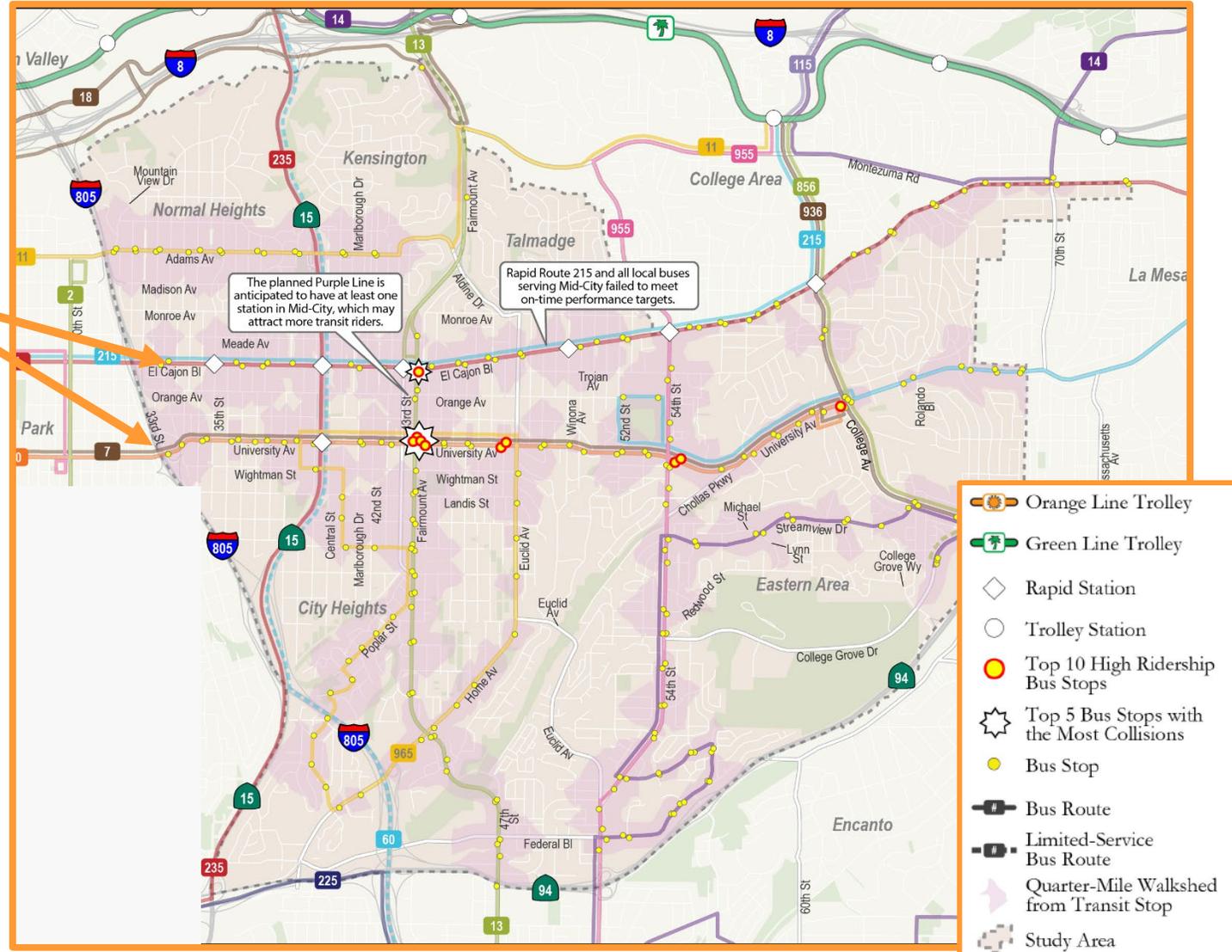
Highest ridership along El Cajon Blvd and University Avenue

Served by 14 MTS routes that share same infrastructure as general vehicle traffic

Table 4.2 - Public Transportation Commute Mode Share Comparison

	Mid-City	City of San Diego	San Diego County
Total Public Transportation Commuters	4,247	23,773	36,235
Total Workers	89,818	791,874	1,622,954
Public Transportation Commute Mode Share	4.7%	3.0%	2.2%

Source: US Census, 2022 American Community Survey 5-Year Estimates (2024)





# EXISTING MOBILITY ASSESSMENT – VEHICULAR NEEDS

## Data & Analysis

Intersection Counts

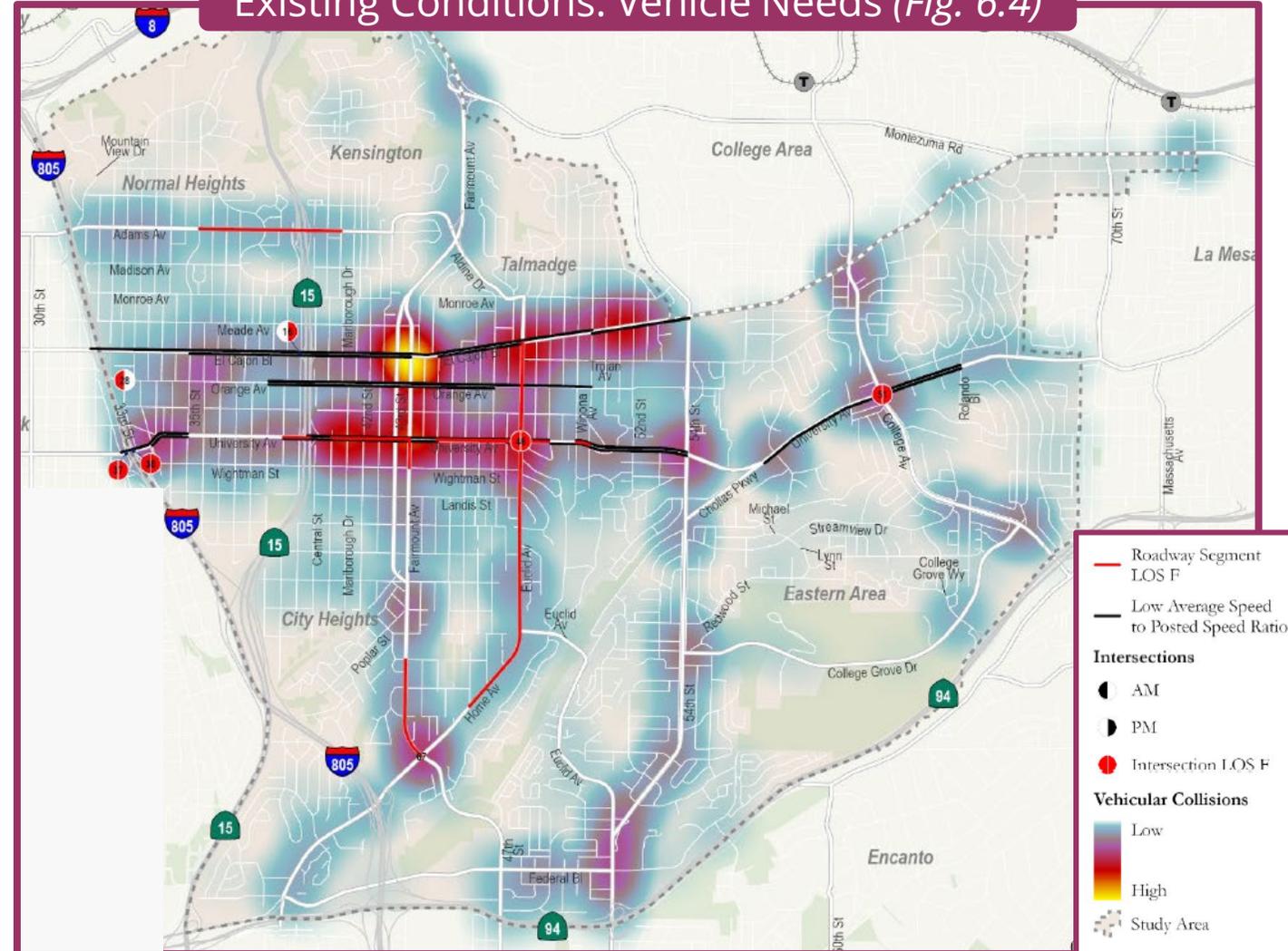
Average Daily Traffic

5 –Year Collision History

Travel Time

Travel Speed Ratio

Existing Conditions: Vehicle Needs (Fig. 6.4)

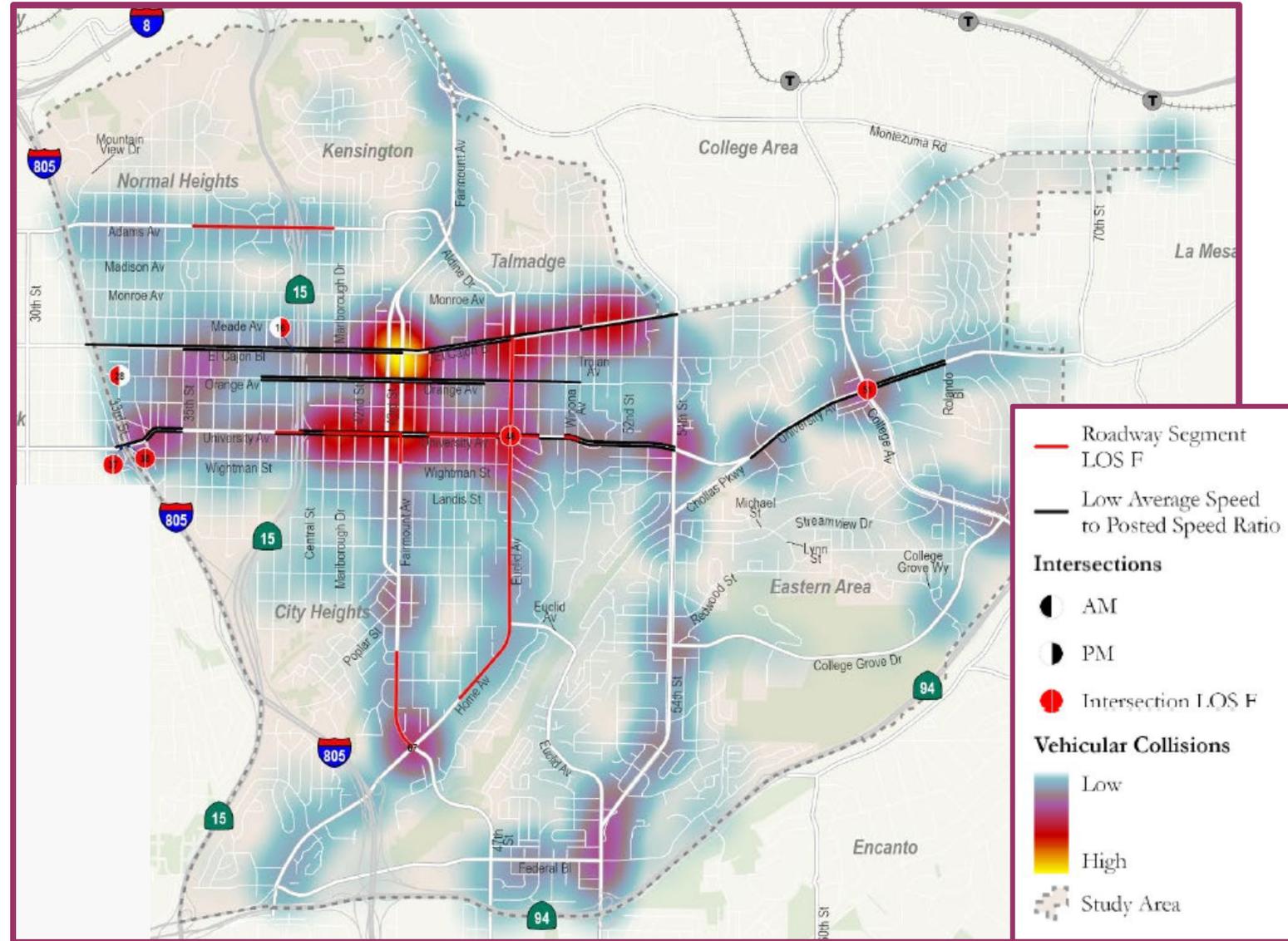




# EXISTING MOBILITY ASSESSMENT – VEHICULAR NEEDS

## Existing Conditions: Vehicle Needs (Fig. 6.4)

- Vehicular collisions concentrated along El Cajon Blvd, University Ave and Fairmount Ave
- Low ratio of average travel speed to posted speed limit along major east - west corridors.
- 27 Study segments at level of serve E or F
- 24 serve transit routes
- 11 Study intersections at level of service E or F

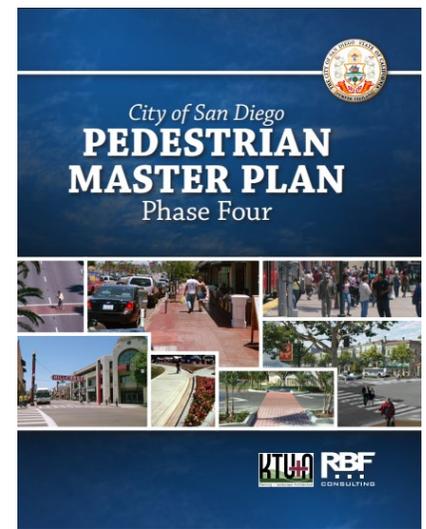
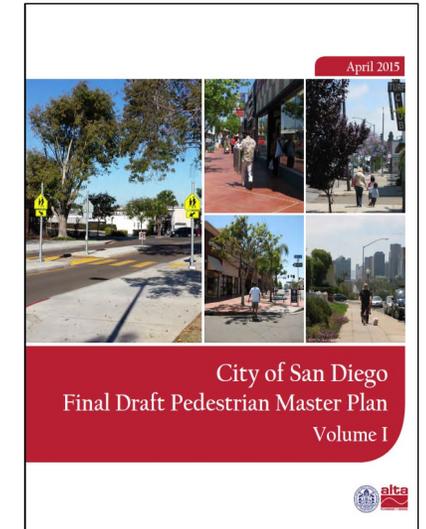
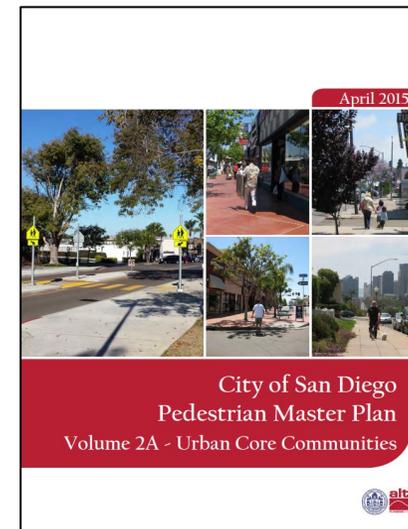
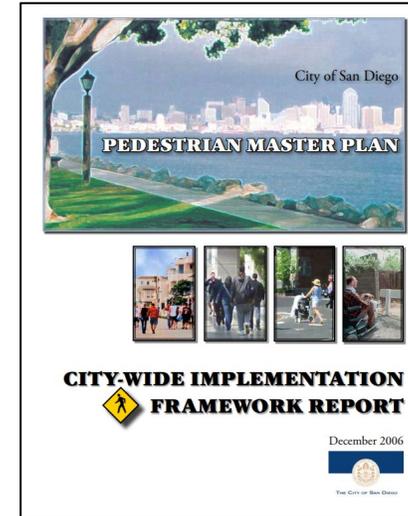




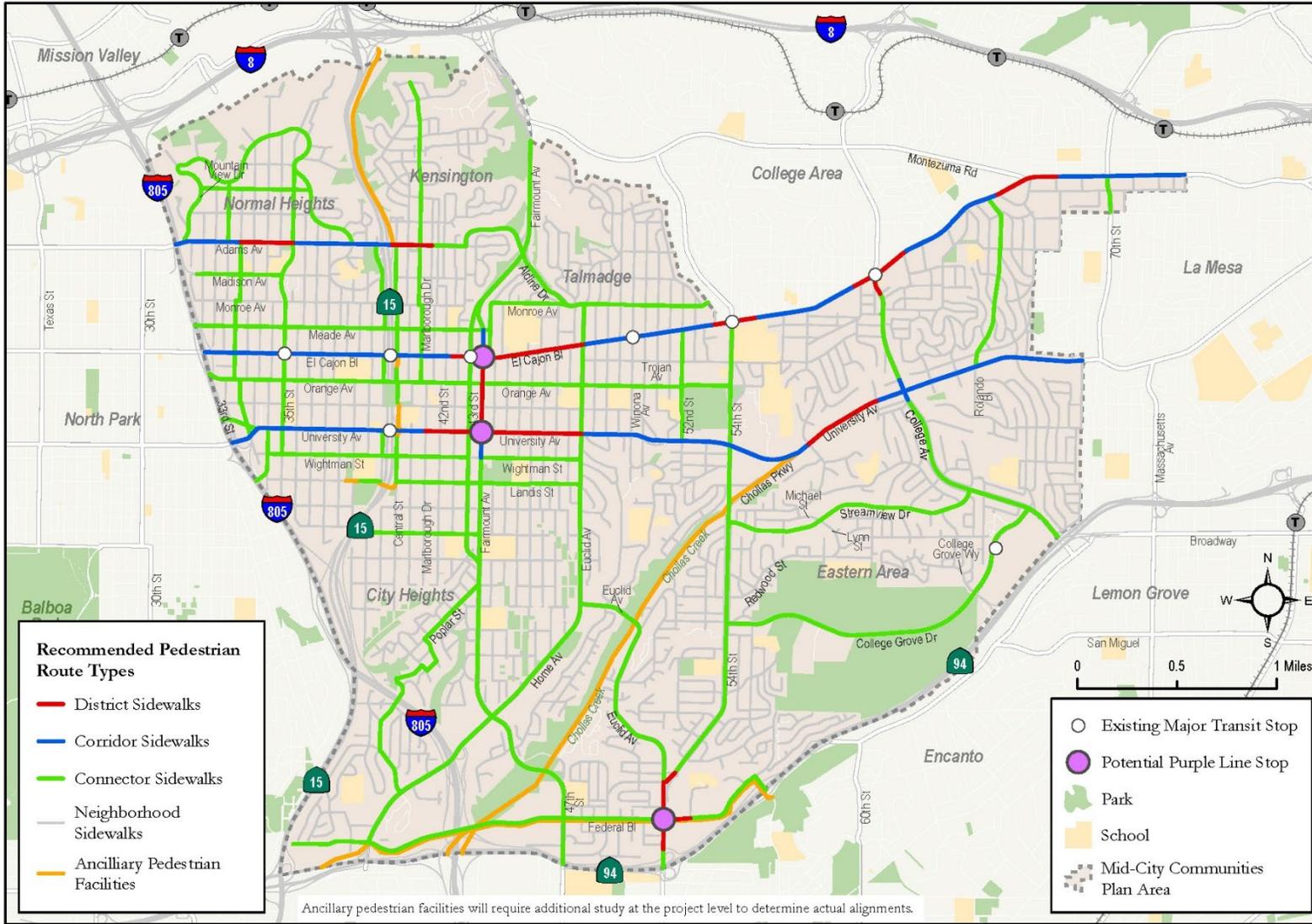
# Mobility Networks & Concepts

## Pedestrian route types:

- **DISTRICT SIDEWALKS** along streets that support heavy pedestrian levels in high-density, mixed-use concentrated urban areas.
- **CORRIDOR SIDEWALKS** along streets that support moderate pedestrian activity levels in moderate-density business and shopping areas.
- **CONNECTOR SIDEWALKS** along streets that support lower pedestrian levels in institutional, industrial, or business areas.
- **NEIGHBORHOOD SIDEWALKS** along local streets that support low to moderate pedestrian levels in residential areas.
- **ANCILLARY PEDESTRIAN FACILITIES** include facilities not associated with streets, such as pedestrian bridges, plazas, paseos, and courtyards.



## Planned pedestrian route types to be considered through the plan update



# BICYCLE FACILITY TYPES

**Bike Path**



**Class I:** Off-street paths completely separated from motor vehicle traffic. These provide safer connections, within roadway right-of-way or an exclusive right-of-way.

**Bike Lane**



**Class II:** On-street striped lanes for one-way bike travel, adjacent to vehicle lanes. Often enhanced with markings or signage, they are suitable for lower-speed roadways.

**Bike Route**



**Class III:** Shared roadways with motor vehicles, marked with sharrows and signage. Best for low-speed, low-traffic streets, connecting to parks, schools, or other bike facilities.

**Bike Boulevard**



**Class III Enhanced:** Shared streets with additional traffic-calming features like road humps or diverters. Designed for safe and low-stress cycling on residential or low-speed roads.

**Separated Bikeway**



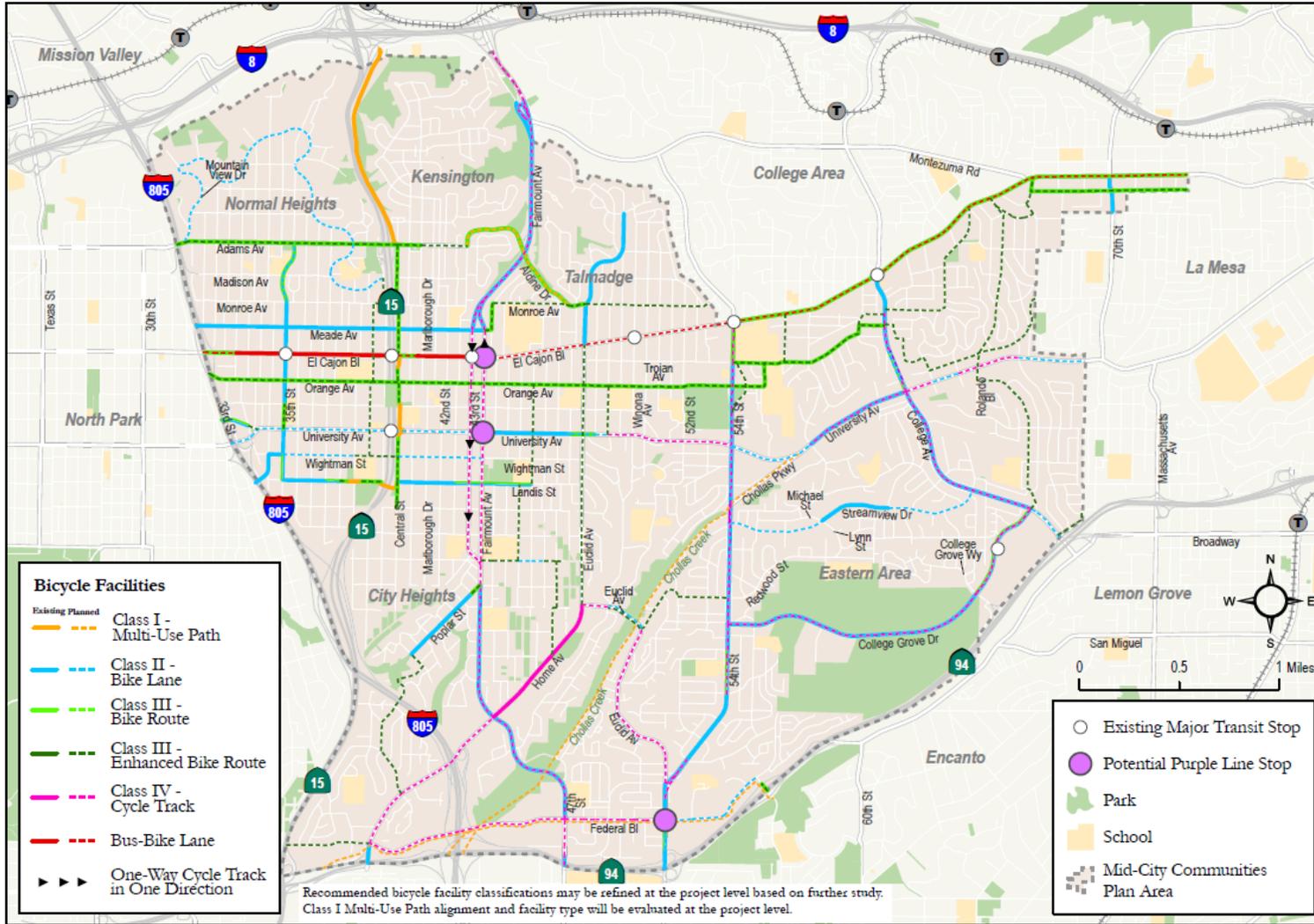
**Class IV:** Bike lanes separated from traffic by vertical elements like curbs or flex posts. They provide a safer, more comfortable option for riders of all ages and abilities. The City has one-way and two-way Class IV facilities.

**Shared Bus-Bike Lane**



**Shared Bus-Bike Lane:** An option where separate bus and high-comfort bike lanes are not feasible. Best suited to low speeds and moderate bus headways, with bus passing discouraged and bicycle passing limited to stops.

# DRAFT PLANNED BICYCLE NETWORK



**Class I**  
Multi-use path



**Class II**  
Bike Lane



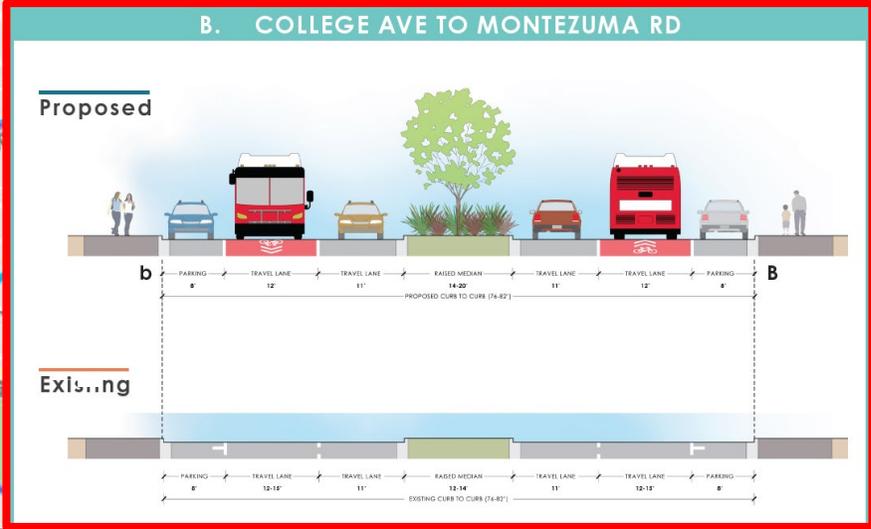
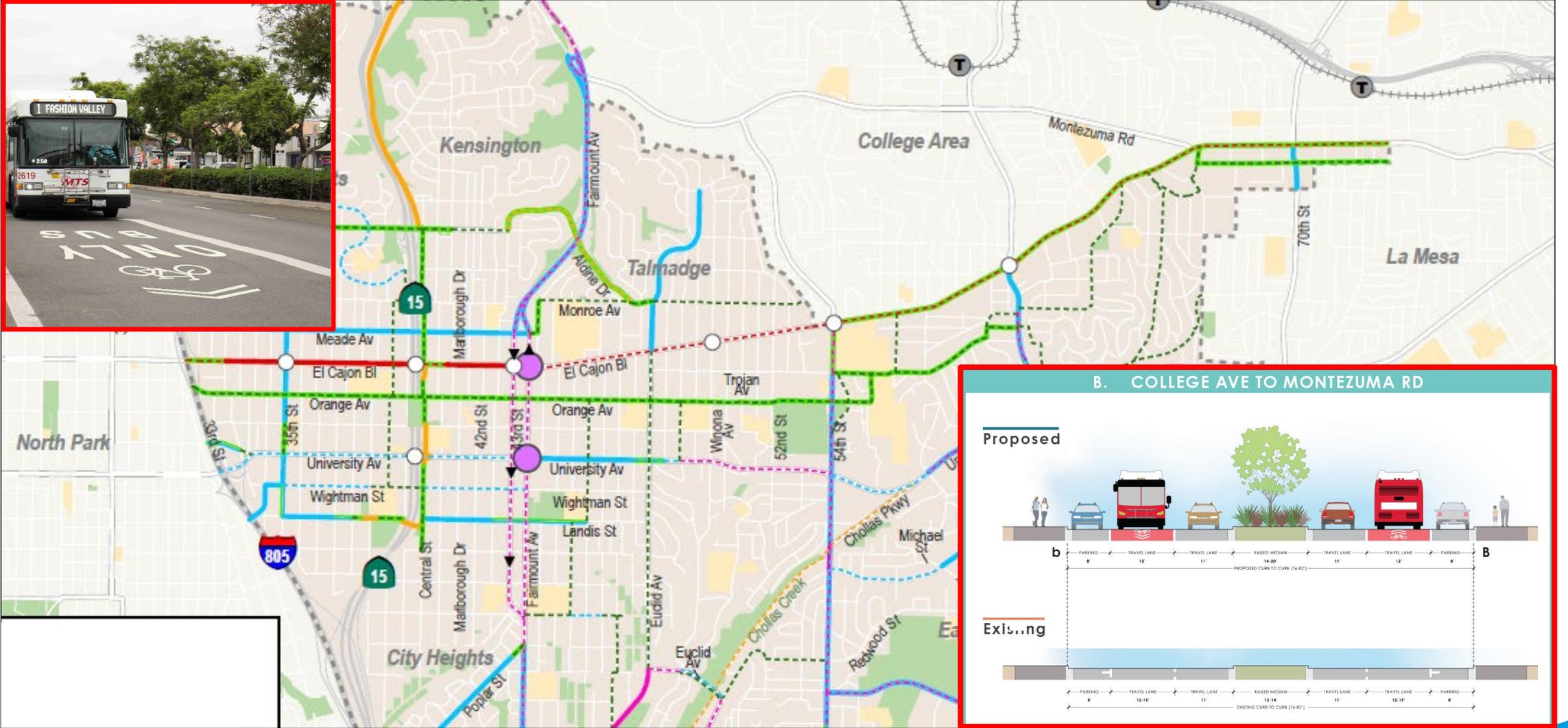
**Class III**  
Bicycle Route



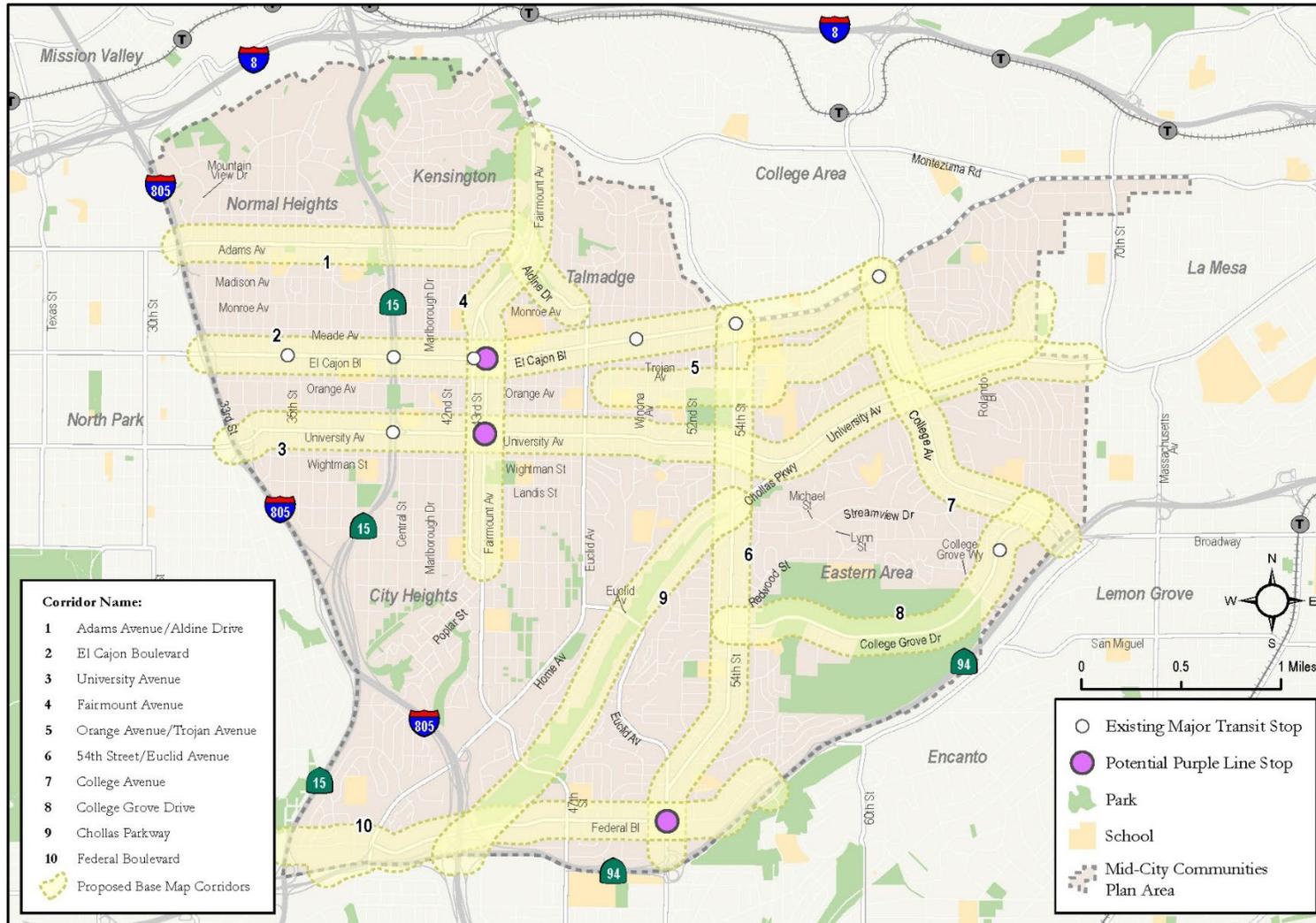
**Class IV**  
Separated Bikeway

# PROPOSED BUS-BIKE LANE

El Cajon Boulevard shared Bus-Bike lane



## Ten corridors highlighted for focused analysis



### Documented along Corridors

- Right-of-way
- Curb-to-curb width
- Median type
- Sidewalk width
- Sidewalk buffer type and width
- Parking restrictions/meters
- Transit routes/stops
- Traffic volumes
- Speed limits



# ADAMS AVENUE CORRIDOR – EXISTING CONDITIONS

## Existing Curb-to-Curb Widths

- 29' - 32'
- 48'
- 52' - 56'
- 60' - 64'

## Sidewalk

- Sidewalk
- Sidewalk with Tree Grate Buffer
- Sidewalk with Landscape Buffer
- $X(Y)$  Sidewalk Width (Buffer Width)

## Median Type

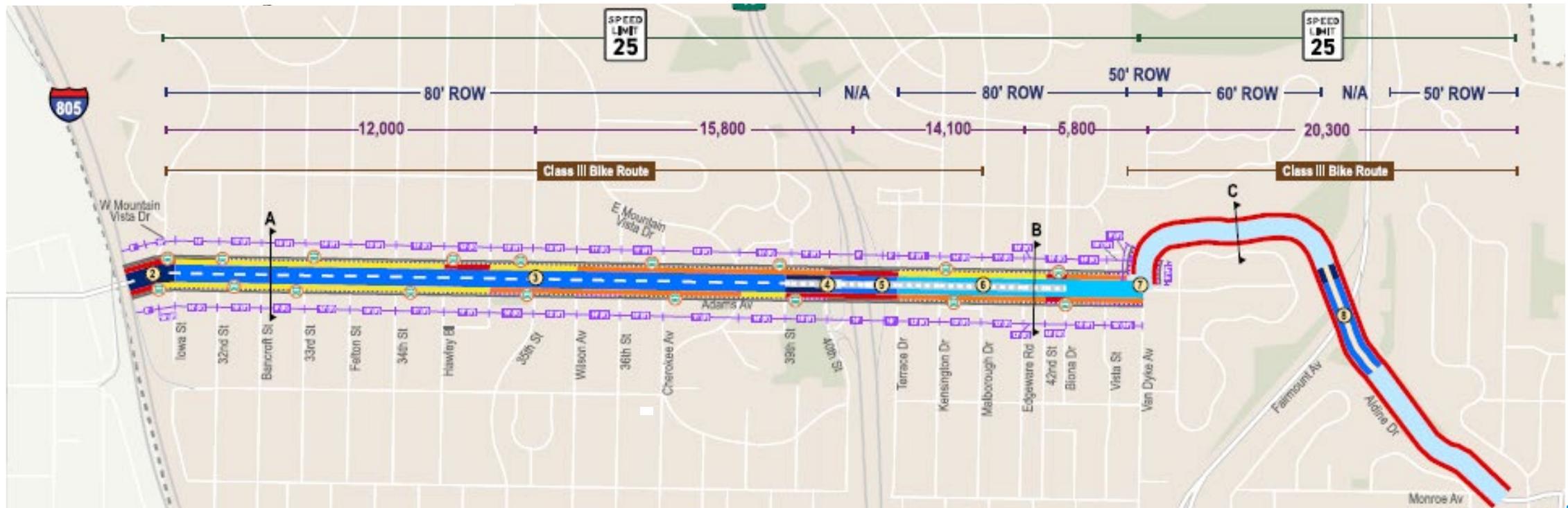
- Center-Left Turn Lane
- Raised Median
- Turn Pockets

## Parking

- Parking Prohibited
- On-Street Parking with Restrictions
- On-Street Parking with No Restrictions
- Metered On-Street Parking

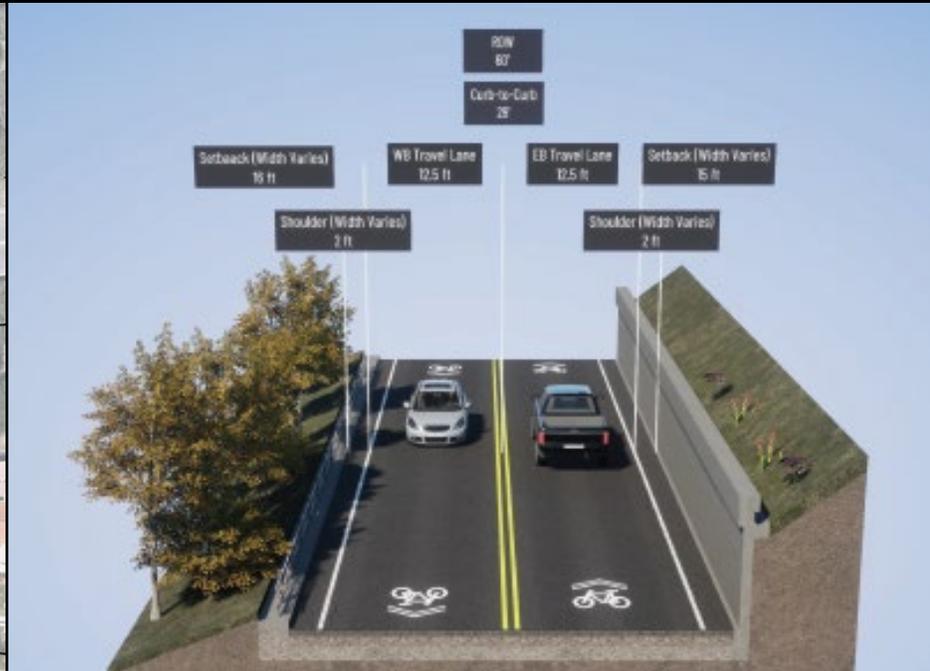
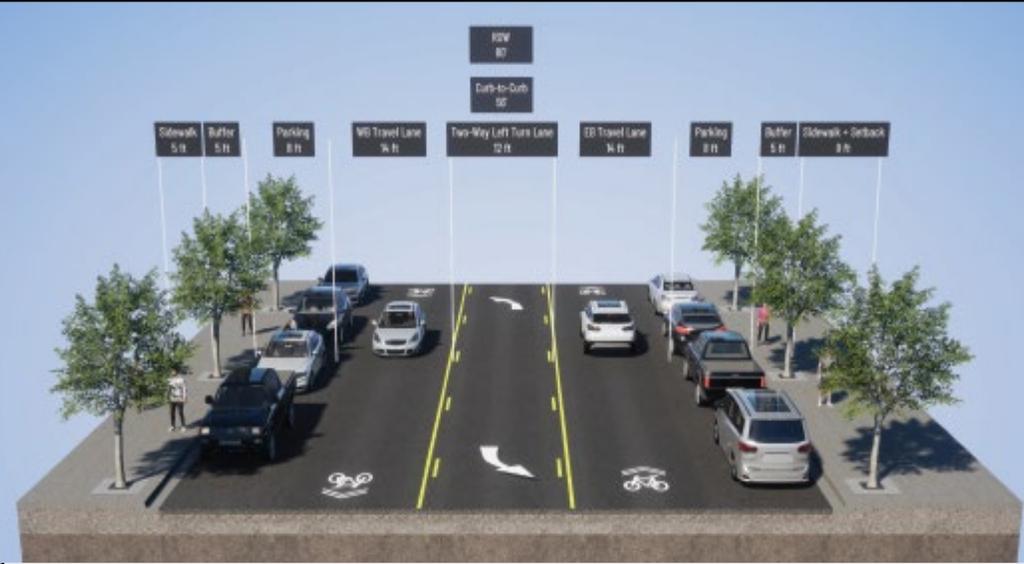
## Transit

- Transit Stop
- Transit Route 11
- X,XXX Existing Traffic Volumes
- X Intersection ID



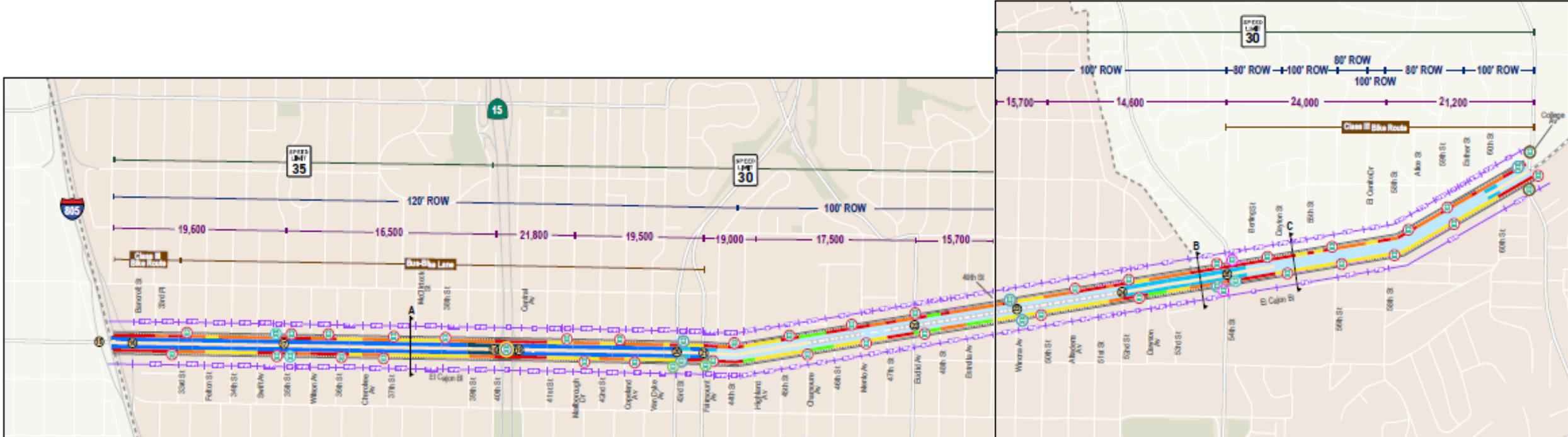


# ADAMS AVENUE CORRIDOR – EXISTING CONDITIONS





# EL CAJON BOULEVARD CORRIDOR – EXISTING CONDITIONS



### Existing Curb-to-Curb Widths

- 60' - 70'
- 75' - 88'
- 98'
- 104' - 108'

### Sidewalk

- Sidewalk
- Sidewalk with Tree Grate Buffer
- Sidewalk with Landscape Buffer
- Sidewalk Width (Buffer Width)

### Median Type

- Center-Left Turn Lane
- Raised Median
- Turn Pockets

### Parking

- Parking Prohibited
- On-Street Parking with Restrictions
- On-Street Parking with No Restrictions
- Metered On-Street Parking

### Transit

- Transit Stop
- Transit Route:
  - 1
  - 235
  - 215
  - 955
  - 13
  - 856
  - 60
  - 936

XX,XXX Existing Traffic Volumes

Intersection ID

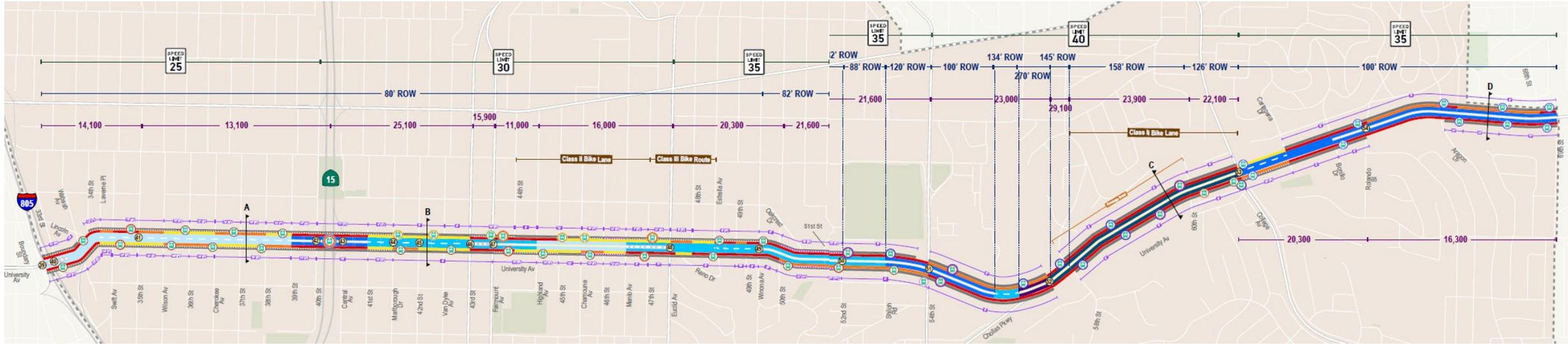


# EL CAJON BOULEVARD CORRIDOR – EXISTING CONDITIONS





# UNIVERSITY AVENUE CORRIDOR – EXISTING CONDITIONS



## Existing Curb-to-Curb Widths

- 52' - 54'
- 64' - 68'
- 74' - 86'
- 100' - 116'
- 180'

## Sidewalk

- Sidewalk
- Sidewalk with Tree Grate Buffer
- Sidewalk with Landscape Buffer
- Sidewalk Width (Buffer Width)

## Median Type

- Center-Left Turn Lane
- Raised Median
- Turn Pockets
- XX,XXX** Existing Traffic Volumes
- Intersection ID

## Parking

- Parking Prohibited
- On-Street Parking with Restrictions
- On-Street Parking with No Restrictions
- Metered On-Street Parking

## Transit

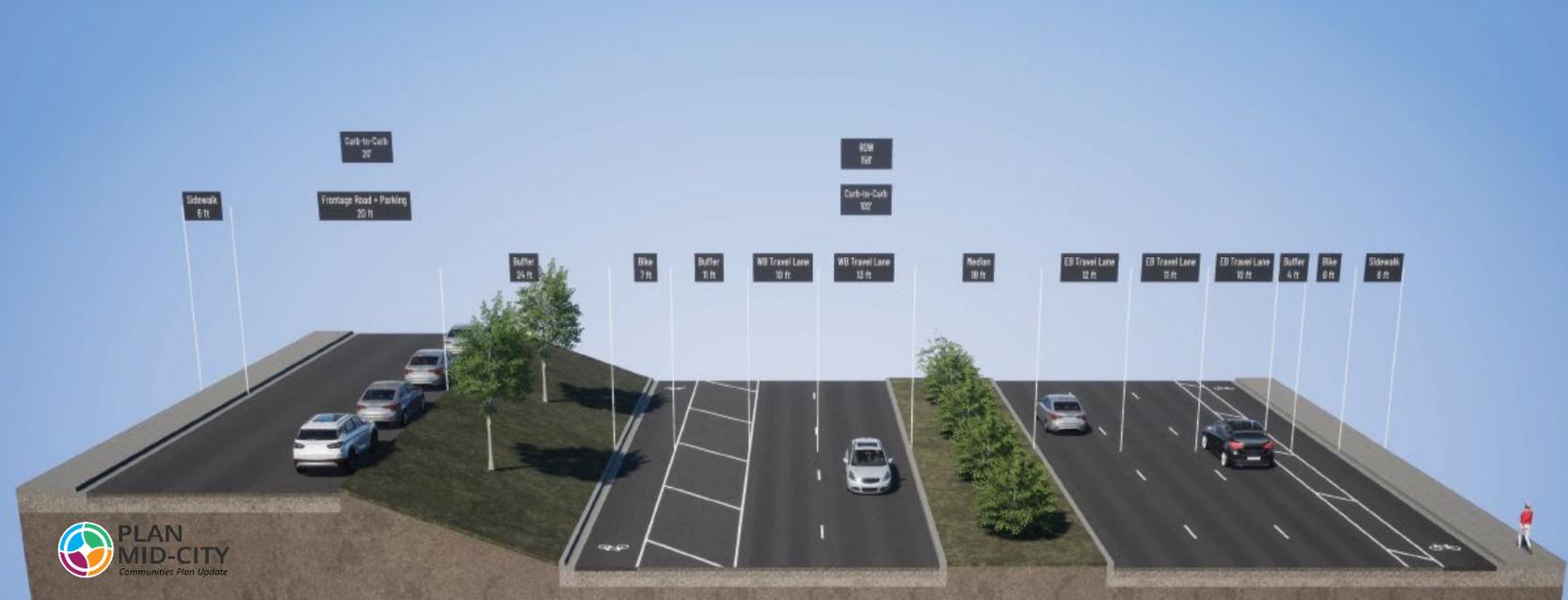
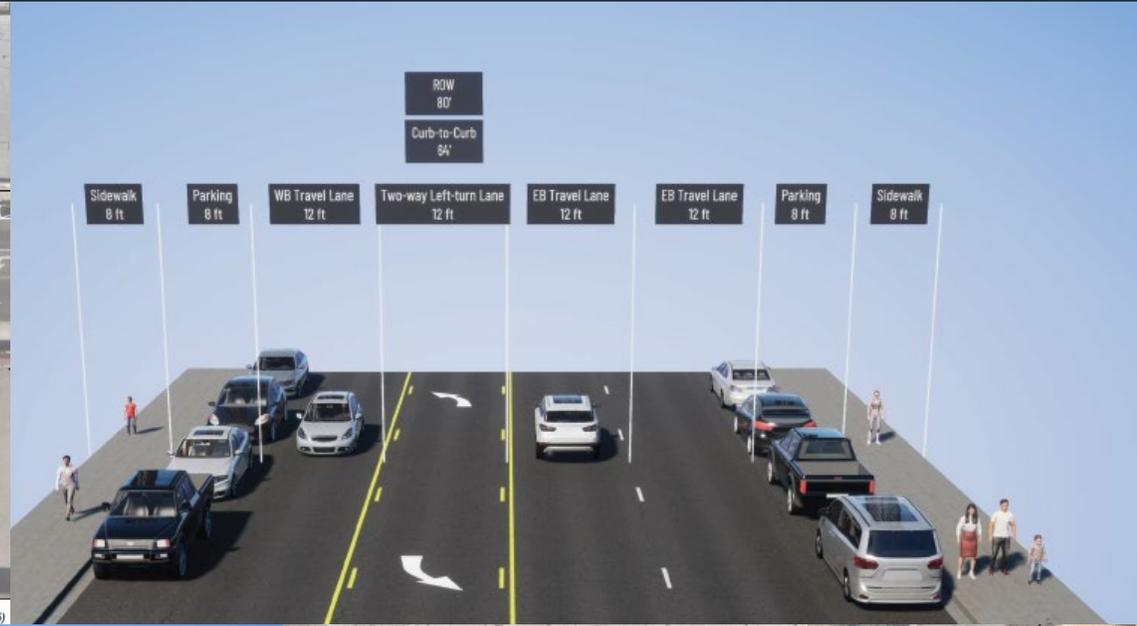
- Transit Stop
- Transit Route:
- 7
- 10
- 235
- 852
- 60
- 856
- 936
- 13
- 955



# UNIVERSITY AVENUE CORRIDOR – EXISTING CONDITIONS



Imagery Source: Nearmap (09/23/25)



Communities Plan Update



Imagery Source: Nearmap (09/23/25)

# Next Steps

- **Visit the Plan Update Website & Sign-Up for Updates**  
@ [www.PlanMidCity.org](http://www.PlanMidCity.org)
- **Participate in the Upcoming Public Engagement Activities:**
  - 2<sup>nd</sup> Planning Commission Workshop (info item) – March 19, 2026 at 9 a.m.
  - Parks & Recreation Board (info item) – March 19, 2026 at 2 p.m.
  - Open Houses on mobility concepts
    - City Heights Library – 5 to 7 p.m. - March 23, 2026
    - Teen Challenge – 5 to 7 p.m. - March 24, 2026
    - Normal Heights Community Center – 5 to 7 p.m. - March 25, 2026
  - Focus Groups & Pop-Ups – March to June 2026

### Email Us

Send additional comments, suggestions or questions to [PlanMidCity@SanDiego.gov](mailto:PlanMidCity@SanDiego.gov) and a Community Planner will get back to you.

## Community Plan Update Timeline and Process



# Mid-City Communities Plan Update



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# Draft Ideas Report Mobility Section